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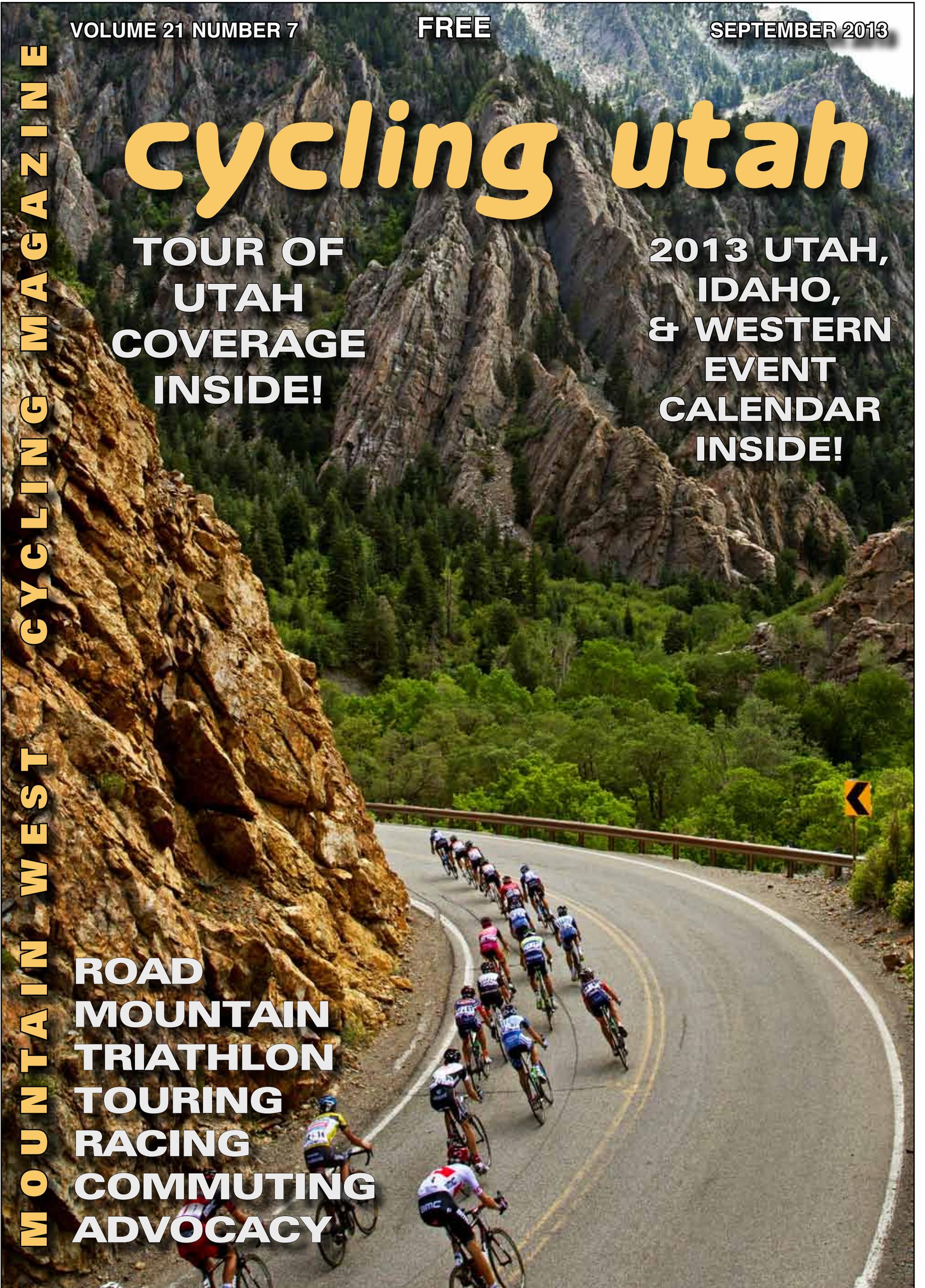
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SPEAKING OF SPOKES

Hip Replacement, Cramming for LOTOJA, and the Summit Challenge



The Summit Challenge is open to riders of all abilities and types of bicycles. Photo: David Ward

By David Ward

Cram for the LOTOJA? What

a ridiculous idea. But what could I do? On June 3, three months before the LOTOJA, I had hip replacement surgery. So for the next month I was

off the bike. Not good preparation for a 206 mile bike race.

But can I say right now how good my hip feels? I had heard before my surgery that the first thing I would notice was the pain was gone, and that was true. A few days after surgery, while crutching it with my wife and daughter on a short walk, I turned to them and said, "Can I just tell you how good my hip feels?" Indeed, I now tell people it is the best part of my body.

Just a week before, we had gathered with our children over Memorial Day. I tried to be cheerful, but when you are in constant pain, it is hard. And it was depressing to be with those I love the most and not be able to enjoy it. This hip has given me renewed life in doing the things I like and enjoying being with those I love.

Anyway, I had my first real post-surgery bike ride, a 20-miler, on July 10. I felt like a slug, and was

out of breath after a mile long section with a gentle incline. I thought then, "There is no way I am going to be ready for the LOTOJA." This is not like a school exam. You cannot cram a sufficient amount of fitness into your body to last long enough to just get you through a single endurance event.

But I decided to soldier on, reserving my right to withdraw from the LOTOJA if the fitness was not there. So for the next month, I tried to ride more, but could not ride consistently due to work, family responsibilities, and a vacation. But finally, in August, I was able to get some consistent training, albeit a little late.

That brings me to the Summit Challenge held on August 24th. Prior thereto, I had been quickly trying to increase my mileage and the amount

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4543 S. 700 E., Suite 200
Salt Lake City, UT 84107

www.cyclingutah.com

You can reach us by phone:
(801) 268-2652
Our Fax number:
(801) 263-1010

Dave Iltis, Editor & Advertising
dave@cyclingutah.com

David R. Ward, Publisher
dward@cyclingutah.com

Contributors: Ben Simonson, Michael Gonzales, Lou Melini, Andy Singer, Wayne Cottrell, David Ward, Mark Deterline, Joe Metal Cowboy Kurmaskie, Tom Jow, Charles Pekow, Adam Lisonbee, Scott Lyttle, Chris See, Tara McKee, Jared Eborn, Mike Schirf, Cathy Fegan-Kim, Ashley Patterson, Dave Richards, Steven Sheffield, Jason Porter, Alex Strickland, Shannon Boffeli, Jesse Rindlesbach, Rod Kramer, Jon Diaz, Bruce Ewert, Ben Towery, Trenton Higley

Distribution: Dave, Karma, and Marinda Ward, Doug Kartcher, David Montgomery (To add your business to our free distribution list, give us a call)

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Cover Photo: The peloton descends Big Cottonwood Canyon near Storm Mountain in Stage 5 of the 2013 Tour of Utah. Photo: Jason Porter, jasonporterphoto.com

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ROAD RACING

Tom Danielson Captures 2013 Larry H. Miller Tour of Utah Win

By Jared Eborn

Tough is one word the Larry H. Miller Tour of Utah has always used to describe itself.

And the 2013 edition of the "America's Toughest Stage Race" did very little to downplay its reputation as nearly 120 of the world's best cyclists pedaled 586 miles and climbed tens of thousands of feet in vertical gain. In the end, Garmin-Sharp's Tom Danielson was crowned at the Tour of Utah champion after a crushing attack up Empire Pass south of Park City left his competitors in his wake.

"I dedicate that win to my teammates who have basically stuck with me the last years, tried to help me do that many times but I didn't do it," Danielson said after stepping off the top of the podium in Park City following his heroic Stage 6 assault. "I'm very happy to finally do it."

The 2013 version of the Tour of Utah broke from the formula it had used in previous years and became a more true tour of the Beehive State. Starting at Brian Head Ski Resort high in the mountains of Southern Utah and finishing in Park City, the Tour of Utah visited terrain and landscape never before seen in such a high-profile race. Along the way, it passed through Bryce Canyon National Park, skirted the Grand Staircase-Escalante National Monument and tackled beastly climbs up Mount Nebo, Little

Cottonwood Canyon and the Empire Pass – among others.

In the end, after thrilling finishes in each stage that kept fans on the edge of their seats from day to day, it was a pair of cagey American veteran racers who lined up on the final day with everything on the line.

Danielson and Radio-Shack Leopard Trek's Chris Horner escaped from the field up Little Cottonwood Canyon during the Tour of Utah's Queen Stage – Stage 5, won by Horner – and put some distance between themselves and all other contenders heading into the final day.

The final two days were heavy on climbing and gave the elite riders and their teams plenty of opportunity to display skill, power and tactics as the race played out.

"It would have been nice to win, of course, but I always race by facts," Horner said after finishing second overall in the race. During Stage Five "tactically, we raced a brilliant race, but (during Stage Six) no amount of tactics could help. Garmin did the job they wanted to do."

The race was hailed by cycling observers and riders as the best ever in the race's history. With stunning courses, generally good weather and the strongest field in the Tour of Utah's history.

"It is incredible racing at home in front of my friends and family," Tanner Putt, the reigning USA U23 national champion said after working hard all week for his Bontrager Pro Cycling team, said. "I think the race

is growing and it's just amazing."

Confirming continued support of the race for the next few years at least, Tour of Utah president Steve Miller said the race will likely expand by another day to seven stages. In 2013 there was no time trial or prologue. That element helped provide unique racing each day as the yellow jersey traded shoulders five times with only Garmin-Sharp youngster Lachlan Morton – the Stage Three winner in Payson -- wearing it for two consecutive days.

The success of the 2013 race opens more doors for the future, said Miller, President of Miller Sports Properties.

"It's been a really exciting race. The race just keeps getting better every year," Miller said. "Nobody can win on day one, nobody can win it on day two. They have to race all week long to win the Tour of Utah, so they have to race hard through all six stages. You can have a great day and you can win a stage, but that's not going to win the race for you. This year, I think everything came together in terms of community support. Going down South was a huge success for us."

Miller said a time trial might be brought back to the race, but that would be decided only as the 2014 course is determined and designed.

The Tour of Utah launched an epic month of cycling in North America.



Tom Danielson crests Empire Pass on his way to overall victory. Mancebo and Acevedo caught him on the descent. Photo: Dave Iltis

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COMMUTER COLUMN

Matthew Boerke Believes We Are All Part of the Solution

By Ashley Patterson

Matthew Boerke currently serves as the Operations Manager for EcoScraps, which is a local company producing compost without any animal products.

Matthew's daily commute mileage is 11.3 miles one way, 22.6 round trip; which is a fairly significant trip. He rides 2500 South to 90th south via 700/900 East and finds it to be very pleasant riding. He rides as often as he has energy and time for, which sounds non-committal, but usually winds up being 2-3 times per week. Doing the back of the envelope math, he's riding 45 - 70 miles per week, rather than driving, which is a pretty significant impact on gas consumption, air quality and personal exercise. Matthew is a big believer in we can all be part of the solution is we all do what we can. He rides a road bike without a rack and panniers, so errands requiring purchases after work (like grocery shopping) aren't conducive to riding those days.

Matthew's not intimidated by a little rain or bad weather. "I'll go in any temperature. I try to avoid heavy smog and any wetness; rain or snow. But, I'll go if it's overcast and a spotty, light drizzle." He did mention that never-ending conundrum about riding when the pollution levels are high. On the one hand, it's documented that it isn't good for your health, but on the other, if you drive, you are making it worse. That's one that the solution seems to be above the pay grade of an individual cyclist but Matthew feels it's worth bike

commuters getting engaged in those conversations.

When asked why he commutes by bike, Matthew replies, "I enjoy the exercise and going fast; I try to keep up with the cars on the slower roads. It's also my way of helping to clean the air and "save the environment." He also loves feeling the breeze of a fresh, cool morning and really appreciates the bonus exercise. "I love getting my exercise in while commuting so I kill two birds with one stone (assuming that's an environmentally friendly thing to do, of course).

When asked about what he doesn't like about bike commuting, Matthew responds, "I don't like cars, traffic, stop lights, breathing exhaust when I'm breathing hard, and debris, potholes, and manhole covers in my lane. I recently got three flat tires in one week!" That's a long list, and shows his dedication since he's still out there 2-3 days a week. It really proves the dedication of bike commuters!

Matthew offers this advice to wanna be commuters, "Live close to where you work (a long commute seems daunting and can potentially get you sweaty) and try to travel at non-rush hour times; maybe leave at 7:30 am and come back by 3 or 4 pm. Don't be afraid to set a goal of riding once a week or even a couple times a month; every car-less commute saves some fuel and CO from the atmosphere. If you can get a group to bike together or even to bike separately but on the same day, it adds to the fun of it and builds community. Heck, maybe you can even bike to lunch



some day instead of drive.

Ah, words of wisdom we should all heed. As Matthew said when we parted ways, "You're not stuck in traffic...you are traffic. Ride a bike and break free!"

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

GEAR PICKS**Review: Planet Bike Blaze 1 Watt and Superflash Light Set**

By Bruce Ewert

I have been using this light set for around two months now and have come to really like them. The 1 watt handlebar mounted front light is bright enough to see the road well, while still being easily dismounted and lightweight. The rear Superflash light is astonishingly bright and noticeable in flash mode for how small it is. I simply carry it in my pack and slide it onto a strap when it gets dark. Both use LEDs which means the batteries last a long time. I have yet to replace any batteries and I use them daily.

The 1 Watt headlight is made of plastic that is reinforced with aluminum alloy around the mount. The Quickcam™ mount is attached to a simple strap with a screw-in little handle that only takes about 20 seconds to mount without using any tools. The light has both high and battery-saving low beam modes, plus a very noticeably flashing mode. It is so light that I just leave it on my Santa Cruz Roadster city bike. I want to get another so I have dual headlights, as that would look and work really cool.

The Superflash rear light has a really cool flashing mode that changes its beat in a way that really stands out. With two smaller LEDs and a third half-watt super bright LED, this triple-light flashing effect can literally be seen for a mile. And it can run for up to a hundred hours on a set of two AAA batteries.

At a suggested retail price of \$69.99, the set is available at local bike shops. For your commuting needs as the days get shorter this Planet Bike light set is an excellent choice. Highly recommended.

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METAL COWBOY

Bikes, Blueberries, Blue Skies, Beautiful Children and Death Threats

By **Joe Metal Cowboy Kurmaskie**

My Papa Wheelies Dad bicycle gang based out of Portland, Oregon met up along the Springwater Corridor near the Sellwood neighborhood. We were gearing up for an afternoon of wholesome fun. The plan: pedal our troop of eight cargo bikes, bakfiets and trail-a-bikes, totaling about 16-18 adults and children along a dedicated bike path for 8-9 miles until we reached Armstrong's Berry Farm. One adult member of today's gang is honorary - not a papa but a mama, but we're casual and inclusive like that...

After much merriment and some uphill effort and a bit of traffic on the final mile push to the farm, we arrived in staggered waves of a minute or two. Josh (Baby Wheelie at 26 years young) and myself - referred to as Papa Bear or incorrectly mocked as Grandpa Wheelie, sometimes, since I'm the oldest at 48, but have no grandchildren, besides, I arrived in front with two children in tow, so suck it - reach the barn door and spill off the bikes. We are ungreeted by an elderly farm couple. Josh offers up smiles and I toss out an "Afternoon." Crickets and a grunted hello. Josh lets them know we have a pack of cyclists bringing them business. I come in to the barn and lean against a table to have chat with the old man - New Mexico ranch style - nod, wait, wait some more, then speak. "We just biked over from Sellwood." He squints. I tell him that's back in Portland by the river. "You know they have this thing called a car now." I chuckle. "And I own one, but try to let cobwebs build on it. Biking is so much more fun, better for us, the Earth..." He grunts, folds up his newspaper and points up to the rafters. Three vintage bikes hang up there covered in cobwebs and missed opportunities. Nothing sadder than bikes three feet off the ground forever. That's when the bulk of the Papa Wheelies roll through the gate and starts disembarking out by the blueberry patch. You hear laughter and a family fun vibe, like a ramshackle carnival has arrived. "And here comes the rest of your profit center for today." I gesture at the gang. That's when the elderly woman who is preparing weighed containers for us to use turns and says. "I hate bike riders." Then the old man chimes in. "They run stop signs and get in the way. I don't think you people should be allowed on the road." I start in about how there are good and bad road users in every transportation mode.... "You're just in my way." He adds before I've even completed a thought. I try to stay reasoned and calm, but as I start to get angry, something happens... I just feel bad for these two aging dinos with bitterness in their hearts. I do the unthinkable for Joe Kurmaskie, even five years ago.

I walk away.

I head over to the gang, still deciding if we should still pick there or not... when I hear the woman say something to Josh. He was telling her that this group are all Dad's and mom's and we try to follow the rules and be safe for our children.

She cuts him with, "You bikers make me so angry I'd like to run all of you over... and your kids."

Josh marches over to us. I'm already taking blueberries out of some of the kid's hands. I say. "We not gonna play Sun City (Aparthied musical protest reference, for the younger generation, google it) Josh and I tell the gang what just happened. We all look back at the old folks who stand there like statues as we pedal a couple hundred dollars worth of blueberry money back out the gate.

We regroup at the front of their entrance - take a thumbs down photo of their sign and look up where another reasonably close farm might be. Turns out Josh remembered one very close - he pedals up the hill ONE block - paradise - Powder Blue Berry Farms - Like a scene out of the Coen Bros Brother Where Art Thou where they hear the sound of singing from the sirens down by the river - we roll up to a pack of fresh faced farm girls in tank tops and their Cougar mom - and a pair of strapping young guys getting on farm equipment.

"Don't worry bout those old crap apples. We love bikers. That couple has just a small patch and we don't see them as competition, but still they find out what the price of the berries are each set week, by the u pick group, then cut it by 25 cents to steal away business." Cougar Mom rolls her eyes.

The next hour or two is spent in berry heaven. Kids running between the rows, faces covered blue. Farm animals the kids look at. The gals gave us frozen ice cream containers to pack home more berries for the freezer.

Instant Karma on the bitter harvest down the road. I felt pity that they'd grown brittle and hollow and forgotten what it means to be kind, no matter how people arrive at your door.

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COMMUTING

How to Cycle to Work and Look Chic

The girl in red shows a "Side Bun." This hairstyle can be worn with a helmet and the hair will not have issues after the helmet is removed (i.e. no helmet hair.).
Photo: Jon Diaz

By Tara McKee

Cycling is great for our mental and physical health, our earth, and our wallets, but we don't always want to come into the office or show up for lunch with the girlfriends looking slightly disheveled from our ride. Does a commute by bicycle mean you can't conform to professional norms with clothing, make-up

and hairstyles? Is the thought of helmet hair and perspiration preventing many women from cycling? Actually, the answer is "yes", and it is a big enough concern to be a barrier, but there are ways to prevent a helmet from ruining your 'do and ways to pull off a quick Wonder Woman transformation into professional ready for a full day at the office.

Over the last decade a number of studies that have been conducted in

Australia, the UK and Canada which mirror the few studies on the gender imbalances in bicycling done in the U.S. In all of these countries, men are about three times more likely to be regular cyclists than women. The studies continually showed that safety concerns were a big concern for women, even though men were much more likely to be involved in collisions when studied over equivalent time periods riding. (See BikesBelong.org which has links to many of these studies.) But the other issues of concern for women, especially for riding to work, involved the problem of carrying items while cycling and fears of being anything less than well-groomed in front of colleagues, clients or customers.

The August 2013 issue of Cycling Utah had a feature titled "A Women's Guide to Commuting to Work" which covered the basics of commuting, including choosing the right bike for the commute and tips on how to carry items on your bike. One point that article brought up was that if your commute is a short one, you can easily ride in regular office attire, because you won't be riding enough to work up a sweat. (It was really the "part one" of this article.) This article is focuses on those with a longer commute and tackles the issue of how to fight "helmet hair" and offers tips for that transformation from a biker into a credible executive.

The Quick Change

For a long commute, it is best to wear technical, athletic clothing for the ride and pack your work clothes in panniers. Most of the sweat will be in the clothes worn for the ride and you can remove most of that simply by changing your clothes. As an alternative to showering at work, many women use disposable body wipes or towelettes to remove sweat and excess oils from the skin. Some varieties can be used all over your body and some are gentle enough for the face. Stylist Suzanne Gallegos recommends Cetaphil Facial Cleanser which is a great product for wash and moisturizing the skin. It doesn't require water. Just put some on your hands wipe across the face and towel off. At this point, you can just apply your make-up and some

deodorant as usual.

If you really feel the need for a shower and your place of work does not have one, look around for a nearby alternative. Health and fitness clubs such as Planet Fitness or county recreation centers often offer low monthly memberships, a locker, and a place to shower. If you are fortunate enough to have such a place close to your place of work, you can use your commute as a pre-work training session and shower and change into your work clothes there.

Tips for clothes and shoes:

When packing your panniers: Roll, don't fold, your clothes to avoid creases. Dresses are often a better choice for packing than a skirt and tailored shirt as the wrinkles fall out better. Silk dresses would not be the best choice to pack.

In your desk at work, keep handy a wrinkle-release spray such as Downy Wrinkle Releaser (available at most grocery stores). It works great for cotton blend clothes that may have a few wrinkles. Spray it, smooth the damp areas and the wrinkles will disappear. Rayon fabrics are a little more problematic though.

Find a dry cleaner near your office. Drop off some clothing articles (such as a silk dress) to be cleaned and pressed. Pick up your order a morning or two later to change into for work.

If possible, keep few pairs of heels, a good coat or suit jacket at the office to wear when needed.

Handling Helmet Hair

In the interest of protecting our fragile skulls while cycling, we wear helmets while riding. The padding on the inside of the typical helmet is composed of a poly knit over foam. The friction caused by the combination of poly-knit and foam across the cuticles of your hair often results in a less than desirable look: flattened, sweaty, and sometimes frizzy hair. But there are ways to prevent



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A simple French braid. Most women can manage to make this braid and again, it keeps the hair neatly in place for the duration of the ride. Photo: Jon Diaz

the dreaded “helmet hair” and they don’t require a complete wash and re-styling. Styling your hair before putting on the helmet and having a few essential hair products can make helmet hair a thing of the past.

Think about it, the inside of your helmet gets dirtier over time, so wash it every so often. Keep your hair cleaner and your hairstyle protected by covering your hair under the helmet. Many women choose to wear a cycling cap or a Buff headband over hair and that will usually do the trick. But take a tip from French women and cover your hair under your helmet with a silk or satin headscarf. Not only will these fabrics reduce friction and protect hair from breakage and eliminate tangling, they are the best choice to absorb sweat, prevent helmet hair and preserve your style.

The first trick is to style your hair before putting on the helmet and there are a number of ways to do it. There are different hair types and styles and for each there are different tips and products. Find an experienced hairstylist and seek advice for how you can best style your hair for

wearing under a helmet so it needs minimal care and styling upon your arrival at work. Whether you have curly or straight hair, short or long, there are ways to make sure you have a good hair day.

Tips for Great Looking Post-Ride Hair:

Pack a natural bristle brush. Right after removing your helmet, brush your hair out immediately with the brush. This will help lift your hair up and away from the scalp and help cool it down. Be sure to carefully work through the sweaty sections as this will allow your hair to dry at a maximum rate. Fluff it and style a little more if needed.

Dry Shampoo: This is a fabulous product for cleaning hair without getting it wet. Use the dry shampoo by working it into the roots of your hair and then brushing it out. There are some dry shampoos that work for mostly straight hair and some that work best for curly hair. Get a recommendation from your stylist or do some online research to find the type that will work best for your hair texture. It is a great post-ride remedy

to remove sweat and city grime from your hair, but it also can be applied to the hair roots (do not brush out) before your ride to absorb excess oil and sweat during your ride. Applying before a ride will also keep volume and fight flatness.

Straight, longer hair tips: As you style your hair before your ride, part your hair on another side than your normal side. As you touch it up at work, you’ll part it in the normal side and you’ll find it won’t be as flattened. Pin up bangs to keep them off the forehead during the ride so

they won’t absorb as much sweat. A pony tail is a great default hairstyle during the ride. Some women keep a cordless straightener (the kind most often used for travel) handy for a little touch-up.

Wavy, tousled look hair tips: Before your ride, apply dry shampoo at the roots and leave in. Next, spritz your hair with a wave-enhancing texturizer, separating and scrunching as you go. Then gather your hair at the top of your head and twist the hair into a messy bun. Secure the bun with bobby pins and cover with a

scarf and the helmet. After you arrive at your destination, remove the helmet and bobby pins and simply shake out your hair. Voila! Beautifully tousled hair!

Curly hair: Many women with curly hair prefer riding with still-damp hair which has been piled on the top of the head under the helmet and then carefully fingering the curls into place upon arrival. The silk scarf can be helpful for reducing frizz. For very thick curly hair it may be easiest to pull the hair into a secured twist or pouf worn just below the helmet line.

Short hair: If you wear your hair short, you can work with your stylist to find an easy hairstyle that requires minimal post-ride styling. Get a good recommendation for hair products. For short hairstyles, some stylists recommend using wax and paste hair products instead of gels. Paste products give the hair texture, make it pliable and allow it to be re-shaped as needed. Several wax products are water-resistant and your hair won’t sweat them out. (Note to guys: this tip can for you too!)

Learn some new great hairstyles: Twists, braids and buns are popular hairstyles and many of them work well for wearing under a helmet. Learn how to do your hair up in a side ‘do, a sock-bun, chignon, or barrel roll and place it at the nape of your neck so it fits snugly below the helmet. There are great how-to videos on YouTube and you may find even more ideas through Pinterest.

Happy riding!

Special thanks to Suzanne Gallegos of Studios Salon at Brickyard.

Tara McKee is editor for cyclingandstyle.com, an online women’s cycling magazine.

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SINCE 1894

Speaking of Spokes Continued from page 2

of climbing. A week prior, I rode 75 miles, including a climb up Big Cottonwood Canyon to the Brighton Ski Resort. As I crawled the final miles to Brighton, I remember thinking this was so fatiguing that I did not even want to do the LOTOJA. Once again, though, I revived my drive and talked my good friend, Elliot Morris, into riding the Summit Challenge with me the next Saturday.

So it was that we arrived at the National Ability Center (NAC) in Park City, the charity for which this ride was a benefit. I fully expected this to be a good ride as it was Cycling Utah's "Event of the Year" for 2012. Also, I was looking forward to not doing as much climbing as I had the previous Saturday riding to Brighton. Clearly, I had not thought that through.

Consisting of three options (18, 62 and 102 miles), the route starts at NAC, does an 18 mile loop through Park City and environs and returns to NAC. For those doing a longer ride, the route heads to Kamas and includes a climb of over 1500 feet. From there, it heads to Heber City via the south side of the Jordanelle Reservoir which, from the east side, includes a 400 foot climb. The nasty secret though is that, after descending to and looping through Heber City and Midway, you have to climb back up the west side of the Jordanelle Reservoir, a climb of over 1000 feet. Then, after winding north through

the Kamas valley, the route descends down to the base of Brown's Canyon for the final climb which ends about a mile before the finish at NAC.

All told, and with all the rolling climbs in between, my computer logged 5400 feet of elevation gain. Not exactly the gentle ride I was expecting. But had I given it even a little thought or glanced at the map, I would have known better. I have ridden all these climbs before, and should have known what to expect.

But what a ride. We had perfect weather, partly cloudy and the temperature had been dialed down to make for a comfortable ride. The Summit Challenge takes in some of the most lovely farm and rural area one will find in northern Utah. And I had a good friend to ride it with who patiently waited for me after I lagged behind on the climbs.

And the organization was great. Packets were ready and quickly picked up. The volunteers at the start/finish and food stops were extremely friendly. And the peanut butter filled tortillas were a big hit, at least with Elliot and me. And as we crossed the finish, and we were among the stragglers thanks to a late start and lots of conversation and casual riding, volunteers were there to cheer us.

I need to make special note of the last food stop. We were tempted to skip this stop and just keep going as we only had about 10 miles left. But as we approached, one of the volunteers was blowing a whistle and calling out, "ice cold water." That was enough to convince us, and upon



Two riders from the Wounded Warriors Project take part in the Summit Challenge on August 24, 2013. Photo: Dave Iltis

stopping we were promptly plied with the promised water, fruit, and snacks, and some very interesting and friendly folks.

After we finished, I spoke with Gail Loveland, one of the NAC staff charged with organizing this ride. They had over 600 entries this year, including nearly 70 participants with disabilities. To their credit, the ride is free for such participants. As Gail said, "We used to have them pay

something, but then I thought, 'This is who we are benefitting. We can't be charging them.'" Included among such participants I saw several hand cyclists, a trike rider and a recumbent tandem hand cycle.

The Summit Challenge was my final prep ride before the LOTOJA. Was it enough? Doubtful, but we shall see. My goal is to finish, but I am not confident the body will agree. At the top of the Salt River Pass, I

shall likely know if enough is left in the tank to make it to the finish.

But even if I can't finish the LOTOJA, the tradeoff is well worth it. My hip feels great, and I am enjoying life more than I have for at least a year. I nevertheless had a great time riding the Summit Challenge which, while used for training, has become the highlight of my abridged cycling season.

HEALTH

Surgery, Cycling, and Recovery: My Experience

By David Ward

It was when I could no longer ski the groomers without too much pain to have any fun that I finally decided to have my left hip replaced. Still, as I hobbled into the hospital the morning of June 3rd, I wondered how my life would change. Little could I know it was one of the better decisions I will have made in my life.

I had heard that if you have good fitness, it really helps with your recovery. So in the two months leading up to the surgery, I was riding quite a lot. That may sound odd, given the condition of my hip, but interestingly cycling was one of the least painful things I could do. It hurt less than walking, actually, though I could not ride in the drops because of my restricted range of motion.

Surgery itself was an interesting experience. I went into the operating room at 1:30 p.m. The anesthesiologist came up to me and said he had just started the anesthetic. In the time it took me to say, "I am beginning to feel it . . .", I was out cold.

The next thing I remember was someone telling me that if I needed something for the pain, to push the button on a little handle they had placed in my hand. I couldn't even hold on to the handle, much less push the button. My wife told me later that she would push the button for me when I would start to moan, but was then sharply reprimanded. Fortunately, it was not too long before I could do it myself.

When I came out of surgery, my doctor, G. Lynn Rasmussen (a great

guy and excellent surgeon) told my wife that I had one of the most developed TFL (tensor fasciae latae) muscles he has had to deal with. My years of cycling and my training right up to the day of surgery are to be thanked for that. However, this apparently caused some difficulty for Dr. Rasmussen as it made it hard to work past the TFL to get into the hip to do his carpentry work. (They no longer cut the muscle. They basically push it aside enough to have room to get into the hip and do their work.)

At any rate, first thing the next morning, a therapist came in and told me she was supposed to get me out of bed. "Are you kidding me?" I thought? But she did. We slowly worked my legs over the edge of the bed, then she had me grab round her shoulders and she literally lifted me up on my feet. We stood there for a few minutes while another nurse changed the sheets on my bed, and then I sat back down and she lifted my legs back on the bed.

In the afternoon, another therapist came in. He got me up, and with the aid of a walker, I walked over to the door and back. When he came the next morning, we walked down the hall, back to the other end of the hall, and back to my room, and that afternoon I even went up and down stairs.

The fact is, the hip no longer hurt, and the drug I kept pushing the button for was taking care of the rest of the pain from the incision and surgery. With the hospital staff taking care of me and bringing me meals, and painkillers keeping me happy, life was good. All I had to

do was eat, sleep, read and take an occasional stroll.

Three days after surgery, I was released from the hospital. At that point, I became serious about recovery and rehab. I received in-home physical therapy for about three weeks, and was fortunate to have Shane Dunleavy, a cyclist and racer, as my therapist. In addition to understanding my needs better, we talked cycling while I did my therapy.

Naturally, there were exercises to strengthen the muscles and loosen the tissue surrounding the hip, and some of these were quite challenging. But, I could literally sense improvement each day. I took my exercise assignments seriously as I wanted to not only recover, but recover well and be better than ever.

I went outside the day I arrived home and, with the aid of a walker, started out toward the end of our driveway. I quickly realized that, now on ground less smooth than a hospital floor, crutches would work better than a walker. And that was the end of the walker.

Within two days, I was walking (with crutches) a half mile each day. Then, about three weeks after my surgery, Shane had me on an exercise bike for 15 minutes a day. That felt great. And again, walking and sitting down on the commode hurt far more than my time on the exercise bike.

I did have a setback that arose from walking. First, the sole of my right foot became painful, to the point I had to stop my walking routine. With a new hip, the bio-dynamics of my body had changed, and it

led to a flare up of a some plantar fasciitis in my right foot. Because of the surgery to my left hip, the right foot had been taking a lot of the weight and pressure of my body, and in new ways.

After three weeks with Shane, home therapy was no longer allowed, and so I started going to Red Butte Clinic for physical therapy. There I managed to hook up with Jason, also a fellow cyclist, who added more exercises and refined my routine to the progress I had made to that point. I am now finished with physical therapy, but continue with the exercises I learned.

Looking back, I can define a few things that made my surgery and recovery a success. First, fitness. By my own experience, and anecdotal evidence from others, this makes a huge difference. The body deals much better with the trauma of surgery if it is fit. Plus, it makes it so much easier to get into the exercise and stretching routine of therapy. Finally, recovery becomes a process of bringing the hip to the same level as the rest of your body rather than trying to rehab your hip and get into shape at the same time in order to do so.

Second, being serious about therapy. I was told to do my exercises two times a day, and I did. Even after getting back to work, I did them religiously. Now that I am three months post-surgery, I have scaled that back to once a day, and about 3-4 times a week. But the initial couple of months are of prime importance, and the therapy is key. Even now, I can

tell there are some things that need attention. I can't imagine how much more difficult it would have been if I had not been committed to therapy.

Finally, a good doctor. Dr. Rasmussen who practices at TOSH (The Orthopedic Specialty Hospital) met with me the first time I went in, unlike the doctor to whom I was referred at the University of Utah Orthopaedic Center where I was seen by a physician's assistant. I have nothing against physician's assistants. Indeed, my daughter is one, and I know they are good. But Dr. Rasmussen personally spent about a half hour with me, explained the condition of my hip, the history of the development of artificial hips and the one he now uses, and what I could expect of surgery. There really is something about meeting personally with the doctor who is going to be cutting into you, sawing off your bones and installing a new hip. I felt confident after meeting with him, and even excited about getting it done. He really made me feel comfortable with him and what he was going to do.

Hip replacement is major surgery and very invasive. But, it is also a very well developed procedure and, of the three main joint replacement procedures, hip, knee and shoulder, it is the most successful. In my case, it has restored me to a level of life enjoyment that I had feared might be permanently past. Indeed, it has been one of the best decisions I have made.

MOUNTAIN BIKE RACING

Alex Grant Takes a Dramatic Win in Park City Point to Point with Local Speedster Evelyn Dong Taking the Women's Event



Left: Alex Grant won the Park City Point to Point for the fifth year in a row despite a late race tire slash. Right: Evelyn Dong topped the women's field. Photos: Chris See, fredmarx.photoshelter.com

By Shannon Boffeli

Park City, August 31, 2013 - With none of the thunderstorms that plagued last year's Park City Point 2 Point, riders were treated to a near-perfect day of mild temperatures, sunny skies, and prime trail conditions.

Rains throughout the week had dampened the trails preparing the perfect treat for the 350 hardy riders capable of taking on one of the nation's toughest single-day mountain bike races. An event like none other, the Park City Point 2 Point takes riders on well over 70 miles of purpose-built singletrack in America's first IMBA Gold certified trail system. Making it even more unique is the fact that in 75 miles riders never hit the same piece of trail twice—a trait that pushes many riders into singletrack overload by the time they reach the finish.

Racing started at 7am with the open men and women's fields taking a charge at the 75 miles of singletrack and over 12,000 feet of climbing that lay ahead.

Evan Plews (Ibis/Kenda) took the early lead guiding the pack through the first miles of one-track. Plews did his best to push the pace at the front creating the days first separation.

Plews was joined by Coloradoan Jay Henry (Tokyo Joe's), Alex Grant (Sho-Air/Cannondale), Nick Fisher (Rooster's/Bikers Edge), and Nate Miller (Pivot/Light in-Motion).

The lead group of five stayed close through the first 15 miles of the 75-mile course until Sho-Air rider Grant decided to take over at the front of the race.

Once out front Grant's pace was too much for his companions as the slim climber pulled away from the group. Jay Henry quickly bridged that gap to the lone leader and the two of them quickly stretched their

advantage.

By mile 25 Grant and Henry were well clear of the others riding comfortably together heading through the first feed zone at Deer Valley Resort.

Miller and Plews came through next followed by Nick Fisher who was starting to feel the effects of a fast start.

The lead duo stayed together passing the halfway point with just seconds between the two. That's when Grant started putting pressure on his companion gapping him briefly on the Empire Link climb.

Henry survived and scratched his way back to the leader as the two attacked the unending twists and turns of John's trail, a local favorite in the Park City trail system.

The next big climb on the Steps trail saw Grant riding away again. This attack proved too much for Jay Henry, who was now chasing the lone leader.

By mile 50 Alex Grant was well out front holding a roughly 4-minute advantage on Henry and 10 minutes on Nate Miller who was riding solo in third place for most of the race.

Never one to coast into the finish line Alex Grant attacked again on the day's final long climb stretching his lead up to almost 10 minutes at the top of the Armstrong trail.

Grant cruised through the high-speed descents in and around the world-renowned Canyons Resort and just as the feeling that he might have his fifth Point 2 Point win in the bag appeared, he cut his rear tire on a rock.

The leader was less than 5 miles from the finish and unable to get his tire to hold more than 10 psi. Not knowing how much of a lead he held, Grant was afraid fixing his tire would cost too much time and possibly the lead, Grant decided to press his luck and ride the flat over the ensuing rocky climb and descent to the finish.

His gamble paid losing some time

but not enough to cost him a fifth consecutive Park City Point 2 Point win. Alex Grant limped across the line with a record-setting time of 6:24:37.

Jay Henry had no problem holding onto his second place spot crossing the line just over 7 minutes behind. Nate Miller crossed the line in third.

Fourth place went to Cary Smith (Team CF) who was just a week out from having pins placed in his broken left hand.

Fifth place went to another Park City resident, Sam Sweetser (Cole Sport), who struggled after a slow start. Sweetser was mired outside the top-20 in the early portions of the race. He crept up through the pack all day and looked fresh after 50 miles attacking the final third of the race to finish just seconds behind Cary Smith.

The women's race packed an equal amount of drama as local lady Evelyn Dong (White Pine Touring) lined up against Colorado mountain bike superstar Gretchen Reeves (Tokyo Joe's).

Both riders got off to a great start as Dong enjoyed big cheers from the home crowd.

The petite White Pine rider took the early lead cruising into the Deer Valley feed with some breathing space between her and chaser Reeves.

Following the feed riders attacked the steep Team Big Bear climb and Flagstaff Loop before crossing a paved road on their way to a ripping descent down the Corvair trail.

This crossing could have cost Evelyn the race as she turned left on the road climbing a long section before realizing her mistake. "Being a local you'd think I wouldn't get off course" she said after the race, "I came out on the road and climbed up to the top of the pavement even though I knew [Corvair] was the other way. I don't know what I was thinking."

By the time she turned around and got back on course Reeves had closed the deficit between them and the two were together once again.

Now halfway through the race the leader had lost all her advantage and the two rode together through Corvair.

"I just really tried to stay calm and not let it get to me." Evelyn shared after the race.

When the climbing started again Dong was able to start rebuilding her lead. Reeves was still within a couple minutes at mile 50 but the leader used the final 25 miles to her advantage hammering through the rock-strewn Iron Mountain section and cruising in to Canyons Resort 20 minutes clear of her chaser.

Gretchen Reeves had an impressive ride herself finishing second

with a time that would have put her just outside the top-20 in the Open Men's category.

Reeves was followed by a duo of Colorado riders with Breckenridge resident Marlee Dixon coming home in third and Aspen local Rachel Hadley taking fourth.

Fifth place went to Sarah Kaufmann (Stan's NoTubes Elite). Kaufmann had been focusing on the Point 2 Point as her first big endurance race since being severely injured in an auto versus bicycle accident in 2012. The NoTubes rider was certainly satisfied with her accomplishment just a year out from breaking her pelvis and elbow.

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MOUNTAIN BIKE RACING

Horgan-Kobelski and Gibson win Bell Enduro Cup at Sundance Resort



Top: Jeremy Horgan-Kobelski took the win at Sundance and the overall Enduro Cup title.
 Right: Utah's Ana Rodriguez finished 3rd in the open women's category.
 Below: Cycling Utah contributor Shannon Boffeli ripping through a rooty section in the trees.
 Photos: Mike Schirf - EnduroCupMTB.com.

Horgan-Kobelski and Irmiger Crowned Overall Series Champions
SUNDANCE, UTAH (August 19, 2013)- The third and final stop of the Bell Enduro Cup took place Sunday, August 18 under the majestic backdrop of Mount Timpanogos at Sundance Resort in Utah. The course featured a wide variety of trails, from old-school kamikaze fire roads to off-camber rooty sections to flowy trails slaloming through the pines. The race demanded riders have the fitness to rip through the pedally sections while maintaining the focus and energy to shred the downhill course on the final timed stage. Riders raced not only to win the Sundance race, but also to take the overall Bell Enduro Cup series title.

In the Open Men's field, Horgan-Kobelski sailed flawlessly through the four timed stages inching past second place rider Cody Butler by slightly more than two seconds. His final and winning time was 19:57.45. The win also confirmed his overall series ranking and earned

him the Bell Enduro Cup Men's Championship title.

In the Women's Open competition, Alisha Gibson and Heather Irmiger were neck and neck throughout the race. At the end of the race, Gibson emerged as the Sundance race winner absolutely crushing the downhill section of the course. Gibson's total race time was 22:05.03. Irmiger, who has won the last two Bell Enduro Cup race stops, managed the highest women's rank in the series. Bell Enduro Cup series winners were awarded blown-glass charger plates made in the art studios at Sundance Resort.

"Sundance Resort was the perfect place to finish the inaugural season of the Bell Enduro Cup," said Event Director Dan Roper. "We have had a spectacular season with excellent athlete participation all summer long. We are already excited for next year."

Bell Enduro Cup at Sundance Resort was the final stop of the 2013 series. Inspired by its incredible success in 2012, the Wasatch Enduro has been expanded to the new Bell Enduro Cup. The 2013 Bell Enduro Cup featured stops in Moab and at Canyons Resort in addition to Sundance Resort.

- Sundance Race Top Results
 Open Men
 1.) Jeremy Horgan-Kobelski, 19:57.45
 2.) Cody Butler, 19:59.90
 3.) TJ Cowern, 20:11.58

- Open Women
 1.) Alisha Gibson, 22:05.03
 2.) Heather Irmiger, 22:09.82
 3.) Ana Rodriguez, 23:51.65

- AM Men 19-29
 1.) Vinny Mauro, 21:47.02
 2.) Adam LaVigne, 22:01.24
 3.) Kyle Wehmanen, 22:15.98

- AM Men 30-39
 1.) Ryan Stenson, 20:46.82
 2.) Kris Baughman, 21:02.11
 3.) Ben Craner, 21:07.97

- AM Men 40+
 1.) Dave Beeson, 21:42.15
 2.) Craig Skinner, 22:39.58
 3.) Chris Bingham, 22:57.68

- Junior Men
 1.) Demetri Triantafillou, 20:50.63
 2.) Evan DeGray, 22:16.12
 3.) Joshua Anderson, 22:40.31

- AM Women
 1.) Erika Powers, 24:52.05
 2.) Emma Maaranen, 26:59.35
 3.) Jenn Berg, 27:10.40

- Bell Enduro Cup Overall Series Winners
 Open Men, Jeremy Horgan-Kobelski
 Open Women, Heather Irmiger
 Amateur Men 19-29, Steve Goodman
 Amateur Men 30-39, Joe Hanrahan
 Amateur Men 40+, David Beeson
 Junior Men, Joshua Anderson
 Amateur Women, Erika Powers

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COACH'S CORNER

Seek to Be a Well-Rounded Athlete, Person, and Cyclist



Melinda Macfarlane, who has had a phenomenal bike racing season, hugging one of her keys to success – hubby Brad.

By Mark Deterline

This is a great time of year for cyclists, as well as all outdoor enthusiasts. Leaves are changing colors, making time on the bike and on trails a glorious celebration of Utah's natural beauty. Some are preparing for the final bike races of the season, such as LOTOJA, while others are transitioning to cyclocross, running or will soon be competing in fall triathlons.

For many bike racers, it represents an opportunity for a healthy change of pace. Fitness levels are high, but so are burnout rates; many are feeling the effects of a long season, while teams are already trying to build their 2014 rosters.

One of the benefits of coaching and modern training is periodization. Depending on your focus and goals, there are "appropriate" types and volume of workouts to do at

different times of the season. That includes rest!

September and October can be fun and satisfying months, as training can be less structured, and downtime is generally recommended. Each of us needs to determine where we are at, and what we want to accomplish in the "off-season", which makes this particular period especially important.

In one of my articles last year, I emphasized the trend of athletes to remain coaching throughout the year, instead of suspending their structured training in September and/or October. Some of this depends on whether an athlete is preparing for a season of cyclocross, cross country skiing, hockey or other typically fall-winter discipline. For hardcore cyclists, reasons to continue structured training – with or without a coach – include:

- Maintaining fitness
- Avoiding overtraining

- Determining & setting goals for the coming season
- Staying lean
- Learning from the current/previous season
- Dialing in biomechanics & equipment
- Simply: Knowing what to do when you're not building, tapering & peaking for events

Maintaining fitness may not seem like a big one, but when considered in the context of the second point, avoiding overtraining, it truly is significant. Some athletes may be capable of continued exercise while diversifying – i.e. cross-training – and staying fresh. However, many athletes have a hard time knowing when to take important time off the bike, and how much of other sports to engage in.

Knowing when and how to rest is a science, yes, but also highly personal. Rest and recovery are as important as any workouts we can do. We must recharge our batteries certain times of the year both mentally and physically, and every individual is different. I have athletes who can compete at peak or near peak performance longer than others, so each client's season and targeted events must be tailored accordingly.

Which brings us to determining and setting goals. Athletes may have ambitions, but in my experience most don't realize what they are truly capable of. One of the greatest joys of coaching is witnessing an athlete's transformation into what they aspired to become much quicker or to a profounder extent than they might have hoped. September and October are great months to enjoy lower-key training while finding renewed motivation and a competitive edge for the coming season. That makes goal-setting easier, more energizing and more meaningful.

As most athletes and individuals can attest, staying lean throughout the season is a huge favor we can do

for ourselves. That generally makes the off-season less stressful, and the early season more rewarding. Now this is important: There is nothing wrong with a little fluctuation at different times of the year.

Many of the athletes I've worked with over the years cannot necessarily maintain full-on racing or "fighting" weight all season long. A little indulgence can go a long way in keeping an individual motivated throughout the year, and not all events require our optimal power-to-weight ratios. I get a kick out of clients telling me they are "fat and happy", and feeling great while exercising – it usually means they have enjoyed food or drink they often avoid during peak cycles, or are spending more time with friends and family who are often neglected during the competitive season. They key is limiting fluctuations to healthy levels and goals to sustainable targets.

September and October are also important months to look back over previous seasons and learn from experiences, good and bad. Good coaches and mentors will help you realize how far you've come, and what the future may hold for you as an athlete. It is a time to examine skills and event strategies. It is a time to determine ways that you can become a more well-rounded athlete, cross-train to turn weaknesses into strengths, as well as to avoid injury. It is also a good time to explore sports psychology, with your coach or a specialist, to ensure that you are not holding yourself back mentally.

Finally – and this is one of my favorites – it is a time to take a step back and consider balance in your life. I remember riding with a former Ironman World Champion; we were road-testing products for famed carbon component manufacturer ENVE. At one point we were discussing the importance of relationships in competitive sports. "It has always baffled me how people are willing to sacri-

fice potentially the most important relationship in their life for a sport." True that: In my book as well as his, the most impressive champions balance love and sport to be well-rounded human beings.

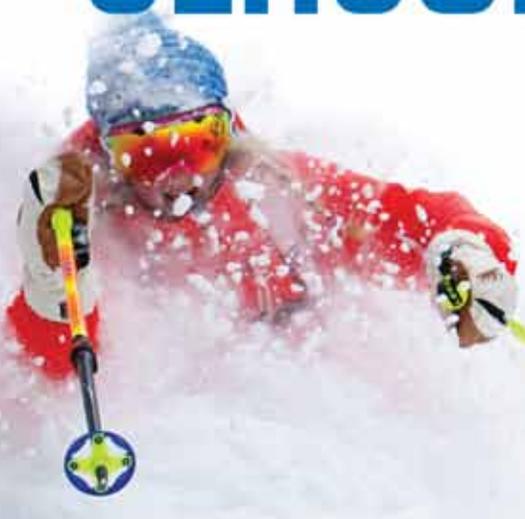
Proper biomechanics, including a thorough professional bike fit, can make all the difference in performance, comfort and injury-avoidance. That includes seeking medical help as needed. As a coach, you never want to tell a client "I told you so"; you want to help them avoid mistakes and setbacks in the first place. There is a physical therapist I send client after client to, because he is not only highly skilled, he is also supremely dedicated to every person he works with. One of my clients FINALLY went in to see him this month, and texted me afterwards: "I wish I would have listened to you [and went to see Dr. Schwartz] back in March!" That was truly bittersweet.

Each month is a piece of your annual training puzzle, so each plays a role in your success. Many athletes don't like uncertainty, and even more can't resist the urge to overtrain. So do some research, or seek out the help of a competent coach or mentor. Enjoy cross-training and rest, the company of loved ones, the benefits of taking care of your body, and learn what it means to stay motivated and "hungry". The balance will do you good!

Mark Deterline coaches some of Utah's and California's top cyclists, as well as triathletes, distance runners, cross-country skiers, motocross racers and boxers. Leadout Endurance Coaching provides completely customized training plans, bike fitting, biomechanics and performance testing for athletes of all backgrounds and levels. Contact: mark@2thefront.com.

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Bike Art by Trenton Higley



Bike Art by Trenton Higley.
Left: "X-Men on Cross" 6x13 oil.
Below: "Against theClock" 5x7 oil.

See Trenton's art: Robert Kelly Gallery,
Park City Utah.
Rare Gallery, Jackson hole, Wyoming.
Canyon Gallery, Fruit Heights, Utah.
trentonhigley.blogspot.com
Trenton lives and paints in Kaysville, UT.



ECONOMICS

Bicycling Tourism Contributes \$88 Million to Arizona's Economy

By Charles Pekow

Bicycle tourists bring big economic benefits to a state. At least that's what neighboring Arizona found when the state studied the issue. The Arizona Dept. of Transportation (ADOT) recently released a study saying that people who come to the state to ride bicycles contribute more than \$88 million a year to the state economy.

The study found that about 14,000 people cross state or international boundaries to enter Arizona and participate in about 250 organized cycling events such as El Tour de Tucson – not to mention those who ride for other reasons. The study says these tourists are responsible for creating or maintaining 721 jobs.

In addition to spending traditional tourist dollars, these people spend money in bike shops. Surveyed shopkeepers said they repair a lot of cycle and sell them and merchandise to out-of-staters (sometimes in person; sometimes by shipping). But the sample of sales examined was too small to generate conclusions from and researchers found bike shop operators were reluctant to share information. Exports were also included in the study, and were estimated based on number of employees.

The report states that its "ultimate purpose ...is to provide information to serve as one basis by which ADOT and potentially other state agencies could expand support for bicycling activity, and thereby the bicycle industry, in Arizona."

And how to get more riders to come? "With its mild winter in the desert areas and numerous scenic attractions, Arizona is well positioned to increase this kind of activity, regardless of national trends in bicycle usage and could market itself as a destination for bicycle tourism. A velodrome could be an important complementary asset for bicycle tourism in Arizona," the report suggests.

Would bicycle tourism bring great economic benefits to other states? Researchers looked at previous studies and concluded that those done

are too area-specific and too few to generalize from. Arizona's climate, for instance, is more likely to attract cyclists year-round than many other states.

But other recent studies have documented that cycling tourism boosts the local economy. The Oregon Bike Travel Study released in February for Travel Oregon, for instance, reported that bicycle tourists spent more than \$325 million in the state last year, though the figure includes both Oregonians and visitors. And a study done three years ago at the University of Wisconsin estimated that non-residents who come to Wisconsin to cycle will spend an average of \$76-\$81 a day in the state.

And will Utah study how bicycling is helping the state? "There has been talk of it. We have not come up with specific plans," says Evelyn Tuddenham, bike/ped coordinator for the Utah Dept. of Transportation. "If we do such a thing, it is likely to be a multi-agency study so we are sharing the cost and it is useful for a number of agencies.... We understand that it is important. I am sure that something will be done in the next few years."

The Arizona study found that for the events it documented for 2012 and 2013, about one-third took place in spring – more than in any other season. Fall finished second with slightly more than a quarter. The fewest events took place in summer, about 15 percent.

But it seems to pay to both sponsor events (tours, mountain bike rides, cyclo-cross, BMX, bicycle races, triathlons and so forth) and build trails that people will ride on their own. Many events last more than one day, a boon to the lodging industry.

The study looked only at what tourists bring to Arizona – not how spending by Arizona residents on bicycling affects the state economy. The authors concluded they couldn't judge that accurately because of the plague of all microeconomic studies: you can't accurately factor in the substitution effect. They counted 39,000 Arizonans per year who ride in about 250 organized Arizona bicy-

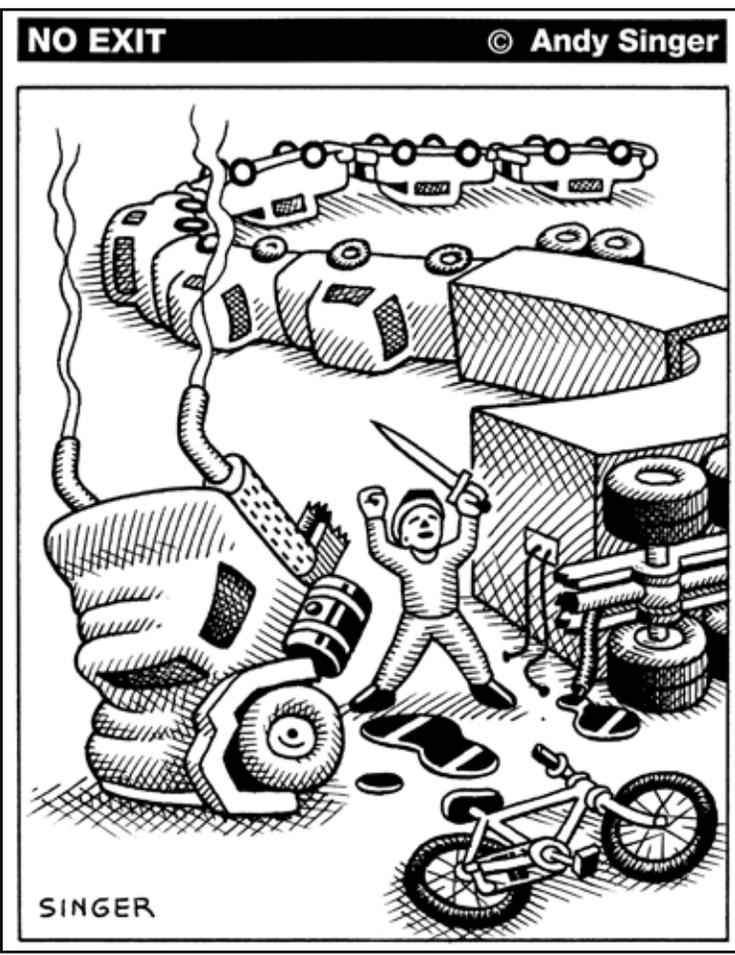
cle events (and it didn't count every local event). But is a dollar spent on a bicycle a dollar not spent on a golf club?

The study focused mainly on bringing tourists into the state. It acknowledges that bicycle and related equipment manufacturing in the state is "limited to a few small firms" and that other states and countries focus much more on export. It notes that it is "likely that other states that have a much larger established base of bicycle manufacturing, such as California, have an advantage over Arizona."

Researchers say they plan to update the study periodically but they haven't determined how or when. But they suggest that ADOT and other state, tribal and local governments; together with bike groups; keep tabs on bicycle tourists' spending. Someone should compile annual lists of in-state bicycle events. And the Arizona Dept. of Tourism should gather more data on cyclists, the study recommends.

An Economic Impact Study of Bicycling in Arizona: Out-of-State Bicycle Tourists & Exports: Final Report can be found at <http://tinyurl.com/m7tt8va>. McClure Consulting LLC of Phoenix and two other consulting firms conducted the study for ADOT.

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ADVOCACY

Bike Utah is partnering with the City of Taylorsville for Utah's Second Open Streets

By Scott Lyttle

Another Utah city has taken the Open Streets plunge, with Taylorsville joining Salt Lake City as streets are returned to people in a community event. On September 28th, from 11 am to 4 pm, 2700 West between 4700 and 5400 South will be closed to motorized vehicles to provide an opportunity for people to explore their community safely.

Open streets are not a new concept, events such as these happen all over the world as a way for communities to connect with each other. In Bogota, Columbia, over 20 miles of roads including highways are closed each week to permit residents the opportunity to explore their city on foot or by bicycle. From San Diego to Washington, D.C., more cities are seeing the benefits of providing a place for communities to gather together to ride, dance, and talk, strengthening social connections.

Taylorsville is a prime location to hold an Open Streets event. Located in the center of the valley, Taylorsville is often seen as a pass-through community where commuters spend a lot of time on their way somewhere else. Because of the high traffic volume a significant amount of money and effort has been placed by UDOT in developing roadways to accommodate vehicles. A recent shift has been underway by Taylorsville city administration and city council members to provide more options for pedestrians and cyclists. A good example of this is 2700 West, a

designated bicycle route North/South through the city that has been recently painted and signed for bicycles. This route connects Taylorsville to West Jordan and West Valley City, and provides a safe connection to those seeking to incorporate more active transportation as part of their day.

What can you expect at Taylorsville's Open Streets event? A stretch of wide-open road where bikes, rollerblades, and scooters can freely ride. Free roller-skate rentals. Zumba, soccer, and slack-lining will be available to try. Music listening and music making will take place among market vendors and tasty lunch options. Entertainment will vary through the day so be prepared to play!

Taylorsville has hosted a number of events that promote healthy communities through unique approaches such as the Taylorsville Urban Iditarod, bringing people back to the streets under their own power. An added benefit of events such as these is bringing the community together in a safe and entertaining environment to support social cohesiveness.

Come visit our Open Streets event and see why Taylorsville is a great place for people to live, work, and play.

For more information or to participate in the event as a vendor or sponsor please contact slyttle@bikeutah.org and rmciff@taylorsvilleut.gov or visit taylorsvilleut.gov for the flier.

Scott Lyttle is the Executive Director of Bike Utah.



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RACE RESULTS



Mountain Bike Racing

Pomerelle Pounder DH, UT Gravity Series, Wild Rockies Series, Albion, ID, July 27, 2013

Cat 1 Male 13-18

1. Demetri Triantafillou; Cannonball Racing - Yeti - Go-Ride, 0:03:08.62
2. Jaren Lockwood; Cannonball Racing, 0:03:15.16
3. Galen Carter; Transition/Smith/Laketown/Canyons, 0:03:16.91
4. Dallas Pynchon, 0:03:18.31
5. Tanner Hart, 0:03:24.99

Cat 1 Male 19-29

1. Weston Walker; UW Cycling, 0:03:12.46
2. Logan Walker; UW Cycling, 0:03:18.28
3. Griffin Rowland; Wild Rose Sports, 0:03:24.79
4. Graham Reynolds; DualCrownFilms/CanfieldBros/SAG/Spy, 0:03:25.48
5. Jared Smith; Wild Child Cycles-SMX Optics-O'neal, 0:03:27.34

Cat 1 Male 30-39

1. Daniel Grolley; 0:03:20.22
2. Mike Gunn; Go-Ride, Limitless Worldwide, 0:03:20.41
3. Michael Clark; Bohemian Cycling Team, 0:03:26.50
4. Travis Tomczak; Laketown Bicycles/Salomon, 0:03:32.05
5. David Clark, 0:03:32.71

Cat 1 Male 40-49

1. Mark Kugel; Girth Bike Clothing, 0:03:22.55
2. Noah Brandon; [Go-Ride.com](#), 0:03:28.88
3. Damon Kirchmeier; Rockwell, Fezzari, 0:03:34.63

Cat 1 Female

1. Joni Wirts; [Go-Ride.com](#), 0:03:53.19
2. Hannah Hall, 0:04:00.36

Cat 2 Male 13-18

1. Conner Gabrielson, 0:03:22.66
2. Sam Morris; Cannonball Racing, 0:03:32.69
3. Christian Wilson; Lake Town/Yava Apparel, 0:03:33.87
4. Shayden Housley; MJ's Cannonball Racing, 0:03:38.80
5. Evan Pynchon; Reed Cycle, 0:03:42.06

Cat 2 Male 19-29

1. Sterling Petersen; Noble Sports, 0:03:22.97
2. Robert Violano; Laketown Bicycles, 0:03:32.69
3. Cory Stuart; East Fork Bikes/Mt. High, 0:03:32.71
4. Jed Peterson; LimitLess, 0:03:36.68
5. David Ralls, 0:03:46.02

Cat 2 Male 30-39

1. Travis Elquist; East Fork Bikes/Mt. High, 0:03:25.90
2. Ian McPherson, 0:03:26.73
3. Eric Frost; East Fork Bikes, 0:03:32.54
4. Kevin Pawlowski; [Go-Ride.com](#), 0:03:36.04
5. Isaac Legare, 0:03:45.41

Cat 2 Male 40-49

1. Sheridan Damuag; Laketown Bicycles, 0:03:36.11
2. Joseph Washburn; [Go-Ride.com](#), BBQ Island, 0:03:46.82
3. George Rogers, 0:03:51.18
4. Doug Cheney, 0:03:51.77
5. Matt Merton, 0:03:52.03

Cat 2 Male 50+

1. Kent Woodfield; Bohemian Brewery, 0:04:02.16
2. George Triantafillou; [Go-Ride.com](#), 0:04:02.91

Cat 3 Male 12

1. Chris Prior, 0:04:18.53

Cat 3 Male 13-18

1. Jackson White, 0:03:37.11
2. Rocky Ross, 0:03:41.81
3. Connor Paller; Millcreek Bicycles, 0:03:44.78
4. Owen Balogh; Cannonball Racing, 0:03:45.17
5. Lorin Whitaker; Canfield Bros, Zion Cycles, Team Kidz Ass, 0:03:46.54

Cat 3 Men 19-39

1. Taylor Clark, 0:03:55.24
2. Cody McCombs, 0:03:56.93
3. David Dickerson, 0:04:02.17
4. Darren Coles, 0:04:04.92
5. David Schei, 0:04:06.41

Cat 3 Male 40+

1. Jason Wiggins, 0:04:05.48
2. Jerry Cook, 0:04:07.86
3. Matt Gabrielson, 0:04:14.70
4. Scott Wibirt, 0:05:19.16

Pro Male

1. Nicholas Hadley; [Go-Ride.com](#), 0:03:05.90
2. Chris Hadley; [Go-Ride.com](#), 0:03:20.96

Pro Female

1. Amanda Batty; Go-Ride, Gnarly Nutrition, 0:03:54.76

Pomerelle Pounder DH, UT Gravity Series, Wild Rockies Series, Albion, ID, July 28, 2013

Cat 1 Male 13-18

1. Galen Carter; Transition/Smith/Laketown/Canyons, 0:02:43.67
2. Demetri Triantafillou; Cannonball Racing - Yeti - Go-Ride, 0:02:43.95
3. Jaren Lockwood; Cannonball Racing, 0:02:52.90
4. Dallas Pynchon, 0:02:54.23
5. Jackson Negri; Reed Cycle, 0:02:55.92

Cat 1 Male 19-29

1. Weston Walker; UW Cycling, 0:02:43.81
2. Logan Walker; UW Cycling, 0:02:44.30
3. Clayton Batty, 0:02:50.54
4. Max Herran; Slim and Knobby's Bike Shop, 0:02:51.46
5. Graham Reynolds; DualCrownFilms/CanfieldBros/SAG/Spy, 0:02:51.86

Cat 1 Male 30-39

1. Mike Wieser; Wild Rockies/Scott Bikes, 0:02:51.99
2. Mike Gunn; Go-Ride, Limitless Worldwide, 0:02:53.66
3. Michael Clark; Bohemian Cycling Team, 0:02:56.80
4. David Clark, 0:02:57.43
5. Daniel Grolley, 0:02:59.62

Cat 1 Male 40-49

1. Noah Brandon; [Go-Ride.com](#), 0:02:55.74
2. Mark Kugel; Girth Bike Clothing, 0:03:00.19
3. Damon Kirchmeier; Rockwell, Fezzari, 0:03:27.84

Cat 1 Female

1. Joni Wirts; [Go-Ride.com](#), 0:03:36.51
2. Hannah Hall, 0:03:50.51

Cat 2 Male 13-18

1. Christian Wilson; Lake Town/Yava Apparel, 0:03:10.09
2. Sam Morris; Cannonball Racing, 0:03:11.64
3. Ethan Reynolds; DualCrownFilms/Canfield Bros., 0:03:12.93
4. Shayden Housley; MJ's Cannonball Racing, 0:03:14.03
5. Evan Pynchon; Reed Cycle, 0:03:15.23

Cat 2 Male 19-29

1. Robert Violano; Laketown Bicycles, 0:02:58.66
2. Cory Stuart; East Fork Bikes/Mt. High, 0:03:01.33
3. Jed Peterson; LimitLess, 0:03:01.93
4. Tobias Brotherton, 0:03:03.02
5. Bryson VomDorp; NEMA, Gamut, USA Leatt Brace, 0:03:20.82

Cat 2 Male 30-39

1. Eric Frost; East Fork Bikes, 0:02:53.68
2. Travis Elquist; East Fork Bikes/Mt. High, 0:02:56.88
3. Isaac Legare, 0:03:03.47
4. Ian McPherson, 0:03:04.64
5. Tony Swedburg, 0:03:16.68

Cat 2 Male 40-49

1. Matt Merton, 0:02:58.72
2. Sheridan Damuag; Laketown Bicycles, 0:03:04.16
3. George Rogers, 0:03:13.84
4. Steve McLeod, 0:03:19.73
5. Joseph Washburn; [Go-Ride.com](#), BBQ Island, 0:03:23.07

Cat 2 Male 50+

1. Kent Woodfield; Bohemian Brewery, 0:03:28.22
2. George Triantafillou; [Go-Ride.com](#), 0:03:35.48

Cat 3 Male 13-18

1. Chase Harkleroad; Millcreek Bicycles, 0:04:31.50
2. Jackson White, 0:04:36.67
3. Alex Leach, 0:04:37.28
4. TJ Christiansen; Millcreek Bicycles, 0:04:38.66
5. Connor Paller; Millcreek Bicycles, 0:04:42.92

Cat 3 Male 19-39

1. Taylor Clark, 0:04:39.07
2. David Dickerson, 0:04:41.27
3. Russell Bailey, 0:04:41.93
4. Cody McCombs, 0:04:50.61
5. David Schei, 0:04:50.91

Cat 3 Male 40+

1. Nicholas Hadley; [Go-Ride.com](#), 0:02:37.08
2. Chris Hadley; [Go-Ride.com](#), 0:02:43.91

Pro Female

1. Amanda Batty; Go-Ride, Gnarly Nutrition, 0:03:26.22

2. Profsky, Michael; Canyon Bicycles; 2:05:20
3. Zimmerman, Paul; [Utahmountainbiking.com](#); 2:13:44

Sport Men 19-29

1. Fendler, Danny; Summit Bike Club; 1:07:39
2. Turner, Michael John; Summit Bike Club; 1:08:54
3. Palmer-Leger,Drew; Summit Bike Club; 1:08:55
4. Noah Brandon; [Go-Ride.com](#); 1:10:19

Sport Men 30-39

1. Johnson, Brad; Magna Dental; 1:16:46
2. Laga, Dave; Infinite Cycles; 1:20:20
3. Wootton, Jeff; 1:21:39
4. Burrell, Christian; [utahmountainbiking.com](#); 1:28:41
5. Harris, Richard; 4Life/Mad Dog; 1:30:49

Sport Men 40-49

1. Nelson, Ryan; 1:14:52
2. Roberts, Greg; Melissa and Jasper; 1:16:37
3. Ressa, Brian; [UTAHMOUNTAINBIKING.COM](#); 1:17:59
4. Lincoln, Bobby; White Pine Racing p/b [Jans.com](#); 1:22:05
5. Berrett, Robert; 1:25:13

Jr Men 16-18

1. Pope, Jordan; Kuhl/Slim and Knobby's; 1:12:20
2. Patten, Connor; Summit Bike Club; 1:12:51
3. Behrens, Matthew; Summit Bike Club; 1:26:57

Jr Women 16-18

1. Westermann, Lia; Revolution/peak fasteners; 1:35:27

Men 60+

1. Quinn, Joel; Utah Mountain Biking; 1:22:22
2. Cousins, Clyve; [UtahMountainBiking.com](#); 1:23:40
3. Rollins, Lewis; Contender Bicycle; 1:24:09
4. Bruce, Argyie; [UtahMountainBiking.com](#); 1:28:09
5. Rich, Bradley; Millcreek Bicycles; 1:31:36

Sport Women 19-34

1. Reiss, MICAH; KUHL; 1:27:17
2. Johnston, Jenna; Bingham Cyclery; 1:44:19

Sport Women 35+

1. Spiegel, Betsy; Epc Multisport; 1:29:13
2. Nelson, Danica; In Memory Of Greg Nelson; 1:30:27

Clydesdale

1. Shuman, Karl; Revolution Peak Fastener; 1:31:36
2. twitchell, john; [UMB.com](#); 1:45:59

Beg Men

1. Cunningham, Adam; 0:40:38
2. Benson, Joe; [UtahMountainBiking.com](#); 0:46:54
3. Yngsdal, Dave; OCEF; 0:47:04
4. spencer, corey; [utahmountainbiking.com](#); 0:47:54
5. Balasa, Bogdan; 0:48:08

Women 40+

1. Taylor Clark, 0:04:39.07
2. David Dickerson, 0:04:41.27
3. Russell Bailey, 0:04:41.93
4. Cody McCombs, 0:04:50.61
5. David Schei, 0:04:50.91

Cat 3 Male 40+

1. Jerry Cook, 0:05:01.41
2. Jason Wiggins, 0:05:05.80
3. Matt Gabrielson, 0:05:16.96
4. Scott Wibirt, 0:06:07.64

Pro Male

1. Nicholas Hadley; [Go-Ride.com](#), 0:02:37.08
2. Chris Hadley; [Go-Ride.com](#), 0:02:43.91

Pro Female

1. Amanda Batty; Go-Ride, Gnarly Nutrition, 0:03:26.22

Soldier Hollow ICup, Intermountain Cup, ICS #10, Heber, UT, August 10, 2013

Pro Men

1. Sarrazin, Gilles; EUCLID; 1:33:55
2. Russell, Jon; Kuhl - Rocky Mountain; 1:36:15
3. Zumbrunnen, Blake; Kuhl/Rocky Mountain; 1:38:22
4. Firth, Brandon; Rocky Mountain Bikes; 1:39:15
5. Bender, Thomas; Kinesis Morvelo Project; 1:39:27

Expert Men 19-29

1. Davis, Paul; Top Gear Bicycle Shop; 1:46:11
2. Davis, Andrew; Bountiful Bicycle p/b Threshold Sports; 1:47:19
3. Sampson, Hayden; Roosters/Bikers Edge; 1:49:36
4. Johnson, Anders; Ocef; 1:49:45
5. Jeske, Brock; [Utahmountainbiking.com](#); 1:56:15

Expert Men 30-39

1. Heal, Jeffrey; Wimmers; 1:45:38
2. Healy, Justin; Plan 7 Brightface; 1:50:40

Expert Men 40+

1. Cooke, Thomas; X-Men; 1:40:18
2. Stewart, Mitt; [UtahMountainBiking.com](#); 1:41:24
3. Croft, Jonas; Revolution Peak; 1:45:04
4. Vizmeg, Karl; 1:45:26
5. Sparks,Jason; 1:50:57

Pro Women

1. Garrard, Emma; Specialized Triathlon; 1:50:58
2. Sheridan, Meghan; [Utahmountainbiking.com](#); 1:55:22

Expert Women

1. Powers, Erika; Revolution/PeakFasteners; 2:04:04
2. Leger-Redel, Sienna; Summit Bike Club; 2:07:01
3. Howat, Laura; Ski Utah; 2:15:39
4. Guthrie, Ellen; Revolution/peak fasteners; 2:25:14

Single Speed

1. Ollett, Ben; Skull Candy; 1:57:04

Men 50+

1. Smith, Geno; [utahmountainbiking.com](#); 1:51:40

2. Bobby Bondurant; Mtn. Misfits; 0:05:33.82
3. Zimmerman, Paul; [Utahmountainbiking.com](#); 2:13:44

Sport Men 19-29

1. Chandler Harr; FADE Crew; 0:04:10.10
2. Cameron Kincaid; 0:04:29.56
3. Ethan Reynolds; Canfield Bros.; 0:04:32:55
4. Shayden Housley; Cannonball Racing; 0:04:34.08
5. Sam Casper; Team Buffalo; 0:04:38.25

Cat 2 Men 19-29

1. Chase Jackson; 0:04:28.79
2. Jed Peterson; 0:04:29.17
3. Trent Stallard; FADE Crew; 0:04:35.80
4. David Ralls; Team America; 0:05:13.73

Cat 2 Men 30-39

1. Isaac Legare; 0:04:32.05

Cat 2 Men 40-49

1. Matt Merton; 0:04:15.00
2. Sheridan Damuag; Laketown Bicycles; 0:04:27.30
3. George Rogers; 0:04:36.76
4. Quinn Winter; 0:04:53.47
5. Noal Crowther; 0:05:49.80

Jr Men 50+

1. Kent Woodfield; Bohemian Brewery; 0:04:56.60
2. George Triantafillou; [Go-Ride.com](#); 0:05:02.34

Cat 3 Men 12

1. Chris Prior, 0:05:18.74
2. Chaison Sisson; 0:10:31.72

Cat 3 Men 13-18

1. Connor Paller; Millcreek Bicycles; 0:04:39.81
2. Chase Harkleroad; Millcreek Bicycles/Sports Den; 0:04:40.73
3. Jared Garfield; 0:04:40.76
4. Jon Brimhall, 0:05:00.46
5. Jackson White; 0:05:03.01

Cat 3 Men 19-39

1. Jeremy Jones; 0:04:39.82
2. David Dickerson; 0:05:12.06
3. Chris Conder; 0:05:16.24
4. Darren Coles; 0:05:17.15
5. Cole Boyer; Terra 1; 0:06:08.55

Cat 3 Men 40+

1. Jason Wiggins; 0:05:41.45

Pro Men

1. Logan Binggeli; KHS Factory Racing; 0:03:29.72
2. Nic Hadley; [Go-Ride.com](#); 0:03:38.16
3. Cody Butler; [Go-Ride.com/Fly Racing](#); 0:03:51.26
4. Chris Hadley; [Go-Ride.com](#); 0:04:01.28
5. Thomas McCoy; June Lake Brewing; 0:04:17.02

Flyin' Brian Gravity Festival, Utah Gravity Series, Brian Head, UT, August 10-11, 2013

1. Demetri Triantafillou; Cannonball Racing/Yeti/Go-Ride.com; 0:20:09.44
2. Jaren Lockwood; Cannonball Racing; 0:21:41.61
3. Max Herran; Slim and Knobby's Bike Shop; 0:23:07.53
4. Robert Violano; Laketown Bicycles; 0:25:20.19
5. Jeremy Hottinger; Zion Cycles; 0:37:10.88

Cat 1 Men 13-18

1. Johnson, Angela; Bountiful Bicycles p/b Threshold; 0:46:30
2. Reynders, Sally; [UtahMountainBiking.com](#); 0:53:48

Beginner Women

1. Nafus, Katy; Utah Moutain Biking; 0:53:16
2. Fowles; 0:59:00

Jr Men 12-15

1. Peterson, Josh; KUHL; 0:37:16
2. Patten, Skylar; Ski Utah Marketstar; 0:38:26
3. Bingham, Bryn; DNA Cycling / Summit Bike Club; 0:38:47
4. Firth, Felix; 0:38:48
5. Yngsdal, Christian; OCEF; 0:44:24

Jr Women 12-15

Utah County Set to Connect Jordan River Parkway to Murdock Canal Trail

After a long year and a half process of meeting and proposals a right-of-way agreement has been reached between the Thanksgiving Point golf course and Utah County. The agreement is for the construction of a new 1.5 mile bike path in Lehi that will connect the Jordan River Parkway and the newly completed Murdock Canal trail, "the crown jewel of Utah county," says Jim Price with Mountainland Association of Governments. According to Mr. Price the biggest hold up came from the homeowners association of the neighborhood next to the 10th hole of the golf course. The HOA was concerned about the privacy and safety of the homeowners. All issues have now

been resolved. The design process for the trail is underway and will be completed this fall, with construction set to start in the spring.

The two million dollar project will take approximately three to four months to complete. Mr. Price indicated that funding for this project is coming from CMAQ and STIP. This trail will ultimately connect the Jordan River Parkway to the Provo River Trail and will complete Utah County's section of the Wasatch Loop.

With this project underway, Mr. Price and MAG's next venture will be the extension of the Draper trail on the east side of I-15 through the Point of the Mountain. This trail will make it possible for bikers to travel into Utah County on the east side of the freeway with out having to use the dangerous frontage road.

-Jesse Rindlesbach

SLCBAC Seeks Cyclists to Serve

The Salt Lake County Bicycle Advisory Committee is seeking interested volunteers to champion the cause of bicycle advocacy! There are two fulltime openings on the board as well as two alternate positions available. The committee (SLCBAC) meets on the first Wednesday of each month at the County Government complex, 2001 South State Street, Salt Lake City, Utah. Particular areas of need are representatives from the Kearns and Magna residences of the county. For more information and a link to the application form, visit the website at: www.bicycle.slco.org.

Bicycle Collective News September 2013

The Bicycle Collective is happy to announce its new classroom space is up and running, they have a few new programming developments to match. Free Earn-A-Bike kids classes will be enrolling 6 session courses through the fall and winter, and they will be teaching a frame building course beginning late September or early October.

The Bicycle Collective always welcomes volunteers during the day, fixing bikes for the youth classes, and at their Open Shops on Tuesday, Thursday and Saturday. Evening volunteers need only to be enthusiastic about bikes and willing to help newcomers choose potential steeds based on their riding preferences.

The Leonardo Center is currently exhibiting a piece by the Collective in their Green Revolution show. It's an excellent exhibit on resource efficiency - drop by and see it before mid October.

In upcoming events, the Collective will be screening a short film after Bike Party in Salt Lake City on Friday, September 13th in Reservoir Park at 8:00pm.

Another film, Rising From Ashes, will be screened 7:00 pm September 24th at the Main Library in a partnership between the Utah Film Center and the Bicycle Collective.

Finally, they are hosting an open house in the 2312 S. W. Temple shop on Friday, September 27th from 5:30 to 7:30, where they'll be unveiling some new women's specific programming expand and augment Women's Night and accepting a generous donation of \$5000 from the Bonneville Cycling Club.

-Davey Davis



Your membership helps foster government relationships, cycling education, and tracking infrastructure

ADVOCATE - EDUCATE - RIDE

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(801) 571-4480

Binghams' Cyclery
2317 N. Main
Sunset, UT 84015
(801) 825-8632

Binghams' Cyclery
187 W. Center
Provo, UT 84601
(801) 374-9890

Binghams' Cyclery
1895 Washington Blvd
Ogden, UT 84401
(801) 399-4981

Cottonwood Cyclery
2594 East Bengal Blvd.
Cottonwood Heights, UT 84121
(801) 942-1015

Highlander Bike Shop
3333 Highland Drive
Salt Lake City, UT 84106
(801) 487-3508

Masherz
1187 S. Redwood Road
Wood Cross, UT 84087
(801) 683-7556

Wild Rose
702 3rd Avenue
Salt Lake City, UT 84103
(801) 533-8671

Wimmer's Ultimate Bicycles
745 North Main
Logan, UT 84321
(435) 752-2326

IDAHO

Daves Bike Shop
341 West Broadway St.
Idaho Falls, ID 83402
208-529-6886

Mountain View Cycles
8933 N. Commerce Dr.
Hayden, ID 83835
208-762-9253

Peaked Sports
70 East Little Ave.
Driggs, ID 83422
208-354-2354

Meridian Cycles
830 N. Main St.
Meridian, ID 83642
208-884-1613

Rolling Hills Bikes
113 E. 6th St.
Moscow, ID 83843
208-882-6362

BICYCLE SHOP DIRECTORY

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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

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Ephraim, UT 84627
(435) 283-4644
pipedreamadventuresports.com

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Over the Edge Sports

76 E. 100 S.
Hurricane, UT 84737
(435) 635-5455
otesports.com

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Chile Pepper

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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

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Price, UT 84501
(435) 637-7676
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Bicycles Unlimited

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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
bikefixutah.com

High Knees Cycling

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

Red Rock Bicycle Co.

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

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Zion Cycles

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

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Joyride Bikes

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Logan, UT 84321
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joyridebikes.com

Sunrise Cyclery

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Logan, UT 84321
(435) 753-3294
sunrisecyclery.net

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Logan, UT 84321
(435) 752-2326
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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
dharma wheelscyclery.com

Jans Mountain Outfitters

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

Mountain Velo

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Park City, UT 84098
(435) 575-8356
mountainvelo.com

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(435) 654-2282
slimandknobbys.com

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(mid-mountain/Silver Lake)
Deer Valley, UT 84060
(435) 658-0680
steineriksen.com

White Pine Touring

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

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Altitude Cycle

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Vernal, UT 84078
(435) 781-2595
altitudecycle.com

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

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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

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

Millcreek Bicycles

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(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
bicycletransitcenter.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

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

Infinite Cycles

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Riverton, UT 84065
(801) 523-8268
infinitecycles.com

Lake Town Bicycles

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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

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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

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Lehi, UT 84043
(801) 768-8447
trailthis.com

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356 N 750 W, #D-11
American Fork, UT 84003
(801) 763-1222
trekAF.com

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Utah Trikes

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

Wild Child Cycles

36 W. Utah Ave
Payson, UT 84651
(801) 465-8881
wildchildcyclesutah.com

Provo/Orem/Springville

Bingham Cyclery

187 West Center Street
Provo, UT 84601
(801) 374-9890

ROAD RACING

Turkington and Charity Take Honors at Tour de Park City

By Ben Towery

The 2013 edition of the Tour de Park City, held on August 3, was full of heat and wind but rewarded all those who participated with grand vistas, international level competition and valuable UCA Premiere Series points. 608 riders tackled the classic long 157 mile course and shorter 100 and 50 mile courses.

The Tour de Park City has occupied an important place on the Utah cycling calendar as many riders use the long course as a tune up for LOTOJA but the event is clearly stepping into its own as many riders use it as their go-to event for the year. With three separate categories selling out, the popularity of TdePC is certainly growing and just as last year, the event drew international level pros competing for the \$4000 prize purse and beautiful trophies.

The competition was stiff with two separate 50 rider Cat 5 groups and a 75 rider Masters B (Cat 4/5 35+), but the women's categories also had their best turnouts in the history of the event.

In the women's Pro/1/2/3 race a solid group of riders broke away on the east to west climb of Bald Mountain Pass. The select group, which included Amy Charity (Vanderkitten), Anne Perry (DNA Cycling/Plan 7), Breanne Nalder (DNA Cycling/Plan 7), Shirley

Leydsman (Red Rock) and Melinda Mcfarlane (Harristone/Sun Valley Mortgage) made their move and stuck together on the fast and technical downhill into Kamas. Among this breakaway of five ladies were LOTOJA winners, state champions, national champions and card-carrying pro. They managed to stay away all the way to the final climbs to the finish. With just a few kilometers to go, Amy Charity began to separate herself from her competition and raced across the finish line in 7 hrs 56 mins 28 secs. Anne Perry was second just 4 seconds back with Breanne Nalder third another 16 seconds back. Shirley Leydsman and Melinda Mcfarlane rounded out the top 5. It wasn't until 15 minutes later that the next group finished.

In the men's Pro/1/2/3 race, after 7 hours of racing, it came down to a sprint finish between the top four riders. Cameron Hoffman (Intermountain Live Well), Ricky Bangerter (Intermountain Live Well) Chase Pinkham (Jamis/Hagens Berman), Cortlan Brown (Astellas Oncology) and Bonn Turkington (Canyon Bicycles-Shimano) disposed of the peloton on the long climb to the 10,750' summit of Bald Mountain Pass. The Intermountain Live Well duo of Hoffman and Bangerter did what to could to stay on top of things but at the final 2k to go, Hoffman was left fend for himself with Pinkham, Brown and

Turkington. The TdePC course finishes with one last steep climb with 1k to go and then is downhill and flat ove the last 500 meters. At the top of the last steep climb, Hoffman, Pinkham, Brown and Turkington were neck and neck. Hoffman made the first move into the stiff wind with about 200 meters to go. It was Turkington however who was best shielded from the breeze and was able to come around all 3 of his rivals and cross the finish line first. Brown took second and Pinkham was third in the photo finish. Hoffman was right there finishing .2 seconds back with his teammate Bangerter coming in 2 minutes behind in fifth.

The elite categories weren't the only ones with photo finishes. The Masters Men 35+ also came down to a three-way sprint with Justin Wilson (Revolution Café Rio) just beating out Ira Sorensen (Infinite Cycles) and Louis Amelburu (Microseal Racing Team). The Masters B race came down to the final meters as well with Jon Rose (Adobe) just inching out a win over Mckay Robinson (Infinite Cycles) at the line.

With so much wind and almost 9,000 feet of climbing, several riders indicated this was the hardest race they've ever done. Some estimated they faced a headwind nearly 80% of the race. It wasn't just wind that riders had to contend with however. Chalk Creek Road has seen its share of unruly residents in the past. Last



Top: Race Winner Amy Charity takes a pull in the break. Below TOSH riders on the front over Bald Mountain Pass. Photos: Chris See, fredmarx.photoshelter.com

year they fired bottle rockets at the riders and this year was no different with 3 residents heckling riders and even pulling their trucks out in front of riders.

This year's race was filled with other great stories as riders continue

to put TdePC on their must do list each year. The prestige of just finishing such an epic adventure looms large for many riders who come from all over the country to leave their mark on the high roads of Northern Utah and Southern Wyoming.

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TOUR OF UTAH***Tour of Utah Photo Gallery - A Few of Our Favorite Shots!***

Left: Ryder Hesjedal leads the pack down Cedar Canyon. Photo: Dave Richards daverphoto.com

Right: The peloton is strung out near Northern Utah Redrock near Echo, Utah, Stage 5 by Cathy Fegan-Kim, cottonsoxphotography.com.

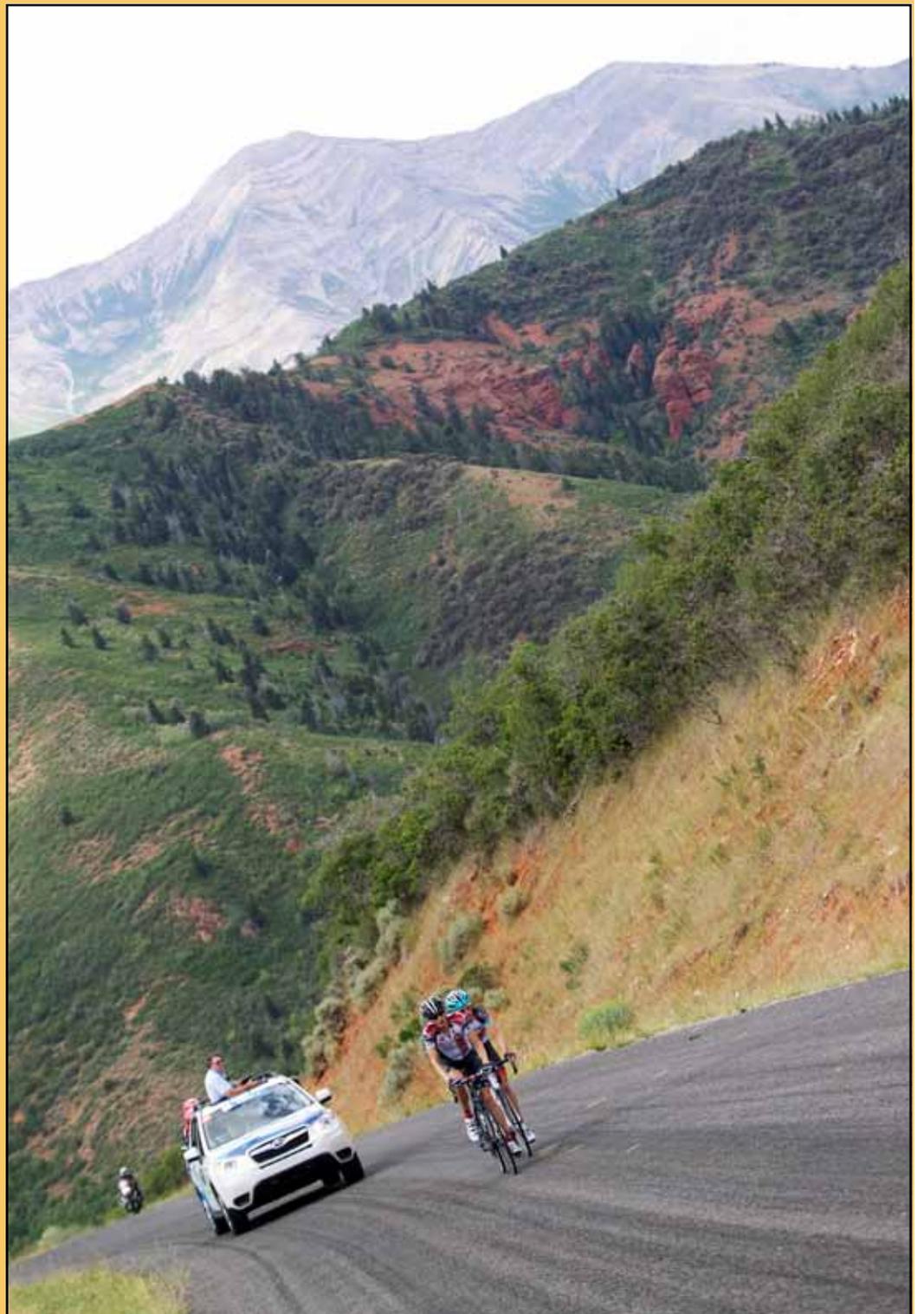




Above: The peloton riding through Red Canyon on the way to Bryce Canyon in Stage 2. Photo: Cathy Fegan-Kim, cottonsoxphotography.com

Below: Jens Voigt may have a new job after he retires (if he retires) from bike racing. Photo: Cathy Fegan-Kim, cottonsoxphotography.com

Right: Ben King and Carter Jones climbing Mt. Nebo. They would be caught by stage winner Lachlan Morton. Photo: Cathy Fegan-Kim, cottonsoxphotography.com



Tour of Utah from page 3

The US Pro Cycling Challenge was held a week after the Tour of Utah and the new Tour of Alberta wrapped up in early September – providing three stage races featuring World Tour teams within a month's time.

Stage 1 – Brian Head to Cedar City

BMC Racing Team's Greg Van Avermaet (Belgium) launched himself with little less than a kilometer to go landed atop the Larry H. Miller Tour of Utah podium as the race's overall leader. Van Avermaet's attack on the final lap in Cedar City caught the peloton off guard as he powered away from the field to not only capture a solo victory in Stage One presented by Zions Bank, but also take the Larry H. Miller Dealerships leader's jersey.

Orica GREENEDGE's Michael Matthews (Australia) and Hincapie

Kenda; 4:11:00
10. LOUDER Jeffrey; UnitedHealthCare Pro Cycling; 4:11:00
49. ZABRISKIE David; Team Garmin Sharp; 4:11:00
61. O'LEARY Connor; Bontrager Cycling Team; 4:11:00
67. WREN Tyler; Jamis-Hagens Berman; 4:11:00
78. DRISCOLL, James; Jamis-Hagens Berman; 4:11:00
92. PUTT Tanner; Bontrager Cycling Team; 4:11:00

Stage 2 – Panguitch to Torrey

After 131 miles of racing in Stage Two of the Larry H. Miller Tour of Utah, one bike length was the only advantage Orica-GreenEDGE's Michael Matthews needed to win Stage Two presented by Utah Office of Tourism. Finishing in a little over 5 hours and 17 minutes, the Australian sprinter slipped into the Larry H. Miller Leader's yellow jersey in the process.

Matthews survived the longest day of the Tour of Utah and out-



Top Right: Greg Van Avermaet won the opening stage with a fantastic last kilometer attack. Photo: Cathy Fegan-Kim, cottonsoxphotography.com.

Above: Two riders look back to gauge the peloton's location. Stage 5. Photo: Cathy Fegan-Kim, cottonsoxphotography.com.

Sportswear Development Team's Tyler Magner (USA) rounded out the podium for Stage One presented by Zions Bank.

Christopher Jones (USA) and Michael Torckler (New Zealand) attacked early in the stage that started in Brian Head and spent most of the day off the front in a two-man breakaway. They built a lead that grew to nearly 10 minutes, before being caught with just a few miles to go in the 112-mile stage. Attacks flew at the front of the pack to the pleasure of an enthusiastic crowd lining the roads of the finishing circuit in Cedar City, known as Festival City.

Stage 1

1. VAN AVERMAET Greg; BMC Racing Team; 4:11:00
2. MATTHEWS Michael; Orica GreenEdge; 4:11:00
3. MAGNER Tyler; Hincapie Sportswear Development; 4:11:00
4. YOUNG Eric; Optum p/b Kelly Benefit Strategies; 4:11:00
5. REIJNEN Kiel; UnitedHealthCare Pro Cycling; 4:11:00
6. LEWIS Joseph; Hincapie Sportswear Development; 4:11:00
7. STUYVEN Jasper; Bontrager Cycling Team; 4:11:00
8. BALDWIN Christopher; Bissell Pro Cycling; 4:11:00
9. RODRIGUEZ Fred; Jelly Belly p/b

sprinted BMC Racing Team's Greg Van Avermaet (Belgium) in the shadows of Capitol Reef National Park. Matthews took full advantage of the time bonus given to the stage winner and to obtain a one-second advantage for the General Classification lead. Bontrager Cycling Team's Jasper Stuyven finished third on the stage.

"It's definitely been a long process this year, I haven't had a win yet, I've had lots of seconds," Matthews said at the post-race press conference in Torrey. "It was really a goal for me to come into this Tour with good form and hopefully keep building up through it."

Martin Wesemann (South Africa) of MTN Qhubeka and Michael Hepburn (Australia) of Orica-GreenEDGE were allowed to escape from the peloton early after the start in Panguitch. The two built a sizable lead of nearly eight minutes, before beginning a relentless ascent of Boulder Mountain. "It's impossible not to notice the mountain and the scenery, it's amazing," noted Wesemann.

Andrz Flaksis (Latvia) of Bontrager Cycling Team attacked at the summit of Boulder Mountain for the Ski Utah King of the Mountain points. Team Garmin-Sharp's Dave

Zabriskie (USA) attacked with three kilometers to go but the Utah native and crowd favorite was caught with 1,000 meters to go. From there, the teams lined up their sprint trains and set the stage for the exciting finish in Torrey.

Stage 2

Results

1. MATTHEWS Michael; Orica GreenEdge; 5:17:56
2. VAN AVERMAET Greg; BMC Racing Team; 5:17:56
3. STUYVEN Jasper; Bontrager Cycling Team; 5:17:56
4. KOCH Michel; Cannondale Pro Cycling; 5:17:56
5. REIJNEN Kiel; UnitedHealthCare Pro Cycling; 5:17:56
6. MAGNER Tyler; Hincapie Sportswear Development; 5:17:56
7. BAZZANA Alessandro; UnitedHealthCare Pro Cycling; 5:17:56
8. BEYER Chad; Champion System Pro Cycling; 5:17:56
9. TVETCOV Serghei; Jelly Belly p/b Kenda; 5:17:56
10. ACEVEDO CALLE Janier Alexis; Jamis-Hagens Berman; 5:17:56
40. LOUDER Jeffrey; UnitedHealthCare Pro Cycling; 5:17:56
47. O'LEARY Connor; Bontrager Cycling Team; 5:17:56
59. WREN Tyler; Jamis-Hagens Berman; 5:17:56
67. PUTT Tanner; Bontrager Cycling Team; 5:17:56

68. ZABRISKIE David; Team Garmin Sharp; 5:18:32
72. DRISCOLL, James; Jamis-Hagens Berman; 5:18:57

Overall

1. MATTHEWS Michael; Orica GreenEdge; 9:28:39
2. VAN AVERMAET Greg; BMC Racing Team; 9:28:40
3. JONES Christopher; UnitedHealthCare Pro Cycling; 9:28:50
4. MAGNER Tyler; Hincapie Sportswear Development; 9:28:52
5. STUYVEN Jasper; Bontrager Cycling Team; 9:28:52
6. JENKINS Max; 5-Hour Energy p/b Kenda Racing; 9:28:55
7. MACHADO Tiago; RadioShack Leopard Trek; 9:28:55
8. REIJNEN Kiel; UnitedHealthCare Pro Cycling; 9:28:56
9. KOCH Michel; Cannondale Pro Cycling; 9:28:56
10. BEYER Chad; Champion System Pro Cycling; 9:28:56
19. LOUDER Jeffrey; UnitedHealthCare Pro Cycling; 9:28:56
52. O'LEARY Connor; Bontrager Cycling Team; 9:28:56
58. WREN Tyler; Jamis-Hagens Berman; 9:28:56
63. PUTT Tanner; Bontrager Cycling Team; 9:28:56
68. ZABRISKIE David; Team Garmin Sharp; 9:29:32
71. DRISCOLL, James; Jamis-Hagens Berman; 9:29:57

Stage 3 – Richfield to Payson

A valiant solo attack by Lachlan Morton (Australia) of Team Garmin-Sharp lasted nearly 25 miles from the slopes of Mount Nebo for a thrilling win on Stage Three presented by iON Camera today at the Larry H. Miller Tour of Utah. The victory put the 21-year-old in the Larry H. Miller Dealerships overall leader's jersey.

Morton soloed away from a large chase group on the ascent of Mount Nebo, the highest and southernmost peak in the Wasatch Range and part of the Uinta-Wasatch-Cache National Forest. He tracked down a two-man breakaway just before the summit. Morton held off a hard-charging chase group down Payson Canyon to take control of the race in front of enthusiastic crowds in Payson. He crossed the finish line 34 seconds ahead of BMC Racing Team's Greg Van Avermaet (Belgium), who won the sprint for second place. UnitedHealthcare's Lucas Euser (USA) finished third.

"When you have an opportunity like that, you take it. I just put my head down and went as hard as I could," Morton said of his attack up Mount Nebo. "I was just trying to get a win. The yellow jersey is a nice bonus, but we still have a lot

of cards to play on our team. It puts me in a nice position and it puts the other guys in a nice position too; it's an ideal scenario for us."

The win gave Morton a 22-second General Classification (G.C.) lead over Van Avermaet. Euser now cracks the Top 10 and sits in third overall, 40 seconds back. The G.C. shuffled at the top of the standings, RADIOSHACK LEOPARD TREK's Tiago Machado (Portugal) sits in fourth place at 43 seconds back, and a total of 14 riders are less than one minute from the yellow jersey.

This was the first time since 2010 that Mount Nebo has been part of Tour of Utah. The 11,928-foot peak sits inside the Uinta-Wasatch-Cache National Forest. Stage 3's route had the peloton summit the roadway at 9,300 feet, then descend 22 miles into Payson.

"This is an incredible race. We're honored to host it and have the opportunity to have this level of riders going across the national forest and it's an incredible opportunity to show off the recreational areas that kind of drive through the mountain and the spectacular scenery that exists along this course," said the U.S. Forest Service's Dave Whittekiend, Forest Supervisor.

Stage 3

Results

1. MORTON Lachlan David; Team Garmin Sharp; 4:20:21
2. AVERMAET Greg; BMC Racing Team; 4:20:55
3. EUSER Lucas; UnitedHealthCare Pro Cycling; 4:20:55
4. BENNETT George; RadioShack Leopard Trek; 4:20:55
5. ACEVEDO CALLE Janier Alexis; Jamis-Hagens Berman; 4:20:55
6. OBANDO BRENES Gregory; Champion System Pro Cycling; 4:20:55
7. HORNER Christopher; RadioShack Leopard Trek; 4:20:55
8. DEIGNAN Philip; UnitedHealthCare Pro Cycling; 4:20:55
9. MACHADO Tiago; RadioShack Leopard Trek; 4:20:55
10. BUSCHE Matthew; RadioShack Leopard Trek; 4:20:55
29. WREN Tyler; Jamis-Hagens Berman; 4:23:45
31. LOUDER Jeffrey; UnitedHealthCare Pro Cycling; 4:23:45
55. O'LEARY Connor; Bontrager Cycling Team; 4:33:39
69. PUTT Tanner; Bontrager Cycling Team; 4:33:39
90. ZABRISKIE David; Team Garmin Sharp; 4:36:40
109. DRISCOLL, James; Jamis-Hagens Berman; 4:41:19

Overall

1. MORTON Lachlan David; Team Garmin Sharp; 13:49:07



Left: Chase group on the climb up Mt. Nebo. Photo: Dave Richards daverphoto.com



Right: Carter Jones (left) and Ben King on the climb to Mt. Nebo. Photo: Steven Sheffield

- 2. VAN AVERMAET Greg; BMC Racing Team; 13:49:29
- 3. EUSER Lucas; UnitedHealthCare Pro Cycling; 13:49:47
- 4. MACHADO Tiago; RadioShack Leopard Trek; 13:49:50
- 5. OBANDO BRENES Gregory; Champion System Pro Cycling; 13:49:51
- 6. SCHAER Michael; BMC Racing Team; 13:49:51
- 7. HORNER Christopher; RadioShack Leopard Trek; 13:49:51
- 8. KING Benjamin; RadioShack Leopard Trek; 13:49:51
- 9. JONES Carter; Bissell Pro Cycling; 13:49:51
- 10. DAY Benjamin; UnitedHealthCare Pro Cycling; 13:49:51
- 27. LOUDER Jeffry; UnitedHealthCare Pro Cycling; 13:52:41
- 31. WREN Tyler; Jamis-Hagens Berman; 13:52:41
- 59. O'LEARY Connor; Bontrager Cycling Team; 14:02:35
- 63. PUTT Tanner; Bontrager Cycling Team; 14:02:35
- 69. ZABRISKIE David; Team Garmin Sharp; 14:06:12
- 88. DRISCOLL, James; Jamis-Hagens Berman; 14:11:16

Stage 4 – Salt Lake City Circuit Race

A fast and furious circuit race beside the Utah State Capitol saw Orica GreenEDGE's Michael Matthews (Australia) surge to a convincing win at the Larry H. Miller Tour of Utah. Matthews captured his second stage win of the six-day Tour of Utah at Stage Four presented by University of Utah Health Care.

Matthews flew up the final climb on State Street and with 50 meters to go passed BMC Racing Team's Greg Van Avermaet (Belgium), who finished second on the stage for a third day in a row. Third at the line was Jasper Stuyven (Belgium) of the Bontrager Cycling Team.

Team Garmin-Sharp's Lachlan Morton (Australia) finished safely in the bunch to retain his Larry H. Miller Dealership's overall leader jersey. He has a 26-second lead over Van Avermaet.

"We pretty much had to commit from the start because nobody else was going to help us," Matthews said of his strategy to win the stage. "Our goal was to make sure I was in the best position into the climb (on State Street), which was on Greg's wheel... because he was obviously

the favorite on today's stage."

Morton and his Garmin-Sharp team rode a competitive but safe race, trying to avoid crashes and losing time to BMC's Van Avermaet. "It was unreal," Morton said of riding as the race leader. "To have (the team) riding for me on the front is like a dream. They're so experienced that it makes what's supposed to be a stressful job for me sort of easy."

Huge crowds turned out for the 34-mile Stage Four, using a 6.8-mile circuit through the downtown Avenues community. This was the first time in two years a stage of the Tour of Utah has been held late in the afternoon; two years ago a late-day time trial was held at Miller Motorsports Park.

The Friday night affair featured an early break of five riders including RadioShack Leopard Trek's Jens Voigt, who dangled off the front for a couple of laps. Champion System's Pro Cycling's Craig Lewis (USA) broke from the group and attacked on the final lap. He was caught on the final climb to the Utah State Capitol.

With little change in the overall standings, Morton retained the G.C. leader's jersey.

Stage 4 Results

- 1. MATTHEWS Michael; Orica GreenEdge; 1:10:17
- 2. VAN AVERMAET Greg; BMC Racing Team; 1:10:17
- 3. STUYVEN Jasper; Bontrager Cycling Team; 1:10:17
- 4. BAZZANA Alessandro; UnitedHealthCare Pro Cycling; 1:10:17
- 5. ANTHONY Jesse; Optum p/b Kelly Benefit Strategies; 1:10:17
- 6. REIJNEN Kiel; UnitedHealthCare Pro Cycling; 1:10:17
- 7. OBANDO BRENES Gregory; Champion System Pro Cycling; 1:10:17
- 8. ACEVEDO CALLE Janier Alexis; Jamis-Hagens Berman; 1:10:17
- 9. HESJEDAL Ryder; Team Garmin Sharp; 1:10:17
- 10. MORTON Lachlan David; Team Garmin Sharp; 1:10:17
- 24. PUTT Tanner; Bontrager Cycling Team; 1:10:17
- 41. WREN Tyler; Jamis-Hagens Berman; 1:10:38
- 46. LOUDER Jeffry; UnitedHealthCare Pro Cycling; 1:10:46
- 48. DRISCOLL, James; Jamis-Hagens Berman; 1:10:48
- 54. O'LEARY Connor; Bontrager Cycling Team; 1:10:57

- 98. ZABRISKIE David; Team Garmin Sharp; 1:12:12

Overall

- 1. MORTON Lachlan David; Team Garmin Sharp; 14:59:24
- 2. VAN AVERMAET Greg; BMC Racing Team; 14:59:50
- 3. EUSER Lucas; UnitedHealthCare Pro Cycling; 15:00:04
- 4. MACHADO Tiago; RadioShack Leopard Trek; 15:00:07
- 5. OBANDO BRENES Gregory; Champion System Pro Cycling; 15:00:08
- 6. HORNER Christopher; RadioShack Leopard Trek; 15:00:08
- 7. KING Benjamin; RadioShack Leopard Trek; 15:00:08
- 8. DAY Benjamin; UnitedHealthCare Pro Cycling; 15:00:08
- 9. BUSCHE Matthew; RadioShack Leopard Trek; 15:00:08
- 10. STETINA Peter; Team Garmin Sharp; 15:00:08
- 29. WREN Tyler; Jamis-Hagens Berman; 15:03:19
- 30. LOUDER Jeffry; UnitedHealthCare Pro Cycling; 15:03:27
- 51. PUTT Tanner; Bontrager Cycling Team; 15:12:52
- 57. O'LEARY Connor; Bontrager Cycling Team; 15:13:32
- 72. ZABRISKIE David; Team Garmin Sharp; 15:18:24
- 80. DRISCOLL, James; Jamis-Hagens Berman; 15:22:04

Stage 5 – Snowbasin to Snowbird

American veterans Chris Horner (RADIOSHACK LEOPARD TREK) and Tom Danielson (Team Garmin-Sharp) attacked on the final and signature climb of the 113.5-mile stage and gave crowds a thrilling two-man sprint for the finish of Larry H. Miller Tour of Utah's Stage Five presented by Utah Sports Commission. Horner surged around Danielson for the win, and in the process Horner leaped to the top of the overall standings and into the Larry H. Miller Dealerships overall leader's yellow jersey.

BMC Racing Team's Yannick Eijssen (Belgium) was in the early breakaway and was the first rider to attack up Little Cottonwood Canyon. Horner and Danielson caught him with four kilometers to the finish on Tanners Flat, one of the steepest sections of the final 7.1-mile ascent to Snowbird Ski and Summer Resort. Horner paced behind Danielson until the decisive sprint. Eijssen held on for third place on the stage.

Horner and Danielson were tied

in overall time after five days of racing, but Horner's stage victory earned him the top spot on General Classification. The previous overall leader, Garmin-Sharp's Lachlan Morton (Australia), was with the new leader heading into the final climb up Little Cottonwood Canyon but was dropped amid a series of attacks from a variety of racers and faded off the back, finishing 4:05 behind Horner.

"I hope we put on a good show. I hope the fans at home really enjoyed what they watched, because it was some of the best bike racing I've seen all year," Horner stated about the four hour and 52 minute showdown from Snowbasin Resort to Snowbird Ski and Summer Resort. "Here in Utah, we put on a show today for the fans and I know you guys got your money's worth and your time's worth and your energies' worth."

The Larry H. Miller Tour of Utah's "Queen Stage" is traditionally the hardest day of racing with the most climbing of the race. The 2013 stage route is different than in years past, with a new climb over Guardsman's Pass, the highest climb of the race since the opening Stage One start at Brian Head. After a long descent of Big Cottonwood Canyon, the route took the familiar Hors Categoric (HC) Little Cottonwood Canyon to Snowbird Ski and Summer Resort.

"It was a blast for me to race with Chris Horner," said Danielson, a former teammate with Horner in 2003 on the Saturn racing team. "I would have liked to win the stage and drop him but there's no way that you're going to drop him in that percent with a headwind and as strong as he is but I enjoyed it and it was a really nice day."

Bissell Pro Cycling's Michael Torckler was part of an early breakaway and picked up enough points to hold onto his Ski Utah King of the Mountain jersey for another day. The XO Communications sprint leader's jersey still belongs to BMC Racing Team's Greg Van Avermaet (Belgium). Morton, despite losing the overall lead today, retains his advantage in the Subaru Best Young Rider competition. Eijssen was

awarded the Vivint Most Aggressive rider jersey.

Horner's win set up an epic final day for the Tour of Utah with powerhouse pro teams RADIOSHACK LEOPARD TREK and Team Garmin-Sharp keeping each other in check, while preventing any other teams from playing spoiler.

Stage 5 Results

- 1. HORNER Christopher; RadioShack Leopard Trek; 4:52:45
- 2. DANIELSON Thomas; Team Garmin Sharp; 4:52:45
- 3. EIJSSEN Yannick; BMC Racing Team; 4:53:16
- 4. BENNETT George; RadioShack Leopard Trek; 4:53:22
- 5. EUSER Lucas; UnitedHealthCare Pro Cycling; 4:53:22
- 6. BUSCHE Matthew; RadioShack Leopard Trek; 4:53:22
- 7. DEIGNAN Philip; UnitedHealthCare Pro Cycling; 4:53:43
- 8. ACEVEDO CALLE Janier Alexis; Jamis-Hagens Berman; 4:53:53
- 9. MANCIBO PEREZ Francisco; 5-Hour Energy p/b Kenda Racing; 4:53:59
- 10. SCHAER Michael; BMC Racing Team; 4:54:16
- 25. WREN Tyler; Jamis-Hagens Berman; 5:00:18
- 26. LOUDER Jeffry; UnitedHealthCare Pro Cycling; 5:00:18
- 28. DRISCOLL, James; Jamis-Hagens Berman; 5:00:18
- 55. O'LEARY Connor; Bontrager Cycling Team; 5:08:32
- 65. PUTT Tanner; Bontrager Cycling Team; 5:08:32
- 93. ZABRISKIE David; Team Garmin Sharp; 5:16:36

Overall

- 1. HORNER Christopher; RadioShack Leopard Trek; 19:52:53
- 2. DANIELSON Thomas; Team Garmin Sharp; 19:52:53
- 3. EUSER Lucas; UnitedHealthCare Pro Cycling; 19:53:26
- 4. BUSCHE Matthew; RadioShack

Continued on page 24

TOUR OF UTAH***Tour of Utah Photo Gallery - A Few of Our Favorite Shots!***

Above: The peloton rolls by Rockport Reservoir on stage 5. Photo: Jason Porter, jasonporterphoto.com

Below left: The peloton descends near East Canyon Reservoir. Photo: Jason Porter, jasonporterphoto.com

Below right: Bike racing at the Utah State Capitol. Photo: Dave Iltis





Above: The peloton outside Francis, Utah on Stage 6. Photo: Steven Sheffield.

Right: The Salt Lake City Circuit Race. Photo: Dave Iltis

Below: It's all a blur as riders pass by old farmhouse outside of Henefer, Utah. Photo: Dave Richards, daverphoto.com



Tour of Utah from page 21

- Leopard Trek; 19:53:30
- 5. BENNETT George; RadioShack Leopard Trek; 19:53:30
- 6. DEIGNAN Philip; UnitedHealthCare Pro Cycling; 19:53:51
- 7. MACHADO Tiago; RadioShack



Above: Michael Matthews, Orica-GreenEdge, celebrates his win in the Salt Lake City Circuit Race. Photo: Dave Iltis.

Right: Garmin Sharp controls the race in support of then yellow jersey holder Lachlan Morton. Photo: Jason Porter, jasonporterphoto.com

Below right: The huge crowd at Tanner's Flat cheers on a group of riders. Photo: Dave Iltis

- Leopard Trek; 19:54:34
- 8. SCHAER Michael; BMC Racing Team; 19:54:35
- 9. ACEVEDO CALLE Janier Alexis; Jamis-Hagens Berman; 19:54:36
- 10. BUTLER Chris; Champion System Pro Cycling; 19:54:53
- 21. WREN Tyler; Jamis-Hagens Berman; 20:03:37
- 22. LOUDER Jeffrey; UnitedHealthCare Pro Cycling; 20:03:45
- 56. PUTT Tanner; Bontrager Cycling Team; 20:21:24
- 58. O'LEARY Connor; Bontrager Cycling Team; 20:22:04
- 59. DRISCOLL, James; Jamis-Hagens Berman; 20:22:22
- 78. ZABRISKIE David; Team Garmin Sharp; 20:35:00

Stage 6 – Park City to Park City
Tom Danielson (USA) of Team Garmin-Sharp attacked on the Empire Pass climb, bolting away from General Classification leader Chris Horner (USA) of RADIOSHACK

LEOPARD TREK to clinch the overall win at the 2013 Larry H. Miller Tour of Utah. Danielson entered the final day of the six-day UCI 2.1-rated stage race tied with Horner, who crossed the finish line one minute and 39 seconds behind his former teammate to place second overall at

were caught by Jamis-Sutter Home's Janier Acevedo (Colombia), who was travelling at 113 kmh! Mancebo, the 2009 Tour of Utah champion, crossed the finish line just ahead of Acevedo. With his second place finish on the stage, Acevedo vaulted himself onto the podium for third overall on G.C.

Historic Park City saw a huge turnout of spectators lining Main Street for the start of the final stage. Crowds continued to grow all day while the peloton crested the Wolf Creek Ranch and Empire Pass summits and finished just before 4 p.m. mountain time, having conquered 7,633 feet of vertical gain. Of the 122 professional cyclists that began the week in Brian Head on August 6, 91 completed the 586-mile stage race today.

Orica-GreenEDGE's Michael Matthews (Australia), who won two stages this week, was part of the early breakaway. He took both field sprints in Kamas and Midway and took ownership of the XO Communications Sprint leader's jersey.

The Subaru Best Young Rider jersey was won by Garmin-Sharp's Lachlan Morton (Australia). Bissell Cycling Team's Michael Torckler (New Zealand) retained the Ski Utah King of the Mountain jersey. Mancebo, who was a part of just about every breakaway in the race, was awarded the Vivint Most Aggressive Rider jersey following his Stage Six victory. RADIOSHACK LEOPARD TREK had four riders finish 11th or better on G.C. and was recognized as the best team after the six days of racing.

- Stage 6 Results
1. MANCEBO PEREZ Francisco; 5-Hour Energy p/b Kenda Racing; 3:12:52
 2. ACEVEDO CALLE Janier Alexis; Jamis-Hagens Berman; 3:12:52
 3. DANIELSON Thomas; Team Garmin Sharp; 3:12:56
 4. EUSER Lucas; UnitedHealthCare Pro Cycling; 3:14:21
 5. BUSCHE Matthew; RadioShack Leopard Trek; 3:14:21
 6. SCHAER Michael; BMC Racing Team; 3:14:21
 7. DEIGNAN Philip; UnitedHealthCare Pro Cycling; 3:14:21
 8. HORNER Christopher; RadioShack Leopard Trek; 3:14:21
 9. JONES Carter; Bissell Pro Cycling;

the Tour of Utah. "I owed it to myself to try to be that person that I want to be, and just take the bulls by the horn and do it," Danielson said about his race tactics today when he finished third on Stage Six presented by VLCM and Barracuda Networks. "I'm really proud, I dedicate that win to my teammates who have basically stuck with me the last years, tried to help me do that many times and I didn't do it, so I'm very happy to finally do it."

Francisco Mancebo (Spain) of 5-hour ENERGY presented by Kenda Racing Team attacked multiple times on the 78-mile stage and won Stage Six presented by VLCM and Barracuda Networks in Park City. While Danielson summited Empire Pass first, Mancebo caught him on the descent. The two rode together, reaching speeds of 103 kmh until the end of the descent when they



- 3:14:21
- 10. STUYVEN Jasper; Bontrager Cycling Team; 3:14:31
- 27. LOUDER Jeffrey; UnitedHealthCare Pro Cycling; 3:18:40
- 39. WREN Tyler; Jamis-Hagens Berman; 3:20:19
- 45. PUTT Tanner; Bontrager Cycling Team; 3:20:38
- 48. ZABRISKIE David; Team Garmin Sharp; 3:21:07
- 68. O'LEARY Connor; Bontrager Cycling Team; 3:26:41
- 75. DRISCOLL, James; Jamis-Hagens Berman; 3:27:15

- Final Overall
1. DANIELSON Thomas; Team Garmin Sharp; 23:05:45
 2. HORNER Christopher; RadioShack Leopard Trek; 23:07:14
 3. ACEVEDO CALLE Janier Alexis; Jamis-Hagens Berman; 23:07:22
 4. EUSER Lucas; UnitedHealthCare Pro Cycling; 23:07:47
 5. BUSCHE Matthew; RadioShack Leopard Trek; 23:07:51
 6. DEIGNAN Philip; UnitedHealthCare Pro Cycling; 23:08:12
 7. SCHAER Michael; BMC Racing Team; 23:08:56
 8. JONES Carter; Bissell Pro Cycling; 23:09:34
 9. MANCEBO PEREZ Francisco; 5-Hour Energy p/b Kenda Racing; 23:09:35
 10. MACHADO Tiago; RadioShack Leopard Trek; 23:09:35
 21. LOUDER Jeffrey; UnitedHealthCare Pro Cycling; 23:22:25
 24. WREN Tyler; Jamis-Hagens Berman; 23:23:56
 49. PUTT Tanner; Bontrager Cycling Team; 23:42:02
 58. O'LEARY Connor; Bontrager Cycling Team; 23:48:45
 59. DRISCOLL, James; Jamis-Hagens Berman; 23:49:37

- 66. ZABRISKIE David; Team Garmin Sharp; 23:56:07
- Final Jersey Leaders
- Subaru Best Young Rider Competition
1. MORTON Lachlan David; Team Garmin Sharp; 23:12:25
 2. MANNION Gavin; Bontrager Cycling Team; 23:15:38
 3. GRMAY Tsgabu Gebremaryam; MTN-Qhubeka; 23:27:57
 4. LEMUS DAVILA Luis Enrique; Jelly Belly p/b Kenda; 23:30:58
 5. FLAKSIS Andzs; Bontrager Cycling Team; 23:37:53
- XO Communications Sprint Competition
1. MATTHEWS Michael; Orica GreenEdge; 53
 2. VAN AVERMAET Greg; BMC Racing Team; 46
 3. REIJNEN Kiel; UnitedHealthCare Pro Cycling; 30
 4. STUYVEN Jasper; Bontrager Cycling Team; 25
 5. ACEVEDO CALLE Janier Alexis; Jamis-Hagens Berman; 22
- Ski Utah Climbers Competition
1. TORCKLER Michael; Bissell Pro Cycling; 40
 2. DANIELSON Thomas; Team Garmin Sharp; 33
 3. MANCEBO PEREZ Francisco; 5-Hour Energy p/b Kenda Racing; 20
 4. HORNER Christopher; RadioShack Leopard Trek; 19
 5. WREN Tyler; Jamis-Hagens Berman; 19
- Teams
1. RadioShack Leopard Trek; 69:23:36
 2. UnitedHealthCare Pro Cycling; 69:28:26
 3. BMC Racing Team; 69:36:03
 4. Team Garmin Sharp; 69:40:10
 5. Jamis-Hagens Berman; 69:49:23



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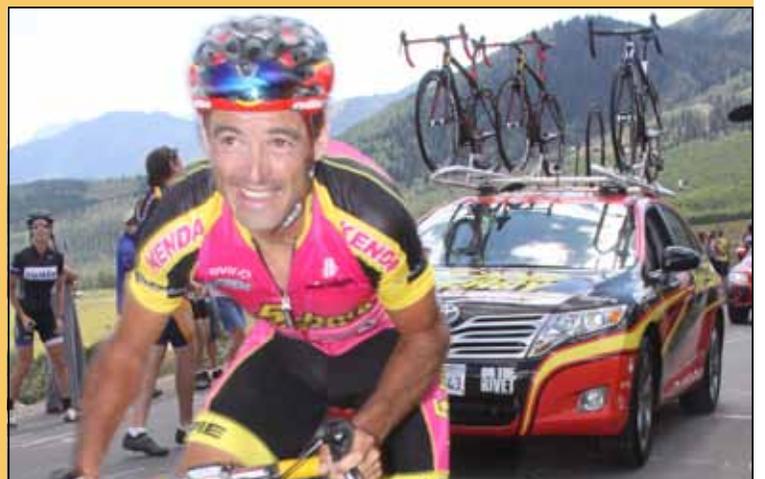


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Above: Tom Danielson leads Chris Horner and Yannick Eijssen just above Tanner's Flat in Little Cottonwood Canyon in stage 5. Photo: Dave Iltis.
 Top Right: Danielson and Horner navigate through the crowds at Tanners' Flat. Photo: Photo: Cathy Fegan-Kim, cottonsoxphotography.com
 Right: Horner takes the win in stage 5 following perfect team tactics. Photo: Steven Sheffield.
 Below right: Paco Mancebo in full chase of Danielson at the summit of Empire Pass. Mancebo caught Danielson on the descent and went on to win the stage. Photo: Dave Iltis.
 Below: Gilly passing out bucks to the riders on Empire Pass. Photo: Dave Iltis
 Bottom left: The summit of Empire Pass had a hundreds of people cheering on the riders. Photo: Dave Iltis.
 Bottom right: The view from Empire Pass. Photo: Dave Iltis



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 City Mayor's Bicycle Advisory Committee (MBAC) — Salt Lake City, UT, Meetings are on the hiatus. Send an email to join the listserv., Dave Iltis, 801-328-2066, dave@cyclingutah.com, Julian Tippetts, 801-535-7704, Julian.Tippetts@slcgov.com, bikeslc.com

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

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 econom-

ic vitality and quality of life., Mark Bedel, 801-393-2304, wp@weberpathways.org, Rod Kramer, 801-393-2304, rod@weberpathways.org, weberpathways.org

Davis Bicycle Advisory and Advocacy Committee — Farmington, UT, Not Currently meeting. Organizers needed., davisbike.org

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

Park City Alternative Transportation Committee — Park City, UT, Normally meets the second Wed. of the month, location TBD, Michael Watson, redtail@sina.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

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

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

Events, Swaps, Lectures

Salt Lake Critical Mass — Salt Lake City, UT, Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S.

between State and Main in SLC., None, noemail@cyclingutah.com, slccriticalmass.org

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/189631497724953/

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

September 22, 2013 — World Car Free Day, UT, Ride your bike and leave the car at home!, None, noemail@cyclingutah.com, worldcarfree.net

September 28, 2013 — Open Streets Taylorsville, Taylorsville, UT, Taylorsville's streets will be closed to cars and open to bikes and pedestrians: 2700 West from City Hall (5400 South) to Taylorsville Library (4900 South). Open Streets events temporarily close streets to cars, allowing residents to walk, bike, skate, dance, and utilize the roadways in countless creative and active ways. This international initiative reconnects residents to their communities., R Mcliff, 801.963.5400, rmcliff@taylorsvilleut.gov, taylorsvilleut.gov

Mountain Bike

Tours and Festivals

September 14, 2013 — Wildflower Trailfest, Ogden, UT, Utah's First and only Mountain Bike Challenge for women. Held at Snowbasin Ski Resort. 3 timed courses. Awards for age group winners., Stacie Palmer, 801-644-9940, 801-391-2819, wildflowerpedalfest@gmail.com, wildflowerpedalfest.com

September 19-22, 2013 — Alison Dunlap Adventure Camps Intermediate/Advanced MTB Ride Camp, Moab, UT, 4 day advanced ride camp with World Champ Alison Dunlap in Moab, Utah. All-inclusive: 3 full days of rides, lodging, massage, all meals included., Alison Dunlap, 719-439-9041, alisondunlap@comcast.net, alisondunlap.com

September 20-22, 2013 — BetterRide MTB Camp, Park City, UT, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, Info@BetterRide.net, betterride.net

September 21-22, 2013 — Trek Dirt Series Mountain Bike Camp, Fruita, CO, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only and co-ed instructional weekend camps for beginner, intermediate, and advanced riders., Lu Furber, 604-484-6238 (Canada), lu@dirseries.com, dirseries.com

September 27-29, 2013 — MECCA Fall MTB Festival, Castle Dale, UT, Registration begins Friday at 1pm followed by a "warm up ride." Evening meal is provided as is a prize drawing. Saturday begins with breakfast and then all-day, guided rides, ranging from beginner to advanced. Finish up on Sunday morning with a provided breakfast and a guided (or on-your-own) scenic ride. Family-friendly., Kim Player, 435-653-2440, meccabikeclub@etv.net, bikethestwell.org

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October 2-6, 2013 — Outerbike, Moab, UT, An opportunity to ride your dream bike on world class trails and roads. Participants will receive bike demos for 3 days, swag bag, lunch and beer, and admission to evening parties and films., Sean Hazell, 800-845-2453, sean@outerbike.com, outerbike.com

October 18-20, 2013 — BetterRide MTB Camp, Fruita, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, Info@BetterRide.net, betterride.net

October 24-27, 2013 — Moab Ho-Down Mountain Bike Festival & Film Fest, Moab, UT, 8th Annual - Mountain bike festival with dual stage enduro race, group shuttle rides, bike film festival, townie tour, dirt jump comp and an outrageous costume party!, Tracy Reed, 435-259-4688, info@chilebikes.com, moabho-down.com

Utah Weekly MTB

Race Series

Mt. Ogden Midweek XC Race Series — Snowbasin Resort, UT, Dates July 17, 24, 31 and Aug 7, 14, 21. 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

Utah Mountain

Bike Racing

September 7, 2013 — Wasatch 360 6 Hour Race, Heber, UT, The Wasatch 360 is a 6hr MTB race with solo, duo, 3 person, and High School Team categories. The race will take place at the Riverview Trail System in Heber City, with a 7-10 mile course. Relay format, team to compete the most laps in least amount of time their category. All proceeds go to support Summit Bike Club and the Wasatch Trails Alliance to further development of junior development in Utah and trail building., Michael John Turner, 801-664-6351, mjeturner@summitbikeclub.org, summitbikeclub.org/wasatch360

September 14, 2013 — 12 Hours of Sundance, Sundance Resort, UT, With Solo, 2-Man, 4-Man and Coed options this event has something for everyone. Race goes from 7am - 7pm., Czar Johnson, 801-223-4121, 801.223.4849, czarj@sundance-utah.com, John Woodruff, 801-223-4044, 801.223.4849, johnw@sundance-utah.com, sundance-resort.com/explore/sum_biking_races.html

September 14, 2013 — Utah High School Cycling League Race #1, Utah High School Cycling League Race Series, Heber, UT, Races are for 9th through 12th grades only. Categories for individual scoring are Freshman, Sophomore, JV, and Varsity for boys and girls separately. Team scoring for division I and II teams. Race starts Saturday at 10 am. Bring your family and cowbells for a great day of fun cheering your local high school team at our spectator-friendly 4-6 mile lap courses., Lori Harward, 801-502-8516, 801-661-7988, lori@utahmtb.org, utahmtb.org

September 14, 2013 — Snowbird Ultra Hill Climb, Snowbird, UT, 35th Annual, 8 am start on 9400 S. near 20th East, climb to Snowbird's entry II. 10 miles, 3500. vertical. Or choose the Ultra Hill Climb option. After the road climb, jump on your mountain bike and climb to the summit of Hidden Peak (14 miles total, 6500' of climbing), Misty, 801-933-2115, misty@snowbird.com, snowbird.com/events/35th-annual-snowbird-bicycle-hill-climb/

September 14, 2013 — Wildflower Trailfest, Ogden, UT, Utah's First and only Mountain Bike Challenge for women. Held at Snowbasin Ski Resort. 3 timed courses. Awards for age group winners., Stacie Palmer, 801-644-9940, 801-391-2819, wildflowerpedalfest@gmail.com, wildflowerpedalfest.com

September 14, 2013 — Dugway Desert Scorpion Mountain Bike Race, Dugway, UT, Race on Dugway Proving Ground's new mtb trail, Blake Openshaw, blake.c.openshaw.naf@mail.mil, dugwaymwr.com/dpg_crd.html

blake.c.openshaw.naf@mail.mil, dugwaymwr.com/dpg_crd.html

September 15, 2013 — Tour de Suds, Park City, UT, 7-mile mountain bike climb from City Park, to the top of Guardsman Pass with a 2,700ft elevation gain. Participants are urged to don "festive" costumes and celebrate the beginning of the fall mountain bike season in a spirited manner., Ginger Ries, 435-649-6839, ginger@mountaintrails.org, mountaintrails.org

September 21, 2013 — Widowmaker Hill Climb, Snowbird, UT, Starts in Gad Valley, 10 AM, 3000' vertical race to the top of the Tram for awards, food and fun. Snowbird Resort., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

September 21, 2013 — Draper Fall Classic 50, USC Series, Draper, UT, 2 25 Mile laps, the premier urban 50 miler on Onetrack!!! 25 mile option for jr's and adults., Bob Saffell, 801-588-9020, info@raceuscs.com, raceuscs.com

September 28, 2013 — Utah High School Cycling League Race #2, Utah High School Cycling League Race Series, Park City, UT, Round Valley, Race for 9th through 12 graders only. Sherwood Hills Resort. First wave going off at 10 am, with 3 waves during the day. Spectator friendly 4-6 mile laps, total length depends on category. Both individual scoring and team scoring., Lori Harward, 801-502-8516, 801-661-7988, lori@utahmtb.org, utahmtb.org

September 28-30, 2013 — Big Mountain Enduro #5, Big Mountain Enduro Series, Moab, UT, epic, backcountry enduro rides., Sarah Rawley, 720-407-6142, sarah@bigmountainenduro.com, bigmountainenduro.com

October 12, 2013 — 6 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs. Great introduction to endurance racing or a great trainer for bigger races. Categories from solo to 3 person, including single speed categories., Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROPromotions.com

October 12, 2013 — Utah High School Cycling League Race #3, Utah High School Cycling League, Snowbasin, UT, Race for 9th through 12 graders only. Snowbasin Resort, up Ogden Canyon. First wave going off at 10 am, with 3 waves during the day. Spectator friendly 4-6 mile laps, total length depends on category. Both individual scoring and team scoring., Lori Harward, 801-502-8516, 801-661-7988, lori@utahmtb.org, utahmtb.org

October 12-14, 2013 — Moab Rocks, Moab, UT, Incorporates the region's best classic and new routes and combines them into a 3-day masterpiece of xc and timed descents in a fully supported format. All this wrapped up in a fun and friendly atmosphere, combining camaraderie and competition. Presented by TransRockies Events, in partnership with Poison Spider Bicycles, Moab's leading bike shop. The race presents not only the best in Moab riding, but also the best in Moab culture, with beer from Moab Brewery and a fabulous wrap up party at Bar M Chuckwagon. Held in partnership with the Moab Trails Alliance, Trail Mix, and under permit from the Bureau of Land Management and the Manti-La Sal National Forest., Yuri Lortscher, 866-373-3376, info@transrockies.com, TransRockies.com

October 14-15, 2013 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, hwsq@infowest.com, Merrill Barney, seniorgames.net

October 26, 2013 — Utah High School Cycling League Race #4, Utah High School Cycling League, Midway, UT, Soldier Hollow, Race for 9th through 12 graders only. Snowbasin Resort, up Ogden Canyon. First wave going off at 10 am, with 3 waves during the day. Spectator friendly 4-6 mile laps, total length depends on category. Both individual scoring and team scoring., Lori Harward, 801-502-8516, 801-661-7988, lori@utahmtb.org, utahmtb.org

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November 2-3, 2013 — 25 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, Held Sat 10 am to Sun 10 am with the bonus double midnight lap due to the fall back time change. 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs., Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

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, loli@utahmtb.org, utahmtb.org

Regional Mountain Bike Racing

September 7, 2013 — Avimor Demo Days Race, Knobby Tire Series, Boise, ID, This is real mountain bike racing; not for the weak. High speed rolling double and single track with a ton of climbing. Tight, technical sagebrush single track, water crossings, quick steep drops, nasty little granny gear climbs., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspoke-cycling.org, knobbytireseries.com, brokenspokecycling.com

September 14, 2013 — Eagle Bike Park Enduro, Wild Rockies Series, Eagle, ID, 12K trail run. Saturday morning. Two-person dual slalom course on Sunday, that was built by World Champion Eric Carter. , Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com

September 21, 2013 — Jurassic Classic, Lander, WY, Mountain bike race at Johnny Behind the Rocks. Start time - 9:00 am, Beginner, Intermediate, Advanced/Pro categories. BBQ, t-shirt and swag bag for registered participants. , Tony Ferlisi, 307-690-3952, tfelis11@gmail.com, landercycling.org

September 28, 2013 — Bear Lake Monster Cross, Montpelier, UT/ID, A Dirt Fondo along the back roads of the Bear Lake Valley. 100 Mile or 62 Mile options with KOM and other challenges for those with competitive streaks. Cyclocross or Mountain Bikes are your best options. Race it, ride it, love it., Jared Eborn, 801-599-9268, jared@extramileracing.com, BearLakeMonsterRide.com

September 28, 2013 — Stone Temple 8, Curt Gowdy State Park, WY, 8 hour, 15.1 mile loop, Curt Gowdy State Park, Aspen Grove Parking Area, Tentative start 9AM, IMBA Epic singletrack, additional High School Race., Richard Vincent, 307-745-4499, enduro.rv@gmail.com, laramieenduro.org

October 5, 2013 — Tour of the White Mountains, Show Low, AZ, At 7,000 ft. over 900 riders will discover the challenges and gratification from riding awesome smooth flowing single track among a Ponderosa pine forest backdrop while witnessing the endless beauty (and perfect distraction) of the Apache-Sitgreaves National Forests., Sallye Williams, 520-623-1584, info@epicrides.com, epicrides.com

October 18-20, 2013 — USA Cycling Collegiate Mountain Bike National Championships, Banner Elk, NC, Chad Sperry, chad@gorge.net, usacycling.org

Utah Weekly Road Race Series

Cyclesmith Rocky Mountain Raceways Criterium Series — Utah Crit Series, West Valley City, UT, 6555 W. 2100 S. March 9,16,23 - Tuesdays at 6pm April - through September 24, A and B at 6, C and D at 7 pm, Marek Shon, 801-209-2479, utahcritseries@gmail.com, utahcritseries.com

Salt Air Time Trial Series — Salt Lake City, UT, Every other Thursday April 5 - September 6, I-80 Frontage Road West of the International Center., Marek Shon, 801-209-2479, utahcritseries@gmail.com, utahcritseries.com

DLD (DMV) Criterium Presented by Ski Utah — Utah Crit Series, West Valley City, UT, Weekly Training Crit at the Driver's Training Center, 4700S. 2780W.,

A flite - 6 pm, B flite between 6:45 and 7:05, Call for information regarding C flite. Wednesdays - beginning 4/17 4/24, through 9/4., Marek Shon, 801-209-2479, utahcritseries@gmail.com, utahcritseries.com, skiutahcycling.com

Emigration Canyon Hillclimb Series — Salt Lake City, UT, Starts north of Zoo 7.4 miles to top of Emigration. First rider off at 6:30. Every other Thursday April 19 thru August 30., Marek Shon, 801-209-2479, utahcritseries@gmail.com, utahcritseries.com

Utah Road Racing

September 7, 2013 — LOTOJA Classic Road Race, Logan, UT, 31st Annual, 1 day, 3 states, 206 miles from Logan, UT to Jackson Hole, WY., Brent Chambers, 801-546-0090, info@lotojaclassic.com, lotojaclassic.com

September 14-16, 2013 — Hoodoo 500, St. George, UT, 500 mile loop race along the best roads in Southern Utah. Solo and relay team divisions., Deb Bowling, 818-889-2453, embassy@planetultra.com, Hoodoo500.com

September 14, 2013 — Snowbird Hill Climb, Snowbird, UT, New date for 2013! 35th Annual, 9 am start on 9400 S. near 20th East, climb to Snowbird's entry II. 10 miles, 3500. vertical. Or choose the Ultra Hill Climb option. After the road climb, jump on your mountain bike and climb to the summit of Hidden Peak (14 miles total, 6500' of climbing), Misty, 801-933-2115, misty@snowbird.com, snowbird.com/events/35th-annual-snowbird-bicycle-hill-climb/

September 20-21, 2013 — Salt to Saint Relay, Salt Lake City, UT, 400ish mile relay race from Salt Lake City to St. George following Hwy 89. Broken into 24 legs. Ride Solo, or as 4 or 8 person relay teams. Men, Women, and Mixed categories., Clay Christensen, 801-234-0399, info@salttosaint.com, salttosaint.com

September 21, 2013 — Harvest Moon Criterium, UCA Series, Ogden, UT, 4 corner crit in Downtown Ogden around the Municipal Park between 25th & 26th Streets., Ben Towery, 801-389-7247, team-excelerator@gmail.com, teamexcelerator.com

October 8-11, 2013 — Huntsman World Senior Games, St. George, UT, Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. Skill divisions I, II, and III, Kyle Case, 800-562-1268, hwsg@infowest.com, seniorgames.net

October 12, 2013 — City Creek Bike Sprint, Salt Lake City, UT, Race starts at the mouth of City Creek Canyon and finishes at Rotary Park where we will have awards, food, music and fun. , James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

Regional Road Racing

September 7, 2013 — Race to the Angel, Wells, NV, 12.6 mile course climbs 2,784 feet to Angel Lake, entirely on pavement. Runner and walkers at 8 am, road bikers at 8:30. Shirt, Lunch, water and fruit provided in entry fee., Matt Holford, 775-752-3540, 775-934-1481, wellschamber@wellsnevada.com, racetothangel.org, wellsnevada.com

September 9-14, 2013 — World Human Powered Speed Challenge, Battle Mountain, NV, Cyclists from around the world will gather on SR305, perhaps the fastest stretch of road in the world to see who is the fastest cyclist in the world. The 2009 record was 82.19 mph!, Al Krause, 707-443-8261, a.krause@sbc-global.net, ihpva.org, recumbents.com/wisil/whpsc2013/speedchallenge.htm

September 19, 2013 — USA CRITS Finals, Las Vegas, NV, Criterium, Part of USA CRITS Championship, during Interbike, Mandalay Bay Resort, Men and Women Pro races, various amateur classes, and an Industry Cup Challenge., Casey Lamberski, 706-549-6632, casey@swag-ger.us, usacrits.com, swag-ger.us

September 28, 2013 — Bear Lake Monster Cross, Montpelier, UT/ID, New date!! A Dirt Fondo along the back roads of the Bear Lake Valley. 100 Mile or 62 Mile options with KOM and other challenges for those with competitive streaks. Cyclocross or Mountain Bikes are your best options. Race it, ride it, love it., Jared Eborn, 801-599-9268, jared@extramileracing.com

mileracing.com, BearLakeMonsterRide.com

October 5, 2013 — Mt. Charleston Hill Climb, Las Vegas, NV, 17.5 miles, 5357' of climbing, finish at Las Vegas Ski Resort, Begins at the base of Highway 156. 8 am., David McDonough, 702-823-1680, dmdonough6@mac.com, everykid-abike.org/mount-charleston-hill-climb

Utah Road Touring

September 7, 2013 — Wonder Woman Century, Payson, UT, Ride for women by women, fun surprises, great food and awesome finisher's jewelry, 7:30 am 100 millers, 9 am 70 miles, 10 am 30 millers., Mahogani Thurston, 801-318-1420, wonderwomanride@gmail.com, wonderwomanride.com

September 7, 2013 — Epic 200, Saratoga Springs, UT, The Epic 200 is a fully supported one day 200 mile cycling adventure. We also offer a 160, 100, and 66 mile options., Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

September 15-21, 2013 — Epic Bike 5 National Parks, Cycling Escapes, Zion NP, UT, 5 National Parks and Scenic Byways in 6 days! Starting in Zion National Park in southern Utah, on this spring and fall cycling vacation; from Zion National Park to the red rock hoodoos of Bryce National Park, then onward to Grand Staircase Escalante National Monument, Capitol Reef National Park, Lake Powell, and then up the little known Burr Trail., Cycling Escapes, 714-267-4591, info@cyclingescapes.com, CyclingEscapes.com

September 20-22, 2013 — Moab Century Tour, Moab, UT, Weekend of road cycling with rolling and climbing route options including the infamous "big Nasty" (3000 feet elevation in 7 miles). Warm Up ride Friday, recovery ride Sunday, century route and timing chip option., Beth Logan, 438-260-8889, 435-259-3193, info@skinnytireevents.com, skinnytireevents.com

September 21, 2013 — Tour of Heber, Heber, UT, Slim & Knobby's Bike Shop presents. Ride options include a full 100 mile century, a metric century of 66 miles and a fun ride of 25 miles. Come challenge and reward yourself with this fun new century that will soon become a favorite among riders of all abilities., Duff Johnson, 435-654-2282, sales@slimandknobbys.com, tourofheber.com

September 21, 2013 — A Cure in Sight Ride, Salt Lake City, UT, A family fun bike ride to raise funds needed to restore sight to those who are blind in the local and international communities. Make a difference to those who can no longer see - by giving the gift of sight. 5, 10, 20 mile options. Benefits Moran Eye Center community outreach., Deborah Harrison, 801-585-6645, deborah.harrison@hsc.utah.edu, tinyurl.com/sightride2013

September 27-28, 2013 — Ride to Lava, Smithfield, UT, 2-day 162 mile fully supported bike tour looping through the scenic countryside of Northern Utah and Southeast Idaho. Starts in Smithfield Utah heading up the west side of the Portneuf Range, spending the night in Lava Hot Springs, and then returning to Smithfield on the east side of the Portneuf Range. The event includes two lunches, dinner, breakfast, & a morning yoga session., Harold Becht, 801-692-3226, hbecht@gmail.com, RidetoLava.com

September 28, 2013 — Josie Johnson Memorial Ride, Salt Lake City, UT, This low key, casual memorial ride is dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, Sugarhouse Park at 10:30 am, to mouth of Big Cottonwood Canyon and back., Ken Johnson, 801-205-1039, kjlivetobike@gmail.com, josiejohnsonride.com

September 28, 2013 — Penny's Legacy Bike Ride, Cycling Heroes Against Abuse, Farmington, UT, Start: Foxboro Regional Park 8:00 am-1:00 pm. Benefits Sego Lily programs to raise awareness of domestic abuse in our community. The ride/walk follows the Legacy Parkway trail. Come with hearts and cycles of gold to join the fight against abuse towards the Deaf Community! , Sego Lily Center for the Abused Deaf, 801-590-4920, info@slcad.org, slcad.org, surveymonkey.com/s/cyclingheroes2013

September 28, 2013 — Million Miles at Miller, Tooele, UT, Century, Metric, 30-mile

er-through Tooele County, start and end at Miller Motorsports Park. Family 4.5-miler around track. All-day celebration, BBQ, Kids Zone! Benefits Special Olympics Utah., Carisa Miller, 801-563-4139, camiller@lhm.com, Anne Marie Gunther, 801-563-4140, amgunther@lhm.com, millionmilesatmiller.com

September 28, 2013 — The Watchman 100, St. George, UT, A beautiful fall century ride from Washington Utah to Springdale Utah near Zion National Park. Fully supported with sag vehicles, rest stops and lunch., Ryan Gurr, 435-674-3185, info@spingeeks.com, Margaret Gibson, 435-229-6251, margaret@spingeeks.com, spingeeks.com

September 28, 2013 — Aptalis Cystic Fibrosis Cycle For Life, Ogden, UT, New Date: Benefit for the Cystic Fibrosis Foundation, Ogden Valley, Laura Hadley, 801-532-2335, 801-558-8310, lhadley@cff.org, cff.org

September 28, 2013 — Cruising to Stop Abusing, Wellsville, UT, 10, 46, and 72 miles routes to choose from with the longer ride a perfect post-bike ride for all you LOTOJA riders). There will be fully stocked aid stations as well as lunch, Shawn Didericksen, 435-512-6192, shawndider@yahoo.com, cruisingtostopabusing.com

September 29-October 5, 2013 — Epic Bike 5 National Parks, Cycling Escapes, Zion NP, UT, 5 National Parks and Scenic Byways in 6 days! Starting in Zion National Park in southern Utah, on this spring and fall cycling vacation we'll bike from Zion National Park to the red rock hoodoos of Bryce National Park, then onward to Grand Staircase Escalante National Monument, Capitol Reef National Park, Lake Powell, and then up the little known Burr Trail., Cycling Escapes, 714-267-4591, info@cyclingescapes.com, CyclingEscapes.com

October 4, 2013 — U of U - BYU Rivalry Ride, tentative, Salt Lake City, UT, The friendly cycling contest between the University of Utah and BYU takes place every fall following the big rivalry game. Following the Cougars and Utes battle on the gridiron, fans of the Red and the Blue can show their team spirit by cycling from the losing school to the winning school and sporting their school color. Details to follow., Rachel George, 801-535-7704, rachel.george@slcgov.com, utahrivalryride.com

October 5, 2013 — Zion Canyon 200K, Southern Utah Brevet Series, St. George, UT, Brevets are self supported, timed distance cycling events. This route begins in St. George, continues on to Zion and returns via Toquerville and Leeds., Lonnie Wolff, 435-559-0895, info@subrevet.org, subrevet.org, rusa.org

October 5, 2013 — Honeyville Hot Springs 100, BCC SuperSeries, Salt Lake City, UT, Start 5 Points Ogden to Brigham City, climb sardine, Loop Cache Valley and return over SR 30 to Tremonton and Honeyville for a hot springs soak then return to Ogden, Self Supported., Don Williams, 801-641-4020, roadcaptain@bccutah.org, Jim Halay, 801-641-4020, jameshalay@ovalvalley.net, bccutah.org

October 12, 2013 — Breast Cancer Awareness Ride, American Fork, UT, 22 mi casual ride for women and men; food, SWAG, & raffle prizes; Registration fees go to The Breast Cancer Research Foundation., 801-763-1222, info@trekaf.com, trekaf.com

October 19, 2013 — SoJo Marathon 25-mile Bike Tour, South Jordan, UT, Lead out hundreds of runners at the SoJo Marathon and ride from through the west side of the Salt Lake Valley to South Jordan. Medals and post-ride festivities for finishers! Start 7:15 a.m., Jared Eborn, 801-599-9268, jared@extramileracing.com, SoJoMarathon.com

October 26, 2013 — Fall Tour de St. George, St. George, UT, Ride around Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow. 35, 60 & 100 Mile options., Ryan Gurr, 435-674-3185, info@spingeeks.com, Margaret Gibson, 435-229-6251, margaret@spingeeks.com, spingeeks.com

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., 435-259-8825, john@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

Regional Road Touring

September 7, 2013 — Wild Horse Century, Cody, WY, Benefits the wild mustangs of the McCullough Peaks outside Cody and Cody Youth Cycling. The joint sponsorship of Friends of a Legacy (FOAL) and Park County Pedalers (PCP) bicycle club. 100 and 60 mile options. Great mustang viewing., Werner Noesner, pcbike@tctwest.net, wildhorsecentury.com

September 8, 2013 — Tour de Tahoe - Bike Big Blue - Ride to Cure Diabetes, Lake Tahoe, NV, 11th Annual, ride around Lake Tahoe's Shoreline with the Juvenile Diabetes Research Foundation, fully supported with rest stops, tech support and SAG. 72 miles, 4300 vertical gain. Boat Cruise & 35 mile fun ride., Curtis Fong, 800-565-2704, 775-588-9660, tgft@bikethest.com, bikethest.com

September 8-13, 2013 — The Amgen People's Coast Classic, Astoria, OR, 6-day charity event benefiting the Arthritis Foundation. Join us for 2, 4, and 6-day options along the beautiful Oregon Coast., Tai Lee, 206-547-2707, lee@arthritis.org, thepeoplescoastclassic.org, arthritis.org

September 8-28, 2013 — Santa Fe Trail Bicycle Trek, Santa Fe, NM, Ride all or part of the Santa Fe Trail (approx. 1100 miles) on paved public roads only. After the first four days, riders can leave the group at any place along the route., Willard Chilcott, 505-982-1282, willard@cybermesa.com, SantaFeTrailBicycleTrek.com

September 8, 2013 — Ride For Red, Charity, Boise, ID, Blue Chip ride through the vineyards and orchards of the Southern Treasure Valley. Rest stops will keep you fueled for a 100, 75, or 50 mile trip, with ride escorts to help you reach your timed goals. Then back to Barber Park for exceptional food, fun and Ride for the Red gift bags with cool swag. Start and Finish at Barber Park 4049 South Eckert Road., redcross.org/news/event/Greater-Idaho-Ride-for-the-Red

September 14, 2013 — Tahoe Sierra Century, Squaw Valley, CA, 30-60-100 mile routes with 2500-6800 vertical gain. Starts at Squaw Valley Ski Resort, goes to Donner Lake and over the Donner Summit, Nancy Lancaster, ride@director@tahoesierracentury.com, tahoesierracentury.com

September 14, 2013 — The Ride Westcliffe: The High Peaks Century, Westcliffe, CO, Takes place in the Wet Mountains of Southern Colorado. Part of Ride Westcliffe - the High Peaks Century is one of 5 rides offered. The Century has 10,000+ feet in elevation gain. The rides have 4 fully supported rest area, SAG Support, entrance to the High Peaks Music Festival, a T-Shirt, pasta feed and access to a pool and sauna. The other rides are a metric century, the West Mountain 60, a New Guys Ride and a family ride and kids bike rodeo. , Rob Tobin, 719-783-3229, rtobin@msn.com, ridewestcliffe.com

September 14, 2013 — Three Feet for Pete, Las Vegas, NV, Fun ride and rally to raise awareness for cycling safety. Honors Pete Makowski. Raises money for awareness around Nevada's 3 foot law., Three Feet for Pete, 3feetforpete@gmail.com, threefeetforpete.org

September 15, 2013 — Jason West Memorial Owyhee Century, Ontario, OR, Kurt Holzer, 208-890-3118, kurtholzer@hotmail.com, treasurevalleycycling.com

September 15, 2013 — Edible Pedal, Carson, NV, 10, 50, 100 mile ride options, Start: Bowers Mansion Regional Park, Washoe Valley, NV, Kelly Crawford, 775-393-9158, ride@ediblepedal100.org, ediblepedal100.org

September 21, 2013 — RTC Viva Bike Vegas Gran Fondo, Las Vegas, NV, Ride with five-time Tour de France Champion Miguel Indurain through the Las Vegas Strip, Red Rock Canyon & near Lake Mead., Amy Maier, 702-967-2296, amai-er@bpadv.com, rtcns.com, vivabikevegas.com

September 21, 2013 — Ride the Rails Bike-a-Thon, Hailey, ID, 20 mile ride on the BCRD Wood River Trail., Janelle Conners, 208-578-5453, 208-720-7427, jconners@bcdid.org, bcdid.org

September 21, 2013 — West Yellowstone Old Faithful Cycling Tour, West Yellowstone, MT, West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk, majestic bison, gurgling geysers, and steaming hot pots. Supported ride., Moira Dow, 617-697-

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6126. director@rendezvouskitrails.com, cycleyellowstone.com

September 22-28, 2013 — OATBRAN. Lake Tahoe, NV, One Awesome Tour Bike Ride Across Nevada, 22nd Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park. Fully Supported motel style tour., Curtis Fong, 800-565-2704, 775-588-9660, tatf@bikehewest.com, bikehewest.com

October 5, 2013 — No Hill Hundred Century Bike Tour. Fallon, NV, 30 mile, a 60 mile, and a 100 mile tour, fully supported. Event shirts, gift bags, lunch (for metric and century riders), post event BBQ at noon for all riders, 8:30 am, Churchill County Fairgrounds., Danny Gleich, 775-423-7733, dgleich@churchillcounty.org, churchillcounty.org/parksnrec/index.php?ctr=152, churchillcountycyclists.com

October 5, 2013 — Santa Fe Gourmet Classic. Santa Fe, NM, The annual Santa Fe Gourmet Classic is a fun, challenging 65 mile bike tour with delicious, creative Southwest style foods at five gourmet refueling stops. The noncompetitive ride winds through Santa Fe and into the surrounding areas taking you through beautiful meadows overlooking the Sangre de Cristo Mountains. This year the ride will be limited to 150 riders., Kathleen Davis, 505-795-3286, lavinmz@gmail.com, santafegourmetclassic.com

October 5, 2013 — Tour of the Moon. Grand Junction, CO, Cyclists will start and finish at Two Rivers Convention Center in downtown Grand Junction, Colorado. The courses have been changed in 2013 so that everyone will finish with the spectacular ride over the Colorado National Monument. You may choose between the "metric century" (62 miles) which includes the beautiful farm country surrounding areas of Fruita or the "classic" 41 mile route. The 2013 ride will be limited to the first 2,000 registered participants., 303.282.9020, touinfo@tourofthemoon.com, tourofthemoon.com

October 12, 2013 — Goldilocks Las Vegas. Las Vegas, NV, 4th Annual! Fully supported, non competitive, women only bike ride with 20, 40, 60, 80 and 100 mile route options. Wayne Bunker Family Park at 7:00 am., Dani Lassiter, 801-635-9422, dani@goldilockside.com, goldilockside.com

October 12, 2013 — Park to Park Pedal Extreme Nevada 100. Kershaw-Ryan State Park, NV, Starts and finishes at Kershaw-Ryan State Park. 103 mile starts 7:30 am. Metric Century starts 7:30-am. 40 mile starts 8 am. Registration 5 pm Friday / 7 am Saturday., Dawn Andone, 775-728-4460, cathedralgorge_vc@cturbonei.com, Jonathan Brunnes, 775-726-3564, kershaw@cturbonei.com, lincoln-countynevada.com/Lincoln-County-Nevada-Pedal.html

October 19, 2013 — Tri-States Gran Fondo. Mesquite, NV, 112 miles, 7,500' of climbing, three States - Nevada, Arizona, Utah, all in one spectacular day of cycling. Fully supported / Chip Timed., Deb Bowling, 818-889-2453, embassy@planetultra.com, tristatesgranfondo.com

November 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.boatne@nmss.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, indag@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, lasvegasbicycleclub.org

Multisport Races

September 7, 2013 — Camp Yuba Triathlon. RACE TRI, Yuba State Park, UT, Camp Yuba sprint and olympic triathlons are all about indian summers, camping, and good ol' fashion swimming, biking, and running., Aaron Shamy, 801-518-4541, aaronshamy@hotmail.com, racetri.com

September 7, 2013 — I Can Triathlon. Sandy, UT, Alta Canyon Sports Center, 9565 S. Highland Drive - 400m swim, 9 mile bike and 5K run., Lois Spillion, 801-568-4602, spillion@sandy.utah.gov, sandy.utah.gov/government/parks-and-recreation/special-events/triathlon.html

September 14, 2013 — Ogden Valley Triathlon. TriUtah Points Series, Ogden, UT, open water triathlon event, Dan Aamodt, 801-635-8966, info@triatl.com, triatl.com

September 14, 2013 — Bear Lake Man Triathlon. Gold Medal Racing Championship, Laketown, UT, Half, Olympic, and Sprint distances and Ultra/Full 140+ distance over the prettiest water in Utah., Joe Coles, 801-335-4940, joeh@onhillevents.com, bearlakebrawl.com, onhillevents.com

September 15, 2013 — Kokopelli Triathlon. BBSC Twin Tri Series, St. George, UT, The "twin" to the SG Triathlon at Sand Hollow State Park, with Sprint, Olympic, and Kids' distances., Cedric Keppler, 318.518.7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com

September 15, 2013 — XTERRA Pagosa Springs. XTERRA America Tour, Pagosa Springs, CO, 1km (1000m) swim/18.5 mile bike/6.9mile trail run., Raena Cassidy, 877-751-8880, info@xterraplanet.com, jungecko.org/info.asp?uid=339

September 21, 2013 — Bear Lake Brawl Triathlon. Gold Medal Racing Championship, Laketown, UT, Half, Olympic, and Sprint distances over the prettiest water in Utah., Joe Coles, 801-335-4940, joeh@onhillevents.com, bearlakebrawl.com, onhillevents.com

September 21-22, 2013 — XTERRA USA National Championship/ XTERRA Utah. XTERRA America Tour, Ogden, UT, XTERRA Utah, two distance options: 750m / 19K mountain bike / 5K trail and 1.5k swim/30k mountain bike/ 10k trail run; XTERRA USA Championships (invite-only): 1.5k swim / 30k mountain bike / 10k trail run., Raena Cassidy, 877-751-8880, info@xterraplanet.com, Jason Dyer, 801-620-1013, jdye@snowbasin.com, xterraplanet.com, xterrautah.com

September 21, 2013 — LeadmanTri - Bend. Bend, OR, Finishers of LeadmanTri Bend - voted Best New Race of 2012; Leadman 250 | 5K swim * 223K bike * 22K run; Leadman 125 | 2.5K swim * 106K bike * 16.5K run., Keith Hughes, 208-340-4837, khughes@lifetimefitness.com, leadmantri.com

October 5, 2013 — Cache Classic Duathlon. Wellsville, UT, 5 km run, 20 km bike, Kevin Rohwer, 435-770-9852, krohwer@engineeringexcitement.com, race2raceevents.com

October 12, 2013 — Huntsman World Senior Games. St. George, UT, Triathlon. Must be 50 years or older, Swim - 500 yards, Bike - 20K, Run - 5K., Kyle Case, 800-562-1268, hwsq@infowest.com, seniorgames.net

October 12, 2013 — Powell3 Triathlon Challenge. Page, AZ, Olympic and Sprint Distances in Lake Powell. The transition area over looks Wahweep Marina and some incredible red rock cliffs., Joe Coles, 801-335-4940, joeh@onhillevents.com, onhillevents.com

October 19, 2013 — Pumpkinman Triathlon. BBSC Double Down Series, Boulder City, NV, Point-to-point race begins in Lake Mead National Recreation Area and ends in Boulder City, with Sprint, Olympic, and Half Courses; costumes welcome!, Cedric Keppler, 318.518.7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com

October 19, 2013 — Trick or Tri. St. George, UT, Beginner, Sprint, and Tuff Kids races, starting between 9 am and 2 pm. Indoor swim, outdoor run and bike legs., Aaron Mettler, 435-627-4054, aaron.mettler@sgc-ity.org, sgcityrec.org

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

Cyclocross

September 18, 2013 — CrossVegas Cyclocross Race. Las Vegas, NV, UCI Cat 1 event, Elite Men and Women Wheelers & Dealers Industry Race and USA Cycling categories at Desert Breeze Soccer Complex during Interbike., Brook Watts, 303-907-3133, contact@crossvegas.com, crossvegas.com

September 21, 2013 — LTR CX Series 1. LTR CX Series, Grand Mesa, CO, Powder Cross at Powderhorn Resort, A, B, C, Masters and Junior Categories, Mike Driver, 970-904-5708, mdriver@livetrain-race.com, Brent Steinberg, 970-712-2012, bs@lrsports.com, lrevents.com

September 22, 2013 — Harvest Moon Cyclocross. Ogden, UT, USAC Sanctioned, Ben Towery, 801-389-7247, teamaccelerator@gmail.com, teamaccelerator.com

September 28, 2013 — Utah Cyclocross Series Race. Utah Cyclocross Series, Draper, UT, Andy Ballard Equestrian Center 1600 E. Highland Dr. (13675 S.), Draper, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utcx.net

October 5, 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

October 5, 2013 — SICX #1 Sandy Point. Southern Idaho Cyclocross Series, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org

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

October 6, 2013 — SICX #2 Sandy Point. Southern Idaho Cyclocross Series, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

October 12, 2013 — Utah Cyclocross Series Race. Utah Cyclocross Series, TBA, UT, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utcx.net

October 12-13, 2013 — Moose Cross. Victor, ID, Two-day cross festival, post race gathering, host housing available. Fundraiser for Victor Velo., David Bergart, 307-690-4373, dave@moosecross.com, moosecross.com, cxidaho.com

October 18-19, 2013 — Crosstoberfest. Hailey, ID, Free Friday Time trial with prizes to seed for Saturday race; family friendly event in city park; Beer Festival, at Old Cutter's Park in Hailey., Billy Olson, 208-788-9184, billy@powerhouseidaho.com, powerhouseidaho.com, bcrd.org

October 19, 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

October 19-20, 2013 — Waffle Cross. Waffle Cross Series (IWCX), 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

October 19-December 15, 2013 — Idaho Waffle Cross Cyclocross Series. Waffle Cross Series (IWCX), 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

October 26, 2013 — LTR CX Series 2. LTR CX Series, Grand Junction, CO, Creepy Canyon Cross at Canyon View Park, A, B, C, Masters and Junior Categories, Mike Driver, 970-904-5708, mdriver@livetrain-race.com, Brent Steinberg, 970-712-2012, bs@lrsports.com, lrevents.com

October 27, 2013 — Utah Cyclocross Series Race. Utah Cyclocross Series, Salt Lake City, UT, Big Cottonwood Sports Complex, Halloween Double Cross weekend, Halloween Costume Contest Parade right after Kidzie Cross, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utcx.net

November 2, 2013 — Utah Cyclocross Series Race. Utah Cyclocross Series, West Valley City, UT, At Rocky Mountain Raceways in West Valley City, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utcx.net

November 2, 2013 — SICX #3 Kuna. Southern Idaho Cyclocross Series, Kuna, ID, 100 E Morris Ct, Kuna, ID, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

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@livetrain-race.com, Brent Steinberg, 970-712-2012, bs@lrsports.com, lrevents.com

November 9-10, 2013 — Turkey Cross. Waffle Cross Series (IWCX), 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@lrsports.com, lrevents.com

November 23-February 22, 2013 — St. George Cross Series. St. George, UT, 3 races on Saturdays, 11/23, 12/7, 1/25, 2/8. 2/22 Location: 1. Hurricane Ball Fields at 600 N. and 200 W in Hurricane. 2. Gubler Park, Santa Clara, 3. Canyon View 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, 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 (IWCX), 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

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MOUNTAIN BIKING

Keeping the Trails Safe and Friendly

By Rod Kramer

As trails become more heavily used by pedestrians, cyclists and horseback riders, it's inevitable that occasional conflicts will arise. Weber County is experiencing significant growth in the use of the existing trail system. Weber Pathways fielded an increasing number of complaints and concerns regarding these situations during the 2012 summer season. Complaints to land managers and property owners often result in new rules being put into place. Fines and enforcement of regulations are often an unfortunate part of expanding trail use. Some cities with heavily utilized trail systems, such as Boulder, Colorado, have reached a point of conflict where certain user groups have been effectively banned from nearly all singletrack trail in their heavily used foothills area.

Ogden has a fantastic resource in its high quality and easily accessible trail system which is generally open to most user groups. That resource is worth protecting! Each of our trail user communities needs to understand the situation and work to ensure harmony among all user groups. Effective education is probably the best solution.

With this in mind Weber Pathways has partnered with the Ogden Trails Network, the Ogden Cycling Education Foundation and the International Mountain Bicycling Association in a project to help educate trail users about proper trail etiquette. As many know, bikers are the group which yields to all others

Rules of the Trail

The following is the text of the hang tags created by Weber Pathways and displayed on bikes in Ogden bike shops.

These rules are recognized world-wide as the gold standard for etiquette on multi-user trails.

- Ride Open Trails: Respect trail and road closures. Do not trespass on private land. Be aware that bicycles are not permitted in Wilderness areas.
- Leave No Trace: Be sensitive to the dirt beneath you. Wet and muddy trails are more easily damaged than dry ones. When the trail is soft, consider other riding options. Stay on existing trails and do not create new ones.
- Control Your Bicycle: Inattention for even a moment could put yourself and others at risk. Obey speed regulations, and ride within your limits.

- Yield Appropriately: Let your fellow trail users know you're coming — a friendly greeting or bell ring are good methods. Try to anticipate other trail users as you ride around corners. Bicyclists should yield to other non-motorized trail users. Bicyclists traveling downhill should yield to ones headed uphill. Strive to make each pass a safe and courteous one.

- Never Scare Animals: Animals are easily startled by an unannounced approach, a sudden movement or a loud noise. Give animals enough room and time to adjust to you.

- Plan Ahead: Know your equipment, your ability and the area in which you are riding and prepare accordingly. Always wear a helmet.

Courtesy Weber Pathways, adapted from IMBA's Rules of the Trail.

so they are the first group we are involving to maintain harmony. In order to reach as many cyclists with this message as possible a hangtag was created that explains the "Rules of the Trails" and shows an illustration of the internationally accepted trail yield sign. Six thousand (6,000) of these tags were printed, and with the support of most of the area bike shops, will be hung on every bike sold rented or serviced during the 2013 season. Skyline Cycles, Bingham's (Ogden and Sunset), The Bike Shoppe and Bikers Edge participated in this effort. The Ogden

Cycling Education Foundation funded this project.

Weber Pathways strives to provide a positive experience to all of our trail users and feel that through education and communication the users of our trails will better understand one another. In the future they will offer a best practices guide for human powered trail users to safely encounter equestrians and considerations for human powered trail users with earbuds.

Rod Kramer is the Outreach Coordinator for Weber Pathways.

Sufferfest Releases Cyclocross Training Plans

By Jared Eborn

Want to kick some serious tail at the local cyclocross races this fall and winter? Lack the time and terrain to sufficiently train for such a goal?

No sweat.

Check that, there will be lots of sweat.

No problem. The folks who brought you The Sufferfest — the acclaimed series of cycling training videos — have hooked up with Dig Deep Coaching's Dan Fleeman, and former professional cyclist at the World Tour level, and British cyclocross national champion Ian Field to present a pair of cyclocross-specific training plans.

Working with the indoor training videos (or without if you'd rather follow the written workout details instead of the videos), the expert advice and detailed outdoor sessions in the hurt locker, the Sufferfest offers a pair of training plans — for the Novice and Intermediate racer.

"We know you're busy. So we'll start the first week asking for just over 6.5 hours from you. As the weeks go by, we'll ask you for more (and less) time, but never more than 8 hours," the training plan states. "It's not much, so you should be able to find the time to make it happen if you're organized and plan ahead."

The plans are tailored for a variety of levels and can be easily adapted. With flexible schedules — you train when you have the time — the goal is to build racers from the newcomers to the sport to those who have already tasted success into winners.

"Together, we've created something which brings the best of indoor, offroad and road riding together to get you maximum capability in the minimum time" David McQuillin of the Sufferfest writes. "You can use this plan year-round, although starting it about seven weeks before your first race will have the most impact."

While Utah's cyclocross season is right around the corner, McQuillin said the training plans can help a new or veteran cross racer peak just in time for state championships or specific races.

"Success at cyclocross requires optimum fitness and precise skills," he said. "If you want results in races, and have limited time to train, then the focused volume but varied efforts and drills of this plan will give you the best foundation from which to achieve success."

Using the expertise of Fleeman and Field, the plans focus on improving a cyclist's fitness through a variety of intense workouts. There is also attention paid to skills, endurance, climbing and more.

"Fitness is only one part of the picture in cyclocross. You also need great skills. The ability to dismount at speed, to get back on, to take corners on loose surfaces, to ride off camber banks...the list goes on. Our skills sessions are designed to help you practice the key areas you need to be proficient in come race day," McQuillin says. "Our Threshold Booster sessions are specifically designed to help raise your threshold and most drills include riding blocks of 15-30 minutes around 90-105% of FTP (functional threshold performance)."

The novice workouts begin with a fitness test to establish a base FTP. From there, it's onward and upward — unless, of course, your Sufferfest video happens to be the Downward Spiral.

With interval workouts, rest days and recovery workouts built into the training plans, the minions at the Sufferfest aim to have you whipped into shape.

McQuillin said the training plans, coupled with race experience, will have cyclocross racers ready to match attacks and launch their own at high intensity.

"These moments — where you're hanging on by the skin of your teeth and begging your legs to just hold out for a few more moments — are known as Maximum Efforts," he said. "They use your anaerobic system and are the kind of effort you can sustain for no more than a minute or so. They take everything out of you and need quite a bit of time to recover from. Our maximum effort booster sessions will take you into these painful moments — it is, after all, the only way to help you get better at them. Not only will they help make you faster, but they'll help you recover faster as well — all so you're ready to go with the next attack!"

The Sufferfest cyclocross training plans sell for \$29.99, do not include the indoor cycling videos and are available at TheSufferfest.com.

TRAINING

Road to Recovery

By Jared Eborn

It was May 31 and I felt fabulous. Less than 24 hours earlier I was coming off one of those highs that come from an amazing workout.

I had just completed a 14-mile run and a 3000-meter swim as I trained for an Ironman distance triathlon a couple of months down the road. I felt on top of the world because the workout felt almost effortless — like I had turned a significant corner in my training and that I was in the best shape of my life.

Hitting my goal of 12 hours seemed a distinct possibility. But that was on May 30.

At about 7:30 a.m. on May 31, a full-sized Dodge Ram pickup truck turned through an intersection and changed those plans and goals. Though I was in my car at the time, and thankfully not on my bike, the impact was brutal.

My goal went from racing 140.6 miles in 12 hours, from enduring the Crusher in the Tushar, from a sub-11 hour LOTOJA ... well, my goals suddenly became more simple but quite possibly just as painful.

24 hours after running 14 miles and swimming 3000 meters my new goal was to keep the plunger thingy in my respirator at 500 milliliters

for two seconds. Well, that and to be capable of going to the bathroom without the assistance of the nursing staff at Intermountain Medical Center.

Two broken ribs, a Grade 3 ruptured spleen, internal bleeding, a partially collapsed lung and the assorted aches, pains and bruises that come from getting side-swiped by a pickup truck effectively ended my season before it really even began.

No more Crusher. No more Ironman. No more LOTOJA. Heck, no more riding or running at all. After a weekend in the Shock-Trauma Intensive Care Unit my doctors told me I needed to take three months off any vigorous exercise. My limit was lifting no more than 10 pounds — roughly the equivalent to a gallon of milk and about four pounds less than my bike.

Yippee!

So what's my point? Well, after a month or three of losing fitness and gaining weight — I went from 189 pounds to 202 at last check — I've finally received the green light from the doctor to resume training and racing.

All healed up but back to ground zero in many ways. I doubt there's a 14-mile run in my near future.

That said, the handcuffs are off and the bike is no longer collecting

dust on hooks in my garage.

And, like many other endurance athletes of various skill levels, after an injury-forced sabbatical from exercise, I find myself eager to get back to the lifestyle I had to abandon.

Over the next several months I'll write about my road to recovery.

Though not a highly-competitive athlete, I enjoyed racing and found myself on a variety of age-group podiums at triathlons and even surprised myself with a top-10 finish in a few C Flight criteriums out at Rocky Mountain Raceway or in the Saltair Time Trial.

My goal is simple — to return to a level of fitness where I not only enjoy racing my bicycle, but also experiencing a little bit of success.

Traumatic injuries happen to athletes of all varieties. Some injuries happen when a pickup truck sends you to the ICU, others involve torn tendons, ligaments and muscles.

Recovery is a funny thing. It's never the same for any two endurance athletes but at the same time most of us can relate. We know there's a piece of our soul that's missing and the only way to reclaim is just might be a long, labor-intensive process.

With the help of Plan 7 Endurance Coaching and David Harward, I hope to use data from power tests, lactate

tests and VO2 Max tests to see how that recovery process will be.

After an short session on the bike with a computrainer tracking my power output, I know my journey back — to what, I don't know — will be an experiment.

My 15 minutes on the bike with Plan 7 had me sweating and struggling to breath while sustaining what would have been an extremely easy cool-down ride.

I hope the journey proves to other athletes recovering from injury that it's within reach. Injury, not even the kind that wipes out an entire season of plans and races, need not be the end of the road.

Rather, it can be an opportunity to reflect and renew the drive inside.

MOUNTAIN BIKING

The Colorado Trail Race: A Bikepacking Adventure from Durango to Denver

Above: Sunset at Kokomo Pass 12,070 feet.

Left: Rugged trail near Blackhawk Pass.

Below: Ty Hopkins, Cameron Millard, and Jeff Hemperley riding the La Garita Wilderness detour near the Continental Divide.

By Adam Lisonbee

The streets of Durango, Colorado were empty. The black sky was speckled with stars. A few street lamps glistened in the pre-dawn night. Shop windows glowed dully. Above the rooftops the dense foothills of the La Plata mountains surrounded the sleeping town with a deeper shade of dark. Nervous mountain bike riders were gathered downtown. Some of the riders looked more relaxed than others. Many were making last-minute adjustments to backpacks, bikes, and other gear. The 2013 Colorado Trail Race was just moments away.

Bong.

The clocktower overhead broke the silence. The sound of shoes clipping into pedals clicked through the crowd. A few riders whooped or hollered.

Bong.

“Who’s ready to ride?” shouted Stefan Griebel, a rocket scientist from Boulder, Colorado, who organizes the Colorado Trail Race each year. A few more riders shouted in affirmation. Many were silent.

Bong.

Slowly, wheels started to roll forward. Headlamps bobbed in the morning dark. Riders rang the bells on their handlebars, a few spectators clapped and shouted. “See you in Denver!”

Bong.

Four o’clock. July 21, 2013. Rookies and vets alike now faced the same indifferent mountains and the same brutally difficult trail. Past experience would benefit the vets, while ignorant enthusiasm would press the rookies onward. Each rider now rolling across the pavement was embarking on days worth of pain and suffering, euphoria and joy.

The forest was lush and green. Morning dew glistened on the tree branches and tall grass. On the high horizon, the first light revealed the treeless summits of the mountains—mountains that the trail would climb up and over in short order. I had to force myself to stop and eat. I needed my wired nerves to calm down, and time to remind myself that this was no ordinary race. Passing or being passed 15 miles into a race that traveled 550 miles was superfluous. I sat

on a fallen tree and ate my homemade rice cakes, enjoying the inaugural sunrise of this grand adventure. The trail above me climbed steeply onto the slopes of Lewis Mountain and Snowstorm Peak. Up, always up.

Ty Hopkins, my riding partner, and I refilled our water bottles at Taylor Lake, and then began pushing again. High above the lake and the pass, Indian Trail Ridge awaited. Another iconic name, and another place I had daydreamed about riding across. Indian Trail Ridge. Even the name sounded exotic. At 12,000 feet, the ridge is high. And it’s covered in loose boulders and rocks. The trail at the top was faint, only followable via sporadic cairns.

The loamy trail ducked in and out of the trees, flirting with the steep drop-off of the mountain. Clumps of riders strung out across the trail. Interactions with other riders were more seldom and brief. The race was unfolding along the map. The fastest riders were gone, rushing over the mountains, chasing record books. The rest of us plodded along, settling into our 550-mile pace.

The euphoria and the adrenaline

faded. The cold reality of what lay ahead, accompanied by a swiftly moving rainstorm, dampened the optimism and joy. “What have I done?” I wondered. The miles rolled slowly by. Silverton, Colorado, the first resupply point on course, was hours and many rugged miles away. My bike was over-packed with food I didn’t want to eat. I was tired. Homesickness rippled through my spine.

The sun was low when I hiked over Rolling Pass. Wildflowers sparked across the meadows in the waning light. For the first time in hours, I smiled. The pass, the flowers, the setting sun—it was all overwhelmingly beautiful. The rising moon split the skyline. Cornhusk lilies crowded the trail. The sun dipped behind the high peaks. Pale, blue light filled the mountains. Ty was waiting at the pass. “I don’t want to play this game anymore,” I announced. He looked as tired as I felt, but he preached patience. “Let’s get down into some trees,” he suggested, “and we’ll find a nice place to camp. I’m exhausted, too.” We descended off the pass and into the trees where we set up camp for the night.

I heard the voices before I opened my eyes. The others were stirring. They sounded energetic and happy. It was still dark out. I stayed still. Maybe if I pretended to be asleep, no one would rouse me from my bed. A stove hissed. Jeff and Cameron, riders we had shared the campsite with, were getting ready for the day.

A few minutes after daybreak, Ty and I were pedaling through the morning light and across the open meadows above Molas Pass. We were both grumpy. We both felt uncertain about the immediate future. But we were moving. “What do you think?” I asked Ty. I was conflicted about how I wanted him to respond. Did he want to drop out in Silverton, or continue? Our race hung in the balance. He responded without hesitation. “Don’t say quit.”

“We could buy tickets for the train,” I said, “and ride back to Durango.”

He laughed. I wasn’t really joking.

Instead, we bought giant breakfast burritos, pedaled out of Silverton, and made our way toward Stony Pass Road, a steep cut through a massive

glacial path and into the high reaches of the San Juan Mountains. We were 215 miles from the next resupply, and 465 miles from Denver. But we were both happy. We left the small mountain town hoping that after the first overwhelming day of the race, we were adapting to life on the trail.

The highpoint of the Colorado Trail is the Coney Summit, 13,270 feet above sea level. The trail at the top was velvet. It rolled gently up and down the wrinkled hillsides, and across razor’s edge ridges. The world unfolded into layers of cirques, massive calderas, canyons, and purple peaks with names like Redcloud and Sunshine. Green walls sloped downward, split by blue ribbons of flowing water. Lake San Cristobal mirrored the watercolored sky. Far below, spruce and pine grew in thick formation, adding deeper greens and browns to the emerald sea. The day finally ended at Slumgullion Pass, ten miles beyond where we had hoped. It had been a good long day on the Colorado Trail. “That was an amazing day!” I said. “The best I’ve had in a long time.”

Tall pine trees filled the sky. I was in my bag, staring up at them. The pale moonlight made sharp silhouettes of the trees. Stars blinked. Someone stirred. Light from a headlamp bounced off the tree trunks. “Time for breakfast.” A few minutes later I was packing my bike, gulping down food, and getting ready for another long day on the Colorado Trail. I had high hopes for the day. Ahead of me was the La Garita Wilderness detour, and a chance to cover many miles over easy-riding dirt roads.

The miles came and went. Ty and I climbed up and over Los Pinos Pass and descended into Colorado’s high mountain valleys. Ranchland and empty plains untangled themselves from the mountains. We plunged into an ocean of sagebrush. The road was smooth, flat, and straight. The morning sun turned warm. Dust parched the air. The San Juan Mountains were far behind.

CT racers claim that Sargents Mesa is haunted. Maybe it is. On the day I crossed its rocky top, there was a procession of palid, hopeless things that vaguely resembled men. Their eyes, once vibrant with vitality





Ty Hopkins taking a break.

So you want to race the CTR?

Race website: climbingdreams.net/ctr
 Forum discussion: bikepacking.net
 CT website: coloradotrail.org

Plan for 4-9 days on trail
 Hike-a-bike is abundant. Plan to walk 60-100 miles of the route.

Reliable resupply (from Durango):
 Silverton: Mile 88
 Buena Vista: Mile 300
 Leadville: Mile 350
 Copper Mountain: Mile 400
 Limited resupply:
 Mount Princeton Hot Springs Resort: Mile 280
 Stagestop Saloon: Mile 450
 Apple's Camp: Mile TBD
 Water is abundant on trail, but carry some form of filter/purification.
 The trail is well marked, but a GPS and paper map are very helpful.

and color, were gray and lifeless. The light had gone out of them, replaced with the blank, empty stare of the walking dead. Nobody spoke. Our eyes said everything there was to say. Mouths were too dry, parched, and burnt for words. The endless rolling plateau was waterless. The sun beat down on us with merciless endurance. Angry, aggressive mosquitos found us easy prey. And still, we pushed our bikes. I dove deeper into the abyss than ever before. My mood, like the air, was sour. I hiked in angry silence, marveling at the absurdity of this mesa, this race, and my own audacity. "A bike has no place on this trail!" I moaned.

We hiked through a grove of aspen trees. I hadn't seen an aspen tree since Los Pinos Pass. Immediately, I felt better. The softly swaying branches and twinkling leaves filled me with light. I paused, and soaked up the pocket of life and energy. I smiled through the pain and blackness. I watched the sunset illuminate the crowded peaks, turning them blue and purple on the horizon. The world melted into technicolored brilliance. I knew then, in that small stand of quaking aspens, there was nothing but me preventing me from pedaling to Denver.

During the night, a few more rid-

ers hiked by our camp. They went silently through the trees and up the hill. They, like me, like all of us, were hurting. But forward, upward, they walked and pedaled. I felt a new kinship with my fellow racers that night as we put the haunted, joyless expanse of Sargents Mesa and the Cochetopa Hills behind us. We had each suffered deeply, but we did not let the mountain, or the wily demons lurking in the trees, beat us.

"You awake?"
 "Yeah. What time is it?"
 "Four. Let's get moving, and finish this hike in the dark."
 "May as well."

When the sun had finally climbed over the Sawatch Mountains, Ty and I had left behind the bouldered, vertical trail, and were riding silky singletrack through spruce forests and mountain meadows. The first light of the day spread like wildfire, revealing the brilliant range and valleys in warm optimism. I paused for a photo. "You'll thank me later," I told Ty, when he urged me onward. We pedaled across Silver Creek and Marshall Pass. I stopped for water at a bubbling spring spouting out of the sidehill. "You go on," I told Ty. "I need to spend some time here and get myself rehydrated." He pedaled away up the trail.

I filled a bottle, and drank it. And then filled it again, and drank that. I slowly ate breakfast, and then drank another bottle. After 20 minutes I packed up, and started to pedal again. I reached the Monarch Crest Trail, and spent the next several miles riding some of the best singletrack in Colorado. Any thoughts of quitting vanished in the brilliant morning light.

That day was spent riding trail that contoured through dense, rubbly forests full of dark pine trees

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and rounded boulders. The Colorado Trail sneaked in and out of countless drainages, climbed over ridges, and curled through aspen trees that stood lean and tall. We made tracks, riding away from a chasing storm, and toward Buena Vista and its bounty of fresh food and clean sheets.

Buena Vista, Colorado is a small town surrounded by big mountains with elevated names: Harvard, Princeton, Yale. Coasting into the heart of the city however, it didn't feel small. The stoplight, the traffic, the neon signs at the bars, motels, and restaurants, reflected an attitude of hurried, civilized luxury. I had left Silverton three days earlier and other than the small store at the hot springs, hadn't encountered any permanent human presence at all. Pedaling through town, marveling at all the options for food and comfort, was wonderful.

The day aged. Ty and I had a choice. We could quickly resupply, and move on. Or, we could linger, rent a motel room, and sleep in a bed. It was an easy choice. We checked into a motel, and sat down for dinner at Pancho's. We slept in a cramped, drafty room at the Topaz Lodge. It was palatial. The needed stop allowed us to clean and reorganize our bikes and gear, restock our food supplies, and enjoy unhurried frosty and fried indulgences.

In the morning, after more food from Pancho's, we were pedaling again. We rode alongside the Arkansas River and toward more mountains and more trail. The new day brought a sense of adventure and energy—energy that would be put to

good use as we made our way toward Leadville, Kokomo Pass, and Copper Mountain ski area.

Gray clouds floated around the treeless peaks. The glassy water of Twin Lakes reflected them with perfect symmetry. Singletrack wove through the aspens, ponderosa, and sage. We climbed above the lakes, and into the fringes of the Mt. Massive Wilderness. Another detour loomed, but not before we spent hours riding smile-inducing trail on the shoulders of Mt. Elbert. At midday we rolled into Leadville, Colorado. Rain arrived in town at the same time we did. With packs and bellies full, we hid from torrential rain.

Leadville was bustling with tourists. An old man with a long white beard, wearing a coat and top hat, wandered the streets. He worked for the Chamber of Commerce, a small taste of history and flavor. He fit in with the old building facades and the boardwalk, where hurried families and window shoppers dodged the rain.

"How far away is Kokomo Pass?" Ty was talking to the old man in the coat and hat.

"Not far," he told us.

"In which direction?" Ty wasn't lost. He wanted to know if we were about to ride into more stormy weather.

"It's that way," he said, gesturing toward the wall of purple clouds.

A few hours after leaving Leadville, it started to rain again. The storm loitered overhead, following our route. A crack of thunder sent us diving into the trees. I crammed

myself into a small pocket of spruce, and hoped any lightning missed them, and us. We left the trees in full rain gear, and continued walking up the hill. Thunder boomed. More rain fell. Kokomo Pass was only a few-minutes-hike above us, but we hid in the last of the trees, waiting out the storm. I huddled in between the trunks of closely growing pines and ate the cold, salty, fried chicken I had carried with me from Leadville. "Once we reach Kokomo," Ty said, "there are three miles of trail to Searle Pass. From there, it's all downhill to Copper." The rain faded, the sun pushed its beams of caramel-colored light through the clouds, now pulling apart like cotton candy. Distant peaks were dark in the stormy, evening sky. The world melted into golden brilliance.

By now, the violent mood swings I experienced on the Colorado Trail were routine. But that didn't make them enjoyable. After the sun went down, and the perfect light faded into night, it got cold, and we were wet. At Searle Pass, 12 slippery, rocky, and muddy miles, all downhill, separated us from Copper Mountain. The descent would have been fantastic in broad daylight, and without 17 hours of pedaling behind us. In the cold, wet, and dark night, with loaded bikes, fatigue gnawing at our brains, it was miserable. I flicked on my light. It didn't turn on.

Ty disappeared into the gloom. I blindly dug fresh batteries out of the bottom of my pack. When those were installed, I flicked the light on again. Nothing. "Damn it!" I tried another set of batteries. Dark still. I



Above: Adam's bike. For a complete list of gear, see the sidebar next page. Left: Ty Hopkins and Jeff Hemperley riding the Hayman burn area on the Lost Creek Wilderness detour.

Colorado Trail Race Gear List

Bike:

Cannondale Scalpel 2

Bags:

Revelate Sweet Roll handlebar bag w/ Pocket add-on
Revelate Feedbags on handlebar
Jannd Frame bag
Revelate Pika seat bag
Camelback Volt LR 13L

Sleep:

Lafuma Warm N Light 600 sleeping bag
Outdoor Research Auroa bivy bag
Big Agnes Clearview pad

Electronics:

Garmin eTrex 30 GPS
Fenix PD32 flashlight x 2
SteriPEN Adventurer Opti UV water purifier
Fujifilm F900exr camera

Repair:

Tubes x2
Tire boots x2
Tire lever
Patch kit
Chain links x2
Sealant 4 oz.
Valve stem x 2
Multi-tool
Zip ties x 10
Brake pads x2
Hand pump
Chain lube

Clothing:

Ride shorts
Ride shirt
Rain jacket/pants
Silk long underwear
Down vest
Socks x3 pair
Shoes
Ride gloves
Cold-weather gloves
Wool stocking cap
Arm warmers
Knee warmers

Safety:

First-aid kit
SPOT beacon
Paracord
Colorado Trail Databook

Personal:

Toothbrush/toothpaste
Floss
Chamois cream
Lip balm
Dehydrated towels
Sunscreen
Bugspray
Toilet paper
Credit card/cash/ID

Food:

Potato chips
Soda
Candy bars
Beef jerky
Rice cakes
Burritos

started hiking in the dim glow of a back-up light. Ty, by now, must have been sipping hot cocoa at Copper Mountain, wondering where I had

gone. I called his name. No reply. I growled in anger. "Hopkins!" After an hour of hiking and fiddling with my lights, I finally got them to turn on. Ty was angry when we reached Copper Mountain. I had delayed us an hour. We were hungry, soaked, and miserably tired. And there was no place to sleep.

It was my turn to talk Ty off the ledge. "Let's just find some trees, and get in our bags."

"Where at?" he growled.

"Anywhere. It's late. We'll get an early start. No one will know we were here."

"I guess."

The next morning we rode to the nearby convenience store, hoping to get enough food to last us until the finish line, 150 miles away. We were 45 minutes early to the store. Our moods darkened even more. I reorganized my pack while Ty cleaned his



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12/14 -Santa Clara -Gubler Park



Above: Ty Hopkins riding through Coney Summit, 13,270'.

Right: Ty Hopkins, Cameron Millard, and Jeff Hemperley looking into Breckenridge from the top of Ten Mile. Ty Cameron, Jeff.

Below: Adam Lisonbee, after 6 days, 15 hours and 550 miles, is all smiles.

bike. We still weren't talking much. Neither of us had slept well; we were still wet and cold. An employee from the store came outside to flip switches behind a closet door.

"Does this mean you're open?" Ty asked hopefully.

"Nope. Not until 7 am." The employee was too cheerful to be delivering such vexing news. He seemed to be enjoying our plight. He went back inside and locked the door behind him. We waited silently on the curb.

At exactly 7:00 the lights came on, and the clerk pushed open the door. "Come on in!" At that same moment, Cameron, Jeff, and Ian, three other CT racers, walked through door. We hadn't seen them in days.

"Ha! You guys are here!" Jeff yelled.

The happy rendezvous lifted everyone's spirits. We left Copper behind, and began the long, steep, and brutal push over Ten Mile, part of an abrupt ridge of peaks that separated Copper Mountain from Breckenridge. At the top of Ten Mile we gazed down, down, down into Breckenridge, where'd we be passing through, (but not close enough for easy resupply) after a long descent, and a little more climbing. Beyond the small town more mountains layered the horizon—mountains we would have to climb.

Insects buzzed in the heat. The sun was boring holes into the ground. Ponderosa pines grew in thin stalks, like rows of soldiers. We were well above Breckenridge by now, slowly inching up the trail to Georgia Pass. I pedaled away from the group while they ate lunch. I wanted to keep moving. I had to keep moving, or they'd leave me too far behind. "You've got to eat, Adam," Ty said.

"I'll eat while I pedal," I replied.

Golden light dripped from the trees when we finally reached Georgia Pass. Clouds clung to the skyscraper peaks, and stretched across the green, fertile mountain valleys of South Park. At Georgia Pass is one of the CT's most popular trail markers. The tall wooden pole, CT

triangle nailed near the top, divides the continent. Looking back to the west, and the way we had come, the mountains unfolded endlessly. The valley far below was blurred by distance. The long approach was covered in dense forests. Ahead of us, a similar sight stretched eastward and happily downward. I set off down the opposite side of the pass, knowing that the riding was almost all downhill to Kenosha Pass, Highway 285, and the homestretch of this incredible journey.

Around 10:30 pm, we were all beyond tired. I struggled to walk in a straight line while hiking a steep segment of a smooth dirt road. My head snapped from side to side while I fought the fatigue. I used my bike like a crutch, propping my body upright. "I need to sleep," I told anyone who would listen. "Anywhere will do."

"We can't stop here," Ian said. "There is a bar nearby. We can get some food there."

"A bar? We are in the middle of nowhere," I said. Surely the darkness, and the accumulated fatigue, had Ian confused.

"No, it's here. I read about it," he insisted.

The route we had to take around the Lost Creek Wilderness was new

to the CTR in 2013. We were as likely to find nothing, as we were a bar. A few more climbs came and went, and there was no bar in sight. Fatigue was eating at my head. My feet were numb. My legs were dull and slow. I tried to count how many calories I had stashed away in my bags. 800, maybe 900. At most, 1,000. Not enough for 130 miles, even if some of those miles were fast dirt roads. The temperature dropped, the high plateau turned chilly. The trees were walls of blackness. The moon rose above the mountains.

"If we stop now," I pointed out, "we can get a fire going, and have a nice warm camp tonight." Nobody stopped.

"We can't be far now," Ian said. "Start dreaming about hot food!"

I had been dreaming about hot food for a week. I grew more and more skeptical about Ian's bar. But nobody wanted to risk missing it, if it did exist. Mile after mile revealed no bar. We were finally on the verge of pulling over and lying down when we rounded one more corner, and climbed one more rise. There were lights. Bright, neon lights. Music blared from the glowing oasis.

"No way!"

"It's real!"

"And it's still open!"

"Sit down, and let me get you guys some drinks. Pizzas will be out in a few minutes." His name was Pat, and he was the owner of the Stagestop



Saloon.

"I don't want to go back outside," I said to him. "If I do, I'm afraid this will all disappear, and I'll be back in the cold, pushing my bike."

He laughed. "I'm real. I can promise you that!"

Pat insisted that we camp in the beer garden. We laid out our bags under the tarped canopy, larders and bellies full. I burrowed into my sleeping bag, still unconvinced that the saloon was real. I wondered if I'd ever be able to find it again. Ian broke the sleepy silence. "I told you there was a bar."

We set out from the saloon as the first light of dawn crept over the surrounding mountains. Finishing the CTR had never felt so far away. Jeff and Ty rode away from me. Cameron and Ian disappeared behind. I rode alone, thinking only of the finish line. "Don't stop. Keep moving." I rode farther and longer between breaks than I had all week. I skipped places to refill my water bottles. Finishing was the only thing that mattered.

Stopping delayed that. "Don't stop!"

I crossed the Gudy Gaskill bridge and the South Platte River in the late afternoon. I was 17 miles from Denver. "Seventeen miles. Seventeen miles. Seventeen miles!" I fell into my own world, focused on moving, and only moving. After a long descent, and more chanting, just one more climb remained. But it wasn't a long climb. And it wasn't very steep, either. I started looking for Lenny's Rest, a trailside bench that I knew was at the top of the hill. When I reached the bench, I wanted to sit down and enjoy the moment. "No time, go!" I pedaled by unceremoniously, and burst from the trees onto Waterton Canyon road. Six miles, all downhill, of smooth graded dirt were all that was left.

Six days, 15 hours, and 15 minutes, after leaving Durango, I arrived in Denver. Ty and Jeff were waiting in the trailhead parking lot, grinning stupidly. I sat down in the gravel and looked up at Ty. "Well," I asked him, "now what?"



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RIDE OF THE MONTH

Kamas Valley Challenge



“What is the best way to Jordanelle?;” along Highway 32 in Marion, north of Kamas.

Right: A map of the Kamas Valley Challenge ride.

By Wayne Cottrell

The Kamas Valley Challenge is a 43.0-mile loop that incorporates some popular bicycling roads in the “Wasatch Back” of Summit and Wasatch Counties. The loop follows roads that have been used, on occasion, for the U.S. national road racing championships and the Tour of Utah, and which regularly attract a legion of devoted riders. The ride visits several small communities, of which Kamas, with a population of 1,899 in 2012, is the largest. The loop is challenging in that there are several significant climbs, although the gap between the highest elevation (7,047 feet) and the lowest (6,113 feet) is only 934 feet. The route follows marked state highways primarily, although a couple of diversions are inserted to add a little extra to the experience. Notably, even the state

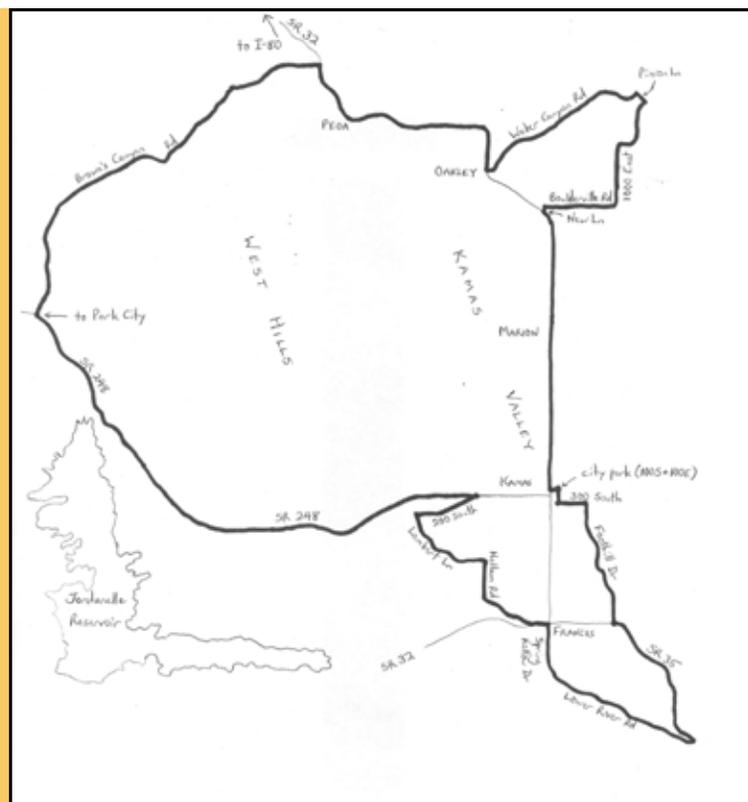
highways are not heavily traveled in this region (the highest volume is along SR 248 west of Kamas, with 7,000 vehicles per day), hence their popularity among cyclists.

The ride begins at Kamas City Park, located at 100 South & 100 East in Kamas. Kamas is located at the junction of State Routes (SRs) 32 & 248, at the “gateway” to the Uinta Mountains. The city’s name is a reference to an edible bulb, growing in the valley, which was a staple of the Ute and Shoshone tribes who once lived here. The name is also a reference to the landscape: “small, grassy plain.” To get to Kamas, travel along the I-80 freeway to the SR 32 exit. Head south on SR 32 for 16 miles. The city is located 48 miles east of Salt Lake City (via the route just described), and 16 miles east of Park City (via SR 248). One of Kamas’ claims to fame is a cycling

tradition: the annual High Uintas Classic, which features an 80-mile road race to Evanston, Wyoming, on a course that climbs to 10,700 feet over Bald Mountain Pass, along SR 150. The current ride does not attempt to tackle the Uintas, though, staying on roads to the north and west of Kamas.

Start by heading west on 100 South, and then turning right onto Main Street (SR 32). (Please note that this article describes a counterclockwise loop; doing this ride clockwise is equally fine). Heading north on SR 32, leave Kamas after at mile 0.9, and enter Marion at mile 1.2. Marion had a population of 685 in 2010. The town is named for a former LDS Church official, one Francis Marion Lyman (for which Francis, visited later in this ride, is also named). Soon after SR 32 bends left, at mile 4.3, turn right, off of the highway, onto New Lane. Make another, immediate right onto Boulderville Road, and head east, climbing gradually. Cross over Crooked Creek at mile 5.1 – the creek is one of several waterways in Kamas Valley, contributing to one of the more fertile valleys in Utah. The road bends left at mile 5.6 and heads north, becoming 1000 East and continuing to climb. At mile 6.6, 1000 East begins a series of curves mixed in with several short, steep climbs. After bending to the left at mile 7.6, you are now on Pinion Road. Just 0.2 miles later, at the stop sign at mile 7.8, turn left onto Weber Canyon Road.

The Weber River parallels Weber Canyon Road for a stretch – its source is runoff from the adjacent Uinta Mountains. After a gradual downhill, enter Oakley at mile 10.2. Turn right, at the stop sign at mile



10.5, onto SR 32. You have now completed a “reverse-C” shaped diversion from the highway, and are ready to continue along SR 32. Oakley, population 1,524 in 2012, is named merely for the scrub oak that grows in the area. After a gradual uphill, and a sharp bend to the left, at mile 11.0, the highway descends at a 7% grade into the community of Peoa (population 253 in 2010). The name is derived from a native-American term meaning “to marry.” SR 32 bends right at 13.3, followed by a few curves.

At mile 14.3, turn left onto Brown’s Canyon Road. Thus begins a long, almost steady climb from the low point of this ride (6,113 feet), to an elevation of 6,849 feet, followed by a short plunge to the junction with SR 248 (elevation of 6,697 feet), at mile 21.2. Turn left here, onto the highway, and continue to descend. The Jordanelle Reservoir appears on the right at mile 22.3. Jordanelle State Park, which surrounds the mighty reservoir, is best accessed from its opposite side. SR 248 descends rapidly to mile 23.0, and an elevation of 6,324 feet, before kicking upward for a strenuous 2-mile climb. The highway finally crests at 7,047 feet, the high point of this ride, at mile 25.9. There are dramatic overlooks of Jordanelle along the way. From here, the highway descends rapidly toward Kamas.

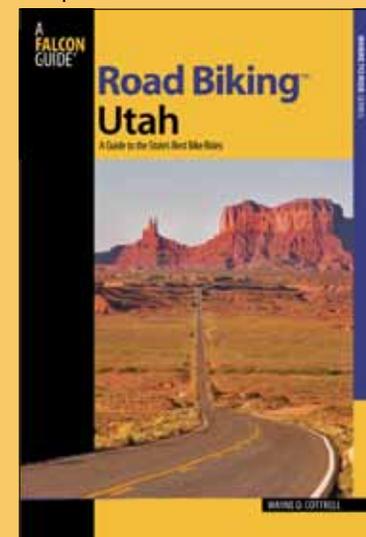
But wait! One option would be to continue along SR 248 to SR 32 in Kamas; turn left and return to 100 South and City Park to conclude the ride. A longer option, however, extending the ride by about 12 miles (to 43 miles), would be to make a very sharp right onto 200 South, near the base of the SR 248 descent, at mile 30.1 (i.e., before entering Kamas). Turn left onto Lambert Lane at mile 31.3. Follow this road as it bends to the left a couple of times, ultimately heading east. Next, turn right, at mile 32.8, onto Hallam Road and head south. After a curve to the left, the road descends steeply to SR 32. Carefully turn left onto the SR 32, watching for traffic in both directions. Enter Francis (population 1,120 in 2012). Turn right onto Spring Hollow Drive at mile 34.5, adjacent the Uinta Junction Country Store (there was no street sign when I did this ride). After a short, steep descent and climb, at mile 35.0, the road curves to the left,

making another steep drop. Turn left onto Lower River Road at the stop sign at mile 35.6. This road winds through a strikingly picturesque, pastoral setting.

At mile 37.8, make a hard left onto SR 35, and make a short climb. Shortly after the highway bends to the left, at mile 40.1, turn right onto Foothill Drive (no street sign when I investigated). Follow Foothill as it bends to the left and right, with Kamas on the horizon. Once in Kamas, amidst its residences, turn left onto 300 South (mile 42.4). Next, turn right onto 100 East. Proceed across 200 South, which is SR 150, and continue to City Park (mile 43.0), where the ride ends.

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

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



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

SLCBAC has four positions now open on our board and are seeking volunteers to serve the county! Visit our webpage www.bicycle.slco.org and follow the “applications” link.

Find us on Facebook!

MOUNTAIN BIKE RACING

Utah High School Cycling League Ready to Kick off Second Season



Above: Sierra Pogue takes a win last season.
Right: Junior Division II Start. Photos courtesy Steve C. Wilson

By Alex Strickland

SALT LAKE CITY, Utah – Sept. 4, 2013 – The Utah High School Cycling League launches its second season next week with more teams, more riders, more races and a new State Championship venue in the mountain biking mecca of Moab. The league, one of the largest and fastest-growing in the National Interscholastic Cycling Association (NICA), was launched in 2012.

The season opens on Sept. 14 at Corner Canyon in Draper, where more than 450 riders are expected to line up across nearly a dozen classes from freshman to varsity. Approximately 600 total student athletes are registered for the 2013 season, though not all riders participate in every event.

“I’m continually shocked by the enthusiasm for mountain biking among Utah’s student athletes,” said Utah High School Cycling League Director Lori Harward. “We’re building off an amazing first year and our student athletes are chomping at the bit to get out and race this season at some incredible venues.”

With the league’s rapid growth, organizers expanded off-season offerings to make sure student ath-

letes and the adult volunteers who coach them had access to resources to improve riding, conditioning and coaching through skills clinics and a winter riding camp.

“We have an amazing group of volunteers who have been working hard to get our racers ready for the season and we’ve watched 75 racers come together as mountain bikers and friends,” said Whitney Pogue, coach of the new Corner Canyon High School team – the league’s largest with 75 riders.

This season’s five-race schedule returns to two courses from last year at Round Valley in Park City and the 2002 Olympic venue at Soldier Hollow near Heber. The 2013 season kicks off on a new course at Corner Canyon, hits the mid-point at Snowbasin in Odgen and closes out with the state championship in Moab.

The full schedule is:
Sept 14 - Corner Canyon, Draper
Sept 28 - Round Valley Round Up
Oct 12 - Snowbasin, Odgen
Oct 26 - Soldier Hollow, Midway
Nov 9 - Moab, Utah

For more information about the Utah High School Cycling Association, visit www.utahmtb.org.

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Now September 14, 2013 — Start Time 9 a.m.
Packet Pick-Up: Sept. 13, 5-7 p.m. &
Sept. 14, 7:30-8:30 a.m.
at the UTA Park & Ride, 9400 S. 2000 E.
Online registration: www.bikereg.com/Net/19511
Info: misty@snowbird.com

TOURING

Bike Touring the Great Parks of the North

Above: Julie at the tunnel on Going to the Sun Highway, Glacier National Park.

Right: Lou at the location that inspired the Monte Dolack painting, Going to the Sun Highway, Glacier National Park.

Below: Julie at Logan Pass, Going to the Sun Highway, Glacier National Park. She made it!!! –check that off the bucket list!



By Lou Melini

Riding the Going-to-the-Sun road in Glacier National Park has been on the “bucket” list of tours for Julie and I ever since I acquired a Monte Dolack print of a bicyclist riding the road in 1987. It is described as one the most scenic road in America by several websites.

The road officially received its name, “The Going-to-the-Sun Road,” during the 1933 dedication at Logan Pass. The road borrowed its name from nearby Going-to-the-Sun Mountain. Local legend, and a 1933 press release issued by the Department of the Interior, told the story of the deity, Sour Spirit, who came down from the sun to teach Blackfeet braves the rudiments of the hunt. On his way back to the sun, Sour Spirit had his image reproduced on the top of the mountain for inspiration to the Blackfeet. An alternate story suggests a white explorer in the 1880s concocted the name and the legend.

Despite years of discussion, I had a concern that the trip may not happen. Julie and I had planned on leaving Salt Lake on June 19th, riding Glacier on June 22nd, the day after Going-to-the-Sun was to open for the season. However there was a slight complication. This is the discussion at Thanksgiving dinner in 2012.

Daughter-in-law: “Julie, Lou; I’m going to have a baby. The due date is June 16th.

Julie: “Oh Wow! I can’t wait! Congratulations! I am so excited! I’m going to be a grandmother! I will be able to help in whatever way!”

Lou: “Uh honey, we leave on June 19th for our bike trip. Oh, congratulation!”

The little “Lewie” was born on June 10th. He was 3-weeks-old when we left on July 4th for Missoula Montana, the home of the Adventure Cycling Association (ACA).

Another reason for starting in Missoula is that I had a place to leave my car. In July of 1969, I walked across the parking lot at Rider College (now University) that is located just south of Princeton, New Jersey. Coming towards me was

another freshman entering the dorm for several days of freshman orientation. Bob Luceno and I shook hands and introduced ourselves. Forty-four years later we re-united I was able to take advantage of our friendship.

Julie and I have now done 6 long trips. We sometimes get asked which was our best trip. Our honest answer is all of them as each one has unique features. However, we both think that if you want a bike tour with endless days of beautiful scenery then do the Great Parks North Tour mapped by the ACA. Huge granite slabs reaching high in the sky with thick green pine forests below. Water is everywhere in the form of huge picturesque lakes, raging rivers, and too numerous to count waterfalls. Water is also seen frozen in massive glaciers tucked into the mountains, though reportedly disappearing rather quickly in geological time.

Trip Summary:

Montana:

We used the Adventure Cycling Association (ACA) maps exclusively for this trip save for a very short detour. For that we used the BC Rockies map that we picked up at a visitor information center. Our bike weights (weight of bike and everything on it) were high with mine at 95# and Julie at 85# to start the trip. We left Missoula anxious to get to Glacier National Park. We rode 160 miles the first 2 days to Columbia Falls along Montana route 200 (good road) and route 83 (not so good road). We passed the large scenic Salmon, Swan and Seeley Lakes and in Bigfork, the north end of Flathead Lake, We also passed numerous deer and 4 Rocky Mountain sheep that were very close to the road. I had reasons to start in Missoula. My advice would be to start in a town north of Flathead Lake to avoid route 83 with its long stretches of no shoulder and high-speed traffic.

After Bigfork, the ACA maps take you onto some low traffic back roads. We entered Glacier in mid-morning of day 3, free courtesy of my National Park Senior Pass. We took a short break and quickly rode to Lake McDonald lodge. The road

on the west side of Glacier is closed to bicycles from 11 AM to 4 PM between Apgar campground near the entrance of the park and Avalanche campground another 5 miles from McDonald. So we killed time at Lake McDonald sitting on the back porch of the lodge viewing the lake, reading and eating an early dinner.

The uphill portion of Glacier to Logan pass from the west entrance is also closed to bicycles during that same time period. We left Lake McDonald area at one minute before 4 and quickly did the 5 miles to the start of the climb to Logan Pass. The road for the final 16 miles has a profile very similar to riding to Snowbird ski resort. Julie did great cresting the summit at 8 PM. We even took time to take a picture of the wild goats near the top. The ride up to Logan Pass is stunning with numerous waterfalls cascading off the mountain scenery. We found the spot that matched our Monte Dolack poster and took a picture of that as well. Traffic was heavy and the road is very narrow, but there were enough pullouts that we didn’t affect flow too much. Most people seemed

to cheer us on. It was hot and each of us went through our 3 bottles. I was able to buy a \$1 bottle of Powerade from a tourist that pulled off the road. We did need to put on warm clothes for the 12-mile ride down to St. Mary’s campground due to the time of night. We knew there was a Hiker/Biker area so getting in just before 9 PM was not a problem. Unfortunately the line for the showers was 8 deep and the showers close at 10 so we gave our tokens to a family of 8 camped near us that really needed and appreciated the tokens. If I go through Glacier again I will most likely do it from the east side to avoid the time restrictions.

Alberta, Canada:

We left the campground at St. Mary’s and proceeded into Canada on day 4. Just past the border we met a Montreal family doing a 3-year cycle trip with their 7- year-old daughter. Later in the afternoon we were caught in a massive downpour with hail. The thunder sounded like it was coming from above our heads and the wind was difficult. With 2 miles of uphill and another 6 to a

private campground we pushed on with our rain-suits. It was laundry day anyhow so we passed the time doing laundry. The weather cleared the next morning.

Day 5 put us in Blairmore, one of several “towns” that make up the municipality of Crowsnest. Our ride to Blairmore was hot, mostly with headwinds. We resupplied our food in Pincher Creek, a town of 3600 and large enough for a decent sized grocery. We also stopped at a local bakery for bread, chatting with some of the locals and their guests from the Netherlands. We had lunch at a Provincial historical site where we took a short tour of the local coal mining history and the landslide that buried part of the town and 100 people. Overall it was a good day. Our campground was nice, shady with a sleep-inducing stream 10 feet from our tent. On the other side of the stream were railroad tracks. About 6 trains rumbled through during the night negating the effects of the stream. In the evening I did my bike checking duties that I was behind on. I found a spoke that had nearly pulled through Julie’s rim.





Above: Lou on a cool morning exiting Glacier National Park.

Right: Lou relaxing in Camp.

Below: Julie riding along the Kootenay River, Kootenay National Park, Canada.

She had been riding all day with the rim out of true and rubbing the brake. With 1100 miles to go we planned on getting a new wheel in Fernie, the lunch spot on day 6.

British Columbia:

We had crossed the continental divide riding over Crowsnest Pass, one of several crossings. Helmets are now mandatory in the Province of British Columbia. Our ride went quick today with a long break in Sparwood. While in Sparwood we chatted with the first of several Great Divide riders on the road due to the flooding. The broken wheel that I trued held well. Fernie, like many of the towns we passed through have been re-invented in tourism after the coal and lumber industries declined. We knew there were 3 bike shops in Fernie. Fortunately there is a 4th. We went to all 4 before finding a wheel with a 130 mm spaced 700C wheel and that was taken off the only road bike in stock. After obtaining our wheel, we shopped for food, had lunch and took off in the heat to Baynes Lake Provincial Park. Camp fees for the night were \$30 cash, no credit cards at this provincial park. Visa is accepted in Canada at all of the other campgrounds. Do leave your Discover card at home as it was not accepted at anywhere we went in Canada.

Kootenay National Park:

Favorable south winds pushed us quickly northward to Radium Hot Springs for lunch on day 8 at the visitor/information center. We were on the border of Kootenay National Park. We read that passes were necessary to be in the Park. The day passes cost \$9.80 or \$67 for an annual pass (\$10 less for being a senior). We elected the annual pass, as we would be in the parks for more than a week. We were only asked once to show our pass.

We had been riding quickly until we entered the park. The first mile was at 11% and was 2-lane, broken pavement with no shoulder. I elected to jump on an adjacent side-

walk. The next 8 were at 6-8%. Ten miles before Radium Hot Springs we had a similar one-mile climb out of Invermere but there was an adjacent, steep, but narrow bike path that Julie needed to walk. Invermere is also the last of the “normal” grocery stores before entering the national parks. Kootenay National Park is the start of a lot of “Wow, what beautiful scenery” that continued into Banff and Jasper National Parks.

Back to Alberta to enter Banff National Park:

Day 9 and we returned to the Province of Alberta entering Banff National Park. Our goal was the legendary Lake Louise, plus the not as famous but equally beautiful Lake Moraine. These 2 lakes are worthy of at least a one-day layover for hiking along the trails. So we did the tourist thing and spent one “rest day” at Lake Louise, riding nearly 30 miles walking for 9-miles along Lake Louise. Not the rest day I imagined. The Lake Louise campground does not have a hiker/biker area and always had a “full” sign. We did not have a problem obtaining a site. Shopping at the market at Lake Louise will give you sticker shock. The pear and pecorino cheese ravioli sounded good and was reasonably priced considering that a can of Campbell’s Chunky soup went for \$5.

The weather changed on the 2nd night at Lake Louise. It rained most of the night so that in the morning we moved under the convenient shelters found in Canadian Parks. These shelters have tables, benches and wood burning stoves. We had breakfast, dried our tent and packed to head north.

I had a case of the sniffles the day we left following Julie’s case of the sniffles. However when I get any illness, despite being mild, I end up with rather severe muscle aches. For the next 2 days riding north I had problems getting on and off the bike. In addition I had muscle stiffness in my neck making it difficult to turn my head.

It remained damp with a few

On our second to last night heading north we camped next to 4 other cyclists that just happened to meet up. They had started with 3 separate “groups” heading in various directions. The weather was still changing as we woke up to a morning chill of 22° according to Julie’s stem mounted thermometer. There was frost.

Our last night traveling north was at the Columbia Icefield campground on day 12. It was my decision to turn around here and not go the next 60 miles into Jasper city, though this may have turned out to be a good decision in retrospect. However, The scenery, with massive glaciers, waterfalls and jagged mountain peaks more than made up for my discomfort that lasted for less than 2 days. The weather was also improving. This last day of traveling north was a short day of 25 miles, with 15 of it uphill, the last 6 at close to 8%. The night at the Columbia Icefield campground was great. I woke up around midnight with a full moon

The return trip back to Radium Hot Springs was uneventful as we rode over the same passes except from the opposite side. In total we did 9 passes with Logan Pass in Glacier the worst though Bow Pass made our 84-mile day back to Lake Louise “interesting”! Fortunately most of our climbs were aided by thermal updrafts in the late morning and afternoons.

The weather was again getting warmer though we had a heavy rainstorm on the afternoon we returned to Lake Louise. I was definitely feeling better than the previous 2 days. Again the campground sign said full. A park ranger waved me to the front of the line away from the cars. I asked for a shady campsite near the showers and bear containers, bingo the perfect campsite. Camping at Lake Louise was a bit odd as it is surrounded by electrical fence due to bear issues. We shared our rather generous campsite with a young couple hitchhiking across Canada.



minor showers and cooler for the next 2 days ride northward. At one lunch break at a campground someone had started a fire in the shelter stove, a nice luxury as we encountered a brief heavy rain as we approached the campground.

illuminating a glacier capped mountain peak. A fantastic sight! I almost woke up Julie to ask her how to best take a night photo. I am not a “stop and take pictures” kind of person, but the view was that good.

One of the interesting aspects of bike touring is meeting the same person(s) in different places. As we traveled south we did a short detour in our trip that put us in Fort Steele

Continued on page 38

Jasper National Park:

Return trip through Canada:





Left: Julie at the 2nd of 3 crossings of the Continental Divide on this trip. Left middle: One of the most scenic outhouses in North America (base of Sunwapta Pass, Banff National Park, Canada). Lower left: Lou and Julie at the campground in Ft. Steele, British Columbia. Above: Lou at Adventure Cycling Headquarters, Missoula, MT. Lou has been a lifetime member since 1976. Lower right: On the road repair of Julie's broken front derailleur.



for one night. Maggie one of the cyclists that we met 5 days earlier came a couple of minutes behind us. Earlier when I went shopping I couldn't find a package of hamburger less than a pound. Fortunately for Maggie, we were all able to share a campsite and the hamburger. Maggie is quite the traveler having solo hiked the Pacific Crest Trail a few years ago.

Entering the U.S.:

Entering the U.S. was easier

than we thought. We were asked the standard questions. We told the border patrolman we had oatmeal, peanut butter and a turkey sandwich for lunch. He smiled and waved us through. The line to get back into Canada on this Sunday night was over a mile long at 5 PM. We camped at the city park in Eureka, Montana meeting a father/son duo that planned to cycle through Glacier. The city park had a shower, but both Julie and I used my sandals to stand in the shower. The toilet was backed-

up and non-functional. Fortunately the gas station across the street was open 24 hours. The toilet got fixed just as we were leaving. We did leave the \$10 suggested donation for using the park.

We were at this time ahead of schedule so I was planning to possibly go off route and travel west from Whitefish to Libby Montana for 2 or 3 days. Julie was having some issues with her front derailleur not shifting into her smallest ring. Then, while riding up a short but

very steep (12%?) grade her chain suddenly shifted into the big ring but she managed to power over it. This happened a second time with an equally steep hill and again "big-ring Julie" powered over it. It turned out that the top pivot pin had fallen out so I replaced it with some thin rope and secured the front derailleur from moving. She could only use the middle ring. There was only one more short, steep climb for the remaining 40 miles to Whitefish, Montana. As we got closer to Whitefish, the traffic increased and the quality of the road severely decreased especially the final 10 miles. The heat was also getting to us. In Whitefish we decided to not replace the derailleur and simply ride the remaining 180 miles back to Missoula in her middle ring. We knew there were no climbs requiring her small ring but not having her big ring meant a top speed under 20 mph. In Whitefish, we shared the campsite with a girl from West Virginia that had just finished riding the Great Divide trail from south to north. She did most of the trip alone as her boyfriend left her after entering Colorado. Inspirational that she finished the ride.

We had an uneventful 3-day ride "home" from Whitefish for a total of 21 days. I did get my first flat tire equaling Julie's one flat tire. My tire was notably worn. It had a total of 1400 touring miles on it. This was the 3rd time we needed the spare tire that we carry in our 6 tours. We also experienced being turned away at a private campground due to it being full on a Tuesday night. There was a Forest Service campground about 1 mile away, making it our 6th non-shower night. (Half-price with my

senior pass)

We cruised into Missoula on our last day, Thursday the 25th. We went to the Adventure Cycling Association Headquarters for the free ice cream, a picture for placement on their wall of visitors and an interview and pictures with Greg Siple, one of the founders of the ACA. We then returned to Bob's house and our car. We left the next morning for Salt Lake. When we came home that Friday evening there was an email for me from Lorenzo, a Basque cyclist that stayed in our home for a few days in April of 2012. He is in his 16th year traveling by bike. He was passing through Missoula riding the Great Divide trail. He went to the ACA headquarters on Friday and saw our pictures from the day before. We missed him by one day. Small world!

Miscellaneous Trip Nuts and Bolts:

Julie is really into trip statistics. So for the finally tally 1340 miles in 119 hours and 17 minutes of riding time. The high mileage day was 84 (twice) and the low mileage was 27 and 25 on "rest" days. The daily miles-per-hour ranged from a low of 8.2 (our last day traveling north) to 12.9 (5 times above 12.5 mph). We spent \$510 on food (though I packed quite a bit to start the trip) and \$429 on campgrounds. With miscellaneous expenses such as the Parks passes (\$125) and Julie's wheel (\$145) we spent \$1277, nearly one dollar per mile or \$60/day – our most expensive trip in North America. Even little Lewie, our grandson, received a small cardboard infant bear book that Julie carried from Lake McDonald in Glacier for 17 days.



MECHANIC'S CORNER

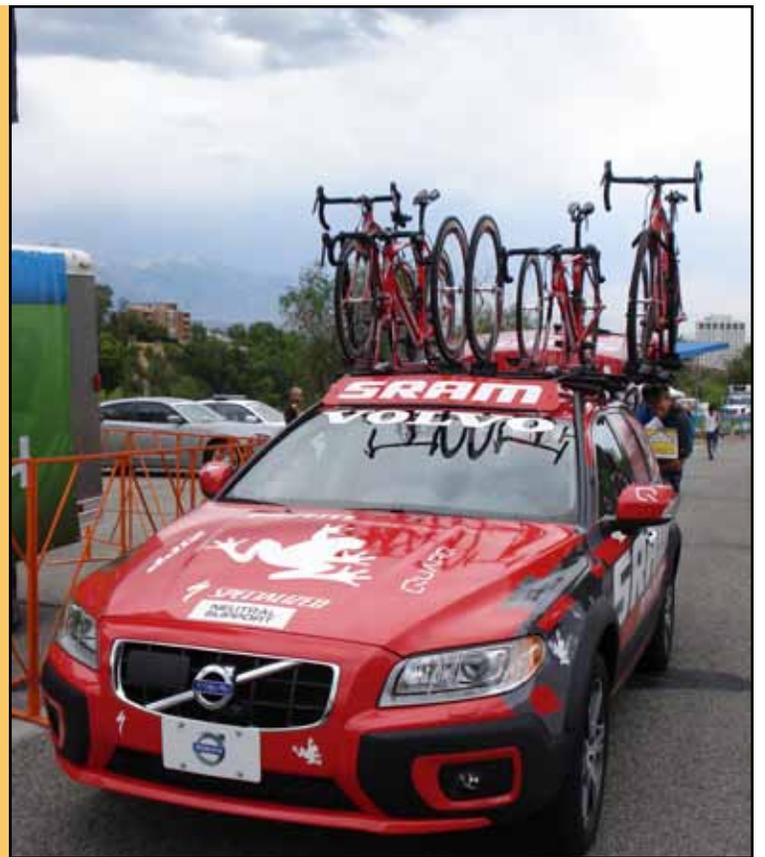
Unsung Heroes of the Race Caravan



or motorcycle. In the United States, most teams will only have one car (if at all) so if the team cars go with the breakaway group, neutral support will monitor those teams riders in the peloton.

In order to support the entire peloton, a large amount of vehicles and equipment are required. For the Paris-Roubaix, a wheel manufacturer brings 100 wheels, 5 cars and 4 motorcycles. At the Tour of Utah, the SRAM neutral support had three cars and a motorcycle. Each vehicle has a driver and mechanic. The support cars will carry up to 6 bikes and 10 pairs of wheels, in addition to spare parts, tools and water. The motorcycle will carry 2 pairs of wheels, which will be resupplied by one of the cars in the event of a mishap.

While neutral support is an important part of professional racing, amateur and citizen events really



Clockwise from top left:

1. SRAM Support Motorcycle
2. SRAM Volvo Support Car
3. Chad Contreras, Hector Castillo, Myke Berna and Roger Bennett of the SRAM Neutral Support Team.
4. Ever wonder what's in the back of a support car?

Photos by Tom Jow



By Tom Jow

Last month our great state of Utah was treated to the spectacle that is professional bicycle road racing during the Larry Miller Tour of Utah. Who can deny the excitement of 150 colorful cyclists speeding around the our state roads? Following behind the peloton there is a large entourage of vehicles. There are motorcycles and cars for media, cars for commissars, cars for team support. Lost among all those vehicles is another support team, the neutral support. Their job is to provide service to any rider from any team, hence the term "neutral". But if every team has a support car

(or two at the grand tours), then why is there a need for neutral service?

One reason to have neutral service is to be able to provide service for riders over more of the race course. For example, in a race such as the Paris-Roubaix, the race usually breaks up into many groups on roads that are very narrow. Because of the narrow roads, team cars may not be able to reach their riders in due time. Having neutral support on the course often prevents race ending mechanical problems. Another example is when there is a breakaway group with only a small time gap. The commissaires may not deem the gap large enough for several team cars so instead will insert one team car

benefit from neutral support. At these events, the mechanics show up well before the start of the days event. This is often as early as 7am. They spend time fine tuning bikes for riders and racers that do not have the luxury of team support. They repair flat tires. Sometimes in-depth repairs such as replacing a derailleur, cables, or brake pads are needed. And then there are crashes. When there is a crash during a criterium, the service pit can be very busy with sometimes as many as 10 riders needing wheels or a spare bike.

When this occurs, it's important to keep cool. The most important attribute a neutral support mechanic can have is patience. Working all day on bikes for the general public can be much more trying than for a team. As a neutral support mechanic their job is to help everyone finish the ride/race and have a good time. Patience and bike repair skills are not all they have. Often being the first one to a crash, they have first

aid training. Sometimes there will be no official present when a decision needs to be made, so they might have an officials license. In fact, neutral support mechanics have a special license obtained after attending a week-long training course with USA Cycling. At first glance, neutral support does not seem like it's really all that necessary for professional racing. Many times, it is not. Public events such as centuries and gran fondo rides are where neutral support

really shines. They show up early to take care of bikes and riders that may not be 100% prepared. They stay late, until the last finisher crosses the line. There are no fans taking their picture. These guys work with the cycling public and they do so with aplomb. If they happen to be at an event you participate in, say thanks, buy them a beer. Or a cookie.

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



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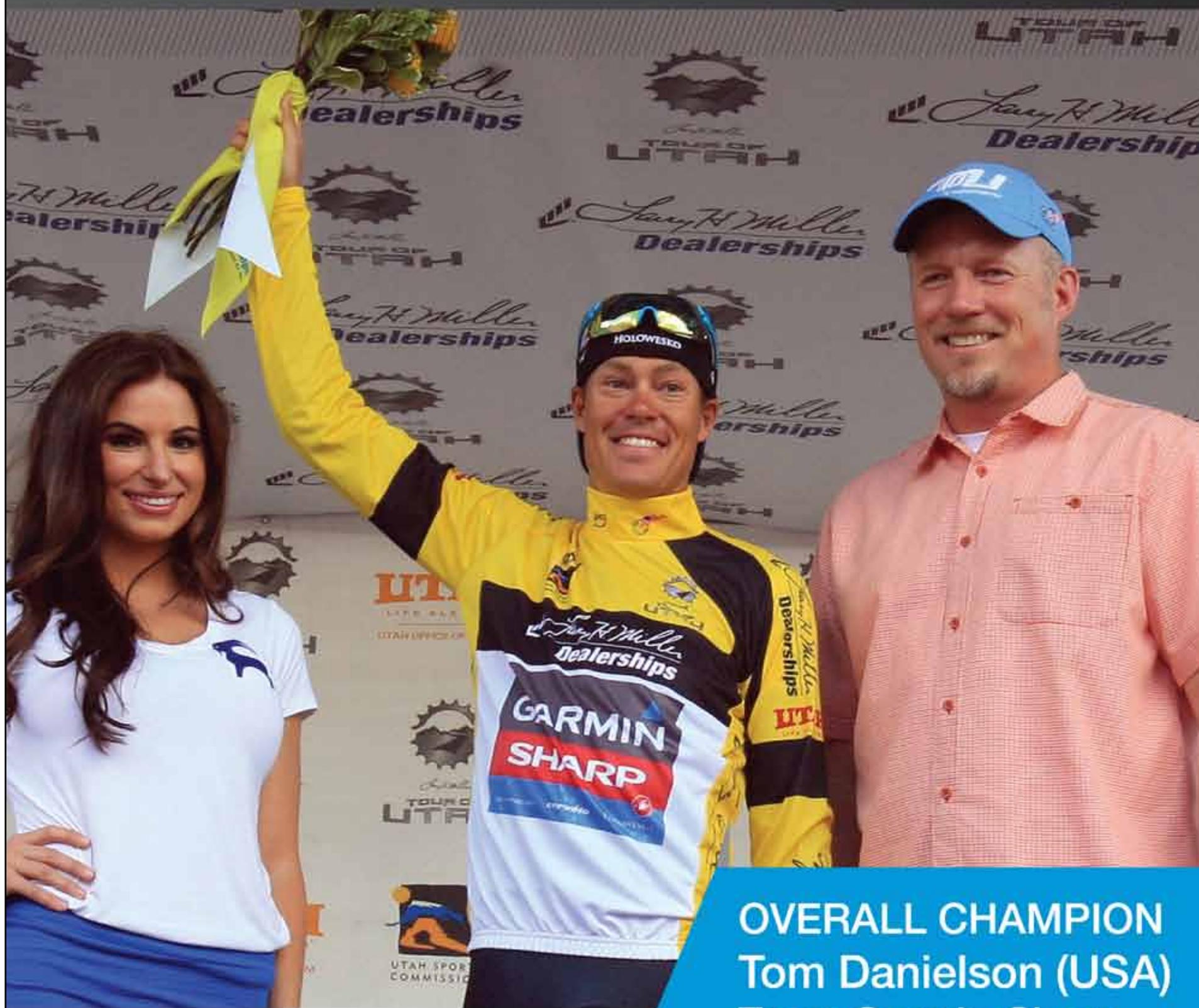


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