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## SPEAKING OF SPOKES

**A Unity of Opposites**

By David Ward

Extremes. Everything has its opposite. Insane wealth and abject poverty. Pure evil and guileless goodness. Exquisite joy and absolute sorrow. Hope and despair. Exhilaration and depression.

Fortunately, most of our lives are spent somewhere on the spectrum between these extremes. Otherwise, we probably could not maintain a sense of balance for long. This last week, though, I have experienced movement from the middle toward the extremes.

Last week, my wife and I traveled to Phoenix to spend four days with our daughters and their families. Included therein are two very fun sons-in-law and Marielle's three children, my three red-headed grandsons. The most important catechism I have taught them is, "Whose buddy are you?" to which they each reply, "Grandpa Dave's buddy!". Just doing my part.

I keep a bicycle at Marielle's home so I can ride while there, needing only to take my cycling gear. Over the years, I have figured out the best place to ride close to Marielle's home, a round trip to Usury Pass. In fact, in her part of the valley, Gilbert and Mesa, that is really about the only interesting ride. Everything else is a grid of straight, intersecting streets. So, after a few years, I have yearned to find some place new to ride.

Enter Larry Kahn. Larry is my brother's brother-in-law and lives in the Phoenix area. I met Larry a year ago last spring when he came

to Salt Lake for my niece's wedding and wanted to ride. So, I organized a ride with him, my son-in-law, and two nephews-in-law and we had a great ride here in Salt Lake. (See, "Speaking of Spokes - I Am Not Nearly As Fast As I Used to Be, May, 2012).

So, before heading to Phoenix last week, I contacted Larry about returning the favor and taking me for a ride in some new area. He willingly agreed, and so it was that last Friday I recruited my daughters, Marielle and Marinda, and we headed over to Larry's home. We were a little late arriving thanks to my delay in getting prepared and Marielle's near disaster of ripping our bikes off the top of her van when pulling into a covered parking stall at Marinda's apartment complex. (We both totally forgot about the bikes, but were very fortunate. After the initial impact, the handle bars slipped under the covering. We were able to remove the bikes before pulling the car back out. Aside from a broken crossbar on her rack, there was no other damage. Most importantly, the bikes came through unscathed.)

Because of our delay, and also considering my daughters don't quite have mine and Larry's fitness, Larry decided to abandon a more aggressive route and take us on a tour of his town. So for the next two hours, we meandered around the streets of Paradise Valley, admiring the nice homes, architectural wonders, and delightful desert scenery. It was a perfect Phoenix day, sun shining (a not uncommon occurrence in the area), and in the low 80s as we rolled along the base of Mummy and

Camelback Mountains.

After the ride, Larry treated us to tangelo juice he personally squeezed and froze from tangelos he personally cultivated and harvested. Sweeter and purer than anything you can buy, and a delightful treat at the end of a refreshing ride.

It was a day of glorious riding, as close to "paradise" as one can get. Perfect conditions and, most importantly, a day spent with two lovely daughters and a good friend, approaching one of those extremes, exquisite joy.

Well, Sunday evening found us flying back to Salt Lake, returning to our home and regular daily lives, and more toward the middle of life's spectrum. We are fine with that. A part of what makes moments joyful is their infrequency. They are not so constant as to become mundane.

So this week was flowing along as usual till late Thursday afternoon when a colleague called me into his office. On his computer screen was the headline, "Utah Judge killed in Millcreek Canyon auto-bike accident" and the story of how Judge Anthony Quinn had died from injuries resulting when a driver coming down Millcreek Canyon became distracted while looking at the fall colors, veered across the road and hit Judge Quinn who was riding up the canyon in the opposite shoulder.

Judge Quinn. Being an attorney and cyclist, I certainly knew him. I had appeared in his courtroom. And while I did not know him well, we had chatted occasionally during cycling events and when we happened to cross paths. In fact, the first time I visited with him outside his

courtroom, I felt awkward, not certain whether to call him Judge, Your Honor or just Tony.

Suddenly my world was turned a little bit upside down. He is only the second cyclist I have personally known who has died while riding his bike. The other occurred about 25 years ago. A group of us including a fellow racer, Jim Jackman, had been out on a ride. He had dropped off the pace as we climbed a hill. We knew he was heading home anyway, so we just kept going. Later, I learned that, while descending the other side of the hill, a car had veered across the road, entering the shoulder where Jim was riding, and hit him head on.

I didn't know Judge Quinn well enough for this to shatter my personal world. While shaken, his death will not cause for me the extreme sorrow it will for those close to him and who love him. But I have known the unexpected death of one I loved dearly, and I can empathize with the sorrow others are now feeling.

As a cyclist, I know and understand the risk we take when we ride. I have heard the arguments of how cycling is no more dangerous than getting in your car. Not sure I believe that, and as cyclists we are certainly much more vulnerable. Judge Quinn recognized and accepted these risks. He was involved in a serious accident a year ago and worked hard to return to this sport he loved. As reported to the Deseret News by Utah State Bar President Stephen Owens, "Quinn fought to recover from the accident and return to cycling, telling a colleague, "Our sport is a dangerous one."

And it can be. But I love to ride. Riding has given me many hours of joy and happiness, helping me to experience the richness this wonderful world offers. It has also brought times of sorrow. This last week, I have experienced both as a result of this sport of cycling.

But then, this last week is in microcosm an apt metaphor of extremes. Like the yin and yang of Chinese philosophy, extremes are interdependent aspects of the lives we live. Experiencing one enables us to appreciate the other. Indeed, each is a part of the other. Having enjoyed a wonderful day of riding with my daughters and Larry helps me appreciate the sorrow associated with Judge Quinn's accidental death, and his accidental death brings appreciation for the joyful time spent riding with Larry, Marielle and Marinda.

So here's to life, to cycling, to my daughters and Larry, to Judge Quinn, and to the experiences that make life the wonderful and terrible journey that it is.



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Cover Photo: Alex Grant (Cannondale/Sho-Air) on his way to winning Utah Cyclocross Series Race #7 at Rocky Mountain Raceway on November 2, 2013. Photo: Dave Iltis

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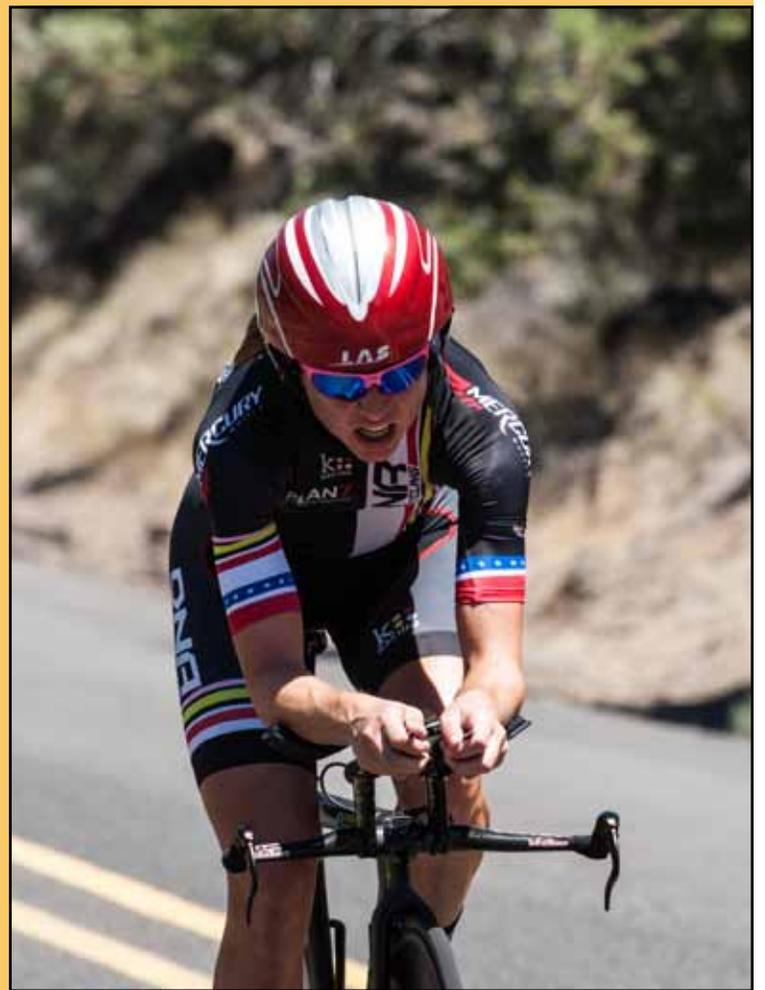
**Cycling Utah Awards - Anne Perry is our Rider of the Year – 14 Riders, Events, and Clubs Recognized**



Masters Road Race Championship in the 40-44 category (see profile elsewhere in this issue). Anne Perry is the Cycling Utah Overall Rider of the Year.

Alex Grant (Cannondale/Sho-Air) keeps on winning and winning (three more times). This season, he topped the Park City Point to Point for the fifth consecutive year. He finished second in the internationally prestigious La Ruta de los Conquistadores stage race in Costa Rica. He won two Intermountain Cup Races and the Draper 50 along with the US Cup Sagebrush Safari Marathon in California. He topped that off with a 5th in the Cross Country National Championships and a 3rd in the Marathon National Championships. Alex Grant is our Male Mountain Bike Racer of the Year.

Haley Batten (Park City, Whole Athlete) is one of Utah's rising stars. She won several junior races around the country including the US Cup Bonelli Park in California, the KMC Classic in Colorado, and the Subaru Cup in Wisconsin. She also finished second in the National Championship Short Track XC and topped it off with a win in the National Championship Cross Country race in the 15-16 year old junior category. Locally,



Above: Anne Perry in the time trial stage of the Cascade Classic. Photo: Chris See, fredmarx.photoshelter.com  
Left: Anne Perry is Cycling Utah's 2013 Rider of the Year. Photo: Dave Ittis

By Dave Ittis

Each year, Cycling Utah recognizes the top riders, clubs, events, and advocates for their accomplishments on and off the bike with our year end awards.

Anne Perry (DNA Cycling p/b Plan 7) had an incredible season. She

had numerous local and regional wins including the Bikes for Kids Stage Race, Porcupine Hill Climb, East Canyon Road Race, the omnium at the prestigious Iron Horse Classic in Colorado. She then won the Masters National Road Race in the 40-44 category. This led to an invite to Masters Worlds, where she raced to perfection, winning the World

Continued on page 28

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1. Laura Lewis Frank et. al. The Effects of a Pre-exercise Feeding With enzymes on Exercise Performance in Elite Cyclists. Int J Sport Nutr Exerc Metab. 2007 Sep; 17(3):310-7.  
2. Murota T, Harmitz S et. al. Green tea extract improves endurance capacity and increases muscle lipid oxidation. Am J Physiol Regul Integr Comp Physiol. 2005 Mar; 288(3):R706-11.  
3. DeLucao XC, Cheverot SM, Haynes EM, Sharp RG. Sweet iron and zinc lozenges during prolonged exercise. Int J Sport Nutr Exerc Metab. 2002 Dec; 12(4): 428-37.



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## COMMUTER COLUMN

**Mary O'Rourke Commutes to the University of Utah**

Mary O'Rourke is a physician's assistant at the U of U who commutes most of the year. Photo: Mike Brems

**By Ashley Patterson**

Mary O'Rourke is a Physician's Assistant in the Department of Gastroenterology at the University of Utah and in spite of the free transit pass that she receives as a U of U employee, Mary mounts her trusty steed to get to work most

every day between mid-February and mid-November. Why does she do it? Her motivation is pretty simple, "I do it for the exercise and for the environment, and quite honestly, I can get to my office from my house in Sugarhouse quicker by bike than by car." If that doesn't get people

on their bikes, it's hard to figure out what will.

Mary's ride is about 4 miles each way and to make sure that the people who aren't enjoying their bikes see her she's decked out with a neon yellow jacket with reflective piping on the sleeves, lights on the front and rear of her bike and clip-on, blinking red lights on her panniers. It is hard to miss her as she pedals in the early morning or evening when the light is dim, and the lights and reflectors help her feel more secure when it's dark. These also allow her to ride to evening social events, where her famously-cheery demeanor always inspires her friends to ride their bikes as well.

While Mary is one of the most optimistic people on the planet, like most bike commuters, she does experience some struggles with getting on her bike from time to time and Mary admits that when it's cold and dark, it's harder to get excited to ride. "Laziness is my biggest struggle", she says, and "It can be pretty enticing to hop in my car on a dark morning when the temperature is below freezing." She does indeed commute less frequently in the full winter months of mid-November or so until mid-February, but unlike many folks, she's actually not impacted as much by the pollution of our winter inversion but rather by potentially-slippery road conditions.

Mary finds that organization is key to her daily bike commuting. "There's not a readily accessible shower at work that I can use so I just take a little time when I arrive to clean up and change into my work clothes. I get my clothes packed the night before as I have to be at work pretty early and I do have to leave a few minutes earlier in order to ride my bike because of the clothing logistics. However, I'd rather spend my time doing that and pedaling to work rather than looking for a parking space on campus."

Commuting by bike has become a way of life for Mary over the past decade or so. "I love getting out in the morning when it's still quiet in the city. I ride uphill on the way to work, which feels great and is a good way to start the day. Then, at the end

## UTAH BIKE INDUSTRY

**Tüb Makes Great Accessories Out of Recycled Inner Tubes**

Tüb's Simple Wallet is perfect for the minimalist cyclist. Photo: Dave Iltis

**By Dave Iltis**

Looking for a bit of bike fashion? Need a new bag or wallet? Looking to combine style and recycling? Tüb (pronounced Tube) is a new Utah company that makes these accessories out of recycled bicycle and motorcycle tubes.

Tüb launched in August and makes four products: two types of wallets, a city/laptop bag, and the Julie Bag, a small bag with a shoulder strap.

Owner Amy Keele believes in making eco-friendly products by reusing material, "We believe in minimizing our footprint. We take a non-recyclable material and turn it into something useful and cool. Instead of dumping the rubber in the landfill - you can wear this stuff! It's fun to work with and has a great hand-feel - smooth like a rich leather."

The tubes used in the products are from local bike and motorcycle shops and suppliers. "We're proud to be a part of the huge biking community in Utah. And pleased to be able to give something back!", said Keele. Other than the thread in the wallets, and the hardware on the bags, most everything is made from recycled materials.

I've been using the Simple Wallet. I really like a minimal wallet - I had been using two rubber bands to hold my cards and cash. The Simple Wallet is a perfect upgrade for me. It is currently safely holding 17 cards in the main pocket and 5 bills in the strap. The rubber of the tubes is washed so it won't stain your clothes. And, since it's rubber, it doesn't easily slide out of your pocket when you don't want it to. I plan on using the Simple Wallet for a long time and rate it Hors Catégorie (Five Stars).

The company plans on creating many more products out of used inner tubes thus finding a use for previously discarded material.

You can find Tüb products at many local bike shops or online at [tubpeople.com](http://tubpeople.com).

of the day, I have a downhill cruise home, which can be a great unwind after a long day at work."

Her words of advice for aspiring commuters: "I had to get over the hump of thinking that I could really get to work on time, carry the things I need for the work day and be presentable at work. After I'd done it a couple of times it just became my routine and I started to feel guilty

when I jumped in the car."

Whether your motivation is guilt, joy or lack of choice, why not join Mary each morning in pedaling your bike to work?

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).

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## RIDER PROFILE

**Anne Perry has Unbelievable Season**

By Jared Eborn

Anne Perry summed up her 2013 cycling season in two words.

"Amazing," she said. "Unbelievable."

That seems fairly accurate for the cyclist who claims that just a few short years ago didn't even know that competitive racing had separate categories for racers.

Now, the internal medicine physician from Sandy is a world champion despite admitting to feeling like a novice out on the road at times still learning from each race.

Perry has been riding bikes and even racing for a long time – she's competed in the Boston Marathon and finished Ironman triathlons –

but the world of competitive road cycling is one she didn't try until a few years ago and she already had crossed the finish line at LOTOJA in the "fun ride" division. A friend recommended she sign up for a bike race and, well, she's been crushing the competition ever since.

"I had no idea what a category was until 2011," she said. It's been eye opening, for sure. Fortunately, I already had a really good base of fitness."

So, barely two years later, Perry has numerous wins on her record and the biggest came on a stage she didn't really expect to be on – the Masters World Championships in Italy just a few weeks ago.

"I really wasn't planning on Worlds," Perry, who rides locally

for the DNA Cycling p/b Plan 7 Coaching team, said. "That was something you have to qualify for and I didn't race in the only qualifying race in the country. That was back east and I wasn't able to race that, so I really didn't expect to be racing at Worlds."

Her plans changed, however, when she competed in the USA Cycling National Championships and repeated as the Masters 40-44 champion on September 5 in Oregon.

"I was stoked," Perry said. "But that race wasn't an automatic qualifier for Worlds. But then a little while later I got a letter that said 'We would like to invite you to compete in the World Championships.' It was basically a wild card."

Some quick scrambling to clear



Utah's Anne Perry (center) is the new Masters 40-44 Road Race World Champion. Photo courtesy DNA Cycling p/b Plan 7.

schedules and make travel plans led to Perry hopping on a jet and racing in Italy where she said the course was ideally suited to her strengths.

The hotel she and a few other American racers were staying in was near the finishing climb for the race and she was able to finish virtually every training ride ended with a trip up the final few miles of the course and with valuable familiarity of that road.

"I road to that climb and felt fantastic and said to myself 'this is going to be good,'" she said. "When it came to race day, I felt like the course was perfect for me and I knew exactly how I wanted to race it."

And so she came home with a rainbow jersey to add to her collection.

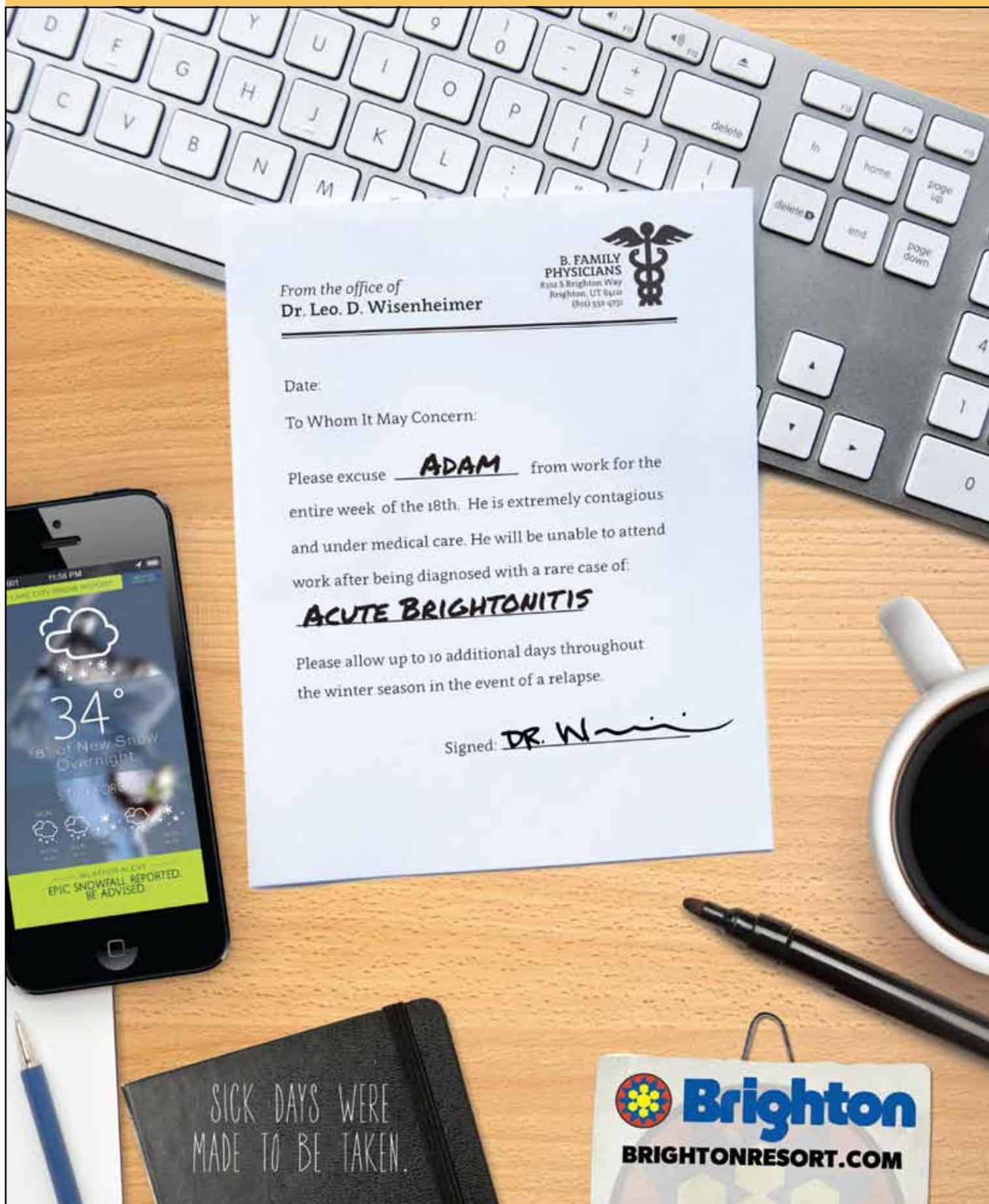
Competitive cycling has been a great transition, Perry said. After years of running and multi-sport, she's not exactly a novice to endurance sports but still feels a bit like a newbie in some of the races she's entered.

"Honestly, I still feel a little bit unqualified," she said when asked if she feels like a mentor to some of the younger, but more experienced, racers on her team. "I'm pretty sure I learn as much from them as they do from me. But I feel more comfortable in this role."

Perry said she has no plans to slow down her racing career and has even made career adjustments to enable it. After her cycling exploded and her weekends became more booked with races, she "changed career paths" from working as a hospitalist to working in a clinic. This enables her to continue serving patients, but also gives her the flexibility to race and train on weekends.

"I still want to race at the top level for a while," Perry said. "I was hoping at the beginning of the season to maybe get a Top 20 in a (National Racing Calendar) race and I ended up with a Top 15 at the Tour of the Gila and even was on the podium in a couple of races."

With solid results happening on a frequent basis and a women's NRC race coming to Utah next year in the Tour de Park City, there's no reason to think Perry won't be slipping on more rainbow or stars and stripes jerseys in the years to come.



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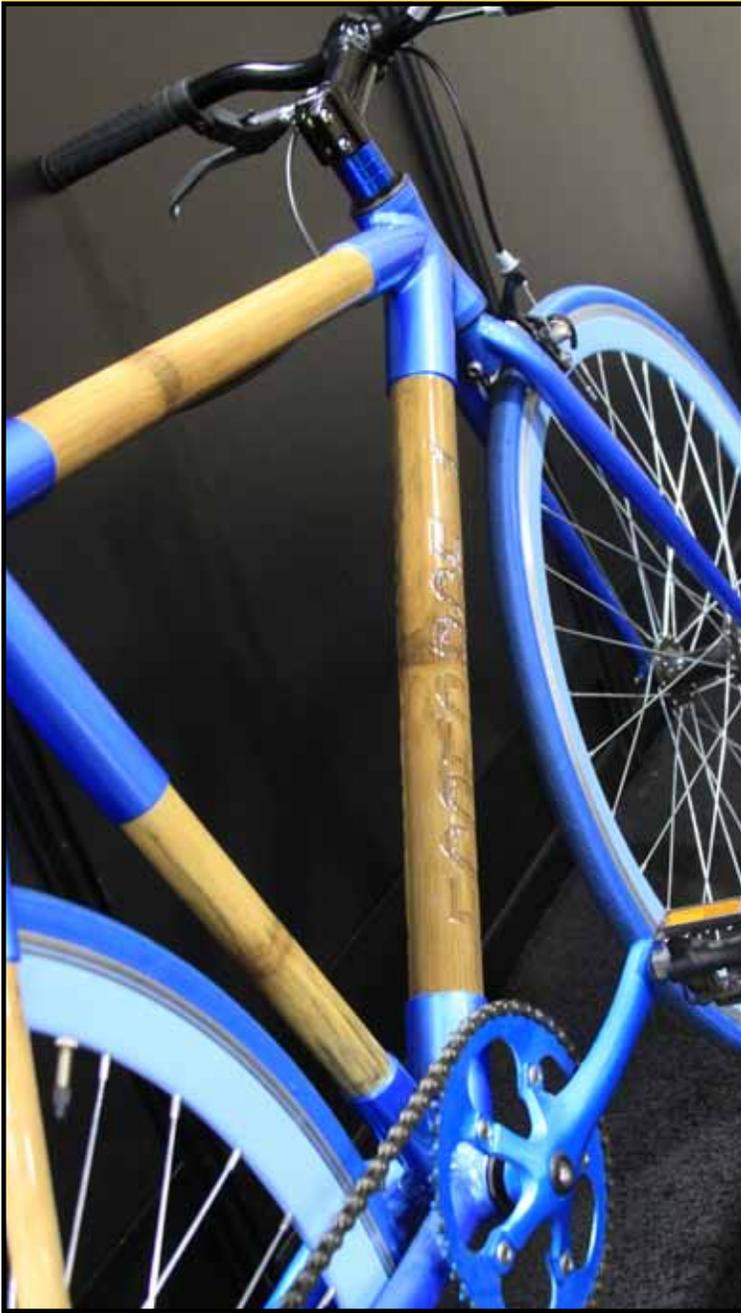
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## UTAH BIKE INDUSTRY

## Utah Welcomes Three New Bike Companies



Greenstar's Ecoforce 1 is the first affordable bamboo bicycle. The new Utah company plans to introduce other models soon. Photo: Dave Iltis

By Dave Iltis

#### New Bike Companies

Cycling Utah traveled to Interbike, the bike industry trade show, this fall. There we learned that Utah's Utah Becomes Home to Three

burgeoning bike industry is about to grow by leaps and bounds as three bike manufacturers have relocated to Utah or have started new operations.

The three companies are Scott Bicycles, Greenstar Bicycles, and Volagi Cycles.

A brief profile and questionnaire follows for each company:

#### Greenstar Bikes

Salt Lake City, UT; Minneapolis, MN; Shenzhen, China

Website: [www.Greenstarbikes.com](http://www.Greenstarbikes.com)

When and where was the company founded?

May 2012, Founded in Salt Lake City and Minneapolis, incorporated in Wyoming.

Who founded it?

Jun Hu and Eric Hiller

When did you move to Utah?

Jun Hu lives in Salt Lake City. So does our designer and engineer.

Brief Description:

Greenstar Bikes is proud to announce a bicycle breakthrough: the first ever affordable bamboo bike.

Bamboo is the perfect material for bicycles. The problem has been that bamboo bikes cost thousands of dollars, putting them well out of reach of most consumers.

Not anymore. After almost three years of research, development, and testing, we've perfected the art of mass-producing affordable bamboo bikes.

Our mission is to design and manufacture affordable, quality bamboo bicycles and accessories using environmentally and socially responsible materials and practices.

What types of bikes do you build?

We build the world's only affordable bamboo bike.

Bamboo is perfect for bicycles because it is stronger and lighter than steel, but provides a smoother ride due to its natural vibration-dampening properties. And of course it looks beautiful.

We believe in doing the right thing. We use bamboo because it is perhaps the most environmentally sound and socially responsible natural material on the planet. It grows fast, requires no fertilizers or pesticides, and is the perfect crop for emerging economies.

Our first model, the Ecoforce 1, is a single speed fixed/freewheel. We are currently designing a road/MTB hybrid. Soon we will design MTBs, Road Bikes, and youth bikes.

Where are they built and designed?

Designed in Salt Lake City, built in China.

What's the best thing about your bikes and/or company?

We offer the only affordable bamboo bikes.

Why did you choose to move or stay in Utah?

This is Jun Hu's home.

Where can someone buy your bikes?

If they haven't already, ask your local dealer to start carrying Greenstar Bikes!

Anything else you would like to add?

For years we've admired environmentally responsible products, but we haven't admired their price tags. Why should it be so expensive to do the right thing? Finally, you can enjoy all of the performance, social and environmental benefits of a bamboo bicycle without breaking the bank.

#### Scott USA

Salt Lake City, Utah

Website: [www.scott-sports.com](http://www.scott-sports.com)

When and where was the company founded? The company was founded in Sun Valley Idaho USA in 1958.

Who founded it?

Ed Scott was the founder, he was an engineer and up and coming Ski racer. It was Ed's engineering background and vision for new technology that helped him launch the brand by inventing the first tapered alloy ski pole. Up until this point skiers had always use wooden poles. It was this product that launched Scott onto the map as a leader in product technology and technical innovations.

When did you move to Utah?

There are two parts to this answer, we first set up a warehouse in Ogden a few years ago, then in September we moved into our office in Salt Lake.

Brief Description:

Scott USA is a multi-sport company. We have several different divisions Ski, Motorsports, Running and Outdoor, the thing most people probably know us for is the goggle and bikes, but you can see by clicking around on the website Scott offers some of the most advanced products for all our disciplines. We are a company that has been driven by our past but has embraced Ed Scott's vision to always look to the future for the next thing in both material and technology.

What types of bikes do you build?

Scott USA offers a full line of bikes on both the road and mountain using both alloy and carbon. We offer entry level bikes for the whole family up to the lightest road and mountain bikes on the market.

Where are they built and designed?

The company's main headquarters are now in Switzerland and this is where all the design and R&D happens. Manufacturing is done overseas.

What's the best thing about your bikes and/or company?

I think that if anyone looks at a Scott they can see the beauty of the design and once you start to dig into the technology you can see that there is a lot of thought that has gone into even the smallest details. We are a brand that has always pushed to be the lightest and stiffest bikes and this is still true. On the road side the Addict SL tips the scales at a little over 12 lbs. for a complete bike; this is lighter than the bikes that our



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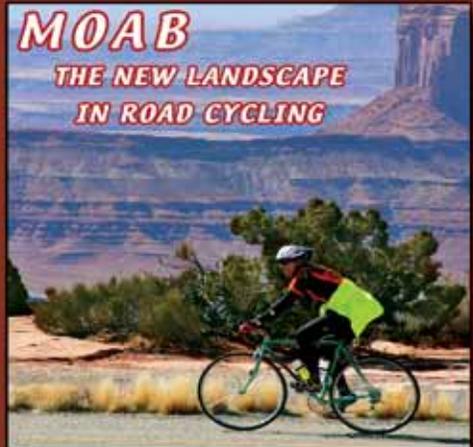


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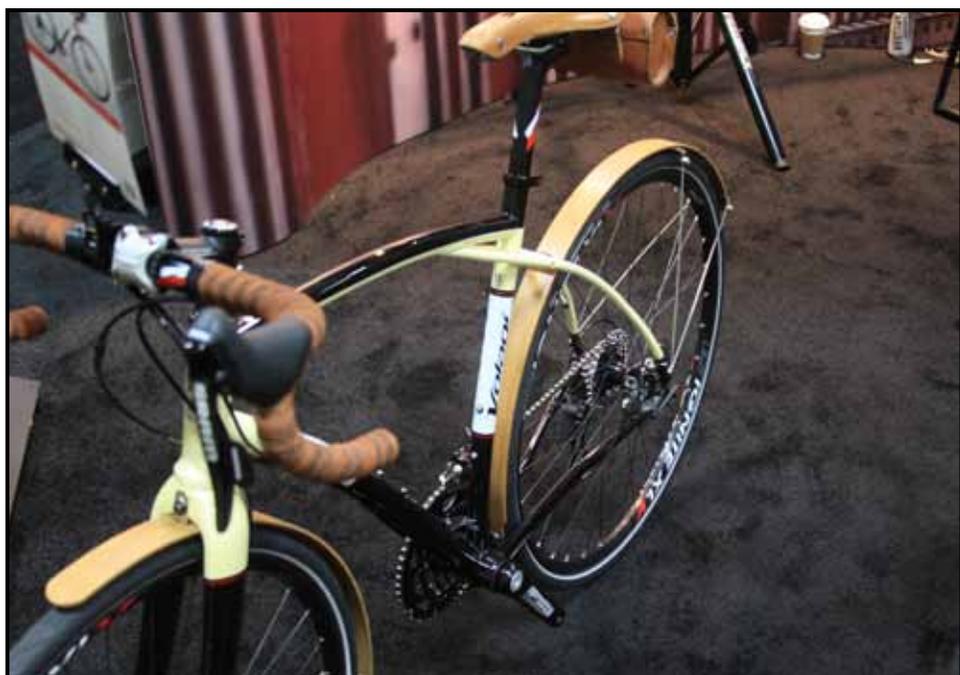


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Above: Volagi's Viaje steel bike features Long Bow chainstays for extra shock absorption.

Photo: Dave Iltis

Right: The Scott 930 29er is one of many great bikes that Scott USA makes.

Photo: Scott/Daniel Geiger



athletes get for the Tour de France. Our mountain bikes have proved themselves this year by winning the World Championships and taking the overall title in the World Cup series and just last weekend our triathletes took 2nd and 3rd in Hawaii at the World Championships. I like to think that our passion for cycling finds its way into every product that we make, if you get a chance to ride one I hope you will feel it too.

Why did you choose to move or stay in Utah?

Logistically Utah made sense as we had the warehouse and goggle manufacturing here, plus it was a little easier to get too than Sun Valley, which when we have visitors coming from Europe is a consideration. We may not have the small mountain town feel of Sun Valley but the company had grown so much in the last few years we had to move. As an active outdoor brand it is important to stay in touch with that community, so Utah made perfect sense.

Where can someone buy your bikes?

If you visit the website [www.scott-sports.com](http://www.scott-sports.com) and choose USA as your region you can then click on the find a dealer button.

Anything else you would like to add?

I would say thank-you to Utah for welcoming Scott, I know that all the bike people are looking forward to getting out and exploring all the trail systems that you have to offer plus some of the best road riding, the ski team can't wait for the first snow fall either. We are looking forward to this next stage in Scott's history.

**Volagi Cycles**

Ogden, UT  
Website: [www.volagi.com](http://www.volagi.com)

When and where was the company founded? Who founded it? When did you move to Utah?

The company was founded in

2010 in Morgan Hill, CA by two industry veterans, and avid endurance cyclists, Robert Choi and Barley Forsman. We are currently scheduled to move into our new Ogden facility on November 1, 2013.

**Brief Description:**

Volagi Cycles is a growing manufacturer of carbon fiber, steel, and titanium framed bicycles and bicycle components. Founded in 2010, the company has since staked its claim as an industry leader in endurance cycling products. Utilizing the latest advances in frame construction, progressive braking technology and innovative componentry, Volagi is committed to redefining performance for the everyday cyclist one bicycle at a time.

What types of bikes do you build? Where are they built and designed?

We build road bikes built for endurance cycling. All of our models feature our patented Long Bow Flex Stay technology—where the seat stays bypass the seat tube and connect to the top tube, thus lengthening the seat stays without creating a longer, slow-handling wheelbase. All of our frames are designed specifically for the use of disc brakes. All of our frames are made in Taiwan, and then shipped to our headquarters where they are meticulously hand assembled and inspected for quality before being shipped to you.

Our carbon fiber bike, the Liscio, is the ultimate road bike for long distance rides—comfort, control and performance in an aesthetically beautiful package.

Our Steel frame, Viaje, is a road bike with possibilities. With clearance for up to 40mm wide tires, disc brakes, and Long Bow technology, the Viaje is the quintessential mixed terrain machine. From pavement, to gravel, and everything in between.

We are currently developing a Titanium version of the Viaje, the Viaje Ti, which will be released in March 2014, and possess all the qualities of the Viaje with the ride quality benefits of Titanium.

What's the best thing about your bikes and/or company?

While other companies continue to "go by the book" and design bikes that are restricted by UCI regulations, we have figuratively thrown out the book and make bikes that offer the best ride qualities and best technologies for the rider who loves to put in long miles in the saddle.

Personally, my favorite thing about working for Volagi is that everybody has a say in the creative process. We all contribute input on how we can better our products and thus we are perpetually progressing as a company.

Why did you choose to move or stay in Utah?

Let's face it, it's tough being a

small business in the San Francisco Bay Area. Ogden's more centralized location will put us in a better position to serve both the East and West coasts, and allow the company to operate more efficiently given its closer proximity to essential resources. We trust that by working in an environment that fosters growth of small businesses we can grow as company as well, and continue doing what we love. Mayor Caldwell and the City of Ogden are working hard to progress the infrastructure and overall atmosphere that will surely rebrand Ogden as the heart of the Outdoor Products and Recreation industry in the United States.

Where can someone buy your bikes?

Currently, we are working to expand our dealership base in Utah, so if you know of a bike shop that

you would like to see carry Volagi bikes, let us know! You can see a list of our dealers on our website <http://volagi.com/dealers> and even order direct from us at <http://store.volagi.com/>

We value local bike shops and want to continue to support them. So if you choose to purchase a bike direct, we will route that sale through the nearest Volagi dealer, or your favorite bike shop if there aren't any Volagi dealers near you.

Anything else you would like to add?

There isn't a better environment than Utah right now where there's a solid core of cycling companies exchanging info and ideas and progressing the sport as we know it. We couldn't be more thrilled to be a part of it!

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October 25th, 2014	Century - Parowan, UT
Nov 8th, 2014	Desperado Dual and Relay
	Century & Double Century - Bryce Canyon
	Watchman 100
	Century - Zion National Park
	Fall Tour de St. George
	Century - St. George, UT
	Spokes for Hope
	Women's Charity ride - St. George, UT

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## TOURING

## Accessories for the Touring Cyclist



Above: Coghlan's cutting board, Adventure Medical Kit, and BugBand all-natural, DEET free insect repellent. All are sitting on an inexpensive picnic table cover, a great, lightweight bike touring accessory.

Below: Sea to Summit silk sleeping bag liner, SOL emergency blanket, and GoToob flexible food storage container.

Right: REI Flexlite folding chair.

Photos: Julie Melini

## By Lou Melini

Whether you are backpacking or bicycle touring the word "accessory" typically means more weight and less space in your backpack or pannier. When it comes to bike touring weight, I generally try for a 2:1 ratio compared to backpacking. So if my backpack and everything in it weighs 35 lbs then my bike and everything on it should weigh 70 lbs. It usually doesn't quite work out that way. I know I carry too much stuff on my bike tours, including accessories.

Accessories can be helpful. They can make your trip more comfortable, more convenient, safer and perhaps more fun. There really are no right or wrong answers to bike packing, just consequences. Do you want to take

that small point and shoot camera, or do you take a camera capable of high-resolution professional photos. For this article I'm not going to talk about on the bike accessories such as pumps, bells, fenders, etc. but items that you may not think about on your trip that hopefully will meet the definition of comfort, convenience, safety (hygienic) or fun. Of course you may agree or disagree with my choices.

The first "accessory" that Julie and I took on a trip was a bright yellow stadium seat. This 9-ounce cushion attaches to the rear of Julie's bike to become a noticeable object for cars to see. In the campground it cushions the picnic tables or the ground and creates a dry sitting pad. At night it lies under her feet for a little insulation adding to her -length

sleeping pad. We receive a lot of comments; "what's that for", when people look at the yellow disc on the back of her bike. One could use the very light packing material or the many small lightweight cushions" sold at REI to do a similar job. One could then add yellow duct tape to one side for the back of the bike. This item meets the comfort and perhaps safety criteria.

Our next accessory was a picnic table cover, a thin plastic wrap for the more than occasional picnic table with bird droppings or other debris. Even after cleaning such tables we ate better having a clean surface. It from brings a touch of home to a campground. Sometimes we use it "picnic-style" when no table exists. The table cover weighs 2.5 ounces and covers of the length of the average picnic table. The uncovered space is used for my stove. You can buy a plastic table cover in any camping section of a store that sells car camping stuff or just use a piece of durable plastic sheeting, perhaps a large garbage bag. This accessory meets the hygiene and comfort criteria.

On our most recent bike tour we tried out a new "cutting board". This wasn't just a cutting board but a 1.5-ounce, 8.5 X 11-inch piece of plastic that could be also used as a place mat. If a tablecloth seems too decadent or if you are a solo tourer, you may want to consider the Coghlan's flexible cutting board (\$2.59; sometimes on sale at Ace hardware for \$1). It fits nicely along the rigid side of a front pannier. If you've ever stopped to eat where a table is not available (think German campgrounds), this small item will give you space to set a sandwich and fruit on. We found this item to be indispensable not only as a placemat but also to serve cut up fruit and vegetables. Ace hardware sells a similar Chef Craft (\$2.59) model that is 12X15 inches. Heavier weight cutting boards are sold at REI.

First aid kits are always difficult to put together. Complete kits for every emergency will weigh more than you may want and take a lot of space. Minimal kits have, well a minimum of stuff, perhaps not enough. Julie and I both work in medicine so we tend to go on the minimum side of first aid kits assuming we can improvise on the rest. Adventure Medical Kits make an "ultralight" Medical Kit.3 that comes very close to what Julie and I pack. It weighs 3 ounces and in my opinion, only needs a larger number of ibuprofen tablets. Of course, each individual may want to add something for their personal needs. Obviously a first aid kit meets the safety criteria. The .3 kit sells for \$9 on the Adventure Medical Kit website.

One can become overloaded with accessory bottles and other containers. The question becomes do you buy small expensive sizes or pour stuff from a large container into a small container such a lotions or condiments when traveling. Some are rigid therefore take up the same amount of space whether full or empty. Humangear (humangear.com) makes a number of products for



travelers. I was given a Go-Toob by editor Dave. Quite frankly I haven't used it yet, but it looks like it would be a useful item to have for carrying olive oil and balsamic vinegar, two items I use when cooking on the road. The medium sized container that I have is 1.5 ounces. It is soft silicone so it will fit into any space. I anticipate putting it into my cook pot where I always have a little extra room. Humangear also makes a Go-Tubb for pills that is very small, and a Go-Cup that compresses and then pops up in a 4 or 8-ounce cup. REI has a large selection of Human Gear.

Emergency Blankets and bags are probably not something one needs unless the bike tour is at a time of the year or location where the weather may change quickly. SOL (Survive Outdoors Longer) makes a number of products for emergency use. I once tried their Thermal Bivvy bag (\$33) to use on an overnight warm-weather trip as it is advertised for use as "an ultra-light warm-weather sleep system". In my one-time experience when the night time temperature was 50°, I became chilly so I had to wear my clothes to bed. The Adventure Cycling website recommended it for above 55°. My bag also split along the side after that one use. Though the split was only an inch or 2 it was annoying. Editor Dave gave me a SOL emergency blanket (\$5). Would I use this? Perhaps if I were to go on a tour where I knew the temperatures would drop. Draping it over my sleeping bag may be a nice safety (warmth) feature. The Emergency blanket weighs 3 ounces (vs. the Thermal Bivvy at 9 ounces).

Julie and I used a sleeping bag liner for the first time on our most recent bike tour. It was a very nice addition. Easily washable, it keeps your sleeping bag cleaner, and it does add about 10° of warmth. Our liner is a double wide 9-ounce silk bag from Sea to Summit that fits into our quilt sleeping bag for 2. (\$109 for the

double \$70 for the single)

I have tried an REI Flexlite folding chair. This is in the pure comfort and luxury category. Do I really need a folding chair? At my age it was nice to sit in a chair with a back to it. You also sit high enough so that you don't feel like you are sitting on the ground. It has an advertised weight of 28 ounces but is 27 on my scale, a rare occurrence. I can set it up and put it away in 45 seconds (my wife once timed me casually putting it together). I really do like this chair but it is a decadent luxury. It is especially handy when I was cleaning the bikes on tour or when there is nothing else to sit on such as a picnic table or large rock. It also beats the hard bench of a picnic table. It would have been nice to have in Germany where I took often confiscated café chairs to sit on. The price is \$69 for the 4-legged chair, cheaper than the competitors.

Insects such as mosquitoes are always an annoyance on an outdoor trip. In my opinion, mosquitoes are a species that could be wiped off the earth and I wouldn't miss them at all. I do have limits to my conservation leanings. Editor Dave gave me some BugBand brand insect repellent. These are small towelettes are impregnated with a non-DEET chemical. The package contains 2 towelettes and weighs 7.5 grams (0.25 ounce). Depending on where you are, slipping a few of these packets into your handlebar bag may be not only be convenient but also they take up virtually no space and that would be the selling point for use on a bike tour. I (fortunately) have not at the time of writing this article had experience with this product. Each package sells for \$1 on the website and you can buy larger sizes.

So as you travel by bicycle, you too may have a favorite accessory to make your trip more fun, more convenient, more comfortable, or safer. If you have any tips, send them my way, Lou@cyclingutah.com.

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**BIKE SHOP TALK****Rapid Cycling Opens in St. George****By Dave Iltis**

Rapid Cycling is a new full service bike shop in St. George. We caught up with owner Holly O'Keefe recently.

Cycling Utah: Why did you decide to open a new shop?

Rapid Cycling: Rapid Cycling came about because we wanted to offer more choice in St. George. A lot of unique brands were not represented. We wanted to have a shop with different brands and different fits for different riding styles. We also are making an effort to carry bikes that are a good fit for our specific area. Kona is a good example of this. Their bikes are durable with a great geometry and offer a lifetime frame warranty, which is great for the Utah rough, rocky terrain.

What are your focus areas?

We carry a full line of road, mountain, BMX, cruisers and youth bikes.

What do you plan to do to set you apart?

When we say customer service is important to us, we mean it. Our repair turn-around time is usually same-day and we do custom builds so the customer can get exactly what he wants.

How are you planning to take part in the St George community?

In September, we sponsored a local school's Fall Health Festival and gave a free bike to the student who won the raffle. Vista School was happy and the winner was thrilled! We will also continue to co-sponsor races in St. George.

Find out more at [rapidcyclingbikes.com](http://rapidcyclingbikes.com) or see the Shop Directory in this issue for contact information.

**GEAR PICKS****Castelli "Compatto" Jacket: A Lightweight Winner**

The Castelli Compatto Jacket.  
Photo: Ben Melini

**By Lou Melini**

My son gave my wife Julie the Castelli Compatto Jacket for Christmas last year. He said it was lightweight (and it is at 4 ounces) and that Julie could pack it easily in her pannier. He also said it would be

rain resistant (not waterproof). I thought this would be good for the few times that she had a rain shower on the way to or from work.

Julie took it along on our latest bike tour (see the September 2013 issue of Cycling Utah) for those days when it rained lightly, not enough for her heavier rain jacket. After we crossed the Canadian border a heavy thunderstorm hit us. Lightning and thunder crashed above us. The amount of rain pouring on us made this one of the top storms that we encountered in our years of bike touring. As the rain came down Julie pulled out the Castelli jacket. I told her to use the heavier rain jacket. That prompted a reply of "I'm fine." A second reminder by me had the same message except firmer. I figured she's a big girl so off we rode. After what seemed like a 20-minute or more deluge we pulled into a campground to dry off and assess the damage.

Julie was completely dry under the jacket. I was amazed. I had some wet sleeves under my old, actually very old, Burley rain jacket but

Julie was drier. Obviously a more "water-resistant" jacket than I imagined. She now only uses the Castelli jacket as her rain jacket.

One of the mysteries of sportswear that I find is the constant changing of names. The Compatto is no longer in the Castelli 2014 line-up. Brad at Millcreek Bicycles told me that the "Squadra" is replacing the Compatto. Hopefully the Squadra will be of similar quality.

Price is also something that I have difficulty with when buying cycling clothing. Admittedly I am cheap. However after seeing how well the jacket has worked for my wife I might consider the \$175 price tag if I was in the market for a very lightweight jacket that has excellent rain protection, comfort and decent warmth. Julie has used the jacket quite a bit this year. I can't say how many years the jacket will work at the current performance. That's the problem with clothing reviews. By the time one determines durability of clothing, the product is no longer offered and the review is outdated. This jacket seems well made so I suspect it will last for years. If you are in the market for a jacket give the Castelli Compatto (aka Squadra) a look if your local bike shop has one.

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See more paintings on display at Contender, or online at

smockart.com  
Steve Smock lives and paints in Salt Lake City, Utah.



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## ESSAY

## How Racing Bikes Taught Me About Everyday Life



Above: Debora Adam found lessons in racing bikes. Photo: Dave Iltis

**By Debora Adam**

This is the first year I was fortunate enough to race just about every week all season! Folks ask me: "Why on earth do you race/ride those long miles? I could never do that." I can say with certainty that it's been an awesome learning experience and I want to share my take on how racing teaches me about everyday life.

I asked my dad once why he would drive across the country on these long trips he used to take. His reply? "Well, it gives me time to think about things." I take that to my cycling experiences and when I go on these long rides, it gives me time to think about things. When I race, I find myself completely focused and living my fullest life in the moment. It's like meditation for me.

**Push yourself beyond what you think you can do**

My mom would say: "Know your limitations and then go beyond them."

In my personal life, I think back to when I was a single parent, working full time, and earning my Bachelor's degree. Did it seem impossible at times? Almost. Was it a struggle? Absolutely.

Before I began racing bicycles, I would think to myself: "Oh that (fill in the blank) appears to be impossible. I'm too old, too tall, too weak, too big (another fill in the blank here)." I used to think about my limitations and stop there.

While racing, I have pushed myself both mentally and physically to places I didn't think were possible, yet I did it anyway! I recall thinking to myself, "I'll just try this and see how it goes." Whether it's the sprint at the end of a criterium, or just keeping up with the main group in a race, it can work! The first time I completed a time trial, I was not sure what to expect. I followed my coach's instructions on how to successfully do a time trial and remained focused and it worked! I discovered

that I love time trials, not because they are easy, but because I push myself to go beyond my limitations every time I participate in one.

**Get along with others and play nice**

At work, I need to cooperate with others on my team, be assertive, and take the lead sometimes. Some of the best ideas result from teamwork collaboration. I don't need to be best friends with them, but to get along and discuss ideas goes a long way for a successful project implementation.

Teamwork in racing and in life propels the individuals involved further and more efficiently than just racing or working alone. During a race, we can take turns at the front to be more efficient and share the 'burden' of wind. Cooperation can be done without being loud and obnoxious.

**Increased confidence**

My very first road bike race was an exhilarating experience, yet I didn't know what to expect, or the best way to do some things. Some of the more experienced racers were willing to share advice and kindly let me know the best way to do things.

As I gain experience and confidence on the bike and in races, I can pass my experience on to other women who may be just starting out.

During training, I practice ways to improve bike handling so that when I'm riding in a pack, I'm smoother

and safer.

While at work, I have learned to practice speaking up! I used to be silent and invisible resulting in my being passed over for opportunities and recognition in my career. When I speak up and participate, I can share my insight on a particular subject to which I have experience and expertise.

**Be prepared**

Where is the nearest exit? If a racer went down right in front of me, what would I do? Are there cars or trucks nearby? Do I have a safe exit path, or am I in the middle of the pack and if so, what would I do? If I went down, how would I handle it? (I've heard I'm supposed to roll, versus put a stiff arm out to catch my fall). I've also heard that since a crash is inevitable, I need to practice 'falling' in a safe, grassy field.

In my personal life, I need a savings account for 'what if' scenarios. My solution was to set up an automatic transfer from my paycheck to my savings account. When I suddenly need dental work done or new tires for the car, or (more importantly) a big repair on my bicycle, I can turn to my savings account to pay for it (or help pay for it).

**I'm worthy!**

Getting out and exercising is healthy and it relieves stress. There have been few times in my life when I was not able to exercise. During those times, it was very difficult because I rely on staying active to feel my best.

I'm worth taking care of, and what better way to start than to be healthy, physically as well as mentally? Bicycle racing is a physical and mental workout where focus and strength are key components of success.

**Setting goals and following through**

These athletic events go best when there is planning and training to prepare for them. To prepare for a road bike race, I need to ride my road bike. To prepare for a hilly race, I need to practice my hill climbing. To participate successfully in a long distance event, such as 100 miles, or more, I need to do longer rides to get my body used to the rigors of long distance.

Years ago, I wanted to move from driving a forklift to working in Information Technology. I found out what was required to get there and completed those steps to a much more satisfying career in IT.

To lose weight, I need to set goals and follow through on the steps to get there. Yes, it takes some sacrifice: all my friends will tell you how much I love cookies. But, I don't have them very often because it is not in line with my goal of keeping my weight at a healthy level.

**Lots can happen during a race/ life**

When I was hit by an automobile while riding my bicycle back in 2008, all the conditions were perfect: Only one car on the road, me and my

friend on our bikes, wearing bright colors, weather was good, road conditions were good (and yes, we were on the correct side of the road). The only exception was the one car on the road where the driver was not looking in the direction of travel and ran right into me.

You could be having an awesome race, be on track for your first place finish and get a flat tire or someone crashes into you while riding in a pack.

Conversely, you may have the chance to hop on a wheel of someone who initiates a breakaway and stay with him or her! Or you may be the racer who successfully sprints first across the finish line.

Anything can happen in life, even when all else is as good as it can be. You may be the healthiest person alive and cancer show up in your body. You may be the best, most efficient employee at a particular company and you lose your job because the company is sold or goes out of business.

You may be the best parent ever, and your children could make decisions that may or may not be in line with everything you taught them.

**Savor the journey**

While a podium win is so much fun and I see athletes achieve this hard-earned reward, if that's all I focus on, it's like fast-forwarding life to get to the 'good stuff.' What about all the good stuff along the way? Seeing old friends I've raced with previously, the laughing and visiting at the beginning of a race, (maybe even a little trash talk) during the neutral rollout, when I can still carry a conversation. What about the sound and feel of a smoothly rolling peloton, where all the racers are working together and we are going fast? Let's not forget, even before the race happens, the visit to my Local Bike Shop to get my bike tuned where they greet me by name and keep my bike humming along like the well-oiled machine it is.

As in life, I want to savor my journey. How many times have I heard: "You only live once..." Yeah, and it appears that the older I get, the faster time goes by! I look forward to milestones, such as holidays or birthdays or special vacations. But, if I skip the journey to get there, I'm really missing out on lots of good things, such as the planning that goes into the special vacation or setting up a surprise birthday gift for my loved one.

When I train for events, I get to go for a bike ride along the way. I can't think of a better way to spend my time.

So, why do I race? Why do I ride? I'm living life fully.

**What's on your mind?**  
Send your  
feedback and  
letters to the  
editor to: [dave@cyclingutah.com](mailto:dave@cyclingutah.com)

**Tour de Park City Gains NRC Status for Women's Race in 2014**

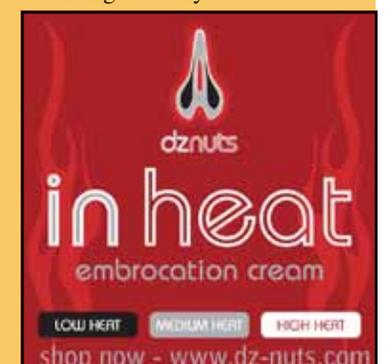
The Tour de Park City, one of Utah's leading road races, will be final stop on the women's National Racing Calendar for 2014. The calendar is a series of premier events throughout the country put together by USA Cycling, the national governing body for road racing. The race will be held on August 2, 2014 in Park City, Utah.

The women's event will be approximately 100 miles so that the distance matches other major women's professional one-day races. The TdPC is traditionally a 157 mile road race, and next year other categories will still race on the longer course. The women's version will feature over 5000 feet of climbing, including the ascent to the 10,750' summit of Bald Mountain Pass on the Mirror Lake Highway.

Organizer Ben Towery stated, "I really believe the women are the new frontier for professional cycling. For sponsors and fans alike the lady pros offer fresh faces and new stories that will inspire a whole new generation of cyclists."

Look for details soon about the course soon, and expect that many of Utah's top female riders will challenge for the win. For more information, visit [tourdeparkcity.com](http://tourdeparkcity.com).

-Dave Iltis



cycling utah

## RACE RESULTS

Cyclo  
Cross

## Utah Cyclocross Series Race 1, Draper, Utah, September 28, 2013

## Men 55 Plus A

1. Joseph Brubaker; Ski Utah
2. Jeff Kingsford; UtahMountainBiking.com
3. Ross Greenlee; Contender Bicycles

## Men 45 Plus A

1. Art O'Connor; Church of the Big Ring
2. Gary Fuller; Church of the Big Ring
3. Bob Saffell; Revolution Peak Fasteners

## Women A

1. Mindy McCutcheon; Canyon Bicycles Shimano
2. Kris Walker; Contender Bicycles
3. Katie Clouse; Canyon Bicycles Shimano

## Women Single Speed

1. Jenelle Kremer
2. Colleen Tvorik; UtahMountainBiking.com

## Men A

1. Justin Doll; Squadra FlyingTigers
2. Bart Gillespie; Revolution Gear Rush
3. Bryson Perry; DNA Cycling pb Plan 7

## Men 35 A

1. Tim Matthews; Church of the Big Ring
2. Art O'Connor; Church of the Big Ring
3. John Mckone; Squadra FlyingTigers

## Men Single Speed

1. Quinten Bingham; Roosters Bikers Edge
2. Ryan Ashbridge; Revolution Peak Fasteners
3. Ryan Kiel; Church of the Big Ring

## Men B

1. Bryce Olsen; TRP Brakes
2. Paul Davis; Top Gear Bicycle Shop
3. Chris Peters; ECS

## 35 Plus B

1. Christoph Heinrich; Contender Bicycles
2. Nicholas Riddle; TRP Brakes
3. Jeff Lifgren; Wilderness Sports

## Women B

1. Stephanie Zorio; Idaho State Cycling Club
2. Laura Howat; Ski Utah
3. Debbie Mortensen; Diamond Peak Utah Orthopaedics

## Clydesdale

1. John Twitchell; UtahMountainBiking.com
2. Mike Birch; Revolution Peak Fasteners

## Master Women

1. Susan Armstrong
2. Karen Hoggan; Revolution Cafe Rio

## Men C

1. Marc Pearson
2. TJ Stone; Revolution Peak Fasteners
3. Rick Henriksen; Ski Utah

## Women C

1. Sarah Augustine; Contender Bicycles
2. Sara VanKlooster; SLC Bicycle Co.
3. Megan Ollett

## Men 35 Plus C

1. Miguel Payan; Bountiful Bicycle
2. Adam Koch; DNA Cycling
3. John Librett; Kuhl Rocky Mountain

## Jr Women

1. Lupine Cramer; Kuhl Rocky Mountain
2. Skyler Perry; DNA Cycling
3. Taylor Perry; DNA Cycling

## Jr Men 11 thru 14

1. Dax Kennington; Bountiful Bicycle
2. Evan Flick; Kuhl Rocky Mountain
3. Luke Heinrich; Contender Bicycles

## Utah Cyclocross Series Race 2, Fort Buenaventura, Utah, October 5, 2013

## Men 45 Plus A

1. Bob Saffell; Revolution Peak Fasteners
2. Jason Sparks; UtahMountainBiking.com
3. Paul LaStayo; Ski Utah

## Women Single Speed

1. Ali Knutson; Cutthroat Racing
2. Jenelle Kremer; Revolution Peak Fasteners

## Men A

1. Alex Grant; Gear Rush
2. Bart Gillespie; Revolution Peak Fasteners
3. Bryson Perry; DNA Cycling pb Plan 7

## Men 35 A

1. Cody Haroldsen; Ski Utah
2. Scott Allen; Canyon Bicycles Shimano
3. Kevin Nelson; Roosters Bikers Edge

## Men Single Speed

1. Quinten Bingham; Roosters Bikers Edge
2. Ryan Ashbridge; Revolution Peak Fasteners
3. Denny Kalar; Cole Sport

## Men 55 Plus A

1. Donald Armstrong; Contender Bicycles
2. Gary Porter; Bountiful Bicycle

## 3. Joseph Brubaker; Ski Utah

## Women A

1. Evelyn Dong; White Pine Racing Powered By Jans com
2. Mindy McCutcheon; Canyon Bicycles Shimano
3. Meghan Sheridan; UtahMountainBiking.com

## Men B

1. Taylor Felt; Bountiful Bicycle
2. Jared Kirkham
3. Paul Davis; Top Gear Bicycle Shop

## Men 35 Plus B

1. Christoph Heinrich; Contender Bicycles
2. Mark Neff; Bountiful Bicycle
3. Jeff Lifgren; Wilderness Sports

## Women B

1. Laura Patten; Ski Utah
2. Hannah Ross; Harriston Cycling
3. Sydney PalmerLeiger; Summit Bike Club

## Clydesdale

1. Wesley Rasmussen; Clammy Chamois
2. Wes Hamilton; Fitzgerald's Bicycles
3. Grant Collins; Team Bohemian Brewery

## Men A

1. Jared Prince; Roosters Bikers Edge
2. Samuel Allen; Canyon Bicycles Shimano
3. Tyson Scott; Bountiful Bicycle

## Men 35 Plus C

1. Adam Koch; DNA Cycling
2. Chris Chase; Contender Bicycles
3. Richard Dresen; Intermountain Livewell

## Women C

1. Katherine Teubner
2. Sienna LegerRedel; Summit Bike Club
3. Sarah Augustine; Contender Bicycles

## Jr Women

1. Bryce Cramer; Kuhl Rocky Mountain
2. Mila LegerRedel; Summit Bike Club
3. Taylor Perry; DNA Cycling

## Jr Men 11 thru 14

1. Kelton Williams
2. Dax Kennington; Bountiful Bicycle
3. Skylar Patten; Summit Bike Club

## Jr Men 15 thru 18

1. Jordan Andersen; Canyon Bicycles Shimano
2. Tristan Gunn; Canyon Bicycles Shimano
3. Wyatt Peterson; Livewell

## Utah Cyclocross Series Race 3, Weber County Fairgrounds, Utah, October 12, 2013

## Men A

1. Jason Sager; Team Jamis
2. Bart Gillespie; Revolution Peak Fasteners
3. Alex Grant; Gear Rush

## Men C

1. Evelyn Dong; White Pine Racing Powered By Jans com
2. Mindy McCutcheon; Canyon Bicycles Shimano
3. Meghan Cirulis; Contender Bicycles

## Women A

1. Sarah Augustine; Contender Bicycles
2. Sara VanKlooster; SLC Bicycle Co.
3. Megan Ollett

## Men 35 A

1. Tim Matthews; Church of the Big Ring
2. John Mckone; Squadra FlyingTigers
3. Kevin Nelson; Roosters Bikers Edge

## Men 45 Plus

1. Art O'Connor; Church of the Big Ring
2. Bob Saffell; Revolution Peak Fasteners
3. Paul LaStayo; Ski Utah

## Men 55 Plus

1. Gary Porter; Bountiful Bicycle
2. Jeff Flick; Kuhl Rocky Mountain
3. Julie Swearingen

## Clydesdale

1. Grant Collins; Team Bohemian Brewery
2. Wesley Rasmussen; Clammy Chamois
3. Patrick Ramirez; Bicycle Center

## Women Single Speed

1. Ali Knutson; Cutthroat Racing
2. Jenelle Kremer; Revolution Peak Fasteners
3. Colleen Tvorik; UtahMountainBiking.com

## Men B

1. Taylor Felt; Bountiful Bicycle
2. Paul Davis; Top Gear Bicycle Shop
3. Jared Kirkham

## Men 35 Plus B

1. Christoph Heinrich; Contender Bicycles
2. Mark Neff; Bountiful Bicycle
3. Jeff Lifgren; Wilderness Sports

## Women B

1. Laura Howat; Ski Utah
2. Robynn Masters; Ski Utah
3. Katherine Teubner

## Clydesdale

1. Brett Finklea; Dialogue
2. John Twitchell; UtahMountainBiking.com
3. Bart Finklea; Porcupine

## UtahCyclocross 13C

## Men C

1. Derek Edwards; Roosters Bikers Edge
2. Liam O'Donnell; Cicada Racing

## 3. Dallin Hatch; UtahMountainBiking.com

## Women C

1. Augustine Contender; Bicycles
2. Sara VanKlooster; SLC Bicycle Co.
3. Susan Armstrong; Contender Bicycles

## 4. Lisa Fitzgerald; 35 35

## 5. Beth Blackburn; 30 30

6. Rosie Gillespie; Revolution Peak Fasteners
7. Karen Hoggan; Revolution Peak Fasteners
8. Amy Williams; 24 24

## Men 35 Plus C

1. Steve Tibbitts; X-Men
2. Jason Augustine; Contender Bicycles

## Jr Women

1. Lupine Cramer; Kuhl Rocky Mountain
2. Rebecca Sparks; UtahMountainBiking.com
3. Addey Rich; Bountiful Bicycle

## Jr Men 15 thru 18

1. Max Higley; X-Men
2. Cole VanOrman; Bountiful Bicycle
3. Evan Flick; Kuhl Rocky Mountain

## Jr Men 11 thru 14

1. Dax Kennington; Bountiful Bicycle
2. Cole VanOrman; Bountiful Bicycle
3. Evan Flick; Kuhl Rocky Mountain

## Utah Cyclocross Series Race 4, Weber County Fairgrounds, Utah, October 19, 2013

## Men Single Speed

1. Ryan Ashbridge; Revolution Peak Fasteners
2. Patrick Ramirez; Bicycle Center
3. Ryan Kiel; Church of the Big Ring

## Men 35 A

1. Tim Matthews; Church of the Big Ring
2. Art O'Connor; Church of the Big Ring
3. John Mckone; Squadra FlyingTigers

## Men A

1. Justin Lindine; Redline INBX
2. Alex Grant; Gear Rush
3. Jason Sager; Team Jamis

## Men 55 Plus A

1. Donald Armstrong; Contender Bicycles
2. Joseph Brubaker; Ski Utah
3. Gary Porter; Bountiful Bicycle

## Women A

1. Mindy McCutcheon; Canyon Bicycles Shimano
2. Kris Walker; Contender Bicycles
3. Meghan Cirulis; Contender Bicycles

## Women Single Speed

1. Jenelle Kremer; Revolution Peak Fasteners
2. Ali Knutson; Cutthroat Racing
3. Colleen Tvorik; UtahMountainBiking.com

## Men 45 Plus

1. Art O'Connor; Church of the Big Ring
2. Jon Gallagher; Cole Sport
3. Paul LaStayo; Ski Utah

## Men B

1. Bryce Olsen; TRP Brakes
2. Taylor Felt; Bountiful Bicycle
3. Paul Davis; Top Gear Bicycle Shop

## Men 35 Plus B

1. Andrew Love; Rocky Mountain Cycling Club
2. Jason Rich; Bountiful Bicycle
3. Jeff Lifgren; Wilderness Sports

## Women B

1. Katherine Teubner
2. Tanya Swenson; Cole Sport
3. Julie Swearingen

## Clydesdale

1. Grant Collins; Team Bohemian Brewery
2. Wesley Rasmussen; Clammy Chamois
3. Patrick Ramirez; Bicycle Center

## Master Women

1. Derek Edwards; Roosters Bikers Edge
2. Dallin Hatch; UtahMountainBiking.com
3. Liam O'Donnell; Cicada Racing

## Men 35 Plus C

1. Miguel Payan; Bountiful Bicycle
2. John Librett; Kuhl Rocky Mountain
3. Greg Deyle; Canyon Bicycles Shimano

## Women C

1. Beth Blackburn
2. Heather Richerson; AMOS
3. Suz Woolton; Roosters Bikers Edge

## Jr Women

1. Skyler Perry; DNA Cycling
2. Lupine Cramer; Kuhl Rocky Mountain
3. Addey Rich; Bountiful Bicycle

## Jr Men 11 thru 14

1. Dax Kennington; Bountiful Bicycle
2. Denver Perry
3. Evan Flick; Kuhl Rocky Mountain

## Utah Cyclocross Series Race 5, Big Cottonwood Sports Complex, Utah, October 26, 2013

## Men A

1. Jamey Driscoll; 3B Yoga
2. Jason Sager; Team Jamis
3. Justin Lindine; Redline INBX

## Women A

1. Evelyn Dong; White Pine Racing Powered By
2. Mindy McCutcheon; Canyon Bicycles Shimano
3. Meghan Sheridan; UtahMountainBiking.com

## Men B

1. Taylor Felt; Bountiful Bicycle
2. Paul Davis; Top Gear Bicycle Shop
3. Jared Kirkham

## Men 35 Plus B

1. Christoph Heinrich; Contender Bicycles
2. Mark Neff; Bountiful Bicycle
3. Jeff Lifgren; Wilderness Sports

## Women B

1. Laura Howat; Ski Utah
2. Robynn Masters; Ski Utah
3. Katherine Teubner

## Clydesdale

1. Brett Finklea; Dialogue
2. John Twitchell; UtahMountainBiking.com
3. Bart Finklea; Porcupine

## UtahCyclocross 13C

## Men C

1. Derek Edwards; Roosters Bikers Edge
2. Liam O'Donnell; Cicada Racing

## Women C

1. Danica Nelson; In Memory of Greg Nelson
2. Sara VanKlooster; SLC Bicycle Co.
3. Susan Armstrong; Contender Bicycles

## Jans com

2. Mindy McCutcheon; Canyon Bicycles Shimano
3. Katie Clouse; Canyon Bicycles Shimano

## Men 35 A

1. Tim Matthews; Church of the Big Ring
2. John Mckone; Squadra FlyingTigers
3. Art O'Connor; Church of the Big Ring

## Men 45 Plus

1. Art O'Connor; Church of the Big Ring
2. Bob Saffell; Revolution Peak Fasteners
3. Darrell Davis; Contender Bicycles

## Men 55 Plus

1. Donald Armstrong; Contender Bicycles
2. Gary Porter; Bountiful Bicycle
3. Jeff Flick; Kuhl Rocky Mountain

## Men Single Speed

1. Ryan Ashbridge; Revolution Peak Fasteners
2. Ryan Kiel; Church of the Big Ring
3. Matthew Kiel

## Women A

1. Evelyn Dong; White Pine Racing Powered By Jans com
2. Mindy McCutcheon; Canyon Bicycles Shimano
3. Katie Clouse; Canyon Bicycles Shimano

## Men B

1. Brent Cannon; Cole Sport
2. Jared Kirkham
3. Taylor Felt; Bountiful Bicycle

## Men 35 Plus B

1. Mark Neff; Bountiful Bicycle
2. Nicholas Riddle; TRP Brakes
3. Gavin Storie; Contender Bicycles

## Women B

1. Breanne Nalder; DNA Cycling pb Plan 7
2. Laura Howat; Ski Utah
3. Robynn Masters; Ski Utah

## Clydesdale

1. Wes Hamilton; Fitzgerald's Bicycles
2. Grant Collins; Team Bohemian Brewery
3. Taylor Eley; Revolution Peak Fasteners

## Men C

1. Derek Edwards; Roosters Bikers Edge
2. TJ Stone; Revolution Peak Fasteners
3. Omar Pacheco; Contender Bicycles

## Men 35 Plus C

1. Richard Dresen; Intermountain Livewell
2. John Librett; Kuhl Rocky Mountain
3. Shane Dunleavy; Ski Utah

## Women C

1. Danica Nelson; In Memory of Greg Nelson
2. Susan Armstrong; Contender Bicycles
3. Sara VanKlooster; SLC Bicycle Co.

## Jr Women

1. Lupine Cramer; Kuhl Rocky Mountain
2. Skyler Perry; DNA Cycling
3. Addey Rich; Bountiful Bicycle

## Jr Men 11 thru 14

1. Dax Kennington; Bountiful Bicycle
2. Evan Flick; Kuhl Rocky Mountain
3. Peter Stack; Kuhl Rocky Mountain

## Utah Cyclocross Series Race 6, Big Cottonwood Sports Complex, Utah, October 27, 2013

## Men 45 Plus

1. Art O'Connor; Church of the Big Ring
2. Bob Saffell; Revolution Peak Fasteners
3. Michael Raemisch; Bountiful Bicycle

## Men 55 Plus

1. Donald Armstrong; Contender Bicycles
2. Joseph Brubaker; Ski Utah
3. Gary Porter; Bountiful Bicycle

## Women A

59. Jon Jahp; 1:12:34  
 60. Weston Seiler; 1:12:36  
 61. Shawn Checketts; The Bike Shoppe; 1:13:08  
 62. Eric Lingwall; 1:13:20  
 63. Wayne Rogers; 1:14:00  
 64. Mark Tisch; 1:14:09  
 65. Kelly Mangrum; 1:14:55  
 66. James Dumas; High West; 1:15:33  
 67. Dylan Esson; 1:15:59  
 68. Jason Nacey; 1:16:21  
 69. Alexander Daily; 1:17:46  
 70. Steve Carlton; 1:18:01  
 71. Tyler Williams; 1:18:10  
 72. Bill Twinting; Porcupine Cying; 1:19:36  
 73. Philip Mcdonald; 1:19:50  
 74. Paul Curry; 1:20:12  
 75. Simon Rodriguez; 1:20:47  
 76. Colby Cain; 1:21:10  
 77. Alfred Crawford; 1:23:00  
 78. Andrew Wrigley; 1:23:53  
 79. Joseph Fulkerson; 1:24:14  
 80. Skyler McClure; 1:24:34  
 81. Richard Grossen; 1:26:53  
 82. Bill Pratt; 1:28:08  
 83. Gregg Daw; 1:33:10  
 84. Patrick Crotty; 1:34:07  
 85. Jacob Schofield; 1:38:00  
 86. Brandon Jensen; 1:40:59  
 87. Bill Chambers; 1:49:45  
 88. Lyndon Jones; 3:10:49

**Women Licensed**

1. Breanne Nalder; DNA Cycling p/b Plan7; 52:10:00  
 2. Alison Frye; Ski Utah; 52:42:00  
 3. Jessica Arbogast; contender; 54:37:00  
 4. Marci Kimball; Infinite Cycles; 57:59:00  
 5. Maria Lamb; 59:42:00  
 6. Laura Howat; Ski Utah Marketstar; 1:00:02  
 7. Kandice Lund; bountiful mazda; 1:00:22  
 8. Tiffany z; 1:01:06  
 9. Heather Albert; 1:01:32  
 10. Mary Emerson; 1:04:51  
 11. Danica Nelson; In Memory of Greg Nelson; 1:07:06

**Women Citizen**

1. Pam Dalcanto; 55:22:00  
 2. Sylvia Kunz; First Endurance; 56:23:00  
 3. Brittany Coyle; 1:02:16  
 4. Whitney Mentaberry; 1:03:39  
 5. Marlene Hatch; Max Testa Training; 1:04:10  
 6. Lauren Zollinger; 1:12:10  
 7. Lauren Lockey; Snow Country Limousine; 1:13:36  
 8. Julie Testa; Max Testa Training; 1:13:45  
 9. Celeste Simmons; 1:15:04  
 10. Nancy Shott; 1:16:34  
 11. Jodi Parr; BMBBC; 1:16:45  
 12. Elizabeth Lockette; 1:17:01  
 13. Lisette Winner; 1:20:51  
 14. Ellison Mcmillan; 1:21:19  
 15. Pamela Wong; 1:22:35  
 16. Lucy Jacob; 1:26:51  
 17. Melinda Berge; 1:29:00  
 18. Heather Walker; 1:30:42  
 19. Stephanie Strohl; 1:33:11  
 20. Loni Anderson; 1:42:18  
 21. Danita Ritter; Utah BMX.com; 1:53:36  
 22. Sylvia Ellis; 3:10:36

**Harvest Moon Criterium, UCA Series, Ogden, UT, September 21, 2013****Cat1/2/3/4 Female Master 35-99**

1. Karen Christoffersen; Live Well p/b Bountiful Bicycle

**Cat 5 Male**

1. Tim Massucco  
 2. Michael Memales  
 3. Jason Mcgraw  
 4. Dometris Leach; Canyon Cycles  
 5. Dustin Layton  
 5. Jon Argyle; Bountiful Bicycle p/b Threshold Sports

**Cat 4 Male**

1. Paul Burger; Salt Cycle - Intelitechs  
 2. S.todd Wahl; Revolution Cafe Rio  
 3. Ben Cook; FFR Architects Racing  
 4. Brandon Anderson; Plan 7/Brightface  
 5. Nathan Curtis; UVU Cycling

**Cat 3 Male**

4. Edward Kilbourn; Cicada Racing inc  
 5. Alex Kim; PLAN7 | BRIGHTFACE  
 3. Andrew Love; RMCC

1. Tom Millar; SaltCycle-Intelitechs  
 2. Casey Nielsen; Live Well p/b Bountiful Bicycle

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

1. Isaac Kunz; Ski Utah Cycling Team  
 2. Ian Skurnik; Mi Duole  
 3. Michael Macci; PLAN7 | BRIGHTFACE  
 4. David Benson; Harristone/Sun Valley Mortgage  
 5. Dustin Layton

**Cat 4 Female**

3. Ali Knutson; Harristone/Sun Valley Mortgage  
 2. Heidi Roundy; CA Pools / Primal  
 1. Jennifer Vollmer; Roosters/Bikers Edge

**Cat1/2/3 Male Master 35-99**

1. Joshua Frick; DC Velo Limited  
 2. Cody Rohovit; FFR Architects Racing  
 3. Mike Underhill; Infinite Cycles  
 4. Andre Gonzalez; FFR Archtects Racing  
 5. Troy Huerta; Swami's Cycling Club

**Cat1/2/3/4 Male Master 55-99**

1. Donald Armstrong; Microseal Racing Team  
 2. Dirk Cowley; Velosport Racing  
 3. Norman Frye; Ski Utah  
 4. Gary Simmons; Bountiful Mazda Cycling Team  
 5. Dwight Hibdon; FFR Architects Racing

**Pro/1/2/3 Female**

1. Tiffany Pezzulo; Primal Pro Women P/B BH  
 2. Laura Howat; Ski Utah Marketstar  
 3. Kemille Garvin; DNA Cycling p/b Plan7  
 4. Mindy Mccutcheon; Canyon Bicycles  
 5. Hannah Ross

**Pro/1/2 Male**

1. Hunter Huffman; Canyon Bicycles- Shimano  
 2. Thomas Cooke; X-Men  
 3. Michael Wilcox; Canyon Bicycles- Shimano  
 4. Benjamin D'hulst  
 5. Logan Phippen; Canyon Bicycles- Shimano

**City Creek Bike Sprint, Salt Lake City, Utah, October 12 2013****Road Bike Division Female****Female 20-29**

1. Breanne Nalder; 23:25.0

**Female 30-39**

1. Anne Perry; 24:48.6  
 2. Jannalyn Luttrell; 28:04.8  
 3. Celeste Simmons; 33:31.9  
 4. Chelsea Brandt; 35:15.7

**Female 40-49**

1. Catherine Kim; 28:24.0  
 2. Barbara Sherwood; 32:31.0  
 3. Margaret Moore; 37:21.5

**Female 50-59**

1. Margaret Douglass; 28:29.2  
 2. Debora Adam; 30:06.0  
 3. Lyn Christian; 36:41.2

**Female 60 and over**

1. Melinda Berge; 38:08.8

**Mtn Bike Division Female****Female 40-49**

1. Julie Holtz; 44:16.8

**Road Bike Division Male****Male 1-14**

1. Abraham Torres; 25:36.1

**Male 15-19**

1. Charlie MacFarland; 22:53.6

**Male 20-29**

1. Bonn Turkington; 21:29.7

2. Andrew Hall; 23:08.0

3. Christopher Lloyd; 29:42.1

4. Paul Mueller; 30:50.3

5. Nathan Balkman; 36:04.1

**Male 30-39**

1. Richard Knutson; 23:51.9

2. Zach Heuschler; 23:59.2

3. Cristiano pereira; 26:15.8

4. Edson Leite; 33:14.6

5. Adam Shepherd; 37:33.3

**Male 40-49**

1. Justin Wilson; 23:23.3

2. Reed Topham; 23:59.8

3. Ian Skurnik; 24:10.6

4. Eric Dupuis; 25:03.5

5. Stephen Rogers; 25:59.7

**Male 50-59**

1. John Higgins; 23:44.1

2. Michael Behrin; 25:03.9

3. David Sweeney; 27:37.2

4. Ian Bigelow; 27:53.1

5. Quintin Sahratian; 28:55.0

**Male 60 and over**

1. Earl Xaiz; 26:48.9

2. Howard Horwitz; 32:55.3

3. Alfred Crawford; 35:33.1

4. Bill Chambers; 44:15.7

**Mountain Bike Division Male****Male 20-29**

1. Helmut Villagran; 39:35.0

**Male 30-39**

1. Ronald Peterson; 31:17.3

**2013 UCA State Championship Standings****Cat 1 2 3 Female**

1. Tiffany Pezzulo; 40  
 2. Breanne Nalder; 39  
 3. Heather Smith; 34

**Cat 3 Male**

1. Ben Schmalz; 40  
 2. Nic Sels; 25  
 3. Ryan Kingsolver; 25

**Cat 4 Female**

1. Heidi Roundy; 52  
 2. Jannalyn Kuttrell; 36  
 3. Ali Knutson; 33

**Cat 4 Male**

1. Benjamin Cook; 49  
 2. Kyle Anderson; 22  
 3. Steve Coons; 18

**Cat 5 Male**

1. Eric Draper; 20  
 2. Micah Blauvelt; 15  
 3. Jason Mcgraw  
 4. Dometris Leach; Canyon Cycles  
 5. Dustin Layton  
 5. Jon Argyle; Bountiful Bicycle p/b Threshold Sports

**Junior 10 to 12 Female**

1. Ava Higley; 15  
 2. Madison Kadmas; 15

**Junior 10 to 12 Male**

1. Wesley Ziegler; 30  
 2. Dallin Garvin; 28  
 3. Jack Shuckra; 28

**Junior 13 to 14 Male**

1. Abraham Torres; 45  
 2. Harrison Garvin; 28  
 3. Ziegler Erich; 14

**Junior 15 to 16 Female**

1. Kameron Sandoval; 15  
 2. Madison Kadmas; 15

**Junior 15 to 16 Male**

1. Charlie Macfarlane; 44  
 2. Jarren Garvin; 26  
 3. Anders Johnson; 15

**Junior 17 to 18 Male**

1. Ryan Kingsolver; 15  
 2. Sam Trop; 14  
 3. Chris Eppley; 13

**Master 35 plus Female**

1. Catherine Kim; 57  
 2. Katherine Ragle; 29  
 3. Jessica Arbogast; 15

**Master 35 plus Male**

1. Aaron Olsen; 57  
 2. Michael Yount; 19  
 3. Eric Flynn; 16

**Master 45 plus Female**

1. Margaret Douglass; 57  
 2. Karen Christoffersen; 53  
 3. Ruthie Shapiro; 36

**Master 45 plus Male**

1. Mark Zimbelman; 56  
 2. Guy Roundy; 44  
 3. Louis Riel; 39

**Master 55 plus Male**

1. Charles Palmer; 57  
 2. Jerald Hunsaker; 40  
 3. Lorin Ronnow; 33

**Master 60 plus Male**

1. Shannon Storrud; 56  
 2. Henry Ebell; 48  
 3. Dwight Hibdon; 43

**Master 65 plus Male**

1. Ken Louder; 59  
 2. Gary Simmons; 57  
 3. Lewis Rollins; 26

**Master 70 plus Male**

1. Alan Stockland; 15  
 2. Justin Griffin; 23  
 3. Tim Mulvihill; 20

**Pro 1 2 Male**

1. Michael Wilcox; 23  
 2. Justin Griffin; 23  
 3. Tim Mulvihill; 20

**2013 UCA Premier Point Standings****Cat 1 2 3 Female**

1. Breanne Nalder; 302

**2. Mindy Mccutcheon; 267**

3. Anne Perry; 207

**Cat 1 2 3 Female**

1. DNA Cycling pb Plan7; 755  
 2. Canyon Bicycles Shimano; 267  
 3. Ski Utah Cycling Marketstar Utah Premier; 224

**Cat 3 4 Female**

1. Melinda Macfarlane; 174  
 2. Lisa Job; 88  
 3. Jannalyn Kuttrell; 83

**Cat 3 4 Female**

1. vegas women s racing every kid; 167  
 2. DNA Cycling pb Plan7; 147  
 3. Harristone Sun Valley Mortgage; 125

**Cat 3 4 Male**

1. Ben Schmalz; 529  
 2. Scott Buccambuso; 387  
 3. Ryan Kingsolver; 378

**Cat 3 4 Male**

1. Team TOSH Cycling; 1483  
 2. Cicada Racing; 1401  
 3. SaltCycle Intelitechs; 897

**Junior Open**

1. Abraham Torres; 76  
 2. Noble Williamson; 52  
 3. Katie Clouse; 52

**Junior Open**

1. Cole Sport; 52  
 2. SaltCycle Intelitechs; 52  
 3. FFR Architects Racing; 45

**Master 35 plus Cat 1 2 3**

1. Ira Sorensen; 361  
 2. Mark Schaefer; 232  
 3. Louie Amelburu; 215

**Master 35 plus Cat 1 2 3**

1. harmony homes com cycling team; 638  
 2. Infinite Cycles; 619  
 3. Canyon Bicycles Shimano; 353

**Master 35 plus Cat 4 and 5 Male**

1. Colt Albrecht; 429  
 2. Christoph Heinrich; 381  
 3. Dave Benson; 215

**Master 35 plus Cat 4 and 5 Male**

1. Infinite Cycles; 735  
 2. Contender Bicycles; 571  
 3. Revolution Cafe Rio; 463

**Master 35 plus Female**

1. Margaret Douglass; 199  
 2. Kelly Hunsaker; 124  
 3. Karen Christoffersen; 111

**Master 35 plus Female**

1. Bountiful Mazda Cycling Team; 401  
 2. Ski Utah Cycling Marketstar Utah Premier; 169  
 3. Live Well pb Bountiful Bicycle; 111

**Master 55 plus Male**

1. Scott Kise; 327  
 2. Jerald Hunsaker; 307  
 3. Dirk Cowley; 306

**Master 55 plus Male**

1. Bountiful Mazda Cycling Team; 1151  
 2. FFR Architects Racing; 685  
 3. Ski Utah Cycling Marketstar Utah Premier; 433

**Pro 1 2 3 Male**

1. Leon Bergant; 333  
 2. Cody Haroldsen; 317  
 3. Michael Wilcox; 297

**Pro 1 2 3 Male**

1. Canyon Bicycles Shimano; 1934  
 2. Live Well pb Bountiful Bicycle; 884  
 3. FFR Architects Racing; 748

**Utah Crit Series 2013****2013 Criterium A Flite Standings**

1. Aaron Olsen; 1188  
 2. Cody Haroldsen; 1143  
 3. Michael Wilcox; 1132  
 4. Jason Goodfellow; 629

**2013 Criterium B Flite Standings**

1. Eric Gardiner; 1032  
 2. Scott Buccambuso; 1031  
 3. Edward Kilbourn; 899

**2013 Criterium C Flite Standings**

1. Todd Wahl; 977  
 2. Jason Burnham; 745  
 3. Heidi Roundy; 694  
 4. Billy Rappleye; 389

**2013 Criterium D Flite Standings**

5. Brad Beck; 377  
 6. Trevor Jackson; 332  
 7. Todd Holsten; 312  
 8. Michael Conti; 303  
 9. Gary Simmons; 302  
 10. Ed Clouse; 267

**2013 Criterium D Flite Standings**

1. Melissa Snow; 670  
 2. Debora Adam; 611  
 3. Thomas Vaughn; 347  
 4. Spencer Steinmann; 276  
 5. Dustin Layton; 223  
 6. Robert Chapman; 155  
 7. Katie Clouse; 144  
 8. Hannan Ross; 133  
 9. Matt Jorgenson; 129  
 10. Alan Holsten; 120

**2013 Criterium A Flite Standings**

1. Canyon Bicycles Shimano; 4112  
 2. Ffr Architects Velosport Racing; 3306  
 3. Ski Utah; 2048  
 4. Contender Bicycles; 967  
 5. Infinite Cycles; 869

**2013 Criterium B Flite Standings**

1. Cicada Racing; 3597  
 2. Saltcycle Intelitechs; 2991  
 3. Canyon Bicycles Shimano; 1964  
 4. Ffr Architects Velosport Racing; 1147  
 5. Contender Bicycles; 1109

**2013 Criterium C Flite Standings**

1. Infinite Cycles; 1983  
 2. Revolution Cafe Rio; 1884  
 3. Mi Duole; 745  
 4. Saltcycle Intelitechs; 728  
 5. Ca Pools Primal; 694

**2013 Criterium D Flite Standings**

1. Canyon Bicycles Shimano; 670  
 2. Golden Spike – Staker Parson; 611  
 3. Revolution Cafe Rio; 330  
 4. Saltcycle Intelitechs; 254  
 5. Think Architecture; 237



**Mountain  
Bike  
Racing**

**Draper Fall Classic 50, USC Series, Draper, Utah, September 21, 2013****Beginner Men 35+**

1. Brian Call; 6:28:50

**Clydesdale 210+**

## TOUR OF UTAH

### Tour of Utah to Expand to 7 Days in 2014

Salt Lake City - The Larry H. Miller Tour of Utah will expand to a seven-day stage race in 2014, starting on Monday, August 4 and finishing on Sunday, August 10. The Union Cycliste International (UCI) has approved expansion of the professional cycling stage race from six to seven days. The 10th edition of the Tour of Utah next year will remain a 2.1-rated stage race on the UCI America Tour, making it one of the premier events in North America.

The 2013 Larry H. Miller Tour of Utah expanded to Southern Utah for the first time this year, showcasing the iconic red rock scenery of the region. An estimated 260,000 spectators watched the race in person this year along the 586-mile route, which included 10 start line and finish line host venues. An estimated \$17.5 million in economic impact and \$14.17 million in media publicity value was generated by the record-setting event.

"The Tour of Utah has earned a place on the international cycling calendar, and we look forward to delivering a world-class event in 2014," said Steve Miller, president of Miller Sports Properties, which operates the Tour of Utah. "Each year we seek to enhance the Tour. We make an effort to present the sport of cycling to new audiences by attracting the top teams and by organizing a race that showcases our beautiful state. The momentum we have gained in recent years is due to the enthusiastic support we have received from our sponsors and fans."

Tour organizers have been pleased with solid growth for the event since 2011, when the race was elevated to its position on the UCI calendar and began delivering the event to expanded audiences. Television viewership of the race increased more than 38 percent this year with 18 hours of national broadcast coverage on FOX Sports Network and an international audience in 49 countries via Eurosport 2. Expanded numbers were also generated with start-to-finish audio and video coverage of the race on the website and mobile applications from Tour Tracker® powered by Adobe. The Tour Tracker® experience was viewed by more than 153,000 race fans including a 147 percent increase in downloads to mobile devices. The Tour of Utah website attracted a 75 percent increase in traffic with more than 107,000 unique visitors from 146 countries. Coverage of the race via broadcast, online and print reports increased threefold this year to more than 113 million earned media impressions, due in large part to the expanded route in southern Utah and international field of cyclists.

"The significant economic

impact and media value that this world-class cycling event generates for the state is precisely the reason the Utah Sports Commission is thrilled to play such a key sponsorship role," said Jeff Robbins, president and CEO of the Utah Sports Commission. "The Miller family and all of the Tour of Utah partners have done a terrific job pulling together to build this event into one of the top cycling events in North America."

Referred to as "America's Toughest Stage Race" the 2013 Tour of Utah featured more than 43,000 vertical feet of climbing across 586 miles. A total of 16 professional teams competed this past August, bringing 122 athletes from 32 different countries. Five teams traveled to Utah after racing in the Tour de France, the top professional cycling stage race in the world.

American Tom Danielson of Team Garmin-Sharp secured the overall win at the 2013 Larry H. Miller Tour of Utah on the final day of racing in Park City (see Cycling Utah's September issue online at <http://cyclingutah.com> for a full report). Chris Horner (USA) of RADIOSHACK LEOPARD TREK, finished second on General Classification, 1 minute and 29 seconds behind Danielson. Orica-GreenEDGE's Michael Matthews (Australia), who won two of the six stages, earned the XO Communications Sprint leader's jersey. The Subaru Best Young Rider jersey was won by Garmin-Sharp's Lachlan Morton (Australia) and Bissell Cycling Team's Michael Torckler (New Zealand) captured the Ski Utah King of the Mountain jersey. RADIOSHACK LEOPARD TREK was recognized as the top team. Following Utah, the 41-year-old Horner won the overall title at the 2013 Vuelta a España (Tour of Spain), becoming the oldest champion of a Grand Tour event.

The Larry H. Miller Tour of Utah began as a three-day Thanksgiving Point Stage Race and Cycling Festival over Memorial Day weekend in 2004. The Utah Cycling Partnership, owned by the Larry H. Miller Group of Companies, purchased the event in 2007 and re-launched the cycling event in 2008 as a five-day National Racing Calendar event. In 2011, the Tour of Utah was elevated by the UCI to a 2.1-rated stage race on the UCI America Tour. The race is also sanctioned by USA Cycling, Inc.

Miller confirmed that an announcement is planned in January regarding the overall route and host cities for the 2014 race. The Larry H. Miller Tour of Utah continues to be free to all spectators, making professional cycling one of the most unique professional sports in the world today. More information about the Tour of Utah can be found by visiting [www.tourofutah.com](http://www.tourofutah.com).

## HIGH SCHOOL MOUNTAIN BIKE RACING

### Utah High School Mountain Bike League Takes off in Year Two



Utah High School Mountain Bike Sophomore boys racers start out at Soldier Hollow October 26, 2013 in Heber City, Utah (Photo/Steve C. Wilson)



Utah High School Mountain Bike Sophomore racer Sierra Pogue takes the win at Soldier Hollow October 26, 2013 in Heber City, Utah (Photo/Steve C. Wilson)

By Alex Strickland

Already one of NICA's largest, Utah league expands schedule, ups rider counts in 2013

In its inaugural season, the Utah High School Mountain Bike League set a new standard for first-year chapters of the National Interscholastic Cycling Association's (NICA). For its sophomore effort in 2013, the league added a race to the schedule and moved the state championship event to Moab, where riders will get a taste of the world-famous riding destination on November 9.

With more than 400 student athletes lining up at each event, racing has been competitive in every division, with the largest fields of sophomore and freshman boys containing more than 200 riders.

"We've been amazed with the number of new teams and riders this season," said League Director Lori Harward. "High school mountain biking is obviously resonating with these kids and everyone appreciates that all riders get to participate so everyone is riding a bike, not riding the bench."

At the top varsity divisions, rising stars of Utah's cycling scene have made their presence felt with a blistering pace and tight racing.

In the girls varsity division, Park City freshman phenomenon Haley Batten was looking to complete a season sweep on Moab's red rock.

The 15-year-old with Olympic aspirations has taken the league by storm, dominating her class in her first year of competition and setting the tone for blazing lap times from the top girls division.

In boys varsity racing, the battle between Justin Griffin and Zach Peterson that culminated last year with a sprint to the finish in the state championship race that was decided by inches continues in 2013. South Davis Composite's Peterson took the opening round but Olympus/Cottonwood/Hillcrest Composite's Griffin went on a three-race tear leading into the final round. The pair has been separated in most events by less than 50 feet as their rivalry has grown.

The varsity leaders have also distinguished themselves on course with consistent displays of sportsmanship and trail etiquette in overtaking slower riders from other divisions even as they're locked in close fights for the lead.

"It's amazing to see these guys and girls riding at such a high level, but making the effort to encourage riders they're passing with a 'great job' or 'keep it up' even as they're pinned," Harward said.

Heading to Moab the closest points battle of the series is in the freshman boys division one category between Park City teammates Matthew Behrens and Connor

Patten. The pair is tied atop the leaderboard with 1980 points apiece. The young riders will be competing not only for state championship and season titles, but trying to help Park City maintain its hold on the team standings in Division 1, where it leads first-year team Corner Canyon.

The new Corner Canyon High School team may trail Park City High in points after four rounds, but the first-year team has made a large impact on the league. Not only is it the largest team in the state, but fielding riders who are atop the sophomore boys D1 and sophomore girls.

Park City High remains the dominant force in the league, particularly in the top girls category where the team holds all three podium spots after four rounds where Batten leads teammates Brenna Egan and Quinn Graves.

In the division two team standings, the varsity boys battle is playing out in the overall points as South Davis Composite leads Olympus/Cottonwood/Hillcrest Composite by 584 points.

Points battles will intensify in Moab since the final round is a bonus race, with hefty points bonuses being awarded through the field. The course is also unique, with varsity riders taking a slightly different, more technical route than the other divisions. Plus, passing opportunities will be at a premium as passing on the singletrack sections of the course is outlawed to protect the area's unique and fragile cryptobiotic soil.

Prior to Moab, the series visited some of the premier riding spots along the Wasatch, opening the season with a first-time event in the Corner Canyon trails above Draper. The series then returned to Round Valley, narrowly missing an early season snowstorm that dropped a few inches of white stuff on the Park City area trails just days before the event. Race 3 was a new venue for the series at Snowbasin Resort, a challenging high-altitude course that just weeks before had hosted the Xterra USA triathlon and trail running national championships on some of the same trails. The final Wasatch round returned to the 2002 Olympic biathlon venue at Soldier Hollow near Heber.

For more information about the Utah High School Cycling League, results, event info and fundraising opportunities, visit [www.utahmtb.org](http://www.utahmtb.org).

Find us on Facebook  
[facebook.com/cyclingutah](https://www.facebook.com/cyclingutah)

Follow us on Twitter!  
[twitter.com/cyclingutah](https://twitter.com/cyclingutah)

ROAD BIKING

Road Riding After Dark



Sunset's like these can be enjoyed on the bike when one doesn't have to worry about being home by dark.

Below: The Urban 550 provides enough light to not only be seen, but see the road clearly in front of you. Photos: Dave Ittis



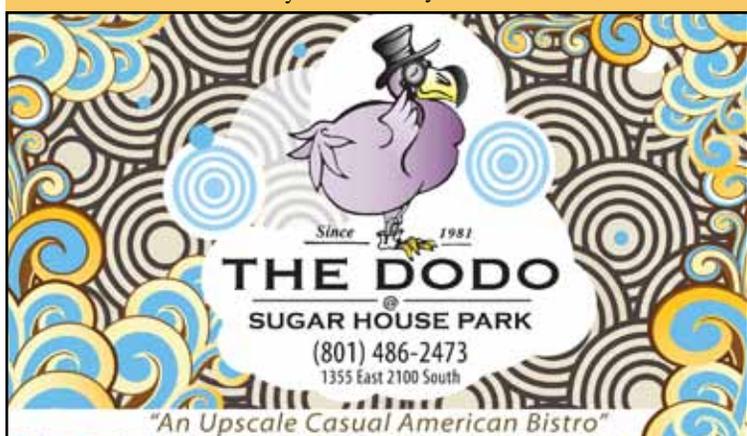
By Dave Ittis

This summer was hot in Salt Lake City. With over 60 days above 95 degrees, the heat wilted flowers and cyclists alike. Many choose to escape to the Wasatch Mountains or the somewhat cooler trails and roads in Park City and the Wasatch Back. But that usually requires driving, and that is usually the last thing I want to do.

I'm an admitted night owl, and generally proud of it. So, riding early in the morning to escape the heat is something that rarely happens. I'd rather ride later in the day when

the temperatures cool. And, since I'm usually working during the day to bring you the best in cycling information, I often don't get to ride until later on in the day when sunset approaches, whether it's summer or winter. But, I like to ride, so what is one to do?

This year, I've added something new to my cycling – lights! Sure, we all use them (or should be using them) for commuting around town. They help us be seen by cars and come home safe and sound. This year, I added them to my road bike – the carbon fiber one that I don't leave locked up in front of the grocery store.



Late this summer, I started out on a ride from my home in the Avenues and headed west. It was 6:30 pm, and I wanted to ride. I ventured out along 3rd Ave to N. Temple, checking out the new bike lanes on the new N. Temple Grand Boulevard reconstruction. And kept going. To the Airport Bike Path, the International Center, and on out to the I-80 Frontage Road. I stopped along the way to help a couple of women adjust their bikes. Both were on borrowed bikes and riding for the first time in years.

I stopped a few more times to take photos, and to note the pavement repairs on the very worn concrete section around 7200 West. Salt Lake City recently patched most of the potholes and divots on this stretch, and the riding, while still a bit bumpy is much safer than it used to be. There's still a deep rut in the center of the roadway, but that can be avoided without too much difficulty.

I kept riding and saw a few riders up ahead, so I put my nose down and rode hard for a couple of miles to catch them. The three were out enjoying the early evening on one of the most popular cycling roads in Salt Lake County. We road together for a few more miles until we reached Utah's Taj Mahal, otherwise known as Salt Air. It was getting close to sunset. They turned around, and I kept going on to the Marina.

I stopped there and admired the view of Antelope Island and the Great Salt Lake from the viewing station at the end of the road, then filled my water bottles and set off back to Salt Lake City.

The ride from the Marina to the Avenues is about 21 miles each way. With around 15 miles to go, the sun had set, and I was riding in the increasing darkness. In year's past, I ended up in situations like this because of bad planning – start late, ride home in the dark without a light, stick to the quiet streets and ride very carefully. This year, I just press a button, and, Fiat Lux. I can see the road, cars can see me, and I can ride, fast, after the sun goes down. Lights have become more and more powerful, and are easier to mount on your bike than they used to be. I have a set of Light & Motion Urban commuting lights. They are bright – 550 lumens in the front, and a pulsing red rear light so I can be seen from behind. They are bright enough so that I can see the road in front of me, even when cruising at 25 mph (and even up to 32 or so on some steeper descents). Since my carbon bike has an aero post, standard brackets won't easily work. The rubber mounting straps make this easy – no brackets needed.

Mountain bikers have been doing this for a number of years – training for 24 hour races and escaping the heat. Road riders tend to come home when it's dark.

Riding in the evening and at night is cooler in the summer, and there's less traffic.

This year, I no longer feel tied down by the sun. I can avoid the heat. I can find time to ride even when I'm too busy during the day. Or, when the morning people's conspiracy known

as standard time starts up in the fall, I can ride after work and into the evening.

Some of the rides I've done in the dark include Emigration Canyon, City Creek, the Salt Lake Marina, and the Legacy Parkway – Jordan River Parkway.

Can lights change your life? They may not help you organize your house or fix your car, but they can change how you ride.

Light Review:

Light and Motion Urban 550 combo kit

The kit comes with a front 550 lumen light, and a pulsing rear light. The front light has 4 settings and associated battery life: 550 lumens, 1:30; 275 lumens, 3:00; 140 lumens, 6:00; 140 lumens flashing, 18:00. For the type of riding I have been doing, I prefer the 550 lumen setting as it provides plenty of light to see the road at 20-30 mph. The front light can be mounted to the handlebar (my preference), or with the provided mounting bracket to your helmet.

The VIS 180 rear light emits a pulsing rear facing red light with amber side lights, which according to

Light & Motion does not attract cars as much as blinking rear lights. The light never shuts off completely, but rather brightens and dims. The rear light is 25 lumens, and the run time ranges from 6 to 20 hours depending on the setting. The sidelights give 180 degrees of visibility, hence the name VIS 180.

Charging for both lights is by a micro-USB cable that works with any computer, or can be used with an adapter in an outlet. Because the run time is shorter than less powerful lights, one must remember to plug in the light after every use or two to ensure leaving the house with a full charge. This required a little more attentiveness.

The rubber mounting straps work well, even with larger diameter bars and odd-shaped aero seatposts. They are easy to use, which is great when stopping off at a store or restaurant.

The combo kit retails for \$180. The lights come with a 2 year warranty.

I really like this set of lights. I rate them Hors Categorie (5 stars). For more information, visit: [lightandmotion.com](http://lightandmotion.com).

# THANK YOU

and **CONGRATULATIONS!!!**

TO ALL WHO  
**VOLUNTEERED,  
SUPPORTED,  
PEDALED, AND  
INSPIRED US**  
THIS YEAR!

YOU MADE THE DAY  
ALMOST **PERFECT!**

FOR RACE RESULTS AND POST-EVENT INFO VISIT  
**[lotojaclassic.com](http://lotojaclassic.com)**

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# 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

### Cedar Cycle

38 E. 200 S.  
Cedar City, UT 84720  
(435) 586-5210  
cedarcycle.com

### Ephraim

**Pipe Dream Adventure Sports**  
327 S. Main  
Ephraim, UT 84627  
(435) 283-4644  
pipedreamadventuresports.com

### Hurricane

**Over the Edge Sports**  
76 E. 100 S.  
Hurricane, UT 84737  
(435) 635-5455  
otesports.com

### Moab

#### **Chile Pepper**

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

#### **Poison Spider Bicycles**

497 North Main  
Moab, UT 84532  
(435) 259-BIKE  
(800) 635-1792  
poisonspiderbicycles.com

#### **Rim Cyclery**

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

### Price

#### **BicycleWerks**

82 N. 100 W.  
Price, UT 84501  
(435) 637-7676  
facebook.com/bicyclewerks

### St. George

#### **Bicycles Unlimited**

90 S. 100 E.  
St. George, UT 84770  
(435) 673-4492  
(888) 673-4492  
bicyclesunlimited.com

#### **Bike Fix**

1664 S. Dixie Drive, suite K-107  
St. George, UT 84770  
(435) 627-0510  
bikexutah.com

#### **High Knees Cycling**

2051 E. Red Hills Pkwy Unit 1  
St. George, UT 84770  
(435) 216-7080  
hkccycling.com

#### **Rapid Cycling**

946 W. Sunset Blvd.  
St. George, UT 84770  
435-703-9880  
rapidcyclingbikes.com

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

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

### Springdale

#### **Zion Cycles**

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

## Northern Utah

### Logan

#### **Joyride Bikes**

51 S. Main St.  
Logan, UT 84321  
(435) 753-7175  
joyridebikes.com

#### **Sunrise Cyclery**

138 North 100 East  
Logan, UT 84321  
(435) 753-3294  
sunrisecyclery.net

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

745 N. Main St.  
Logan, UT 84321  
(435) 752-2326  
wimmersbikeshop.com

### Park City/Heber

#### **Cole Sport**

1615 Park Avenue  
Park City, UT 84060  
(435) 649-4806  
colesport.com

#### **Dharma Wheels Cyclery**

6300 Sagewood Drive, Suite F  
Park City, UT 84098  
(435) 615-6819  
dhamawheelscyclery.com

#### **Jans Mountain Outfitters**

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

#### **Mountain Velo**

6300 North Sagewood Drive, Unit F  
Park City, UT 84098  
(435) 575-8356  
mountainvelo.com

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

520 N. Main Street, #D  
Heber City, UT 84032  
(435) 654-2282  
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

#### **White Pine Touring**

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

### Vernal

#### **Altitude Cycle**

580 E. Main Street  
Vernal, UT 84078  
(435) 781-2595  
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

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

4883 W. Old Highway Road  
Mountain Green, UT 84050  
(801) 876-3863  
needlespeak.com

### Ogden

#### **Bingham Cyclery**

1895 S. Washington Blvd.  
Ogden, UT 84401  
(801) 399-4981  
binghamcyclery.com

#### **Skyline Cycle**

834 Washington Blvd.  
Ogden, UT 84401  
(801) 394-7700  
skylinecyclery.com

#### **The Bike Shoppe**

4390 Washington Blvd.  
Ogden, UT 84403  
(801) 476-1600  
thebikeshoppe.com

### DAVIS COUNTY

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

232 N. Main Street  
Kaysville, UT 84037  
(801) 544-5300  
bebikes.com

#### **Bingham Cyclery**

2317 North Main Street  
Sunset, UT 84015  
(801) 825-8632  
binghamcyclery.com

#### **Bountiful Bicycle Center**

2482 S. Hwy 89  
Bountiful, UT 84010  
(801) 295-6711  
bountifulbicycle.com

#### **Masherz**

1187 S. Redwood Road  
Woods Cross, UT 84087  
(801) 683-7556  
masherz.com

### **Top Gear**

145 S. Main Street  
Bountiful, UT 84010  
(801) 292-0453  
topgearbicycleshop.com

### SALT LAKE COUNTY

#### Central Valley

#### **Cottonwood Cyclery**

2594 Bengal Blvd  
Cottonwood Heights, UT 84121  
(801) 942-1015  
cottonwoodcyclery.com

#### **Millcreek Bicycles**

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

### Salt Lake City

#### **Beehive Bicycles**

1510 South 1500 East  
Salt Lake City, UT 84105  
(801) 839-5233  
beehivebicycles.com

#### **Bicycle Center**

2200 S. 700 E.  
Salt Lake City, UT 84106  
(801) 484-5275  
bicyclecenter.com

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

600 West 250 South  
Salt Lake City, UT 84101  
(801) 359-0814  
bicyclertransitcenter.com

#### **Bikewagon**

680 West 200 North  
North Salt Lake, UT 84054  
(801) 383-3470  
bikewagon.com

#### **Bingham Cyclery**

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

#### **Blue Monkey Bicycles**

4902 South State Street  
Murray, UT 84107  
(801) 608-5138  
BlueMonkeyBicycles.com

#### **Contender Bicycles**

989 East 900 South  
Salt Lake City, UT 84105  
(801) 364-0344  
contenderbicycles.com

#### **Cyclesmith**

250 S. 1300 E.  
Salt Lake City, UT 84102  
(801) 582-9870  
cyclesmithslc.com

#### **Fishers Cyclery**

2175 South 900 East  
Salt Lake City, UT 84106  
(801) 466-3971  
fisherscyclery.com

#### **Go-Ride.com Mountain Bikes**

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

#### **Guthrie Bicycle**

803 East 2100 South  
Salt Lake City, UT 84106  
(801) 484-0404  
guthriebike.com

#### **Hyland Cyclery**

3040 S. Highland Drive  
Salt Lake City, UT 84106  
(801) 467-0914  
hylandcyclery.com

#### **Jerks Bike Shop (Missionary Depot)**

4967 S. State St.  
Murray, UT 84107  
(801) 261-0736  
jerksbikeshop.com

#### **Performance Bicycle**

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

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

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

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

177 E. 200 S.  
Salt Lake City, UT 84111  
(801) 746-8366  
slcbike.com

### **Saturday Cycles**

605 N. 300 W.  
Salt Lake City, UT 84103  
(801) 935-4605  
saturdaycycles.com

### **SLC Bicycle Collective**

2312 S. West Temple  
Salt Lake City, UT 84115  
(801) 328-BIKE  
slcbikecollective.org

### **Sports Den**

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

### **The Bike Guy**

1555 So. 900 E.  
Salt Lake City, UT 84105  
(385) 218-1649  
bikeguyslc.com

### **Wasatch Touring**

702 East 100 South  
Salt Lake City, UT 84102  
(801) 359-9361  
wasatchtouring.com

### **Wild Rose Sports**

702 3rd Avenue  
Salt Lake City, UT 84103  
(801) 533-8671  
wildrosesports.com

### South and West Valley

#### **Bingham Cyclery**

1300 E. 10510 S.  
(106th S.)  
Sandy, UT 84094  
(801) 571-4480  
binghamcyclery.com

#### **Canyon Bicycles**

762 E. 12300 South  
Draper, UT 84020  
(801) 576-8844  
canyonbicycles.us

#### **Canyon Bicycles**

11516 S District Drive  
S. Jordan, UT 84095  
(801) 790-9999  
canyonbicycles.us

#### **Infinite Cycles**

3818 W. 13400 S. #600  
Riverton, UT 84065  
(801) 523-8268  
infinitecycles.com

#### **Lake Town Bicycles**

1520 W. 9000 S.  
West Jordan, UT 84088  
(801) 432-2995  
laketownbicycles.com

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

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

#### **Revolution Bicycles**

8801 S. 700 E.  
Sandy, UT 84070  
(801) 233-1400  
revolutionutah.com

#### **Salt Cycles**

2073 E. 9400 S.  
Sandy, UT 84093  
(801) 943-8502  
saltcycles.com

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

2600 W. 12600 S.  
Riverton, UT 84065  
(801) 253-1881  
taylorsbikeshop.com

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

3269 W. 5400 S.  
Taylorsville, UT 84118  
(801) 969-4995  
taylorsbikeshop.com

### UTAH COUNTY

#### American Fork/Lehi/Pleasant Grove

#### **Bike Peddler**

24 East Main  
American Fork, UT 84003  
(801)-756-5014  
bikepeddlerutah.com

#### **Infinite Cycles**

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

#### **Timpanogos Cyclery**

665 West State St.  
Pleasant Grove, UT 84062  
(801)-796-7500  
timpanogoscyclery.com

### **Trail This**

120 S 1350 E  
Lehi, UT 84043  
(801) 768-8447  
trailthis.com

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**SLCBAC News for Fall 2013**

The "Year of the Bike" has been a productive and successful one for the Salt Lake County Bicycle Advisory Committee. The committee would like to thank all of its generous board members, county personnel and the bicycling community at large. As part of its Strategic Plan moving forward, SLCBAC would like to encourage anyone concerned with promoting Salt Lake County among North America's premiere communities to help expand our influence and reach. Find us on Facebook and "like" our page and refer associates and friends to our website. With the strength of many, the growing voices of bicycling citizens across the county will drive the prosperity of our vibrant communities and provide an example of how the 21st century can become a greener, healthier and more sustainable lifestyle for everyone!

Visit the Salt Lake County Bicycle Advisory Committee at: <http://www.slco.org/bicycle/> or <https://www.facebook.com/slcbac>

-Ian Scharine

**Bicycle Collective News Fall 2013**

The Bicycle Collective is hosting work parties every Thursday with a rotating cast of snacks and drinks to pump out a staggering number of kid's bicycles for this year's holiday season. Come down from 5:30-8:00 and meet new people, learn mechanics, and help provide a bike for a kid who otherwise wouldn't have one. All skill sets are welcome, and accommodations for larger groups can be made, just give us a call, 801-FAT-BIKE.

-Davey Davis

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## ROAD RACING

**Mortley, MacFarlane Take Momentous LoToJa wins**

By David Bern

**Mortley enjoys sweet revenge after failing to repeat in 2012; MacFarlane takes huge victory in her first year of racing**

While riding in the dark to the start of this year's 31st Annual LoToJa Classic, Clint Mortley suffered an unexpected and dispiriting setback. He broke his cherished Ralph Lauren Polo sunglasses and didn't have a spare.

"I heard them fall out of my jersey pocket and hit the ground," he said. "I couldn't believe it. The one car that was behind me that early in the morning ran right over them. I heard them go 'pop-pop.'"

Mortley, 26, a Cat. 1 cyclist who won LoToJa in 2011 and rides for Livewell/Bountiful Bicycle, tried not to think his broken sunglasses was a bad omen, a hint of more misfortune to come. For he could argue that bad luck in last year's LoToJa ruined his chances of winning the Men's Pro 1, 2, 3 category two years in a row.

But serendipity sometimes has a

way of happening when least expected. Just minutes before his category start, a friend came to the rescue with a pair of loaner sunglasses. They weren't crap glasses either; they were Oakleys—and something more.

"He told me they were his 'lucky' pair," said Mortley. "That they had magical powers."

Luck or magic, whatever it was, certainly helped his campaign to add another LoToJa victory to his palmarès. Despite two flats that made him chase futilely through Star Valley, Mortley recovered, caught the break, and won in 9:12:38 after beating 16 other riders in a "wild" field sprint to the line.

Making the win even sweeter were his teammates, Bryce Olsen and three-time LoToJa winner Cameron Hoffman, taking second and third, respectively, less than a second behind.

For Melinda MacFarlane (Harristone/Sun Valley Mortgage) this year's LoToJa was not only sweet, but outright momentous. The 31-year-old mother of two "shocked" herself by winning the Women's 1, 2, 3 race in 9:35:00 after beating

LoToJa was the warm morning send-off in the upper 50s as more than 1,500 cyclists left Sunrise Cyclery in Logan on Sept. 7 and headed north for the finish at Jackson Hole Mountain Resort.

This year's race featured two big changes over previous editions: to reduce congestion through Cache Valley, licensed riders took northbound US-91 out of Logan and also detoured to the east around Preston, ID before merging onto SR-34 and rejoining LoToJa's standard course. This detour lowered the race day's mileage for licensed categories from 206 to 201. The second change combined LoToJa's "fun ride" participants and citizen "one-day" racers into a new cyclosportive category.

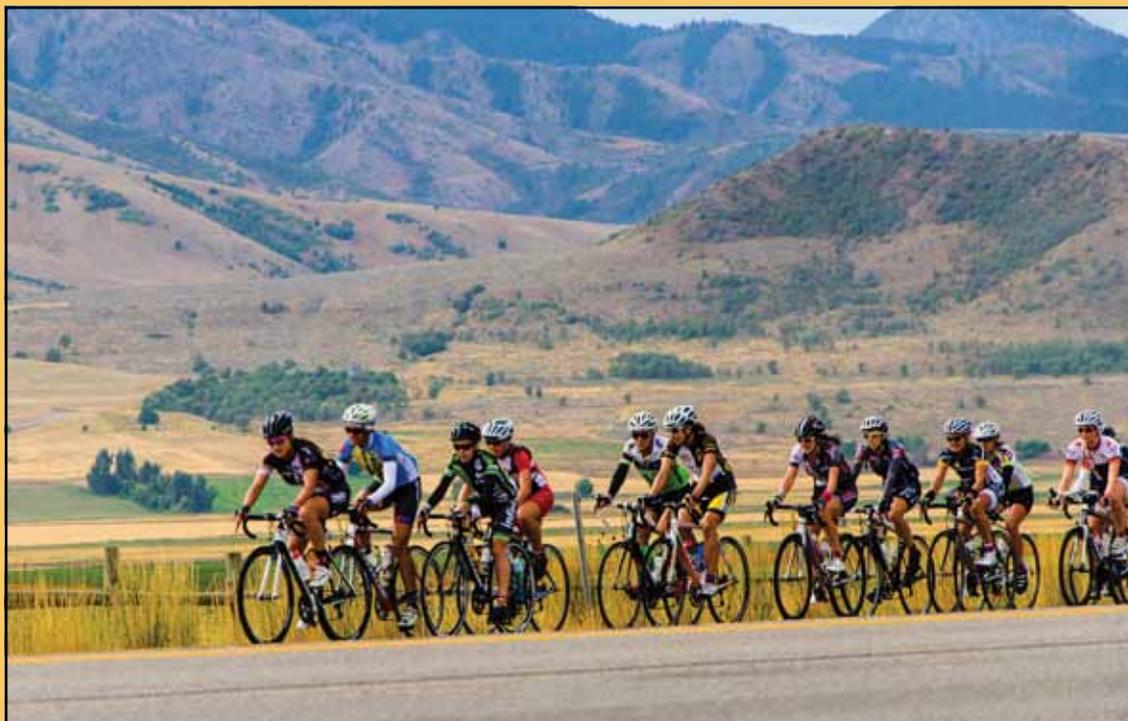
The cyclosportive route had riders and relay riders on the traditional, 206-mile course through central Cache Valley, with the first feed zone at Preston. Licensed riders didn't get a feed until 56 miles into the race near the summit of Strawberry Canyon.

they merged onto SR-34 northeast of Preston and descended to the Bear River. Shortly after turning right onto SR-36 and pedaling toward Strawberry Summit, they caught Petrowski. The trio rolled over 7,424 foot-high Strawberry Summit with six minutes on the field and began the descent to Ovid and to the next feed zone at Montpelier. After that, they continued tempo up Montpelier Canyon to 6,923 foot-high Geneva Summit, LoToJa's second major climb.

"We upped the tempo over Geneva [Summit]," said Mortley. "On the flats, I rolled it hard to make the pack hurt chasing us. I had four teammates in the pack."

He, Petrowski and Hoene stayed together climbing 7,630 foot-high Salt River Pass with Mortley taking the King of the Mountain prize. After cresting the summit, they descended quickly into Star Valley, hoping to maintain a large gap on the field.

"I was feeling great, like a million bucks," said Mortley. "It didn't



Above left: Clinton Mortley leads Intermountain Livewell to a top 3 sweep in the 2013 Lotoja Classic men's pro/1/2 field. Photo courtesy: Ricky Bangerter.

Above right: Kemille Garvin on point in the women's race in Cache Valley. Photo courtesy: Keith Jenson.

Brooke Parent and Shirley Leydsman (Red Rock HSB) in a sprint finish. The three had ridden an efficient pace line together for over 100 miles.

"I had no design of winning," said MacFarlane with astonishment. "My only objective was to see how long I could hang with the lead group. ...If I got dropped, my plan was to stop and wait for my friends behind me and ride into the finish with them."

What makes MacFarlane's win so phenomenal is 2013 was her first year of racing. She only started to ride a bike two years ago—and just for fun with friends. But MacFarlane must have sensed she had tapped into some hidden cycling genetics after winning LoToJa's Citizen Women 25-35 category last year. Her time was an impressive 10:16:41. The second place finisher came in 25 minutes behind her.

And just to think, MacFarlane nearly sold her bike in 2011 because she was tired of embarrassing herself. Despite her best efforts, she often fell. The reason? "I have terrible bike handling skills," she said.

Also phenomenal at this year's

LoToJa's pre-dawn start is famous for being a chilly affair during the first 30 miles through Cache Valley, but the unexpected warmth convinced Mortley to leave Logan only in his summer kit without arm or leg warmers. As the 34-member Men's Pro 1, 2, 3 field made its way north to Preston, Mortley said he was "content" to sit in and see what developed.

"It was a high tempo, and a few tried to get off the front," he said. But nothing stuck, until Joseph Petrowski (Primal Racing) took a flyer shortly after Franklin, ID and the field let him go.

Shortly after turning right onto 2400 East southeast of Preston, Robert Hoene of Bob's Cycles eased off the front. While eating a Clif Bar, Mortley followed Hoene's wheel. A minute or two later, Mortley turned around and saw that the field had let the two get a gap.

"We weren't even trying to get away," he said. "They just let us roll off the front."

As the gap grew, Mortley and Hoene increased their pace. Together,

feel like I had just ridden 120 miles.' At that point, the trio had nine minutes on the field.

But after the feed in Afton, Mortley's million dollar feel turned into unwanted pocket change. About a half mile north of town, he suffered a rear puncture and watched Petrowski and Hoene roll away. He waited alone for at least five minutes before a wheel car arrived.

After he got a wheel, he began to chase, knowing that five minutes down on Petrowski and Hoene meant he had a lot of work to do. Little did he know his untimely flat was just the start of more unlucky things to come.

A few miles after getting the wheel change, he noticed the quick release wasn't tightened all the way and he feared the rear wheel would begin to move in the dropouts. He stopped to tighten it, and resumed the chase. He figured he had five minutes on the field and was five minutes behind Petrowski and Hoene. He was in no man's land and knew it, but he got back into the drops and went for it.

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Above: Larry Peterson (69 years old) leading group of several cyclists up the Salt River Pass climb. Photo courtesy Cary Peterson.

But only a few minutes after tightening the quick release, he began to feel the rear tire go soft. It was a slow leak, but Mortley knew he had only a few miles before he'd be down on the rim and looking for another wheel change. After the second wheel change and frustrated at his misfortune, he again got into the drops and went as hard as he could without totally turning himself inside out.

"I was really getting toasted chasing," he said. "Then I turned around and saw two riders coming. It was Bryce [Olson] and Spencer [Debry]."

Olson (Livewell/Bountiful Bicycle), a teammate of Mortley, and Debry (Revolution/Café Rio) made the bridge and the trio began to work together. "I was totally done, but offered to help," Mortley said.

They rode a fast and efficient pace line though the rest of Star Valley and into Alpine Junction. With 46 miles to go, the trio headed toward Hoback Junction. Meanwhile, the field began to chip away at the gap, and just before Hoback Junction, got within 20 seconds of Mortley, Olson and Debry.

"It was weird. They could easily have caught us but they didn't," Mortley said. "We kept the pace high. If they were going to catch us, we wanted it to hurt them in the process. We didn't want to make it easy for them."

The gap again began to grow, and the trio rolled over the bridges at Hoback Junction. Seven miles later, they turned left onto South Loop Road. Less than two miles after turning onto South Loop, they caught Petrowski and Hoene. With the Grand Teton visible ahead, the five riders passed the spot where last year Mortley had to stop, dismount and let the break leave him behind.

"The night before last year's LoToJa, I accidentally ate peanuts in my dinner," he said. "I'm allergic to peanuts." Although he vomited

afterward to empty his stomach, he felt fine the next day—until he got to South Loop Road. "I got bad cramps on South Loop during accelerations," he explained. "I had to stop and get off. I was screaming in pain."

Yet despite debilitating cramps, Mortley was able to get back on his bike and finish in an amazing tenth place. Bad luck had prevented him from sprinting for a second consecutive win in 2012.

Although he "cooked" himself while chasing Petrowski and Hoene through Star Valley, and rode a hard, pace line with Olson and Debry since before Alpine Junction, there were no cramps—no bad luck—on South Loop Road for Mortley this year.

The five riders rode together through the bike path tunnel and remained free of the chasing pelo-

ton as they crossed the Snake River one last time and turned right onto Village Road for the final seven miles to the finish. They felt the 16-rider field breathing down their neck, but weren't caught until the finish line was virtually in sight.

"With 500 meters left, they were finally on us," said Mortley. "They were playing cat and mouse behind us, while we were going as fast as we could. I was absolutely toast, and I knew I had to save something for the final kick, for the sprint."

As the sprint began to spin up with 300 meters to go, Mortley locked onto a wheel in front of him. When the sprint for the finish finally exploded, he went as hard as he could.

"I was at second wheel," he said. "I was going as hard as I could and

waiting to get swarmed. My legs were starting to lock up but I kept on going as hard as I could. I had no idea that when I crossed the line, I had a gap. It was the weirdest sprint."

Weird or not, Mortley was elated about winning his second LoToJa in 9:12:38:319 after last year's disappointment. He was also elated that second and third place were taken by teammates Olsen and Hoffman, who finished in 9:12:38:400 and 9:12:38:448, respectively.

"It was great! It was a surprise to win," he said. "I never thought I'd win it again. A lot of good riders come every year to win it."

Calling LoToJa "a race of attrition," Mortley said this year's victory was a true team win, and he would have been just as happy if Olsen or Hoffman had taken the win instead of him. He plans on coming back in 2014 to once again defend his title.

"I love this race," he said. "It's my skill. It's up my alley."

When Melinda MacFarlane pulled up to the start line with 60 other Women in the 1, 2, 3 and 4 category that morning, she definitely didn't feel like LoToJa was hers to win. Although she had raced extensively this season, and won LoToJa's citizen women's 25-35 category last year, she was doubtful of her prospects.

"I didn't feel confident going into this year versus last year, because I had focused my season mostly on shorter races," she said. "Except for the Tour of Park City, I hadn't done anything really long."

In fact, she explained that the month before LoToJa, she hadn't ridden one century in preparation. Her coach initially suggested that she get a century or two in before Sept. 7, but she declined. MacFarlane instead relied on a season of frequent racing to get her through. Plus, she had no intentions of trying to win. Her only goal was to stay with the lead group as long as possible.

But sometimes the best made plans take an entirely different direction when out on the road. The huge field of women racers stayed together through Cache Valley, around Preston, and during the initial miles

while climbing Strawberry Canyon.

"We all stuck together until part-way up the canyon," said MacFarlane. "There were no real attacks. We would just lose riders on the climb."

And MacFarlane wasn't one of them that got dropped. In fact, she crested Strawberry's summit in a break with Brooke Parent, Shirley Leydsman (Red Rock HSB), Keri Gibson (DNA Cycling P/B Plan 7) and Kandice Lund (Bountiful Mazda). Together they road a pace line through Ovid and Montpelier, and over Geneva Summit.

Just before starting the climb to Salt River Pass, MacFarlane noticed that Gibson and Lund had been dropped. At that point the remaining trio were so far ahead of the field, they didn't feel pressure to push the pace. After MacFarlane took the Queen of the Mountain prize, the three women began their descent into Star Valley.

"We didn't attack each other," said MacFarlane. It was understood "we were going to stick together. But if someone slowed down, we wouldn't have waited. We rotated through the entire day. Everyone took a brief turn at the front and then drifted back."

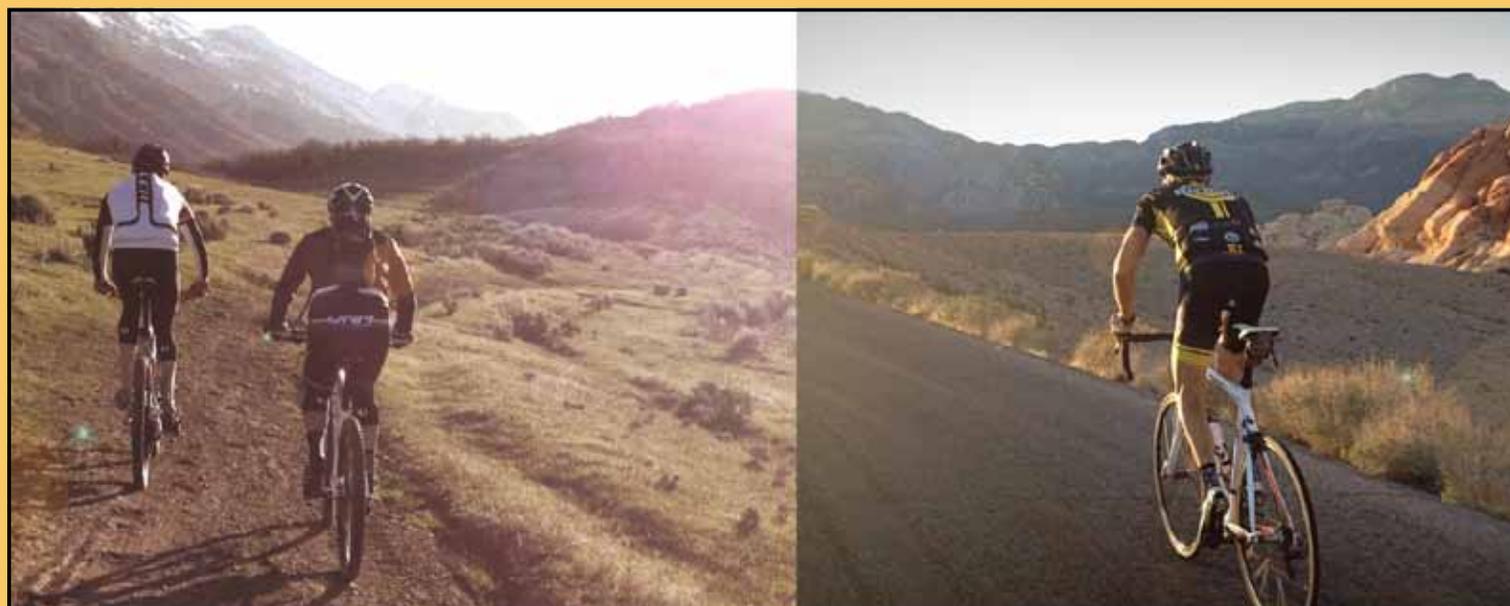
MacFarlane noted that one of the biggest lessons she learned this year while racing was not to linger at the front of a pace line. The point is to contribute, but also save energy, she said. This is what the three women did through Star Valley, past Hoback Junction and on South Loop Road around Jackson Hole.

But after the bike path tunnel with nine miles to go, MacFarlane noticed that Parent and Leydsman began to push the pace harder when rolling to the front of the pace line.

"They worked harder to get to the front than I did," she said. "I wanted to contribute, but I wanted to save energy for the sprint. So it took me longer to get to the front. I didn't push it." She noted the estimated gap to the field was 10 minutes at that point.

MacFarlane said she couldn't have picked better personalities to

Continued on page 25



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## ADVOCACY

# Ogden Awarded Bike Friendly Community Status

By Charles Pekow

It took four tries, but Ogden was determined to get that Bicycle Friendly Community (BFC) recognition. It finally did. In October, it became the only community in Utah to win BFC honors from the League of American Bicyclists in the fall's round of awards. Ogden was awarded bronze status, up from the honorable mention it got last time it applied.

"Ogden is already a mountain bike mecca and the city is working on improving in-town cycling as well," the League stated. It cited the city for building its first cycletrack, noted that the town of about 83,000 includes 16 miles of shared-use paths and 18 miles of natural path, slow speed limits on most roads, and a new mountain bike park complete with flow trail and dirt jumps.

League judges also praised Ogden's schools for including Safe Routes to School curricula in all of them and mountain biking teams at all three high schools, including a Catholic one. The community sponsors a number of social rides and mountain bike races. It hosted the USA Cycling Collegiate Road National Championships in May and will host the Masters Road National Championships in 2014 and 2015.

The city government offices might want to also apply as a Bicycle Friendly Business. It lets employees who bike to work use a city-owned SUV to drive to places too far to reach on bike during working hours. City employees can also take out a zero-percent interest loan of up to \$2,000 to buy a bicycle. The price is deducted in installments from their paychecks until paid off. The city budgeted for it and always maintains a waiting list of staff eager to buy a bike when the fund contains enough money, explained Josh Jones of Ogden City.

The city also features 12 bike shops and the Ogden Bike Collective and plans to open four bike fix-it stations this fall.

"They gave us some pretty good feedback on how we can move forward after our previous applications. We finally convinced them we were making enough progress," says Ogden Bicycle Program Manager Josh Jones.

"Our mayor is very actively engaging with the cycling community," Jones says. He sees how bicycling can help the local econ-

omy even without anyone pushing a pedal. Mayor Mike Caldwell "is trying to woo cycling companies to move their operations to Ogden," Jones notes. TRP Brakes, which builds bicycle brakes, set up shop in Ogden. So did the expanding ENVE Composites, a manufacturer of bicycle wheels and components. And now, Volagi Cycles is moving there.

Ogden plans to work up to a higher rank (silver comes next) but doing so will require working on a few weaknesses cited by the League, such as a very small (.3 percent) ride-to-work mode share and a high crash rate. And while the city is included in a county-wide bike plan, it needs to finish its own, currently in progress, the League says. The city plans to spend \$100,000 for a contractor to write a plan. "The county plan is a trails plan. Ours will be more holistic, with city planning, recreation, business, doing training with police officers" and more, Jones promises.

As to the low mode share, Jones says "the problem is we have no metrics. The only data we have are from the Census. I feel the mode share is higher than what they report but we have no counting method that we've employed to prove that's the case." He said the city is considering performing scheduled bike counts.

"I've been riding my bike to work for about eight years. It used to be I was the only one but now I wave to about 12 other people" also riding to work, Jones says.

As to the crash rate, Jones says he can't compare Ogden with other communities but "we have had issues with the (indigent) population on Walmart bikes not obeying traffic laws. There are some trouble spots that need improved lighting and crossings," he says. "Education may be the solution: tell these people to cross at the crossings (and) ride on the right side of the road." He says the city may need to increase enforcement too.

And he acknowledges that the city needs more bike parking. "I'd love to see a bike parking ordinance where bike racks would be standardized. A lot of our grocery stores don't even have bike racks so you go to buy groceries and wind up chaining your bike to a shopping cart," Jones says.

The city is also taking bids to construct its first cycletrack downtown and "we're always expanding the Ogden River Parkway" bikepath, Jones says.

## ADVOCACY

# New Report Shows How to Create Successful Bike Initiatives at the Ballot Box

By Charles Pekow

Bike and Pedestrian Measures on the Ballot – New Report Shows How to be Successful

So Congress shut down most of the federal government, closed parks and delayed transportation funding last fall. It sure inconvenienced recreational cyclists among many other people. But bicycle advocates don't have to depend on such a dysfunctional national legislature. In fact, they don't even have to rely on legislators at all to get funding for local bike projects. Advocates around the country have put ballot initiatives to voters to raise money and earmarking it for local transit projects.

Advocacy Advance (AA), a joint project of the League of American Bicyclists and the Alliance for Biking & Walking, has just documented how bicyclists across the country have gone over the heads of elected officials with ballot initiatives.

The advance doesn't stand as a neutral observer of these initiatives – it supports them financially through advocacy advance grants and scholarships to attend its National Walking Summit. The project passed along \$60,000 in advance grants in 2012.

Initiatives can take several forms. And they don't always work. One way is to seek a sales tax increase or earmark. "In a metropolitan county, a sales tax rate of one percent could generate \$50 to \$75 per person, an amount sufficient to fund transportation infrastructure investment," says the report, *Success at the Ballot Box: Winning Bicycle-Pedestrian Ballot Measures*. But it cautions that sales tax revenues will fluctuate with the economy.

Then you can try state and local property taxes. Most states don't earmark property tax money for transportation, considering it general revenue. But "(a)lmost every municipality uses some portion of the property tax revenue in its general fund to pay for transportation projects," the report states.

Since people don't like taxes, communities can also try a bond referendum – fewer communities use them for transportation, though, as they comprised only 11 percent of transportation funding finance measures between 2000 and 2012, according to the study. And perhaps the most relevant method for fund-

ing transportation – vehicle fees – accounted for the smallest number of earmarks, only three percent of them. (The percentages reflect the number of funding streams, not the amount of funding). Almost every state collects fees annually or biennially from motorists. Some local governments do too specifically to fund transportation projects.

If you can get a transportation funding measure on the ballot, it's got a good chance of success, though bicycling infrastructure probably will play a small role in it, if any (a point not emphasized in AA's report). In 2012, voters approved 79 percent of transportation ballot measures, according to the Center for Transportation Excellence (CTE). The annual national rate has fluctuated between 46 percent and 83 percent since 2000, according to CTE statistics. Few focused on bicycling. "Advocates for ballot measures that failed noted that bad timing, bad messaging and the wrong spokesperson where the primary reasons for failure," AA concludes.

According to the website of Citizens in Charge, a group that advocates for ballot initiatives, in Utah and Idaho people "can pass laws they write or suspend a statute passed by the legislature by collecting enough petition signatures to place the statute on the statewide ballot for a decision by the voters."

In Utah since 2002, one statewide transportation referendum failed but six of seven county ones, mainly dealing with sales taxes, passed. None specifically focused on bicycling, according to CTE. Voters in Ponderay, ID in 2010 approved a referendum to fund bus service and tourism – but it was easy for voters to approve as only tourists pay the hotel room tax.

The AA report discusses some recent initiatives that it supported. It tries to paint a smiling face on those

that failed. Opponents included environmentalists opposed to road construction and those objecting to regressive taxes – or taxes and tax increases at all. In 2012, for instance, in Alameda County, CA, voters rejected a sales tax referendum that would have earmarked 11 percent of funding for bike/ped projects. Actually, the majority didn't reject it. It didn't get enough votes – a two-thirds majority was required and it lost by 600 ballots. Likewise, a special sales tax proposed in Atlanta failed last year despite the Atlanta Bicycle Coalition's push to show that it would have funded specific bicycle projects.

And in St. Louis city and county, though voters approved a referendum this year increasing the percentage of revenue earmarked for bike trails, it won't get cyclists around the entire county because the county banned bike facilities except 14-foot wide outer lanes.

But defeat doesn't mean cyclists have to give up. It took five tries before voters in Pima County, AZ approved a \$2.1 billion .5 percent sales tax to fund a 20-year transportation plan with \$80 million specifically for bike/ped (in addition to bike/ped elements of other projects). The key: "There is wide agreement locally that the ballot passed because there was something for everyone: regional roadway corridor expansions, transit, bike/ped, wildlife linkages and Main Street assistance. No matter how you move around the community, you were personally invested in wanting the funding to pass," AA's report concludes.

The report includes guidance on how to start and win a referendum.

You can find the report at [http://www.advocacyadvance.org/site\\_images/content/ballot\\_measures\\_report\\_web\\_copy\\_2.pdf](http://www.advocacyadvance.org/site_images/content/ballot_measures_report_web_copy_2.pdf).

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## METAL COWBOY

**Legends of Siesta Key**

By Joe Kurmaskie

I've never fancied myself the stalker type. In high school there was no bigger Stephen King fan than me. None. And don't let Danny Hampton feed you any of his weak bullshit to the contrary. Did he know there was an unabridged edition of *The Stand*? Still, on my first bicycle adventure from Maine to Florida I pedaled right by the King family residence without stopping. My self-control never wavered.

My critics will point to that time I bamboozled mall security into jimmying this girl's car for me. We put a dozen roses in her front seat with a card taped to the steering wheel. It said something to the effect that what I felt for her could never be locked out. The kid in the security get up kept giggling and asking if I'd ever surprised my wife like this before.

"All the time. It's how to make a relationship last over the long haul."

We were about the same age and I wasn't wearing a ring, but let's make him detective straight out of the academy.

But back to the breaking, entering, stalking and wooing. In my defense, well, there is no defense for creepy shit like that. We'd only had lunch a few times at the food court. It was more talking to each other since we happened to be there at the same time. But understand it was a very bleak period for me. And she purred on about how I looked hot in the Banana Republic shirt she sold me. Come to find out that all male customers were told they looked hot in any item they showed the slightest interest in. It's a significant part of their staff training.

If I were to stage a defense it would go like this... I was crazy from the heat of working twelve hour shifts at the mouth of a commercial oven, burning my fingers serving wood fired pizza slices at the front end of a mall restaurant. Every moment inside the mall I was bombarded with Christmas Muszac. The restaurant was run by Italian assholes who pretended they were in the mafia, but were really just assholes and not even Italian. Two from Brazil, one Spaniard; all assholes. I'd blown through five jobs and four girlfriends since the beginning of that semester, and had no idea how my central nervous system would return itself to college come January. I broke into a sweat every time I biked near campus which was a block from the mall. Also, my roommates, who had flown back to Buffalo for the break, borrowed my car to get to the airport and 10 days later I still couldn't find it... and the airport meter was running. Oh, and I'd just buried Travis Otis McGee, my cat, named after author John D McDonald's longest running character.

I should have gone back to my empty apartment and listened to Tom Petty's *Hard Promises* again. Instead, I bought those roses and turned a Hallmark card into something just this side of a ransom note. The fall out included a visit to the restaurant by a posse of her mean girl friends. They ordered slices and ordered me

to keep my distance from their girlfriend and the Banana Republic in general, unless I wanted to experience death by angora sweater suffocation. Nothing as treacherous as mall girls on a mission, though the one wearing the actual angora winked and mouthed something about how I could stalk her with roses any time.

After that I didn't go to the mall, any mall, for seven years. This was not by court order, though who would blame her? I just didn't like what I became inside those climate-controlled environments. A confused, petty, rancid little creature packed to the gills with Cinnabons and Orange Julius, staring into a deep wishing pool full of small change and hopelessness.

So you'd think with that track record, I'd have looked harder in the mirror the day I decided to drop in on acclaimed writer John D McDonald. I had just discovered that one of my favorite authors happened to live on Siesta Key, not too far from, but world's away from an unstable but sometimes useful acquaintance, Orgy Magnum and his good ship lollipop.

I came into possession of this information by accident. But given the amount of time on my hands and how much of it I spent surfing the aisles of used bookstores, it was bound to happen.

I placed a copy of "The Lonely Silver Rain" on the counter.

"Loved this one," the woman behind the register says. "He's a bit of a chauvinist, but that's the parlance of the time and the time he came of age as a writer."

I nod, "I've read this one twice, but there are parts I want to circle back through."

She understands. A copy of Joy Williams, "Breaking And Entering" she's reading between sales, looks to be on its fourth or fifth run through. I think I see some notes in the margins.

"You know he lives right on Siesta Key."

I did not know this. The ghost of my Stephen King drive-by weighs heavy on my mind. If I could get a simple sit down with McDonald, writer to writer, man to man, a bottle of whiskey and two shot glasses. He might get me sorted out proper. Everything had changed since the King sortie. I was an almost published novelist now. My first book sold to the University of Michigan. At 23, I was to take the literary world by storm. Editors were saying such flattering things about my prose. A two inch mention appeared in *Publisher's Weekly*. Then the chairman of the department championing the project died. Advice to aspiring writers: the guy who believes in your project and has walked it through the university press system should not be 83 with a bum ticker. Shop around for a teenager, if you're still on your first draft, maybe they aren't even born yet. I received a kill fee that allowed me to bike across Australia and New Zealand and gave me a lifetime of experiences, but the book went into a drawer at my parent's place and that literary fire in my belly, all that my momentum, went somewhere else.

I needed a kick in the ass pep talk from a master with 50 books under his belt, including a beloved Florida noir series featuring a tortured protagonist who salvages lives while navigating through cautionary tales of environmental destruction and spiritual exhaustion.

And here I find out he's getting up from his afternoon nap a few miles down the road?

There's nothing to consider.

This is what happens when a creative type is given a living wage to wander around bookstores on a Tuesday. He'll find additional ways to fill his time. I go back to the stacks, scoop up a half a dozen other titles by McDonald, have the clerk rough me out a map to his place, and begin pedaling my bike to Siesta Key.

At this point, I've dismissed with formalities, things like a car to transport my clients to interviews. Most of my days at this "job" I have as a social worker are about long bike rides that end in longer swims, with bookstore rest stops along the way. The beeper on my hip never makes a beep. I'm excited. I haven't had a legitimate destination that I cared to arrive at, or personal goal related to my writing, in months. I almost feel like a productive member of society until I reach the sprawling estate that is my favorite author.

An actual plan might have been helpful. He doesn't so much live on Siesta Key, than own a good chunk of it. I find a spot in the shade outside the security gate and ponder my options. I could wait for Orgy Magnum to finish whatever he's not doing back on the boat, recruit him to pilot me around by sea; a Normandy type invasion. Only that leaves all these books I was hoping to have John sign soaking wet or back on the boat. God knows what Orgy Magnum will do to them, I only that it will likely end in a fire.

Sweating under a magnolia tree, listening to crickets in the middle of the afternoon, I see this latest flight of fancy for what it is. I'm gonna get shot or arrested or...

A pair of trucks hauling gardening equipment pull to the gate. My moment of clarity passes. I scoop up my bike and without hesitation pedal along side the vehicles as they pass through. Once beyond the protection of the gardener's trucks, my new plan loses its momentum. I expected to be clotheslined by security hiding in the palmetto bushes by now. So sure in fact that I rode clenching every muscle awaiting impact. I would be taken to a safe room where my skills of conversation would convince everyone that John and I needed to meet. When that doesn't happen I coast around the expansive grounds unsure of my next move. I resemble one of those devil may care characters in a British novel. Wealth, privilege and too much free time find him pedaling around the gardens thinking up the next witty thing to say at dinner. I lap the estate twice before meandering to a stop at the front entrance.

I might as well give it a shot.

I lean the bicycle against a massive column. The main building is southern gothic plantation architect-

ture. My backpack is heavy with mass-market tenth and eleventh editions, and used at that so Mr. McDonald didn't see a dime from my recent purchases. I wait at the door. The surveillance cameras must be well hidden. I wait some more. When security still doesn't swarm, I knock. A Hispanic woman answers. I stammer something about my writing credentials and needing to meet with the author of *Condominium*, which incidentally they made into a horrific miniseries, completely missed all the ecological messages in favor of soap opera dialogue and special effects. She stands with her arms crossed.

When I've talked myself out, she whistles.

I mistake this for admiration; that I've persevered, stormed the castle, breached the gate, all to meet one of my idols.

A Samoan the size of a grizzly bear fills the doorway. I brace for the beat down.

"He's not here." I notice the bowl of cereal the Samoan is cradling. He studies me while steadily spooning - what is that, Special K, into his mouth?

"Is this the part where you rough me up?" Thinking I sound just like one of the characters in a McDonald novel.

The Samoan shakes his head, grins. "Why, you want me to?"

As I see myself off the grounds one of the gardeners waves.

\*\*\*\*\*

"I thought you just wanted to have a look at the place." I'm back at the bookstore. The clerk is shaking her head. "Like those maps of the stars home tours out in L.A.."

What did she imagine I wanted with all the titles of his books I'd already read? I share my University of Michigan failed publishing saga to demonstrate my special purpose here. Credentials that place me outside of the stalker category. She recoils. "If you want to hassle him for writing advice I can't be party to that."

And I thought we'd bonded over our mutual admiration for the man and Joy Williams. I try one more thing.

"Have you ever met him?" Fans love to talk about their own encounters. She hesitates. Must be an aspiring writer herself who thinks there's too many of us already.

The old guy behind us stocking biographies chimes in. "We've all met him." The clerk shoots him daggers, but he laughs it off, enjoying himself. "He's a regular. Most days he's down at about now having Cuban coffee and garbanzo bean soup."

I can't help grinning at the pissed off clerk. Come on, Sister, share the wealth.

I haven't tasted a good Cuban sandwich in at least a day so I slide into a booth that offers me a direct view of the famous author. Inconspicuous as possible, I peek at his jacket photo on the back of "The Executioners". Twenty years of broken gravel road later, but it's him.

While working through two iced teas, I watch the man who

put McGee through a lifetime of trouble protecting the powerless and standing up for the mangroves and the coral reefs. I rehearse different approaches in my head. It has to be just right or he won't treat me as a peer, won't see in me a younger version of himself asking his future what to do to achieve heartbreaking stories of aching beautiful that illuminate the human condition. I decide to hold off telling him I named my cat Travis Otis McGee, after his protagonist. While it served dual purposes in that I called him my TOM cat while reminding me of McDonald's books multiple times a day. The Otis part I added, but then there was no mention of McGee's middle name in the 20 book series, so I felt I could take a small liberty in completing the acronym. When I play this little anecdote back in my head, I see a middle-aged lesbian with a subscription to *Feline Fun* monthly.

John D McDonald coughs up some soup phlegm, spits it into a napkin, looks at it intently for a few moments, then returns to his bowl. It occurs to me that my idol has already told me everything I need to know on the pages of his books. This tete tete could be the granddaddy of bad ideas. I am about to voluntarily destroy the mythology of an author I hold in high regard. I hear some quiet slurping in his direction. It's already crumbling and threatening to fall down when my Cuban sandwich arrives. No getting away clean now. That's when I notice McDonald staring at me staring at him. He has a world-weary look on his face because he knows what comes next.

I reach into my pack and grip one of his books under the table, it doesn't matter which one, they were all brilliant. I remember disappearing into each and coming out the other end... changed at a time when I needed changing. I give it one more squeeze, let it fall away and do what must be done.

"What you looking at old man?" I put it out there with more force than I intend.

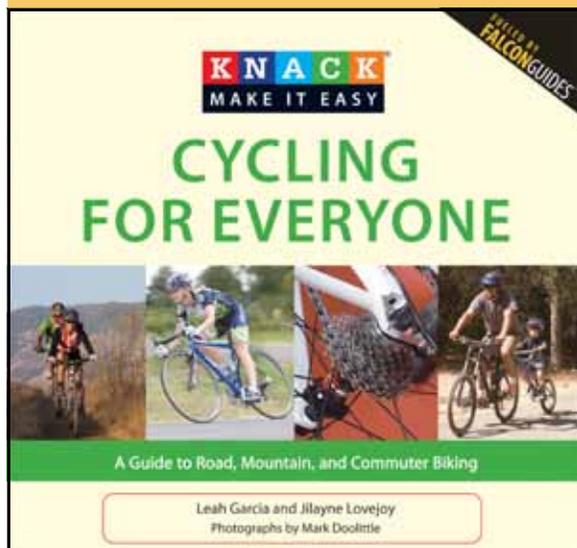
McDonald smiles, offers a little "I surrender" wave with his soup spoon, and goes back to his meal.

As I work through my sandwich I barely taste it. I'm already thinking about stories I haven't felt strong enough to take a crack at in years.

When I leave the restaurant I don't look back, but I place my copy of "The Lonely Silver Rain" on the table. Maybe he'll spot it on his way out. It's not two shot glasses and a bottle of whiskey, but it was never gonna be.



## BOOK REVIEW

Book Review: *Cycling for Everyone*

By Lou Melini

There are bicycling books that try to incorporate everything about bicycling into one tidy book or tries to reach out to a broad cycling audience. This format usually does not work except perhaps for the very novice cyclist. I think some of these books are written because they come from a purely business point of view. Someone will think that if there are 15 million cyclists and if the book is marketed properly, 15% of that 15 million will be curious enough to buy the book. Sales are high, satisfaction is low but who cares, the book sold well above costs.

So when Editor Dave Iltis gave me a book entitled "Cycling for Everyone", I immediately became biased and hesitant to accept it. Dave encouraged me and told me not to put my experience as a cyclist in the book reviews. After all it is not my book. After about a dozen or so pages I realized that "Cycling for Everyone" is different. Yes it is a book that covers a lot of territory, but the authors and publishers have created a format for the book that

makes it work. I was pleasantly surprised. I can see this book being read by novice cyclists, recreational cyclists even entry-level bike shop employees or anyone wanting a broad look at cycling. This is a book that shops could have on the counter for customers to look at so that when

a customer has a question. The shop employee could then answer the customer's question in an organized manner.

The book is well organized into 20 chapters with each chapter 10-15 pages in length, long enough to give information, short enough for the attention span. Each page has enough written information in sufficient detail to make it interesting, but not so much information to cause the reader to drift away. There are also numerous pictures that are very complimentary to the written words. You get a bit more than the basic concepts. There are also color-coded small boxes on selected pages for "Thoughtful tips, Expert Shortcuts, Interesting Facts, Proceed with Caution, and Stop and Think". They are plentiful, helpful and add to the basic printed page to gain the reader's attention in an interesting way.

In the 11-page first chapter entitled Types of Bikes you will be run through the basics of city, off-road, fixed gear and singlespeeds. In addition, specialty bikes such as tandems, foldable and recumbent are reviewed as well as BMX, hand-cycles and

track bikes. The final two pages in the first chapter covers frame materials. In total there are 20 chapters. I doubt if every reader will be interested in every chapter, but I would bet that most of the chapters would be interesting and useful.

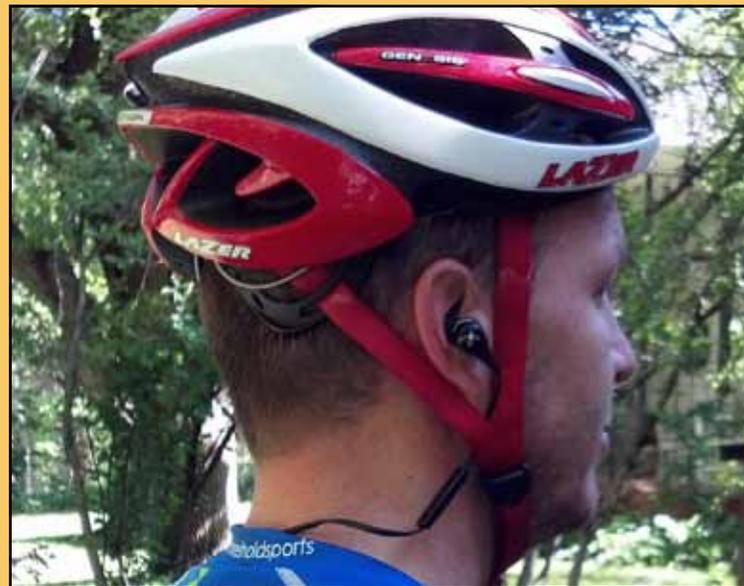
Do I have any constructive criticisms with the book? A few but that would represent a very small percentage of the content of the book. For example under crank lengths on page 22 it says; "175-mm cranks are the most common length" and "170 mm cranks are typical on smaller framed bikes". I think this should be one of those "it depends" statements and not clearly that black and white. My area of interest, bike touring has only two pages and the picture has a touring bike with panniers of companies that have not existed since the mid 1980's. And finally there are "fashion" statements and I'm not one that dwells on "fashion". So when it was said on page 79 "road cycling and hydration packs are generally a fashion faux pas", I not only rolled my eyes and said so what, I also questioned their editing; as they missed the misspelled "generally".

If you want to learn a little about mountain bike skills, riding with kids, bike terminology, basic maintenance, race training or bike accessories it's in "Cycling for Everyone"? This is truly a book for everyone with enough information that you will learn from it no matter who you are. There were a few tidbits of information that I found that were new to me. Consider this book a gift for a friend or yourself.

**Cycling for Everyone**  
A Knack Make it Easy Book  
Written by Leah Garcia and Jilayne Lovejoy  
Copyright: 2010 Morris Book Publishing LLC

## GEAR PICKS

## Jaybird Brings Music and Cycling Together



By Tyler Servoss

Music and cycling go together. Many of us have enjoyed a long solo ride with our favorite music blaring in our ears. A long running practice among cyclists has been that of running headphone cords out a jersey pocket, around your body to tuck under a helmet strap and into an ear. My favorite method is to place one earbud in my ear on the non traffic side and the other wrapped around my helmet strap for safety. Utah company Jaybird's headphones make both of these things much easier.

## Review

My history with Bluetooth headphones and cycling started 6 years ago when I purchased my first pair. It was nice to be unfettered from the cords and go wireless, but the Motorola headphones I was using were the rigid wrap around variety and did not accommodate the "one ear in method" and the signal would cut out when I turned my head a certain way. Plus I looked like Lobot from Star Wars when wearing them.

Fast forward 6 year to my first exposure to Jaybird Sports at the Tour of Utah. Jaybird was the official headphone sponsor of the 2012 race and had a booth at the expo. I was amazed by their product as it was light years ahead of the many other iterations of Bluetooth headphones I had tried in the past. This Utah company focuses solely on creating the best Bluetooth headphone experience for athletes.

I was provided a pair of the flagship Blue Buds X for testing (full disclosure; they were free and I got to keep them) The headphones included an in line mic, up/down volume but-

tons that double as fw/rv for music tracks, and a multifunction button for pause, answering calls, pairing, power on/off etc. The form factor is sleek, with a thin, flexible cable connecting the two earbuds.

One of the most noticeable features of these headphones are the ear cushions. Provided in three sizes for different ear shapes, along with three different sized ear bud tips. The ear cushion fits into the curvature of the ear to provide a secure fit that won't fall out even while mountain biking over rough trails, running, or doing cross fit etc. See the picture for an idea of how this works. Another nice feature is the sealed, sweat proof design. I have a friend who accidentally ran his through the washing machine and though not advisable, they still work beautifully.

The science of Bluetooth has progressed tremendously as well. The older versions required a line-of-sight connection between the device and the headphones. The new Bluetooth+ technology found in the Blue Buds X do not require line-of-site but will transmit directly through objects like your body. The connection stays solid and works flawlessly with my phone in a jersey pocket. In fact the connection stays true up to 30 feet from the paired music device or phone.

Overall, I was very pleased with this product and the fact that Jaybird continues to innovate and has a number of new products and improvement on the way to market. To learn more visit [www.jaybirdgear.com](http://www.jaybirdgear.com) or to see and listen to them visit Bountiful Bicycle in Bountiful or Kaysville or see the website for a list of additional resellers.



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**Lotoja from page 21**

spend the day with, and felt that Parent was the strongest of the three, that she was “going to take it.” Yet, a mile away from the finish, Parent hadn’t dropped MacFarlane and Leydsman. The three women were still rotating a pace line, and MacFarlane was thinking of conserving more energy for the sprint.

“At that right bend about 300 meters before the finish, we all slowed down and looked at each other,” said MacFarlane. “I wanted to go, but I had learned over the summer not to go until there was a wheel.”

Leydsman was the first to offer that wheel. When she jumped, MacFarlane was right behind her. But she didn’t stay there for long. Concerned that Parent would come around too quickly, MacFarlane jumped into a full sprint and held it to the line for a first place time of 9:35:00:439. Parent and Leydsman came in behind her at 9:35:01:366 and 9:35:01:868, respectively.

“Honestly, I was shocked that I won,” she said. “I got across the finish and asked if I had actually won.”

MacFarlane said what made this year’s LoToJa win “super exciting” for her was that she took the sprint—“which is not my strength.” She also won her first category 1, 2, 3 race.

“My goals for 2014 are to improve my bike handling and do better at technical crits,” she said. “I also want to win LoToJa again.”

LoToJa Race Director Brent Chambers said this year’s LoToJa was a tremendous success on several levels, the biggest of which was reducing rider and support crew congestion in Utah and Idaho.

“Having all licensed categories take Highway 91 and entirely bypass Preston made a huge difference in reducing congestion and improving safety for all of the riders,” he said.

Chambers added he’s already excited about organizing next year’s event, which promises to again challenge more than 1,500 riders on one of America’s most scenic cycling courses.

“LoToJa continues to be a metaphor for life,” he said. “One of my greatest joys is hearing how LoToJa has changed someone’s life for the better.”

The event challenges and inspires people to live healthier lives, and that is my biggest reward. It encourages me to keep making the event better and safer each year.”

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

**2013 Lotoja Classic Fun Facts:**

- New LoToJa Course Records in 2013:

Men’s Individual: Andrew Neilson, Nibley, UT — 08:57:14\*

Women’s Individual: Melinda MacFarlane, Draper, UT — 9:35:00\*

Tandem: Gary Gardiner & John Lauck, Centerville, UT — 9:11:17\*

2-Person Relay: Blake Fessler & Joshua Carter, South Ogden, UT — 8:54:37

3 to 5 Person Relay: Martin Acostra, James Crawford, Casey Nielsen, Trent Olsen, and Nathan Starnes, Ogden, UT — 8:47:55

King/Queen of Mountain (4 mile climb up Salt River Pass at 8 to 9 percent grade):

King: Chris Carr, Golden, CO — 12:41:00

Queen: Melinda MacFarlane, Draper, UT — 16:28:00

\* The 2013 LoToJa “race route” out of Cache Valley is three miles shorter than in previous years.

- LoToJa is the longest one-day USAC-sanctioned bicycle race in the United States.

- The first LoToJa Classic started on an early fall morning in 1983 when seven cyclists took off at dawn and raced northward to Jackson. The winning time was just over nine hours by Logan cyclist, Bob VanSlyke.

- In 1982, David Bern and Jeff Keller, two avid cyclists from Logan, Utah, pioneered the LOTOJA bicycle race. They wanted to give cyclists a racing experience that felt like a European road classic such as the Tour of Flanders or Paris-Roubaix.

- Since 1983, almost 4 million miles have been pedaled by LoToJa cyclists

- The oldest rider to finish LoToJa is 74 years old

- The youngest riders to finish LoToJa are 13 years old

- LoToJa’s average participant age is 41

- It’s estimated up to 15,000 calories will be burned per racing cyclist

- LoToJa involves over 450 course volunteers — one-third are HAM radio operators providing radio communications and neutral support.

- LoToJa features almost 9,800 feet of climbing; most of this is in the first 110 miles

- LoToJa has raised over \$1,000,000 for Huntsman Cancer Foundation (HCF)

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

**GEAR PICKS**

**Abus Bordo and Kryptonite Evolution Chain Offer Alternatives to the U-Lock**



**Top and above: The Abus Bordo lock provides stylish high security. Right: The Kryptonite Evolution Chain is a flexible high security solution. Photos: Dave Ittis**



**By Dave Ittis**

If you commute by bike, you need to lock your bike - outside your workplace, at the grocery store, the library, or the movie theater. And, you need to lock it to a bike rack, a sign post, railing, or other immovable object. Locks won’t completely prevent theft – any lock can be defeated by a dedicated thief – but they will slow a thief down, or make them think twice about trying to nab your bike. Since many bike thefts are crimes of opportunity, good protection will help keep your bike safe.

I had the chance to try out two locks recently that are high performance alternatives to the standard U-lock.

**Kryptonite Evolution Series 4 1090 Integrated Chain**

Kryptonite’s high security chain is made from 10 mm 6 sided manganese steel chain links. The 3 foot long chain is plenty long enough to wrap around your bike’s frame and wheels and around a bike rack or post. The chain is encased in a nylon wrap to protect your bike and prevent access to the links. The locking mechanism uses a super secure key system and is integrated with the last link of the chain. The last link fits into the mechanism in such a way as to prevent access to that link and avoids any weak points. I found this lock to be easy to use and easy to store in a backpack. In 2014, Kryptonite will have a frame bag to provide an option for carrying the lock on the bike. The nylon wrap keeps the chain from clattering, and keeps it from scratching anything. The lock comes with 3 keys, including one with an LED for ease of use at night. The lock is rated 8/10 on Kryptonite’s security scale and

comes with a \$2250 anti-theft offer (registration required) along with a key replacement program. The version I tested is 3 feet in length. It also comes in a 5.25” or 21.5” length. One drawback is the 6.1 lb weight, but then I’d rather carry the lock than have to walk home without my bike. For more information, visit [kryptonitelock.com](http://kryptonitelock.com). Rating HC (5 stars).

**Abus Bordo Granit-XPlus Lock**

This lock looks great. It’s not like any other lock that you’ve seen. The Bordo is a folding lock made up of six 6” steel bars that attach at pivot points. The bars form a 33” loop to go around your favorite immovable object and your bike frame and wheels. The bars and the locking mechanism have a thick silicone cover that keeps your bike paint safe, and makes the lock easy to handle. The lock is rated at 15/15 on Abus’ internal security scale. The lock weighs 3.5 lbs, and fits in a nice frame holster that velcros on to a frame tube. I found the Bordo easy to use – just pull it out of the holster, and wrap it around a post and your bike frame. I especially like the simplicity of the holster for transporting the lock on a commuter bike. One small drawback to the holster is that it can slip on the down tube if it’s not secured tightly. The seat tube or top tube are probably better options for the holster. The lock comes with 2 keys, one of which has an LED. The lock is very stylish, and will catch the attention of your fellow cyclists. Look for an anti-theft offer to be introduced on their website in 2014. Find out more at [abus.com](http://abus.com). Rating HC (5 stars)

**Tips for locking your bike:**

1. Always lock your bike when it’s out of your sight. Many bike thefts are crimes of opportunity, and a locked bike prevents someone from riding off on it.
2. Any lock is better than no lock, but most cables and hardware store chains can be cut instantly with a bolt cutters or hacksaw. They deter crimes of opportunity, but not thieves looking for a bike to steal.
3. Lock your bike when it’s in your garage, on a patio or porch, or at home.

4. If you have an older U-lock with a circular key, you might want to turn it into a paperweight since the lock can easily be picked by jamming a the non-business end of a ballpoint pen into the lock mechanism.

5. Use a lock that has a security rating appropriate to your city’s bike theft problem, and to the value of your bike.

6. At a minimum, lock the frame of your bike to a post, bike rack, railing, or some other object that is anchored securely to the ground. The lock should go through the main triangle or rear triangle and around the post. Better yet, thread the lock through the main triangle and the front or rear wheel and around the post – this prevents the wheel from being stolen. The best option is use a heavy duty lock to lock the frame to the post, and a heavy duty chain to secure the wheels. You can also remove the front wheel, and thread the lock around both wheels, through the rear triangle, and around the post. This option only works if you have a long enough lock.

7. Lock your bike in a visible area where others can see if someone tampers with your bike.

8. License your bike. At the very least, record your serial number. You won’t likely get your bike back unless you have this piece of data. Licenses can be obtained at any bike shop (assuming they are in compliance with local code), at most fire stations, and if you are in Salt Lake County, at the Salt Lake City and County Building business office at 451 S. State in Salt Lake City.

9. Use a U-lock, or one of the two great options we review above for extra security.

10. If your bike is stolen, file a police report immediately, and check local pawn shops.

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cycling utah

# CALENDAR OF EVENTS

## Calendar Guidelines:

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

Submit your event to:

calendar@cyclingutah.com

with date, name of event, website, phone number and contact person and other appropriate information.

Let us know about any corrections to existing listings!

## Utah BMX

**RAD Canyon BMX** — 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, radcanyonbmx.com

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

## Utah Advocacy

**Bike Utah** — UT, Utah's Statewide Advocacy Group., Scott Lyttle, 435-901-4191, slyttle@bikeutah.org, bikeutah.org

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

Salt Lake City, UT. 801-468-3351, Megan Hillyard, 801-468-3351, MHillyard@slco.org, bicycle.slco.org

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

**Park City Alternative Transportation Committee** — Park City, UT, Normally meets the second Wed. of the month, location TBD, Michael Watson, redtail@sisna.com, mountaintrails.org

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

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

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

**Provo Bike Committee** — Provo, UT, Come join us every second Thursday of the month at 5:30 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., Zac Whitmore, 801-356-1378, zwhitmore@gmail.com, Heather Skabelund, 971-404-1557, bikeprovo@gmail.com, bikeprovo.org

**Southern Utah Bicycle Alliance** — St. George, UT, Southern Utah's road advocacy group., Craig Shanklin, 435-674-1742, southernutahbicycle@gmail.com, facebook.com/SouthernUtahBicycleAlliance

## 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, facebook.com/groups/SLCCM/

**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, heatpolo-company@gmail.com, facebook.com/groups/18963149724953/

**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, colesport.com, mountaintrails.org

**November 16, 2013 — Southern Utah Bike Summit**, St. George, UT, 9 am to 12:30 pm, 86 S. Main St., St. George Art Center Assembly Hall, Leisure Services Bldg, 3rd floor, Keynote Speaker, Marty Jemison, speakers and presentations on: Road Respect, St. George Police Bike Patrol, Infrastructure projects, cycling for women, safety, Zero Fatalities, and more, Craig Shanklin, 435-674-1742, southernutahbicycle@gmail.com, facebook.com/SouthernUtahBicycleAlliance, southernutahbicyclealliance.org

**February 22, 2014 — Boise Bike Swap**, Boise, ID, Treasure Valley's only bicycle swap, 9:00am to 3:00pm. Admission is \$3 at the door (10 and under free), Leah Padaca, 208-794-0439, boisebikeswap@cablone.net, boisebikeswap.com

**February 23, 2014 — Women's Road Racing Clinic**, Boise, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**April 19, 2014 — MOG Sales & COPMOBA Bike Swap**, Grand Junction, CO, 11th annual outdoor gear sale and bike/gear swap in downtown Grand Junction, CO. Over 50 brands & vendors. Beer tent. Live music., Jen Taylor, 970-250-9682, Jen.Taylor@mountainhakis.com, mogoutdoorfest.com, copmoba.org

**April 25, 2014 — Utah Bike Summit - Keep Utah Rolling!**, Utah Bike Month, Salt Lake City, UT, The Sixth Annual Utah Bike Summit brings together bicycle and trail advocates, representatives from our bike industries, cycling event promoters, city planners, representatives from Utah's tourism industry, local and state government officials with one common goal, to promote biking in Utah., Scott Lyttle, 435-901-4191, slyttle@bikeutah.org, Tara McKee, 801-870-8504, taramckee11@msn.com, utahbikesummit.com, bikeutah.org

## Mountain Bike

### Tours and Festivals

**December 7, 2013 — Global Fat Bike Day Utah**, Ogden, UT, Noon in the Rainbow Gardens Parking lot / trailhead. We are planning to have a tailgate style BBQ / Party. Demo bikes will be available., Mark Peterson, 801-782-3663, markpetersoncad@gmail.com,

**January 24-25, 2014 — Global Fat Bike Summit**, Ogden, UT, 3 day festival and summit. Land management discussions, races, demos, group rides, festival. Held at Mt. Ogden Golf Course., Gary Sjoquist, 952-941-9391, gsjoquist@qbp.com, fatbikesummit.com

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**February 28-March 2, 2014 — Poison Spider Bicycles Spring Thaw**, Moab, UT, Fun long weekend with Demo bikes, women's ride, shuttles, frame giveaway, and guided group rides on Bar M and the Mag 7 Trail. Food and parties included for \$55. Preregister for free t-shirt!, 435-259-7882, 800-635-1792, shop@poisonspiderbicycles.com, poisonspiderbicycles.com

**March 21-23, 2014 — Moab MUNI Fest**, Moab, UT, The Moab Mountain Unicycling Festival (Munifest) is the most fun you can have on a unicycle! Hosted at the intersection of the world's best trails and scenery, Moab is the perfect place for a festival of riding, food, and fun in southern Utah's playground. In other words, it's a party and a chance for riders of all skills levels from around the world to come together to have a great time unicycling!, Jon Davis, 801-742-1826, jon@munifest.us, munifest.us

**April 24-27, 2014 — US Bank Fruita Fat Tire Festival**, Fruita, CO, 19th 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 Heaton Over the Edge Sports, 970-858-7220, 303-635-2815, emgmh@emgcolorado.com, fruitamountainbike.com

## Utah Weekly MTB

### Race Series

**Mt. Ogden Midweek XC Race Series** — Snowbasin Resort, UT, July - August, Check for dates, Registration- 5pm-6:30pm at Grizzly Center, Race Start: 6:30., Ben Towery, 801-389-7247, team-excelerator@gmail.com, mtogdenrace-series.com, bebikes.com

**April 29-August 26, 2014 — Mid-Week Mountain Bike Race Series**, tentative start date, Mid-Week MTB Race Series, Park City, Draper, and Solitude, UT, Races are on Tuesday evenings. Registration begins at 5:30, kids race at 6:00 and main event at 6:30. April to August., Brooke Howard, 385-227-5741, brooke@midweekmtb.com, midweekmtb.com,

facebook.com/midweekmtb

## Utah Mountain

### Bike Racing

**November 9, 2013 — Utah High School Cycling League State Championships**, Utah High School Cycling League, Moab, UT, Final race & State Championship. Held at Bar M Trails. First wave goes off at 10 am. Registration for races will be done through team coaches. Categories include Freshman, Sophomore, JV and Varsity for both boys and girls. Individual scoring and team scoring and awards., Lori Harward, 801-502-8516, 801-661-7988, lori@utahmtb.org, utahmtb.org

**January 24-25, 2014 — Global Fat Bike Summit**, Ogden, UT, 3 day festival and summit. Land management discussions, races, demos, group rides, festival. Held at Mt. Ogden Golf Course., Gary Sjoquist, 952-941-9391, gsjoquist@qbp.com, fatbikesummit.com

**March 1, 2014 — The 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, Marek Shon, 801-209-2479, intermountaincup@gmail.com, utahbikeracing.com, amespromoting.com

**March 15, 2014 — True GRIT Epic Bike Race**, National Ultra Endurance Mountain Bike Series (NUE), 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, 9am 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, GROpromotions.com

**April 5, 2014 — Adventure Xstream Moab 12 hr**, AXS Series, Moab, UT, Solo racers and teams will kayak, trek, rappel, and mountain bike through the Moab Canyon Country, 12 hours of multisport

racing., Will Newcomer, 970-403-5320, 2014@gravityplay.com, gravityplay.com

**April 5, 2014 — The Cactus Hugger**, Intermountain Cup, St. George, UT, ICS #2, all new course in the Green Valley Raceway., Marek Shon, 801-209-2479, intermountaincup@gmail.com, Margaret Gibson, 435-229-6251, margaret@spingees.com, intermountaincup.com, spingees.com

**April 5, 2014 — Adventure Xstream Moab 12 hr**, AXS Series, Moab, UT, Solo racers and teams will kayak, trek, rappel, and mountain bike through the Moab Canyon Country, 12 hours of multisport racing., Will Newcomer, 970-403-5320, 2014@gravityplay.com, gravityplay.com

**April 19, 2014 — Alpine XCO**, tentative date, USC Series, Alpine, UT, 3 Mile laps, World Cup format, Mucho One Track, sweet DH, challenging climbs, Bob Saffell, 801-588-9020, info@raceuscs.com, Ty Hansen, (801) 233-1400, ty@revolutionutah.com, raceuscs.com

**April 26, 2014 — Cyclesmith 21st Annual Showdown at 5-Mile Pass**, tentative date, Intermountain Cup, Eagle Mountain, UT, ICS #3, 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, intermountaincup.com

## Regional Mountain

### Bike Racing

**January 17-19, 2014 — Nevada State Downhill Championships, DH & SD**, Bootleg Canyon Gravity Series, Boulder City, NV, Open practice on Friday and Saturday, Super D race on Saturday and Downhill race on Sunday. Trails hand built by the late, Brent Thompson, gnarly on the top half and fast open ridge tops for the 2nd half. Held at Bootleg Canyon. Free on-site camping with bathroom/shower facility. Cash purse for the pros and prizes from our sponsors for all amateur categories and age brackets for placing 1st, 2nd and 3rd. The DH race will be the 1st qualifier of the year for the USA Cycling Gravity Nationals., Downhill Mike, 518-524-9805, info@downhillmike.com, www.downhillmike.com

**January 18, 2014 — 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 15 K, 30 K and 45 K race, on the nordic trails at Grand Targhee. All bikes must have a 3.7" tires or larger to race. There will also be Fat bike demos to try out and race on., Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, greatsnowfest.com, grandtarghee.com/the-resort/news-events/1914/GrandTargheeSnowBikeRace.php

**February 14-16, 2014 — 24 Hours of Old Pueblo**, Tucson, AZ, Riding sinuous single track in the Sonoran Desert, the 24 Hours in the Old Pueblo Presented by Tucson Medical Center is one of the largest 24 Hour events in the world. Come join the event the mountain bike community has been raving about for years!, Sallye Williams, 520-623-1584, info@epicrides.com, epicrides.com

**February 14-16, 2014 — Mob n Mojave DH & SD**, Bootleg Canyon Gravity Series, Boulder City, NV, Open practice on Friday and Saturday, Super D race on Saturday and Downhill race on Sunday. Trails hand built by the late, Brent Thompson, gnarly on the top half and fast open ridge tops for the 2nd half. Free on-site camping with bathroom/shower facility. Cash purse for the pros and prizes from our sponsors for all amateur categories and age brackets for placing 1st, 2nd and 3rd., Downhill Mike, 518-524-9805, info@downhillmike.com, www.downhillmike.com

**February 22, 2014 — JayP's Backyard Fat Bike Pursuit**, Ashton, ID, 2 Distances 30k or 200k; 30k: Ashton, ID to Island Park, ID; 200k: Ashton, ID to West Yellowstone, MT to Island Park, ID, Scott Fitzgerald, 208-787-2453, scott@fitzgeraldsbicycles.com, fitzgeraldsbicycles.com

**March 1, 2014 — Bootleg Canyon Banzai**, Boulder City, NV, Held at Bootleg Canyon. Enduro Race on the killer mountain bike trail system in Boulder City, Nevada!, Pat Hackleman, 207-221-0203, pat@cascoabaysports.com, bootlegenduro.com

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**March 13-16, 2014 — Reaper Madness DH ~ SD ~ DS.** Bootleg Canyon Gravity Series, Boulder City, NV, 4 days of Reaper Madness fun! Plenty of open practice starting early on Thursday. Competition starts with action packed Dual Slalom on Friday, Super D race on Saturday and Downhill race on Sunday. Trails hand built by the late, Brent Thompson, gnarly on the top half and fast open ridge tops for the 2nd half. This "finals course" will be the longest dh course of the series at approx. 2 + miles! Free on-site camping with bathroom/shower facility. \$2,500.00 cash purse for the pros and prizes from our sponsors for all amateur categories and age brackets for placing 1st, 2nd and 3rd. Trophies for series winners., Downhill Mike, 518-524-9805, info@downhillmike.com, www.downhillmike.com

**April 19, 2014 — Barking Spider Bash,** Wild Rockies Regional Championship Series, Nampa, ID, XC Start 11:30am, Regional points race. Original XC race format. Roller coaster single track with plenty of passing opportunities. Free kids race, awards ceremony, complimentary snacks & cold beverages., Darren Lightfield, 208-608-6444, wildrockies@mail@yahoo.com, wildrockiesracing.com

**April 25-27, 2014 — The Whiskey Off-Road,** Tuscon, AZ, 11th Annual, a 3-day celebration of mountain biking for riders of all skill levels. Participants will experience technical fast single track, smooth fire roads, quality climbing and vistas that will leave them speechless. Pro riders partake in a Fat Tire Crit and vie for a \$40,000 cash purse., Sallye Williams, 520-623-1584, info@epicrides.com, epicrides.com

**Utah Weekly Road Race Series**

**Cyclesmith Rocky Mountain Raceways Criterion Series — Utah Crit Series,** West Valley City, UT, 6555 W. 2100 S. March 1,8,15,22,29 - Tuesdays at 6pm April - through September 30, A and B at 6, C and D at 7 pm, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

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

**DLI (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 April-September - check for start date., Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com, sk Utahcycling.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 through August, check for start date, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

**April 17-August 21, 2014 — Logan Race Club Thursday Night Time Trial Series,** Logan, UT, Thursdays starting tentatively Thursday, April 17, 2014. TT series consisting of 18 races on five difference courses, with weekly and end-of-series prizes. Your point total at the end of the series will be the sum of your 12 best individual TT scores. Your score for a single TT is computed from the total number of racers you beat plus 1. Also, you can earn an extra 5 bonus point for beating your previous personal best time for the course for this year. Check the website for more info in the spring and for the location of the weekly course as each weeks event is on one of the 5 different courses. , Stephen Clyde, 435-750-8785, swc@mdsc.com, Ben kofeod, 435-753-0757, benhkf@hotmail.com, loganraceclub.org

**Utah Road Racing**

**February 28-March 1, 2014 — Collegiate Road - Dixie State USU - IMCCC,** Collegiate Road - IMCCC, St. George, UT, Stage Race. First IMCCC event of the year., Jordan Bracken, jordan.bracken@gmail.com, theimccc.org

**February 28-March 29, 2014 — Collegiate Road - U of U - IMCCC,** tentative, Collegiate Road - IMCCC, Salt Lake City, UT, Jordan Bracken, jordan.bracken@gmail.com, theimccc.org

**March 29-30, 2014 — Tour del Sol,** tentative date, UCA Series, St. George, UT, Stage race, time trial, road race, criterium., Ryan Gurr, 435-674-3185, info@spingees.com, Margaret Gibson, 435-229-6251, margaret@spingees.com, spingees.com

**April 4-5, 2014 — SUU Road Race,** tentative, Collegiate Road - IMCCC, Cedar City, UT, Road Races, Shay Asay, 435-840-5707, pharaohshay@gmail.com, Jordan Bracken, jordan.bracken@gmail.com,

**April 5, 2014 — Hell of the North Road Race,** UCA Series, Salt Lake City, UT, Just north of the Salt Lake International Airport, 5 mile circuit. Includes 1.75 mile stretch of dirt road. Bring your 53x11., Dirk Cowley, 801-699-5126, dcowley@comcast.net, racedayeventmanagement.com

**April 11-12, 2014 — Collegiate Road - USU - IMCCC,** tentative date, Collegiate Road - IMCCC, Logan, UT, Utah State University - Spring Fling: Three stage race weekend. TTT/Crit/RR, Kodey Meyers, 435-754-6750, kodey.meyers@aggiemail.usu.edu, Jordan Bracken, jordan.bracken@gmail.com, theimccc.org, usu.edu/camprec/him/clubsports/cycling

**April 19, 2014 — East Canyon Echo Road Race,** UCA Series, Henefer, UT, 10 AM start in Henefer to East Canyon Resort, turn around go to Echo Canyon, back to Henefer and finish on Hogsback. 60 mile course, James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

**April 25, 2014 — Collegiate Road - UVU - IMCCC,** tentative, Collegiate Road - IMCCC, Orem, UT, UVU. Conference Finals Road, TTT, Taylor LaSalle, taylor.lasalle@gmail.com, Jordan Bracken, jordan.bracken@gmail.com, theimccc.org

**April 26, 2014 — Tour of the Depot,** UCA Series, Stockton, UT, Road Race, Jeremy Smith, 801-558-7215, info@tourofthedept.com, tourofthedept.com

**May 3, 2014 — Antelope Island Classic,** UCA Series, Antelope Island, UT, Utah State Road Race Championships for Masters and Juniors. 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@comcast.net, bmbbc.com

**May 11, 2014 — Salt Lake City Downtown Criterion,** UCA Series, Salt Lake City, UT, Fun and fast 4 corner crit around Pioneer Park, 300 W and 300 S., Dirk Cowley, 801-699-5126, dcowley@comcast.net, race-dayeventmanagement.com

**Regional Road Racing**

**February 21-23, 2014 — 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., Eric Prosnier, 602-381-3581, eric@wmrc.org, Brian Lemke, 602-692-6790, brianlemke@wmrc.org, wmrc.org

**February 28-March 2, 2014 — Valley of Fire Stage Race,** Overton, NV, 3 stages, 2 days: time trial in Moapa Valley, criterium in Overton, and a road race thru the scenic Valley of Fire State Park. , Dirk Cowley, 801-699-5126, dcowley@comcast.net, racedayeventmanagement.com

**March 1, 2014 — Hammer at the Slammer Points Race #1,** Hammer Series, Boise, ID, Hammer at the Slammer Points Race #1, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**March 8, 2014 — Hammer at the Slammer Points Race #2,** Hammer Series, Boise, ID, Hammer at the Slammer Points Race #2, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**March 9, 2014 — South Mountain Bicycle Classic - Circuit Race & Hill Climb,** Phoenix, AZ, Circuit Race & Hill Climb, Eric Prosnier, 602-381-3581, eric@wmrc.org, Brian Lemke, brianlemke@wmrc.org, wmrc.org

**March 15, 2014 — Hammer at the Slammer Points Race #3,** Hammer Series, Boise, ID, Hammer at the Slammer Points Race #3, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**April 12, 2014 — 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, idahocycling.com

**April 13, 2014 — Jason Broome ITT,** Spring Series, Boise, ID, Ten Mile Time Trial over rolling terrain. Start:Stage stop truck stop on I-84, 16 miles east of Boise., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**April 18-20, 2014 — Tour of Walla Walla Stage Race,** Walla Walla, WA, Pacific NW premier 3 day Stage race. - 2 RRs, crit, TT. Eight fields, 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@allegrocyclery.com, tofwalla.org

**April 19, 2014 — Arizona Road Race,** tentative, Hillside, AZ, 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, wmrc.org

**April 27, 2014 — Chicken Dinner Road Race,** Spring Series, Nampa, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**Utah Road Touring**

**November 9-11, 2013 — Free Fee days in Arches and Canyonlands National parks,** Moab, UT, The perfect time to ride your road bike in the parks., Patrick Baril, 435-259-8825, pbaril@moabcity.org, nps.gov/findapark/feefreeparks.htm

**November 30, 2013 — Saturday Fatter-day Ride,** Saratoga Springs, UT, 5th annual ride to benefit the Utah Food Bank. Burn off a bit of turkey and pie calories. Bring a donation for the Food Bank as your "entrance fee.", Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

**March 1, 2014 — Winter Escape Metric and SuperSeries,** BCC SuperSeries, St. George, UT, Free self-supported event with store stops enroute. Early Spring training ride Start St George Convention Center off Dixie Drive /Bluff Street/Riverside to Telegraph, Circle Sand Hollow to Hurricane and up the hill to Springdale and back. Shorter options of 50 miles., Don Williams, 801-641-4020, roadcaptain@bccutah.org, bccutah.org

**March 8-11, 2014 — 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. Fundraiser for cancer survivorship programs and cancer research., Beth Logan, 438-260-8889, 435-260-2334, info@skinnytirevents.com, skinnytirevents.com

**April 5, 2014 — Legacy Parkway SuperSeries 100,** BCC SuperSeries, Centerville, UT, Free self-supported event Start Foxboro Park NSL, flattest 100 ever 4 trips up and back on the Legacy Parkway bike path. Food at Farmington Station Shorter leg options of 25 and 50 miles for one or two trips up and back., Don Williams, 801-641-4020, roadcaptain@bccutah.org, Greg Allen, 801-450-1861, greg.allen@mhntn.com, bccutah.org

**April 12, 2014 — 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, Margaret Gibson, 435-229-6251, margaret@spingees.com, spingees.com

**April 12, 2014 — Willard Bay 100 Mile,** BCC SuperSeries, Centerville, UT, FREE Self-supported. Plenty of store stops. No Entry Fee. Start Centerville JHS to Willard Bay Truck Stop, Shorter leg options of 30 and 75 miles cover Layton and Syracuse. Rain Date if required the following week, Don Williams, 801-641-4020, roadcaptain@bccutah.org, bccutah.org

**April 13, 2014 — Willard Bay & Beyond Brevet,** Centerville, UT, 62 or 125 miles. Self-supported ride from the Wal-Mart in Centerville, through Hooper, Willard Bay and Brigham City with a turnaround at Corinne. A brevet (bruh vay) is a timed ultra distance event. Sponsored by Bonneville Cycling Club and the Salt Lake Randonneurs (rhn doe ners), Richard Stum, 435-462-2275, richard@eogear.com, SaltLakeRandos.org

**April 19, 2014 — 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. start., Steve Bingham, 773-290-0684, slcm@usroadsports.com, saltlakecitymarathon.com

**April 19, 2014 — East Canyon Echo Bike Tour,** Henefer, UT, 10 AM start in Henefer to East Canyon Resort, turn around go to Echo Canyon, back to Henefer and finish on Hogsback. 60 mile course., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

**April 26, 2014 — Front Runner Metric Century Ride,** Salt Lake City, UT, Point to point metric century bicycle ride from Salt Lake City's Intermodal Hub to Ogden. Return to Salt Lake City via the UTA FrontRunner train service. Your bicycle will be transported via private truck to SLC., Matt Storms, 801-448-6061, matt@forthewinracing.com, frontrunner-century.com

**April 26, 2014 — Zion Gran Fondo,** Gran Fondo Triple Crown, Springdale, UT, Perfect springtime cycling event on the scenic roads around America's most beautiful National Park. Fully supported, Chip Timed., Deb Bowling, 818-889-2453, embassy@planetultra.com, granfondotriplecrown.com, planetultra.com

**May 10, 2014 — The Ghost Ride,** Utah Bike Month, Tooele, UT, The Ghost Ride is a 100 or 62 mile cycling tour of Utah's Tooele Valley. Honoring the cyclists who are no longer with us, we begin with a short ride of silence and then enjoy a ride of celebration as we visit small towns, scenic vistas and rolling hills in Utah's west desert terrain., Jared Eborn, 801-599-9268, jared@extramileracing.com, theghostride.com

**May 17, 2014 — Cycle Salt Lake Century Ride,** tentative date, Utah Bike Month, Salt Lake City, UT, Gallivan Center on Gallivan Ave. 250 S. State St. SLC, Ut. Salt Lake to Antelope Island and back, 37, 67, or 106 mile options. Gallivan Center on Gallivan Ave. 7:30 AM Mass start time. Registration opens at 6:00 AM., Jon Smith, 801-596-8430, cslcentury@mac.com, cyclesaltlakecentury.com

**May 17, 2014 — Back Roads of the Great Basin 300K Brevet,** Saratoga Springs, UT, Self-supported loop ride. Starts in Saratoga Springs, out to the West Desert, to Eureka, through Nephi and finally travels along the west side of Utah. A brevet (bruh vay) is a timed ultra distance event. Sponsored by Bonneville Cycling Club and the Salt Lake Randonneurs (rhn doe ners), Richard Stum, 435-462-2275, richard@eogear.com, saltlakerandos.org

**Regional Road Touring**

**November 9-10, 2013 — Bike MS Las Vegas,** Bike MS, Las Vegas, NV, Fundraiser for the National Multiple Sclerosis Society. Fully supported. 30,65,100 mile on Saturday to Red Rock Canyon Loop, 35, 50 miles on Sunday to Lake Las Vegas. Start/Finish Ruvo Center for Brain Health., Kari Boatner, 310-479-4456, 310-481-1135, kari.boatner@nms.org, bikemsnevada.org

**November 9, 2013 — Ride 2 Recovery Honor Ride Las Vegas,** Honor Ride, Las Vegas, NV, A non-competitive cycling event that offers 3 fully supported routes, 20, 40, 80 mile options, with great rest stops, festive start/finish in honor of our healing heroes. Ride 2 Recovery's mission is to improve the health and wellness of healing heroes through mental and physical rehabilitation programs that feature cycling as the core activity. The funds raised through the Honor Ride Series support outdoor cycling programs and Spinning Recovery Labs at Military and VA locations around the US, as well as local rides for healing heroes. The ride will start at 9am on the Las Vegas Strip in conjunction with one of the MGM Hotel/Casino's., Linda Glassel, 609-792-0709, 818-888-7091, lindag@ride2recovery.com, ride2recovery.com

**November 17, 2013 — One Sweet Ride,** Las Vegas, NV, A non-competitive road ride to benefit the Pancreatic Cancer Action Network. Three routes are available- metric century, 25-mile and 10-mile. Advance registration includes fully supported ride, "sweet" rest stops, lunch at the end of the ride and a performance t-shirt, Leanne Miller, 702-228-4076, millerl@cox.net, lasvegascyclingclub.org

**January 1, 2014 — New Year's Day Ride,** Boise, ID, noon, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**March 15, 2014 — Mesquite Madness,** Mesquite, NV, The first ride of the season. Get your riding legs back and join us for a100 or 75+ or 30 mile bike ride. This year we are adding a Poker Run!, Ryan Gurr, 435-674-3185, info@spingees.com, Margaret Gibson, 435-229-6251, margaret@spingees.com, spingees.com,

**March 16-April 17, 2014 — 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. Opening day depends on whether the road is plowed. Check for conditions., Moira Dow, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com, nps.gov/yell/planyourvisit/springbike.htm

**March 22, 2014 — Solvang Double Century,** Solvang, CA, 200 miles in Southern CA's most scenic and popular cycling region. A perfect first time double century., Deb Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

**March 24-29, 2014 — Solvang Spring Tour,** Solvang, CA, Early season warm weather training in Sunny Southern California. 50-100 miles per day in Southern California's most popular cycling region. , Deb Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

**April 5, 2014 — 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. Chip Timed., Deb Bowling, 818-889-2453, embassy@planetultra.com, GranFondoTripleCrown.com, planetultra.com

**April 6, 2014 — Rhonde Van Boise Fun Ride,** Boise, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**April 12, 2014 — Mulholland Challenge,** King of the Mountains Century Challenge, Agoura Hills, CA, The toughest Southern California Century with over 13,000' of climbing in the Santa Monica Mountains. Fully supported / Chip Timed., Deb Bowling, 818-889-2453, embassy@planetultra.com, ziongranfondo.com

**April 26, 2014 — Tour de Summerlin,** Las Vegas, NV, 50, 100 mile routes, Vistas Community Park, circumnavigates Las Vegas., Randy Mcghie, 702-252-8077, randy@mcghies.com, tourdesummerlin.com

**May 3, 2014 — Tour de Fire,** Lake Las Vegas, NV, Century Ride with a 20, 48, 60, 74, 99 and 125 distance to choose from. Starts at Lake Las Vegas and goes out to the Valley of Fire where you will return. Well stocked rest stops and beautiful scenery Benefits the Nevada Childhood Cancer Foundation., Leslie Whitehead, 702-353-3306, springmountain@cox.net, tdfire.com

**May 3, 2014 — American Diabetes Association Tour de Cure,** Las Vegas, NV, 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, diabetes.org/tourvegas

**Multisport Races**

**November 9, 2013 — 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, t3triathlon.com

**March 8, 2014 — 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, dtplowguy@msn.com, xaxdesign.com

**March 29, 2014 — 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)., Aaron Shamy, 801-518-4541, aaronshamy@hotmail.com, Keena Schaeffer, 801-796-1130, keena@coachkeena.com, racetri.com

**April 5, 2014 — 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 Metter, 435-627-4054, aaron.metter@sgcity.org, sgcity.org/running/shactri.php

**April 12, 2014 — RAGE Triathlon,** BBSC Double Down Series, Boulder City, NV, What's better than starting off a Saturday

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morning with a lovely swim in Lake Mead, followed by a scenic bike along Lakeshore Dr and finished off with a run on the River Mountain Loop Trail. Sprint, Olympic and Half Triathlon distances, Cedric Keppler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com

**April 12, 2014 — Telos Timp Duathlon,** T3TRI EVENTS, Orem, UT, Course to be announced, Shaun Christian, 801-769-3576, 801-678-4032, shaun@t3triathlon.com, Amy Perez, amy@t3triathlon.com, t3triathlon.com

**April 12, 2014 — 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, onhillevents.com, legacyduathlon.com

**April 25-26, 2014 — Bengal Triathlon,** Pocatello, ID, 700 yard Swim; 12 mile Bike; 3 mile Run. The swim will take place on Friday night at the Reed Gym Pool between 4pm and 7pm, bike and run on Saturday morning. At Idaho State University Reed Gym, Bryan Gee, 208-406-8477, bryan\_gee\_of@yahoo.com, Smitty Faure, faurcaro@isu.edu, pocatellotri.com

**April 26, 2014 — Fourth Street Clinic Triathlon and 5k Triathlon and 5K,** tentative, Salt Lake City, UT, 300 yard swim, 8 mile mountain bike ride, 5K run, Huntsman Center, University of Utah. All proceeds benefit the Fourth Street Clinic, which provides free health care to homeless Utahns. Kim Bellston, 385-234-5702, kimb@fourthstreetclinic.org, fourthstreetclinic.org, fourthstreettri.org

**April 26, 2014 — Icebreaker Triathlon,** Vernal, UT, Uintah Community Center at 9 am, 250 yard snake swim, 8 mile bike of moderate difficulty, and a 3 mile run., Scott Wardle, 435-781-0982, scottw@uintahrecreation.org, uintahrecreation.org

**May 24, 2014 — Timp Trail Marathon,** T3TRI EVENTS, Orem, UT, This course is all run on mountain trail and fire road. There are sections of accent and decent that are very technical; possible snow, possible stream crossings, and rocky/steep areas with exposed cliffs. This is trail marathon that is set up like an ultra marathon., Shaun Christian, 801-769-3576, 801-678-4032, shaun@t3triathlon.com, Amy Perez, amy@t3triathlon.com, t3triathlon.com

**May 31, 2014 — Sand Hollow Triathlon,** BBSC Red Rock Triathlon Series, Hurricane, UT, The first race of the Twin Tri series at Sand Hollow State Park, with Sprint, Olympic, and Kids' distances. Bike along scenic sand dunes, and run around a gorgeous, reflective lake., Cedric Keppler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com

**May 31, 2014 — Salem Spring Triathlon,** RACE TRI, Salem, UT, Sprint distance triathlon. 12th Annual., Aaron Shamy, 801-518-4541, aaronshamy@hotmail.com, racetri.com

## Cyclocross

**November 9, 2013 — LTR CX Series 3,** LTR CX Series, Fruita, CO, Rip the Wash Cyclocross at Little Salt Wash Park, A, B, C, Masters and Junior Categories, Mike Driver, 970-904-5708, mdriver@livetrainrace.com, Brent Steinberg, 970-712-2012, bs@ltrsports.com, ltrevents.com

**November 9-10, 2013 — Turkey Cross,** Waffle Cross Series (IWXC), Boise, ID, Held at the Eagle Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer from Payette Brewing and waffles from Bob's Red Mill., Brian Price, 208-908-5421, brianp@catapult3.com, idahowafflecross.com, eaglebikepark.org

**November 9, 2013 — Utah Cyclocross Series Race,** Utah Cyclocross Series, Ogden, UT, Weber County Fairgrounds, 100 North 1200 West, Ogden, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utcx.net

**November 16, 2013 — SICX #4 Nampa,** Southern Idaho Cyclocross Series, Nampa, ID, 1501 7th Street North, Nampa, Idaho, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

**November 16, 2013 — Utah Cyclocross Series Race,** Utah Cyclocross Series, Salt Lake City, UT, Wheeler Historic Farm, 6351 S 900 E, Salt Lake City, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utcx.net

**November 23, 2013 — LTR CX Series 4,** LTR CX Series, Palsade, CO, Cross the Bend at Riverbend Park, A, B, C, Masters and Junior Categories, Mike Driver, 970-904-5708, mdriver@livetrainrace.com, Brent Steinberg, 970-712-2012, bs@ltrsports.com, ltrevents.com

**November 23-February 22 — Southern Utah Cyclocross Series,** St. George, UT,

Races on Saturdays, 11/23, 12/7, 1/25, 2/8. 2/22 Location: 1. Santa Clara-Canyon View Park 2-4: Hurricane Ball Park 3. Gubler Park, Santa Clara, Category Times between 9 am and 5 pm, Cimarron Chacon, 970-759-3048, info@gropromotions.com, southernutahcyclocross.com

**November 23, 2013 — SICX #5 Sandy Point,** Southern Idaho Cyclocross Series, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

**November 23, 2013 — Utah Cyclocross Series Race,** Utah Cyclocross Series, Ogden, UT, Weber County Fairgrounds, 100 North 1200 West, Ogden, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utcx.net

**November 24, 2013 — SICX #6 Sandy Point,** Southern Idaho Cyclocross Series, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

**November 30, 2013 — Utah Cyclocross Series Race,** Utah Cyclocross Series, Ogden, UT, Fort Buenaventura, 2450 A Avenue, Ogden, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utcx.net

**December 7, 2013 — Utah Cyclocross Series Race,** Utah Cyclocross Series, TBA, UT, Marek Shon, 801-209-2479, utcritseries@gmail.com, utcx.net

series@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utcx.net

**December 14, 2013 — Idaho State Cyclocross Championship,** Boise, ID, Held at the Eagle Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer from Payette Brewing and waffles from Bob's Red Mill., Brian Price, 208-908-5421, brianp@catapult3.com, idahowafflecross.com, eaglebikepark.org

**December 14, 2013 — Christmas Cross,** Santa Clara, UT, Christmas themed day of cross geared toward the cross racing beginner, multiple races in various categories all day long. Have you ever been chased by Rudolph? , Cimarron Chacon, 970-759-3048, info@gropromotions.com, southernutahcyclocross.com

**December 15, 2013 — Kringle Cross,** Waffle Cross Series (IWXC), Boise, ID, Held at the Eagle Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer from Payette Brewing and waffles from Bob's Red Mill., Brian Price, 208-908-5421, brianp@catapult3.com, idahowafflecross.com, eaglebikepark.org

**January 8-12, 2014 — USA Cycling Cyclocross National Championships,** Boulder, CO, Micah Rice, 719-434-4200, mrice@usacycling.org, usacycling.org/2014/cyclo-cross-nationals

## Cycling Utah Awards from page 3

she finished 4th overall in the Intermountain Cup Expert Women's field, and to date has won all four races in the Utah High School Mountain Bike League series for Varsity Girls. She also finished second in the International MTB Races-Landgraaf in the Netherlands. Haley Batten is our Female Mountain Bike Racer of the Year.

Logan Binggeli (St. George, KHS Factory Racing) had another stellar year this year. He topped the US Pro Mountain Bike Gravity Tour for the second year in a row with a win at the California Golden State GRT and second place at the Mammoth Kamikaze. He was also second in the national championship race, and topped the Flyin' Brian Downhill in the Utah Downhill Series. Logan unfortunately broke his leg at the Red Bull Rampage at the end of the season. We wish him a speedy recovery. Logan Binggeli is our Male Downhill Racer of the Year.

Amanda Batty (Park City, Go-Ride.com) topped the women's pro field in the Pro Gravity Tour's Mammoth Mountain Kamikaze, and locally in the Pomerelle Pounder and Sundance Showdown Utah Downhill Series. She was also second place in the Pro GRT National Series for the season and overall Utah Downhill Series State Champion. Amanda Batty is our Female Downhill Racer of the Year.

Alex Grant (Cannondale) not only crushed it in mountain biking but also in cyclocross. In 2012, he won 3 races in the Utah Cyclocross Series, and the overall. Alex Grant is our Male Cyclocross Racer of the Year (2012 season).

Evelyn Dong (Park City, White Pine Touring) is a speedster on a mountain bike and on a cyclocross bike. In 2012, she won 6 races and finished second 6 times on her way to winning the Utah Cyclocross Series overall title. Evelyn Dong is our Female Cyclocross Racer of the Year (2012 season).

Katie Clouse (Park City, Cole Sport) is the future of cycling. She

knows how to win, has a great time, and loves racing. Did I mention that she knows how to win? This year in road racing (she had a great year in other disciplines as well), she finished on top of the leader board in the junior fields (and in the 3/4 women as noted) in the Tour del Sol, the Antelope Island Classic Road Race (in the 3/4 women's field), Colorado Mini-Classic Road Race and Omnium, Heber Valley Circuit Race (Cat 3/4 women), and the Powder Mountain Hill Climb. She held her own in the Utah Crit Series. But to top off the season, she won all three National Championships in the Junior 10-12 division – Road Race, Criterium, and Time Trial! Katie Clouse is our Female Road Racer of the Year.

Michael Wilcox (Canyon Bicycles) chalked four wins this year in the weekend road races plus 14 more in the Utah Criterium Series. He tied for the lead in the overall UCA State Championship Series, and finished third in both the overall Utah Criterium Series and the UCA Premier Points Series. Michael Wilcox is our Male Road Racer of the Year.

The Larry H. Miller Tour of Utah really came into its own this year. The ninth edition of the race was the most spectacular. The six stages took place across the state, drawing 260,000 estimated spectators in person and another 153,000 fans online. The course selection made for a thrilling race throughout, with a dramatic last day determination of the winner on the famed Empire Pass Climb. The race provided a top notch experience for both racers and fans, and is estimated to have had a \$17 million dollar economic impact on the state of Utah. The Larry H. Miller Tour of Utah is our Event of the Year.

Canyon Bicycles dominated the overall UCA Premier Series Team Points standings, and topped the Utah Criterium Series Overall Team Points standings. They scored points most categories, winning both the A and D flites in the Utah Criterium Series. They had at least 33 wins throughout the region. They also

are involved in the Tour of Utah and the Utah High School Mountain Bike League. Canyon Bicycles is our Road Racing Team of the Year.

Bonneville Cycling Club members ride their bikes. A lot. In the last year, they rode 172,723 recorded club miles. They commuted a total of 38607 club miles, saving 35518 lbs of CO2 emissions. This year, the club gave \$150,000 to breast cancer research, \$5000 to the non-profit Bike Utah, \$4000 to the Salt Lake County Bike Ambassadors, and \$5000 to the Ride 2 Recovery, a group that supports injured veterans. Bonneville Cycling Club is our Touring Club of the Year.

They just like to race. UtahMountainBiking.com raced in all of the Intermountain Cup races and all of the Utah State Championship Series races, along with True Grit and others. Along the way, they won the Intermountain Cup Team Points competition again. They bring a lot of riders to the races. And, the club participates in trailwork, and maintains a really cool website that showcases their team and trails throughout the state. UtahMountainBiking.com is our Mountain Bike Team of the Year.

The Southern Utah Bicycle Alliance formed in 2012 in response to the rumble stripping of Highway 18 (Veyo Loop) in St. George. Through their advocacy, UDOT reworked the shoulder of this key-stone bike route to make room for bikes. They have organized two bike summits, and helped set policy for cycling issues in southwest Utah. The Southern Utah Bicycle Alliance is our Bike Advocate of the Year.

Utah again had great results throughout the country. Margaret Douglass (Bountiful Mazda) won the National Criterium Championship in her age group. Evan Clouse (Cole Sport) was second in the Junior National Cyclocross Championship and had wins throughout the region. Katie Clouse won the Junior National Cyclocross Championship and was second in the Junior Cross Country National Championships. Zan Treasure (Bountiful Mazda) won the Marathon Mountain Bike National

Championships in his age group and added a 2nd in the Tandem National Championship road race and third in the National Championship Road Race in the 55-59 to his resume. Dina Hannah won the Trona 353 Race in California. Dwight Hibdon won the Marathon Mountain Bike National Championship in the 60-64 age group. Tanner Putt (Bontrager Cycling Team) won the U-23 National Road Race Championship. TJ Eisenhart (BMC) won the Best Young Rider Jersey at the Cascade Classic. Tiffany Pezzulo (Primal Pro Women) finished fifth overall in the prestigious USA Crits Series. Galen

Carter won mountain bike races four disciplines this year - cross country, pump track, super-D, and downhill, and raced the Mt. Saint Anne World Cup in the downhill. There were many series champions throughout the state, many of whom are listed in the results section of this issue. They all deserve a tip of the hat. As do you, our loyal readers. You help make the cycling community in Utah the best in the country! Thanks again for another great season. Look for the next issue of Cycling Utah in March 2014. Have a great winter and see you on the bike!



Katie Clouse, shown here racing cyclocross on October 27, 2013, is our Female Road Racer of the Year. Photo: Dave Iltis

**CYCLOCROSS**

**Cyclocross Photo Gallery**



Above: Evelyn Dong goes over the log obstacle at the Rocky Mountain Raceways Utah Cyclocross Series Race #7.

Middle top: The junior field negotiates the barriers at the Utah Cyclocross Series Race #1 at Corner Canyon.

Middle lower: Race winner Alex Grant (right) and Bart Gillespie fly over the barriers at the Rocky Mountain Raceways Utah Cyclocross Series Race #7.

Top Right: Mindy McCutcheon under Mt. Olympus on her way to winning race #6 at the Big Cottonwood Sports Complex on October 27, 2013. Lower Right: Tim Matthews gives a stylish and loud victory salute while winning the 35+ A division on October 27, 2013.

Photos: Dave Iltis

**GIFT GUIDE**

**Cool Gift Ideas Seen at Interbike**



Left: The Bar Fly for iPhone mount is the perfect way to use your smartphone as a bike computer.

Right: Utah's Lizard Skins' new superlight weight DSP polymer grip is made from the same material as their bar tape.



Lower left: The Bar Fly for GoPro lets you easily mount a GoPro camera to your handlebars for easy videography.

Lower right: POC's new time trial helmet is stylish and aero.

Right: Donating to World Bicycle Relief helps them to provide the Buffalo Bike individuals in need of sustainable transportation in Africa. Photos: Dave Iltis



## ROAD BIKING

**It's All About the Up! Utah's Hill Climbs**

longest climb with 3800 feet of gain over 14.7 miles, with a relatively flat "rest" between the steep kickers of Storm Mountain and Solitude to Brighton. Not that there is actually any rest when you are plying the pedals with all the effort you can muster in the chase for a personal record or podium position. With 12 years of history, this event attracts a large and strong field, with locally based pro riders vying for top spot. This year's men's winner was Cannondale sponsored mountain bike racer, Keegan Swenson of Park City. The fastest woman was Anne Perry, who recently won a USA Cycling national championship and UCI world championship. If you are up to the task, try beating Tyler Wren's 2012 time of 1 hr 4 seconds!

The longest running event at 35 years is the Snowbird Hill Climb up Little Cottonwood Canyon. Starting on 9400 S and Highland Drive, this 10 mile ride climbs 3500 feet to Snowbird entrance two. Taking top honors this year in 45:09 minutes was another Cannondale sponsored pro mountain biker, Alex Grant of Salt Lake City. First female was Breanne Nalder in 52:10. You won't find this on Strava, but the record is held by well known international pro, the now retired Levi Leipheimer with a time of 43:06, set in 1996! Historically this event has been held mid-August, but date conflicts with the Tour of Utah and other events pushed it back a month to mid September this year.

For those who really love riding uphill, the ride to Snowbird is just the warmup for the main event: the Ultra! Transitioning to a pre-delivered mountain bike, the grade steepens for another 3000 feet of climbing over nearly 5 miles from the Plaza to the top of Hidden Peak. Alex Grant also won this handily this year, with a total time of 1hr 41 minutes. That's right, less than an hour and three quarters from the Salt Lake Valley to the top of Hidden Peak by bike.

Now if Big and Little Cottonwood

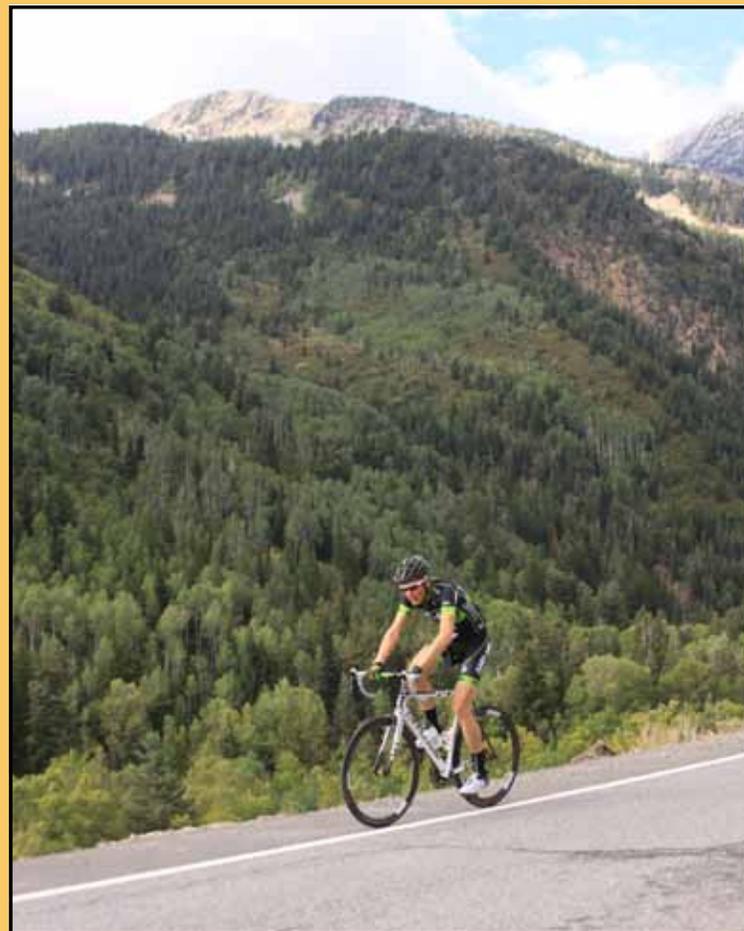
you can go and Strava yourself up any canyon at any time gunning for a personal record, but the environment of an organized race fires up the competitive ambitions, boosts the adrenaline, and gives you fast wheels to chase and desperately try to hang on to.

We are fortunate to have several hill climb events catering to the cycling population in the Wasatch. The first of the season in early July is the Porcupine Hill Climb, ascending Big Cottonwood Canyon from the Porcupine Pub and Grille at the canyon base to Brighton. This is the

By John Higgins

Skiers love to say "it's all about the down", and that any effort expended to get uphill either via lift or legs is simply a means to an exhilarating descent. While there is no doubt cyclists enjoy the reward of a long fast descent, the ability to ride uphill with relative ease, speed and personal accomplishment is an ongoing challenge for many riders.

From Logan to Moab, Utah offers plenty of accessible uphill riding to test oneself against, and the big tests are the organized hill climbs. Sure,



Left: Cycling Utah columnist, nutrition expert, and cat 1 road racer Breanne Nalder on her way to winning the 2013 Snowbird Hill Climb. Above: Mountain bike superstar Alex Grant topped the men's field in the Snowbird Hill Climb, and then finished it off with a mountain bike climb to the top of Hidden Peak, taking the Ultra Widowmaker in the process. Photos: Dave Iltis

Canyons are not challenge enough, you may be a candidate for the Powder Mountain Hill Climb which serves as the Utah Cycling Association Hill Climb State Championship! Now running for 5 years, this steep test piece climbs 3300 feet in 6 miles for the outskirts of Eden up the Powder Mountain access road to the summit. As a licensed competitor-only event, it attracts a smaller field of self-professed climbers willing to throw themselves up grades reaching 19%. If you like the challenge of climbing, then this local ride should be on your bucket list. But be warned, as I was. Get yourself a 27T or 28T rear cassette, or getting to the top may not be a viable option. As one rider noted beforehand, "there is no strategy in this race, it is a ride of attrition". You can try to hang onto someone's wheel for all you are worth, but the relentless grade quickly interferes with pre-race intentions.

Scampering to the top in an impressive time of 39:26 Chris Mackay (Competitive Cyclist) was first over the line, setting a new course record. Breanne Nalder (DNA

Cycling/Plan 7) added to her palmares by setting the woman's course record of 47:01, besting her winning time from last year by over 2 minutes.

Rounding out the year is the low key and short but aptly named City Creek Bike Sprint in mid-October. Attracting a smaller field due to the distraction of cyclocross racing, this event is aimed more at the recreational enthusiast looking for a personal best up the narrow and popular City Creek road. Starting at the entrance gate and going to end of the questionably paved road at Rotary Park, this is a great event for novice hill climbers, ascending 1500 feet over 5.5 miles. Not that some top talent doesn't show up. Pro team rider Chase Pinkham holds the course record of 20:41, so although you won't get a KOM on this ride, you will get a short, sharp workout!

Set your sights high for 2014, keep an eye out for event adverts and listings here in Cycling Utah, and if you haven't raced uphill before, choose your challenge, saddle up, sweat it out and ride it up. And then relax and enjoy the down.

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**NUTRITION**

# To Supplement or Not to Supplement?

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

“Faster,” “leaner,” “stronger,” “slimmer.” These are just some of the claims made by dietary supplements marketed to athletes. And, for athletes looking for that elusive competitive edge, these claims can be enticing. But, buyer beware. Most potential performance enhancing dietary supplements on the store shelves have not been rigorously tested for effectiveness or safety. Thus, athletes would be wise to exercise caution before purchasing a potential performance enhancing dietary supplement. This month’s nutrition column aims to assist the athlete in evaluating dietary supplements and determine which, if any, of the currently popular dietary supplements marketed to endurance athletes are worth the money.

### Dietary Supplements: Who’s Watching?

Dietary supplements are under the jurisdiction of the Food and Drug Administration (FDA); but, are regulated much differently than either foods or drugs. In fact, “regulation” may be too strong a term for the current governmental oversight of dietary supplements. This is largely due to the Dietary Supplement Health Education Act or DSHEA- a controversial piece of legislation that was introduced and ardently supported by Utah Senator Orrin Hatch back in the early 1990s. Under the protective umbrella of DSHEA, dietary supplement manufacturers are not required to prove that a supplement is effective before marketing it to the consumer. They also do not have to follow any particular manufacturing standards and they have an excessive amount of leeway with respect to the health claims they can put on a label, so long as they do not claim to actually treat a disease. Supplement manufacturers do have to file safety information with the FDA and must wait 75 days after filing to market the product. However, listing the information does not mean the FDA regards the product as necessarily safe. In practice, the FDA lacks the funds and the manpower needed to effectively police dietary supplements and/or remove them from the market, even if research suggests that they are “hazardous” to health. A good example of this is the case of ephedra (a stimulant that has been shown to cause severe nega-

tive health effects). Despite extensive research and numerous reports documenting the negative side effects of ephedra (and its alkaloids), the FDA was initially unable to remove the substance from the market, largely due to significant opposition from the supplement industry and the U.S. Congress. While it is currently banned, it is still fairly readily available for purchase on the internet and can be found in some products sold locally.

### Fact or Fiction?

Given the insufficient regulation of dietary supplements by the government, it is really up to the athletes themselves to evaluate the safety and efficacy of supplements they are considering taking. The following questions can help guide that evaluation...

- Is the product marketed primarily by testimonials? This is a common marketing technique by supplement manufactures and should be regarded as highly suspect, especially when popular and/or famous athletes provide the testimonials. It is quite likely that the athlete pushing the product is being paid a pretty penny for his/her endorsement and has never even used the product or, at the very least is exaggerating the supposed results of the product.

- Are the claims provided by the supplement manufacturer backed by scientific research published in reputable, peer-reviewed journals? If not, it is very possible there is something about the research that the manufacturer doesn’t want the general public to know. Unpublished research claims are often based on research that has never been performed or on flawed research studies that are not supported by fellow scientists (i.e., peer-review). It should be noted that supplement manufacturers also often take published research out of context. So, even if there is research supporting a supposed benefit of the supplement, the athlete should carefully scrutinize the study for valid methodology and accurate interpretation of the results.

- Does the product use buzzwords and pseudo-medical jargon in their advertisements? Words such as “pumped”, “boost”, “ripped”, “balance”, “energize”, “detoxify”, etc. are popular among supplement manufactures because they sound good and can’t be objectively proven or disproved. (Indeed, how does someone measure balance? Would you know if you were detoxified?) Likewise if a product has a “secret

DIETARY SUPPLEMENT/Function	CLAIMS	RESEARCH
Beta-Alanine: acts as a buffer in the muscle	- Improves high-intensity exercise performance	- Insufficient evidence to rate effectiveness
Branched-Chain Amino Acids (BCAA): leucine, isoleucine and valine	- Delays fatigue - Boosts the immune system	- Does provide fuel for endurance activity; but has not been shown to delay fatigue as a result - Growing research suggests they may play a role in supporting immune function
Caffeine/mild central nervous system stimulant	- Enhances fat oxidation - Aids in weight loss - Delays fatigue	- Some evidence that it does improve endurance performance. - Some evidence that it aids in weight loss - Some evidence that it increases mental sharpness; decreases perceived exertion
Carnitine/ transports long-chain fatty acids into the muscle mitochondrion for oxidation.	• Enhances fat oxidation • Aids in weight loss	- No evidence that it enhances weight loss or improves athletic performance.
Chromium Picolinate/a mineral that plays a role in insulin function and glucose utilization	• Enhances fat loss while preserving lean body mass	- No evidence that it enhances weight loss or positively impacts body composition.
Creatine Phosphate/ High energy compound used during high intensity, short duration exercise	- Increase lean body mass - Increase strength - Improves exercise performance, especially for high-intensity workouts	- Positive results have been found for increasing total body mass and lean mass - Improves short-term intense exercise performance - Increases strength gains with exercise - Appears to be safe but not effective in some individuals (i.e., “non-responders”)
Medium-Chain Triglycerides (MCT)/ Triglycerides consisting of fatty acids 6-12 carbons long.	- Increase endurance - Promote fat burning in long duration exercise	- Does not enhance endurance performance - May increase blood lipid levels; therefore not recommended
Pyruvate/ end product of glucose metabolism (i.e., glycolysis)	• Increases endurance • Decreases body fat	- No evidence to suggest it enhances endurance

formula” that is not known to the general scientific community be very skeptical!

- Does the product offer a quick fix or make claims that are just too good to be true? Remember, if it sounds too good to be true, it is! Improvements in athletic performance, changes in body weight and/or body composition, even recovery from intense training sessions take time and effort (and a well-balanced diet). No dietary supplement on the market today has been shown to make these processes easier or faster; thus, any supplement that claims to do so should be viewed with doubt.

### Popular Sports Supplements at-a-Glance

An exhaustive list of all the currently available dietary supplements marketed to athletes is beyond the scope of this article. However, to the in the table is a list of some of the most popular supplements used by cyclists, along with their claims, and the existing research supporting or refuting the claims.

### To Supplement or Not to Supplement?

There is no doubt that athletes have unique nutritional requirements and need more of certain nutrients than their sedentary counterparts.

However, these additional nutritional needs can generally met by a nutritious diet comprised of FOOD. With very few exceptions, most dietary supplements currently marketed to athletes are ineffective and some are downright dangerous. Instead of spending money on supplements to enhance athletic performance, the athlete would be better advised to contact a local sport dietitian for a dietary assessment and personalized food plan (see contact info below).

\*Source for charts and tables: Academy of Nutrition and Dietetics, www.eatright.org

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.

Breanne Nalder, MS, RD recently completed here master’s degree in nutrition with an emphasis in sports dietetics at the University of Utah. She is a registered dietitian, certified ACE (American Council on Exercise) fitness instructor and races for DNA Cycling p/b Plan7 as a category 1 road cyclist. For personal nutrition coaching, you can reach Breanne at 801-550-0434 or breannenalder@gmail.com.

**FAT BIKING**

**Five Wasatch Front Winter (and Summer) Fat Bike Trails**



By Mark Peterson

Fat biking is a rapidly growing sport and way of life. We live in the perfect place to experience this riding phenomenon. But if you are new to the sport or are curious, it can be hard to access the bikes and a challenge to find fat bike friendly trails. I contacted some fellow fat bikers and asked them to share one of their favorite Wasatch Front trails and helpful insights.

**Wasatch Crest Trail, Big Cottonwood Canyon**

We just got fat bikes last February, so early season trails are new to us, but I would say that the little bit of the Crest we did the night of October 18, 2013 was pretty sweet. It was really interesting to ride singletrack snow again. The Wasatch Crest Trail runs along the high ridge between Big Cottonwood Canyon and Park City, then descends via Mill Creek Canyon. - Mike Barklow

**Bonneville Shoreline Trail**

Only a few years old, the Bonneville Shoreline Trail above North Ogden is a very welcome extension of this great trail system along the Wasatch Front here in northern Utah. It is named the Bonneville Shoreline Trail because it almost literally follows the ancient shoreline of this massive extinct lake.

Five new miles of delicious single track weave and carve their way along the bench of the famous Mount Ben Lomond. The payoff of this ride is descending about a half a mile



Left: The Birdsong Trail in Ogden. Photo: Mark Peterson  
Above: The Bonneville Shoreline Trail in Utah County. Photo: Mark Peterson  
Below: Mark Peterson at Pineview Reservoir in Ogden Valley. Photo: Preston Roylance.



of well placed, tear dropped, nicely bermed, switchbacks. - Preston Roylance

**Bonneville Shoreline Trail from Provo to Springville**

If you live anywhere in Utah, chances are you have heard of the Bonneville Shoreline Trail. The Shoreline trail from Provo to Springville is a gem of a trail only 5 minutes from the center of Provo. This trail really hits its stride when the high elevation trails are all inaccessible between late fall to early spring—the season when real riders' bikes get...FAT!

The trail spans between Slate Canyon of Provo and the city of Springville. Navigation is fairly straightforward, park at the lower parking lot of Slate Canyon and head south on the single track. There are several very good sections of single-track that are linked together by short sections of double-track. Some of them are harder to spot than others. I recommend using Strava segments to connect all the singletrack sec-

tions together for a very rewarding ride. For an easier ride, or at times when there is too much fresh snow, just stay on the double track. - Alex Davies

**Pineview Trail, Ogden Valley**

I love this trail for its diversity of fat bike adventure since it offers up some tasty singletrack with the option of beach riding and ice riding when the reservoir freezes over. The Pineview Trail shadows the western shore of the north arm of Pineview Reservoir and is 3.2 miles in length. This is a fantastic option for experiencing a variety of conditions perfect for fat bikes.

If you are coming from I-15 take exit 344 (12th Street) go east toward the mountains. Follow the canyon to the dam and take a left across the top of the dam. There are trailheads on highway 152 at the northern and southern ends. Both trailheads have bathrooms and free parking - Mark Peterson

  
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**Birdsong Trail, Ogden**

One of my favorite fat biking trails year round is the Birdsong Trail in Ogden linked to the Bonneville Shoreline Trail via 20th Street trailhead to create a loop out of Rainbow Gardens . This trail is a fantastic option for entry level fat bikers to experience snow biking for the first time. When the snow hits, this trail gets packed out very quickly, creating excellent traction. The loop that I do is fairly short (45 min. in winter conditions) but is worth it. Twisting through the foothills, this trail is a blast with a variety of roller-coaster trail flow. There are fantastic views of Ogden Canyon and the surrounding area. The riding is easy to moderate.

Rainbow Gardens is located at 1851 Valley Dr. Ogden, UT 84401 just west of the mouth of Ogden Canyon. If you are coming from I-15 take exit 344 (12th Street) go east toward the mountains and just before Ogden Canyon turn right on

Valley Drive and then into the west parking lot of Rainbow Gardens. The trailhead is in the southeast corner of the parking lot at the Rainbow Trail sign. A second trailhead is at Fillmore Avenue and 20th Street.-Mark Peterson

**Key aspects that make these trails excellent Fat Bike adventures.**

**Proximity** - They are so close to civilization that after-work rides are possible even in the shortened daylight hours of winter.

**Accessibility** - There is enough foot and snowshoe traffic throughout the winter to keep the trail packed down when the snow piles up.

**Challenging** - They challenge the legs, lungs, and stamina.

**Fun** - They have singletrack sections and a good mix of fast and flowing terrain with assorted challenges.

**Great views** - In Utah we are surrounded with world class landscapes,

**Fat Bike Day Utah**

Looking to try out fat biking? Mark Peterson is organizing Global Fat Bike Day Utah in Ogden on December 7. There will be bike demos provided by Saturday Cycles and a tailgate style barbeque.

December 7 - Global Fat Bike Day Utah, Ogden, UT, Noon in the Rainbow Gardens Parking lot / trailhead. We are planning to have a tailgate style BBQ / Party. Demo bikes will be available., Mark Peterson, 801-782-3663, markpetersoncad@gmail.com

and they are even more beautiful on a fat bike!

**Fat Bike Tips and Tricks**

1. Tire pressure - Tire pressure can make or break having a good time on a fat bike; not to mention the performance side of things. For winter riding, start at 10-12 psi. Ride for a bit, then drop the pressure a little, and repeat until you find the perfect pressure for your riding style and trail conditions. I run 5 psi in the winter.

2. Body position - Move your weight back slightly from your normal positioning. This will help with traction and help prevent the front end from washing out.

3. Momentum - Momentum is the fat bikers best friend & plays a huge role when riding twisting and rolling terrain.

4. Apparel - Layers, layers, layers. Be prepared for cold, but know you will warm up throughout the ride. Wear gear that allows you to vent efficiently.

5. Ride time - During the early season ride late at night or early in the morning when the ground is frozen so you don't wreck the trails with ruts. Be aware of the tracks you leave and considerate of others.

6. Lighting - Invest in a decent lighting system. It is dark in the winter & trails are easier to follow if you can see them.



Left: The Bonneville Shoreline Trail in Utah County. Photo: Mark Peterson  
Above: Kaitlin Barklow rides Wasatch Crest Trail in the snow at night. Photo: Mike Barklow

**2014 Global Fat Bike Summit to be Held in Ogden on January 24-25, 2014**

The 3rd Annual Global Fat Bike Summit will take place over 2 days in Ogden, Utah on January 24-25, 2014. The event brings together dealers, consumers, land managers, fat bike manufacturers and media representatives to promote fat bikes' low environmental impact, seek access to lands currently off limits to bikes, and explores the potential for local economic growth opportunity such access can bring. The two-day event, co-sponsored by Quality Bicycle Products and Ogden City, combines educational seminars, a fat bike expo, a festival, and a race.

The first day will consist of educational seminars focused on fat bikes' uniquely low environmental impact and the revenue potential generated by allowing fat bikes access to public lands. Day two presents the festival and expo, with hands-on opportunities for guests to learn more about the bikes by riding them and talking with representatives from various fat bike brands. Races for both advanced and beginner fat bike riders will be included.

Previously hosted in Island Park, ID, the Fat Bike Summit moves this year to Ogden, an outdoor recreation mecca and home of QBP's west coast distribution center. In recent years, the city of Ogden has been building a reputation as an accessible, versatile center for cyclists, climbers, and other outdoor enthusiasts. The city has concentrated on public land access, trail building, and building in-town bicycle-friendly infrastructure. These investments are reaping rewards (see Ogden's Bike Friendly Community award elsewhere in this issue), and organizers of the Summit are leveraging this success as evidence of the economic viability of allowing greater land access.

The expo, demo rides, and races will be held in the foothills above the city on the grounds of the Mount Ogden Golf Course and will be hosted by the GOAL Foundation and Ogden City. The GOAL Foundation is a local non-profit that encourages people to "Get Out And Live" through participation and volunteerism at local events. Locations for the educational seminars are still being determined. Information and updates can be found by visiting [www.fatbikesummit.com](http://www.fatbikesummit.com).

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## RIDE OF THE MONTH

## Trail of the Ancients Classic



Above: Come to the quiet! Natural Bridges: I could hear this rider breathing from a quarter-mile away.

By Wayne Cottrell

The Trail of the Ancients Classic is a 90.8-mile ride in southeastern Utah. There are numerous climbs and descents, with several short, steep climbs and downgrades. The high elevation is 7,140 feet at Salvation Knoll, east of the SR 261 junction along SR 95. The low point is 4,847 feet in Mule Canyon, west of Comb Ridge along SR 95. The ride starts and finishes in Blanding (elevation 6,167 feet at the start-finish point), and heads out-and-back on the Trail (40.7 miles each way), with a 9.4-mile loop through the Natural Bridges National Monument. Thus, the entire ride is on a National Scenic Byway. The Trail of the Ancients traces a 480-mile loop through the Four Corners region of Colorado and Utah, taking the traveler through the archeological and cultural history of, in particular, the Anasazi and Navajo peoples. Not to be outdone by the rich human history, the geology and scenery of this region are outstanding. This ride covers only a portion of the Trail; the entire Trail is highly recommended, though, for a motor vehicle tour.

Start the ride at Edge of the Cedars State Park in Blanding. The park, located adjacent the intersection of 600 West and 400 North, features a museum and Anasazi village site. The Anasazi were a prehistoric or ancient "Pueblo peoples" who inhabited this region, sometimes in cliff dwellings (although not here). The disappearance of the Anasazi may have resulted from a 300-year drought that impacted the region from the 12th through the 15th centuries A.D. The Edge of the Cedars reference is to a physiographic boundary between heavily forested regions to the north, and the dry, mostly barren landscape to the south. The "Cedar" is actually the

juniper tree. Blanding, with a population of 3,504 in 2012, is 310 miles south of Salt Lake City, and 75 miles south of Moab, along U.S. Highway 191. As noted above, Blanding is situated in a rich cultural, archeological and geological region, with at least eight national monuments, parks and forests within a 100-mile radius. A study conducted after Hurricane Katrina concluded that Blanding is more immune to natural disasters than any other city in the U.S., perhaps making it one of the safest communities in America. Yet, always be cautious when bicycling on Blanding's roads, as elsewhere!

Exit the park and head south on 600 West, which is generally downhill, passing through a Blanding residential area. The road bends left after one-third of a mile, becoming Center Street. At the stop sign, at mile 0.8, turn right onto Main Street, which is U.S. 191. The highway passes through Blanding's central district, making this the busiest part of the ride. Keep heading south, beyond the city limits, to the junction with State Route (SR) 95, also known as the Bicentennial Highway. Turn right here, at mile 4.9. A convenience mart at the junction presents a good opportunity to stock up on refreshments for the ride. From here, the aforementioned history and scenery begins in abundance. There are numerous historical sites that can be viewed by venturing off the main highway; this description focuses on what can be seen from the road. After crossing a cattle guard (there are several of these along the route) at mile 5.0, the highways descends steeply (8%), negotiating a few sharp curves that demand good bike-handling. The highway climbs from mile 6.1, and then begins to roll, as it passes through a red sandstone landscape sprinkled with low juniper trees and desert scrub. Another steep downgrade (8%) awaits at mile

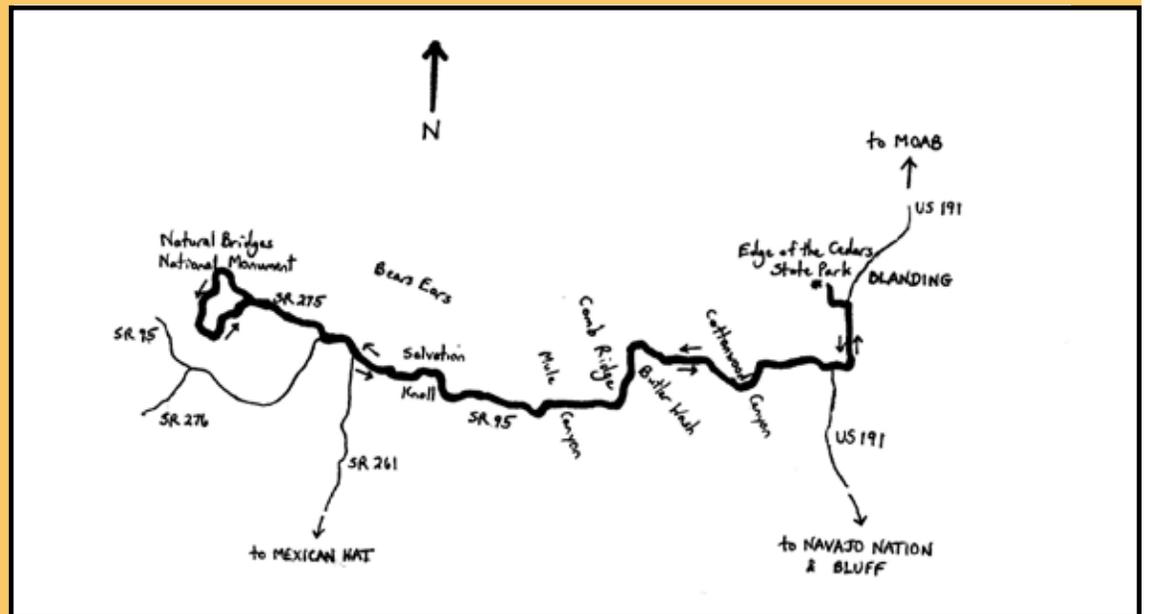
bend to the right as it passes over the monocline. Once over the top, it is a sharp descent into the Mule Canyon gorge, and the lowest point of the ride (4,847 feet).

Enjoy the descent as, from here, SR 95 climbs to the highest point of the ride (7,140 feet, although a sign along the road at the Salvation Knoll viewpoint states 7,110 feet). Here, as above, the highway's narrow shoulders is compensated with a climbing lane that allows room for passing motor vehicles. You are now at the 29.6 mile mark; during the climb, looking upward and to the right, you will have noted the Bears Ears (mountains) – perhaps so-named because the highest peaks appear to be shrouded in dark green blankets. The adjacent landscape is otherwise somewhat barren. From here, the highway descends to cross a couple of gorges (South Fork Fish Creek and Lyman Canyon). At the junction with SR 261 (mile 33.8),

road, it rolls through the Monument, constantly climbing or descending. There is a narrow shoulder on the left; none on the right. There is a short, two-way segment near the end of the loop, as you near the visitor center.

After returning to the visitor center, possibly stopping one more time, return to Blanding via the reverse route. It is a 40.7-mile ride back to town. Although you have been this way, you are bound to discover things that you did not notice during the outbound ride. One article noted that visitors to this area feel compelled to return here, and it is likely that you will have a similar spirit!

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 Wen-



8.4. Here, the highway winds and plunges through a breathtaking landscape of jagged rock formations, into Cottonwood Canyon. The descent ends at mile 11.0, after which the road climbs for two miles. The highway rolls for the next three and one-half miles; note the side roads, not all of which are paved, leading to sites of ancient ruins.

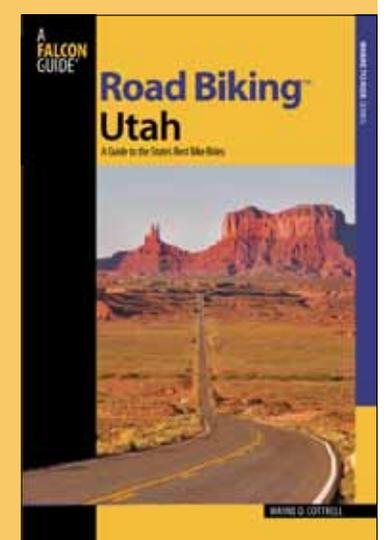
From mile 16.7, SR 95 climbs adjacent a notable, striated rock face on your left. The highway crests after one mile, passing through a spectacular cut, and then descending the back side, toward Butler Wash (numerous Anasazi ruins in this area). At mile 19.4, SR 95 climbs – the shoulder is very narrow, but, thankfully, a climbing lane is provided for motor vehicles (meaning that traffic, which is very light out here, should have plenty of room to pass you). At mile 21.1, the landscape begins a gradual change. Note the petrified dunes on your right. At the crest, at mile 22.3, the scenery is decidedly different as you cross Comb Ridge, one of the most outstanding geological features of the ride. Comb Ridge is a monocline (uplift of the Earth's crust in a single direction) that runs north-south, stretching some 80 miles into Arizona. The highway makes a long, sweeping "U"

keep straight, remaining on SR 95. The highway continues to climb and descend through here. At mile 35.6, turn right onto SR 275, toward Natural Bridges National Monument. The shoulder is narrow, and weeds tend to encroach upon what little shoulder there is, but traffic volumes out here are very light. Enter Natural Bridges at mile 39.5. A visitor center is just up the road. A stop here to freshen up may be worthwhile.

Once beyond the visitor center parking lot, bear right at the "Y" – you are now on a 9.4-mile, one-way loop road through Natural Bridges. This hidden gem was not "discovered" (that is, by non-native settlers) until 1883. The Monument features three of the largest-known natural bridges in the world: Kachina, Owochomo, and Sipachu. Each of the bridges can be seen from overlooks that require short walks from the loop road. You may be able to catch glimpses of the bridges from the road, but each one is worth the walk. The Monument otherwise features some sheer cliffs, spectacular sinks, sandstone formations, and expansive vistas, all of which can be viewed from the road. Of particular note are the Tables of the Sun, flat-topped mesa-mountains that can be seen off in the distance along portions of the loop. As for the

dover 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.



**UTAH BIKE INDUSTRY**

**Outerbike Connects Bike Companies with Riders**



Above: Laurel Hunter (center), one of the main organizers of Outerbike, her husband (left), and Tom Diegel (right).

Below: Ashley Patterson checking out a bike.

Above right: Ashley demoing a bike on one of the many great trails Moab has to offer.

Middle Right: Outerbike offers tons of great bikes to choose from.

Below Right: Ashley demoing another bike.

Photos: Tom Diegel



**By Tom Diegel**

Several years ago Ashley Korenblatt, the former Wall Streeter turned Western Spirit Bicycle Tours owner in Moab, came home from her annual September sojourn to Las Vegas for the Interbike bicycle trade show and wondered why it was that all of the bike manufacturers made such an effort to get shop employees to try their bikes on real trails, but

no one was trying to get actual consumers onto real trails on their bikes. A consumer who is considering a new mountain bike is forced to read internet reviews, listen to shop rats wax poetic about nuances on bikes they rode 6 months prior, and take a “test ride” on sidewalks and jumping over curbs before pulling out their credit cards. Ashley - famous for her forward thinking and bold initiatives – decided to change that, and came up with Outerbike.

Her premise was simple: provide a venue for manufacturers to connect with consumers who would be able

to easily try lots of different bikes on real trails, and really create “an event” out of it, with shuttles, guided tours, parties, bike movie premiers, and free food for all attendees. Put it at an easily-accessible network of great singletrack in Moab during the famously-perfect October Moab weather, and it’s a winning recipe for all. It has quickly become a “must do” for the bike manufacturers; even though the companies’ promo vans travel the country and are getting better at doing demos at trailheads here and there, they are rarely in the same zone as their competitors, so Outerbike provides a golden opportunity for Utahns to try not only Cannondale’s entire line, but also the entire line of bikes from Giant, Ibis, Rocky Mountain, etc. This year virtually all of the mountain bike manufacturers were there with their 2014 bikes (with the notable exception of Trek and Fisher) in order to take advantage of the enthusiasm of the 1000 or so participants.

As anyone who has planned a wedding or big party can understand, the logistics of pulling together any large event is daunting, much less having 50 different vendors and keeping 1000 consumers entertained for 4 days. But Western Spirit’s staff, spearheaded by newcomer Laurel Hunter, spent all year strategizing on the best ways to do it, and the organization is flawless. A key component of Outerbike is the shuttling: while the event is focused at the venerable Bar M trails, Western Spirit annually rounds up every possible shuttle vehicle in Moab to provide showgoers the opportunity to take their demo bikes up to the more-excellent Mag 7 and northern Klondike Bluffs trails. So a consumer can take a bike for a quick spin on the Bar M trails, see if they like it, and then grab one of the many shuttles to those other trail areas for a longer, more-varied ride. But your timing has to be right because you don’t want to miss the good free lunch! You can be sure



that the last shuttles will return you to the venue in plenty of time to take advantage of the free beer garden at the end of a day.

These days the array of mountain bikes to choose from is dizzying: aluminum or carbon frame? Ditto for wheels? 29-inch wheels or 27.5? Hard tail or full suspension? 2x10 or 1x11? SRAM or Shimano? If full suspension, then what shock/linkage configuration? What about them fatty bikes that look so wacky and fun? With the dozens of manufacturers all providing convincing evidence

that their tech is the best, nothing can beat a “real ride” on a bike and then directly comparing it to its peers, and with the costs of bikes reaching astronomical highs, the ability to try before you make this substantial purchase is becoming increasingly invaluable. Thanks to the vision of Ashley Korenblatt and the excellent organization of her staff, Outerbike has become the perfect resource for anyone considering a new mountain bike.

For more information, visit [outerbike.com](http://outerbike.com).

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## TOURING

**A Bicycle Tour Through Korea**

**Above:** This quiet section of the Four Rivers route is right in the heart of Busan, a city of several million people.

**Right:** The locals busting out an impressive mountain top feast.

**Below:** A typical Four Rivers bike path out in the country; this stretches almost the entire length of the country.

Photos: Tom Diegel



By Tom Diegel

South Korea historically has not really been on the radar as a bicycling destination the way the trans-America, western Europe or Vietnam are, but since it has the fundamentals of plenty of rural areas with rolling, uncrowded roads, a long, rich, and interesting culture, and excellent food, I figured it had to be a bit of an unsung gem. Learning that I had a work trip to Korea in early summer I started looking into the possibilities of riding there, and found that not only was bicycling very popular in Korea, but that the government had actually built a 500 km long bicycle touring route linking their 4 biggest rivers that spanned the length of the country! I was in.

The Four Rivers Trail – as it's called – goes between the two biggest cities: Seoul in the north and the industrial port city of Busan in the south, and goes generally right through the center of the country. Even though Korea is comprised of something like 80 percent mountains, that route is almost completely flat, since the eponymous rivers it traverses are big, broad, and flat themselves after being filled from creeks tumbling down from the mountains. The government probably felt that making a route that was quite flat was a way to entice people to use it, since riding hills was “difficult” and my own experience of typical Asian fitness (there's a lot of use of zero resistance exercise “machines” on flat, paved “fitness trails”) indicated that resisting gravity was not part of the Korean mindset. However, westerners looking for “real” touring opportunities that traverse up and over some of the beautiful mountains have a bit of a patron saint in a Dutch guy name Jan Boonstra who used the Four Rivers Trail as a bit of a hand-rail and did some excellent variations on his own map that not only maintains the quiet-roads integrity of the designated route but also indicates where the motels are and also has up-close details of potentially-confusing areas. Armed with Jan's easily-printed maps I launched out of Busan, headed for Seoul, despite the

fact that my Korean work colleagues were convinced that at best I'd melt in the forecasted rain or completely disappear forever and they'd have to answer for it!

Perhaps the best thing about the Four Rivers Route is that the planners were determined to ease the pain of entering/exiting the cities on two wheels. Even though Busan has 3.5 million people and Seoul has nearly 10M people with traffic, sprawl, and infrastructure to match, I literally was able to roll out of and into the heart of those two cities on 100% car free bike paths, that are crowded with fellow cycling enthusiasts. It's a great testament to the potential economic power of the cycling community that there were literally restaurants that are only accessible by bicycle! And when the path veered close to roads there were folks with van-based mobile bike shops that sold tubes, jerseys, lights, bells, etc as well as having a stand and a set of tools to do pathside repairs. Perhaps that could happen along the Parley's Path someday?

That said, moving farther from the big cities the cyclist population dropped to more of a typical Asian utilitarian nature, but the quality of the riding remains. Jan's route veers onto and off of the Four Rivers route, climbing into the mountains here and down to the rivers there, and even though it's not always a bike path, they are quiet, twisting, rolling roads with villages and towns punctuating the route so there are always opportunities to re-provision. Camping is not very common in Korea, if for no other reason than pretty much every inch (centimeter) of flat land is used to grow food (mostly garlic and cabbage for kim chee!), but the motels are very nice and relatively inexpensive at around \$30/night. Korea's economy is quite well-developed; almost everything costs about the same as in the US (I was just as horrified to see \$7000 road bikes there as I am here!) but motels seem to be a bit of a cheaper exception, which is nice. And fortunately, the Korean word for “motel” is.....“motel!” However, for some reason my pronunciation wasn't quite right, because I'd roll into town and find a local and say

“motel?” and they'd just give me a quizzical look so I'd repeat it again with a slightly different pronunciation, but they still wouldn't get it. However, I learned to keep trying until their face lit up and said “Oh.... Motel!” Yes, indeed....motel. And the nice showers in the nice motels were much-appreciated; Korea is about the same latitude as Utah so it has distinct seasons, and the summer is hot and humid, so much so that even with the breeze of riding I was bathed in sweat all day every day.

At one point after traveling for a few days following Jan's route I decided to veer off it and head for one of Korea's many national parks, which dot the entire country. I'd always heard that Koreans are mad hikers and love their mountains like Europeans, so armed with only a very broad tourist map of Korea I headed in the general direction of one of the parks, guessing at the maze of smaller roads that would get me there. Since generally I was trending north I just kept the sun at my back, which worked just fine.....until it rained. I learned it's hard to navigate by the sun when it doesn't really exist, and laughed pretty hard at myself when

one half-day's worth of riding got me back to exactly where I had started!

But eventually I made it to one of the big national parks, rode the invariably-steep climb up to the park entrance, parked my bike, and headed into the hills. Sure enough, Koreans love to hike; I literally saw thousands of people on the trails, and the trails are not for the faint of heart; they don't ever use switchbacks and most of the trails are super steep, like 20-30%. And despite the oppressive heat, humidity, and steep climbs, the Koreans are decked out head to toe in the latest gaudy outdoor apparel and carry surprisingly large packs. I tried to guess at what they were carrying in their packs (the Korean ten essentials?) and finally got my answer at the top of the highest peak in the park: Food! They like to bust out huge quantities of all their favorite foods that are neatly packed in tupperware containers, and literally have large feasts on top of the peaks, surrounded by others who are equally feasting.

Speaking of food, Korean food is great; it's quite different from that of nearby Japan (a lot of bad blood there still from WW II) and equally-close

China, mostly by its focus on kim chee. Kim chee is pickled cabbage soaked in garlic and chili peppers, and it's part of every meal, yet there are innumerable variations on that theme depending on the restaurant, region, household, etc. Even though “pickled cabbage” doesn't sound that appealing to the western palate, it's quite good, and is a great supplement to the Korean barbeque, which even the most basic restaurants serve: beef that is as succulent as Japan's famously-expensive Wagyu beef. That said, there is a chain of stores called “Paris Baguette” that was even more ubiquitous than our Starbucks and provided pretty good, quick daily riding fuel.

As always, riding a bike through a foreign land enables the ability to sniff out interesting, off-the-beaten path sites. One that I stumbled across was a museum of Buddhism; a guy who has apparently become a renowned wood sculptor of Buddhist scenes and images used his fame and influence to also acquire Buddhist artifacts from recent to ancient from across Asia and place them in a beautiful, serene compound of simple, yet elegant buildings in an otherwise-





Left: A typical Four Rivers Trail kiosk to stamp your "passport"; a good use for an old phone booth.  
 Above: Bike path-side cafe; super quiet, and easy parking!  
 Below: A typical Korean meal; note that the red is from peppers!

nondescript town about 100km from Seoul. I got there just an hour before they closed for the day, and after a bit of poking around I was surprised to be approached by a woman who spoke the only English I'd heard in a week; it turns out that her father-in-law was the artist and she was nice enough to give me a personal tour of the entire place even as they were closing down. Regardless of your religious persuasion – or not – the peacefulness, serenity, and sly grin of Buddhist imagery does a lot to soothe the soul.

Four Rivers trail (they actually have a passport for you to stamp at various "stamp stations" that are old converted phone booths!) will manifest itself in becoming a global bike touring destination, but it's very much worth a look. The people are friendly, the terrain is beautiful, the riding is great, the culture is ancient and interesting, and the kim chee is spicy!

Tom's trip was 7 days long, and approximately 400 miles.

For more information on biking in Korea, see <http://user.chollian.net/~boonstra/korea/cycle.htm>

I'm not sure if the Korean government's proud investment in their



**TRAILS AND PATHWAYS**

**West Valley Constructing 2 New Paved Bike Trails**

By Jesse Rindlesbach

New bike paths coming soon to West Valley City. There are currently two new bike trails under construction in West Valley City. According to Kevin Astill with West Valley City Parks & Recreation, both of these paved trails will run east to west, giving cyclists new and safe ways to cross the valley.

The first, called the Crosstowne Trail, will connect to the Jordan River Parkway Trail and, upon completion, head all the way out to 7200 W and the edge of city limits. The trail begins near the Redwood nature area on the Jordan River Parkway near 2700 S. From there, it will head west and by way of bridge cross over I-215 next to the Franklin Covey building. Due to cost, an existing bridge is being used but consequently, the trail over the highway had to be narrowed down to 4 feet wide from 8 feet. The trail widens back out and continues on to 2700 W. This first segment of the trail will be completed in Fall 2013. The rest of the trail follows along the West Valley Trax line and the Brighton Canal trail out to Bangerter Highway where a bridge will need to be constructed. Beyond that, the plan is to connect to the Lake Park trail system, which will extend out to 5600 W. From there, no further plans have been made. The funding for this trail comes from about two-thirds transportation grants and the rest is from Parks and Recreation. Further funding will be needed to complete the trail, which currently does not have a set completion date. With the construction of the PRATT Trail from Wasatch Boulevard to the Jordan River Parkway, cyclists will soon have a full cross valley off-street route.

The second trail, called the Utah Salt Lake Canal Trail, begins at about 4000 W and 4700 S and will travel along a maintenance road that runs along a canal out to the Mountain View Corridor Trail. From there, it will continue out to 8400 W ending at the Baucus Highway. Salt Lake County and West Valley City have both given grant money towards the funding of this project, but Salt Lake County has taken the lead on the planning and construction of this project. The first segment of this trail, which will run from 4800 W to 5600 W, will be completed by mid-October 2013. No date has been set for the completion of the entire trail.

For more information, see West Valley City's Bike Plan <http://www.wvc-ut.gov/documentcenter/view/1854> (page 129-135)



**MEETINGS:**

SLCBAC meetings are held on the first Wednesday of each month and are always open to the public. We encourage anyone interested in bicycle-related matters and advocacy to attend.

**LOCATION & TIME:**

5:30 - 7:30 p.m., Salt Lake County Government Center, 2001 South State Street, Room 1010 of the South Building.

**CONTACT:**

[bicycle@slco.org](mailto:bicycle@slco.org)

SLCBAC has four positions now open on our board and are seeking volunteers to serve the county! Visit our webpage [www.bicycle.slco.org](http://www.bicycle.slco.org) and follow the "applications" link.



**BIKE INDUSTRY**

**9:ZERO:7 Bikes - Company Profile and Review**



Left and above: 907 Bikes Tusken Fat Bike. Photos: Tyler Servoss

By Tyler Servoss

Fall is in the air and winter is fast approaching. While the thoughts of some turn to cyclocross and the ski slopes, others are thinking fat. Not the Jan Ulrich "I ate too many Danishes this winter" fat, but fat tires. Really fat tires. The past few years have seen a ground swell in a new type of bike and opened up a new season for riding. Enter the Fat bike.

Some brands that you have been familiar with such as Salsa and Surly have been cranking these bikes out for several years. A brand you may be less familiar with is 9:ZERO:7. That may be because Fat bikes are all they make, and they are very good at it.

I became aware of them when reports surfaced that this company that was born and bred in Alaska was setting up shop in Ogden, Utah. While this was true, 9:ZERO:7's stint in Utah was short lived and over the summer they decided to return to their roots and consolidate their

operations back to AK.

As I have been intrigued with these bikes while they were here, I reached out to the company to learn more about the brand and its products. That contact resulted in an opportunity to demo their Tusken model in February 2013 and see what the hype was all about.

**Review**

I had a vision of floating over any sort of white terrain, much like snowshoeing. I was in for a rude awakening when I found that riding a fat bike in the snow actually required quite a lot of finesse and focus. You have to carefully pick your line much like riding a regular mountain bike in soft sand or loose trails. The really soft stuff was very challenging to push through.

The frame was ridged and transferred power to the pedals very well. This allowed it to climb adeptly, although it was necessary to stay seated most of the time to maintain traction. Descending felt rock-solid and a little surreal to be riding down

snow covered trails on a bicycle at 30+ miles per hour. The handling was very nice and made picking and maintaining a line a piece of cake. Fat bikes require very low tire pressure (around 5 pounds) to allow the tire to flatten out for better grip and shock absorption. The effect is such that front or rear suspension is not necessary for a smooth ride.

I found the most enjoyable terrain to ride were trails that had been packed down by hikers, snowmobiles or ATV's. The disk brakes provided plenty of stopping power and are minimally affected by the wet conditions. I was amazed by 9:Zero:7's ability to put together such a light bike that can support

such large wheels. The shifting provided by the SRAM drive train was flawless and component selection was well thought out. Clipping in and out of clipless pedals proved to be a challenge when cleats become snow packed. The folks at 9:ZERO:7 told me that some riders choose to use a cleat-less system like Powergrips toe straps to avoid snow clogged cleats, and to accommodate boots for extreme weather conditions.

A natural outgrowth of 9:ZERO:7 was the recognized need for a good source of fat bike parts such as custom wheel sets, tires and components. The company has established www.Fatbikes.com to provide these items and is a major component of their growth and success. Innovation continues and 9:ZERO:7 is currently taking preorders for a new carbon "Whiteout" frame with several other new products in development. As of this writing the demand is so great

that it exceeds the availability of product as this is the busiest season of their year.

As time goes by, fat bikes are turning up in non-traditional places, like dirt and sandy trails, road rides. I know several fat bike commuters and even have a friend that rode a full century on one. The future looks bright for fat bikes! I am excited for snow to fly so that I can spend some quality time on the saddle of a fat bike again this winter. To find out more visit [www.907bikes.com](http://www.907bikes.com) or [www.fatbikes.com](http://www.fatbikes.com)

**Tusken Specs**

Large 170mm spaced 9:ZERO:7 with 135 mm spaced 9:ZERO:7 kit with Race Face Turbine cranks. 45 degree North Dillinger tires on Surly Rolling Darryl WTB Rocket V saddle. Trivia tic stem , bar, seat post Avid BB7 brakes. Retail price for the frame: \$799. Full bike is \$3900.

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## MECHANIC'S CORNER

**Fat Bikes are Here to Stay**

Fat Bikes are great in the snow and in the dirt. Preston Roylance catches air on the Bonneville Shoreline Trail in North Ogden. Photo: Mark Peterson

By Tom Jow

Fat bikes. Everybody has seen them. If you haven't, you will soon. They are those bikes with those funny looking ultra-fat tires. These bikes evolved out of necessity in order to be able to survive, and conquer the Idita Sport ultra marathon mountain bike race during the winter in Alaska. Few people outside of Alaska knew about these bikes until a Minnesota bicycle company named Surly designed the venerable Pugsley. Now, fat bikes are entering another wave of popularity. Mainstream bicycle companies such as Trek, Specialized, Kona, Norco and others have all entered the market. Custom brands have upped the ante by building frames with ultra-modern materials such as titanium; custom parts makers now offer lightweight cnc aluminum hubs, carbon rims and tubeless tires. This availability of custom frames and parts enables bike owners to upgrade their current bike, or for some, piece together a new or used frame with some leftover parts from the garage. As with any frame up build or upgrade, it is important to be sure all parts are compatible with each other. However, not only are some parts in the garage incompatible with fat bikes, some new fat bike parts are not compatible with older fat bikes. So there can be a conflict between some new and old standards.

Starting with the frame, it all begins at the bottom bracket. Unlike the 68/73mm bottom bracket shell of a standard mountain bike, a fat bike uses a 100mm shell (same as some downhill bikes). Conveniently,

bottom brackets of all types are available for that size. Phil Wood makes a high end unit for square taper cranks and both FSA and Truvativ offer Isis Drive bottom brackets. Portland, Oregon based manufacturer Chris King has bottom brackets to fit modern through axle cranks made by Race Face and Surly. Cranks are also available from e.13, FSA and SRAM.

At the rear of the frame, the standard hub width is going through some changes. The early fat bike frames used standard 135mm rear hubs. In fact, current Surly frames still do. However, the newer frames are being built with 170mm or 190mm rear axle spacing. This change in axle spacing also represents a new design of the rear triangle. On the older frames, the only way for the chain to clear the tire in the low gears was to move the frame and drivetrain to the right and the tire to the left. Now, with wide hubs the both the frame and wheel can be built with a stronger asymmetrical design.

It's the wheels that really define the fat bike. Over the years both tires and rims have gotten wider, and in some cases lighter. The tires, having more than a half dozen makers, range in size from 3.7 inches to a whopping 5 inches wide; tubeless or with tubes. It is these wide profiles that provide the flotation and traction for riding on sand, snow and ice. To support these fat treads, rims are available in widths ranging from 65mm to 100 mm. Surly, one of the fat bike rim originators continues to make lightweight aluminum rims which are compatible for both asymmetrical and symmetrical lacing. Stan's No Tubes will be coming

## GEAR PICKS

**Smith Pivlock Overdrive – Finally, Good Sunglasses That Fit**

By David Ward

I admit it. I am a sunglasses tightwad. Whenever I see the display of cheap sunglasses at a grocery store or gas station, I look for some I consider attractive and try them on to see if they fit reasonably well. I have a smaller head (appropriately sized, some would say, for my level of intelligence) and have a hard time finding sunglasses that fit. Most of them slide down my nose because the ear pieces are too long, the nose pads too wide and/or simply a molded part of the slick plastic frame. Part of why I am a sunglasses tightwad is that I hate spending money on sunglasses that never fit quite right.

So it was a real treat to be given

a pair of Smith Pivlock Overdrive sunglasses to test and review. Frankly, this is the best pair of sunglasses I have had since a pair of sunglasses I bought nearly ten years ago at a Bikes4Kids charity auction. Not coincidentally, Smith made both pair. In fact, these are better than those. And I still have those, having used them somewhat sparingly to preserve them for the more important events. Silly, I know. But I use the cheap gas station purchases for the rigors of everyday use and getting banged around in the car.

I love these glasses. Thanks to the nose pads which adjust for either a narrow or wide nose, and the firm earpieces which are longer than what usually works for me, these sunglasses stay firmly planted on the bridge of my nose, evening

through jarring bumps. That is a rarity for me, and thus a big plus. They also integrate well with my helmet.

They are durable and well constructed. The hinges on the earpieces are spring loaded so they stay in place when open and closed. There are three sets of interchangeable lenses, dark (Platinum), rose (Red Sol-X) and clear. When riding at different times of the day, and in different conditions, it is nice to have these alternatives. I especially like the Red Sol-X lenses for sunset and overcast conditions. They work reasonably well even when sunny, thus making them a good all-around lens for variable conditions or if your ride takes you into the dusk hours.

My pair came in a favorite color of mine, carbide red. They also come with a durable carrying case and a small bag.

These sunglasses come with a lifetime warranty for defects in materials and workmanship. Also, new lenses can be purchased from Smith which is a nice option. Too many times I ditch my cheap sunglasses because of a simple scratch. If you are paying good money for quality sunglasses, it nice to be able to purchase replacement lenses. There is also an option to send the sunglasses to Smith for repairs if they are broken.

Rating: HC (5 Stars)

out with a tubeless rim at the end of the year. As in all of cycling, the new gold standard for rim material is carbon fiber, with manufacturers Borealis and Fatback leading the charge. And with tires and rims this size, it can be easy to overlook something like hubs. For 135mm frames, any good mountain bike hub will do. For the newer 170mm and 190mm standards it is necessary to look at custom parts. Top of the line hubs of either size are made by Paul Components, Phil Wood, and White Industries. Joining these stalwarts of manufacturing is Alaskan frame and component maker, 9zero7. So, when purchasing wheel parts, remember that rims to be used on older frames must be compatible with an offset lacing pattern to match the offset of the frame and/or fork.

Just as there was a beginning, fat bikes are now at a new beginning. Their popularity is growing rapidly. Consequently, the development of bikes, components and accessories grows with it. Honestly, it is difficult to keep up with. Nevertheless, even though they look different, the fat bike is just that, a bike. The

frames are made of the same materials; steel, aluminum, even carbon fiber. The drivetrain components are mostly the same, and the brakes are all the same too. The wheels are their defining component and everything is designed to work around them.

And even their design is undergoing changes. This makes now a great time to get into fat bikes.

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

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