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CYCLING MAGAZINE
WEST MOUNTAIN

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**2014 UTAH,
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WYOMING,
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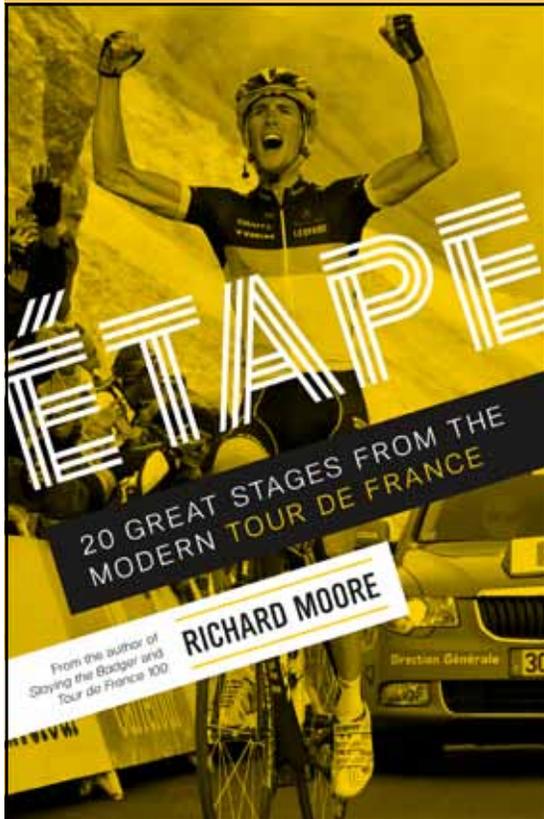
**ROAD
MOUNTAIN
TRIATHLON
TOURING
RACING
COMMUTING
ADVOCACY**

FEATURING:

- TOUR OF UTAH
COVERAGE
- BIKE TOURING IN
IDAHO
- POINT TO POINT
- 7-11 TEAM BIKE
- HONORING MATT
BRADLEY
- MOUNTAIN BIKING
ELY, NEVADA
- RIDING GREAT
BASIN
- CYCLOCROSS
CALENDAR

BOOK REVIEW

ÉTAPE: 20 Great Stories from the Modern Tour de France is a Great Read and Great Journey



By David Ward

Contrary to what you may assume from its title, this is not a book about 20 of the greatest stages from the modern Tour. Rather, as it specifically states, these are stories. Yes, these stories arise from Tour stages, and his narrative of each stage is exciting. But these stories are more than that. Moore's stories tell of individuals and events, and provide

you with important background information, with facts and perspectives from the protagonists themselves, to create 20 very compelling tales.

In his introduction, Moore states that the 20 stories selected for this book "encompass extraordinary feats and diabolical deeds, heroism and deceit, farce and tragedy. ... There were mysteries to investigate and myths to debunk—the feud between two team directors that distorted the outcome of a stage in 1992; a rest day disqualification in 1991; the untold stories of the gruppetto;

and some classics: l'Alpe d'Huez in 1984, Paris in 1989, Sestriere in 1992, Les Deux Alpes in 1998." Just reading the introduction excited me: These were mostly stages and events that I had followed and could recall beginning with when I first started watching the Tour in 1984.

There is much to appreciate about this book. First, I was pleased Moore specifically defined and limited his book to the "modern" Tour. I am wary, and cynical, about lists and

books claiming to encompass the 20 (or 50, 100, whatever number one chooses) greatest of whatever the topic is. I remember reading an article purporting to list the greatest professional cyclists, of which at least 75% were selected from the previous 25 years. No surprise. Those were the years the author was most familiar with, and for which he could find plentiful information. Moore makes no such claim. These are "great" stories, and they are mostly from the period of time with which he is personally familiar.

Second, he is not exclusionary. He includes stories from 1998 through 2012, the aptly named "doping era", including chapters on Lance Armstrong, Marco Pantani, Jan Ulrich and other known dopers. He willingly acknowledges these stages and events occurred. He writes, while quoting Armstrong, "Those Tours happened," he [Armstrong] said, "despite what a bunch of dickheads say." Of course, you might disagree . . ."

I don't. They most certainly did happen, though doping unquestionably changed the parameters of the competition. Nevertheless, these athletes trained hard and, particularly evident in Armstrong's case, brought a calculating intelligence and hard discipline to their racing. There are some great stories to be told from this era. I have little respect for Armstrong as a person, but I can't help but admire him as an athlete and a professional cyclist. He was a cheat, as were all other contenders of that era. But as Iban Mayo said of

Armstrong, whom Armstrong called a punk, "I lived with him—no one can take that away. ... But the difference between Armstrong and the rest of us was enormous. He was way superior to the rest."

This sentiment is seconded by American Bobby Julich. Considered by some as Greg LeMond's potential heir, Julich found himself while still a "hotshot junior" paired in a 2-man time trial with "this triathlon kid, Lance Armstrong . . . We did this five-minute effort, I was good for two minutes, then I was on the absolute rivet for the final three minutes. . . . Right then and there I said to myself, 'Man, if there are more guys like that in the world, I don't have a career.' Because he was the strongest guy I had ever seen."

Finally, Moore is a consummate story teller. Start reading a chapter and you will not put it down until it is finished. His is a writing style that is comfortable and compelling, a style that is a pleasure to read no matter what the topic might be.

Several chapters really stood out to me. The first, which is the last chapter of the book, is the story of Greg Lemond's final stage time trial victory on the Champs-Élysées where he took back 58 seconds from Laurent Fignon over 15.2 miles to win the Tour by 8 seconds. On that day, he set the record for the fastest time trial over 10 kilometers in Tour history, 33.893 mph, a record which officially still stands. (Note: This record was broken by Utahn David Zabriskie on the opening day of the 2005 Tour, but he was later stripped of that victory after admitting that he doped.) Of his victory over Fignon that day, LeMond says, "I knew he was disappointed. What could I say to him? What could he say to me? I would have been devastated." Interestingly, on the day he won the Tour, he had yet to be paid a single franc on his contract with ADR.

Then there is the chapter centered on stage 18 from the 1998 Tour. Moore refers to the 1998 Tour as "The strangest-ever Tour", and borrowing a phrase from Dickens' A Tale of Two Cities says "It was the best of Tours, it was the worst of Tours." This was the year of the infamous Festina Affair when Willie Voet of the Festina team was caught crossing the French border with a boatload of banned drugs. Festina was ousted from the Tour, and the remainder of the Tour saw team hotels being raided by French police searching for banned drugs.

Continued on page 12

What's on your mind?

Send your feedback and letters to the editor to:
dave@cyclingutah.com



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, Charles Pekow, Jared Eborn, Lukas Brinkerhoff, Wayne Hansen, Ian Scharine, Phillip Sarnoff, Sarah Kaufmann, Shannon Boffeli, Angie Harker, Greg Overton, Keith Bateman, John Shafer, Mel Bashore, Tom Jow, Cathy Fegan-Kim, Dave Richards, Steven Sheffield, Jason Porter, Robert Bowler, Emma Burke, Megan Bradley, Seth Bradley, Paris Gerrard

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Cover Photo: Chris Horner leads Tom Danielson (yellow), Winner Anaconda (pink), and Wilco Kelderman (green) over the top of Empire Pass. They were caught on the decent by stage winner Cadel Evans.

Photo by Dave Iltis

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TOUR OF UTAH

Tom Danielson Wins Second Larry H. Miller Tour of Utah in a Row



Tom Danielson pulled away on the 14% gradient (average) Powder Mountain climb on Stage 4 of the 2014 Tour of Utah. Danielson took over the leader's jersey and never looked back. Photo by Dave Iltis

By Jared Eborn

The Larry H. Miller Tour of Utah just keeps getting bigger and better.

With the most star-studded field in the race's 10-year history, the Tour of Utah reach new heights, went to greater distances and stretched beyond the state's borders for the

first time ever.

But after all was said and done, Garmin-Sharp's Tom Danielson used his decisive Stage 4 move up the rugged Powder Mountain climb to distance himself from all challengers and capture his second consecutive Tour of Utah title.

"It was totally different this time. When we talked about the race, I put my hand up and wanted to win this year," Danielson said. "It was a lot harder, a lot more pressure on the team, a younger, less experienced team this year, with a lot of kinks along the way – illness, crashes and stuff like that – everybody performed above and beyond. It was the least I could do to perform well on my end."

Not only did Danielson perform well, he and his Garmin-Sharp team raced a tactically masterful race. After gaining valuable time over the field at Powder Mountain, Danielson and the argyle armada minimized any damage that might have occurred in subsequent stages even with big names like Cadel Evans and Chris Horner doing everything they could to chip away at the lead.

Ultimately, the 57 seconds Danielson gained on one of Utah's toughest climbs was enough.

Grand Tour winners from each of the three biggest races in the world came to the Beehive State to test themselves against the world-class field and eye-popping terrain. Evans was the 2011 Tour de France winners, Horner won the 2013 Vuelta Espana and Ivan Basso is a two-time Giro d'Italia champ.

But even a pair of late-race stage wins by Evans wasn't enough to unseat Danielson who raised his arms in victory once again on the final day in Park City.

"It's magic," Danielson said. "You come down that straight with all the fans. I wanted to start crying because there's so much work put into it."

Expanding to a record seventh stage and sneaking into Wyoming for the start of Stage 5, the Tour of Utah is growing. Already dubbed "America's Toughest Stage Race," the event is attracting more World Tour teams each year.

One area of growth was adding a one-day Tour of Utah Women's Edition to the race and supporting a pair of unofficially associated races making the Tour of Utah a larger event than any scale it has seen before.

Long-time professional women's racer Nicki Wangsgard organized the Zappos Cedar City Gran Prix held in conjunction with Stage 1 and the Chase Pinkham Memorial Criterium attracted more than 170 pro and



Utah's Jeff Louder (in blue) announced his retirement at this year's Tour of Utah. He's shown here in the chase group on stage 4. Photo by Dave Iltis

amateur racers to Miller Motorsports Park following Stage 3.

With Tour of Utah Women's Edition also held during Stage 3, Miller Motorsports Park saw one of the most action-packed days of cycling in the state's history.

Following the 2014 race, Tour of Utah officials announced the 2015 race would be held from August 3-9 with another seven stages of racing. Route details, of course, were not announced but after two years in Utah's iconic red-rock area, it is speculated that other areas of the state such as Logan, Bear Lake or Moab will see a stage or two.

to give sprinters and their teams a strong chance to finish well in front of a large crowd in Cedar City, Stage 1 was anything but easy. With a long climb over Brian Head and a second ascent atop the Bristlecone Summit, the climbers took their chances with breakaway attempts but ultimately the sprint trains reeled them back.

With a set of finishing circuits in Cedar City, the race was dynamic. Belkin Pro Cycling's Moreno Hofland showed he was back in great form after a long absence from the peloton following a crash at the Amgen Tour of California. The young Dutchman surged past Team SmartStop's Jure Kocjan and Lampre-Merida's Andrea

Stage 1 – Cedar City to Cedar City – Though designed as a stage

Continued on page 17

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COMMUTER COLUMN

Daniel Bedoya is Bonneville Cycling Club's Commuter King

Daniel Bedoya commutes up to 50 miles a day, year round. In 2013, he commuted a total of 5435 miles to and from work. Photos courtesy Daniel Bedoya.



to Lake Park (work). Depending on responsibilities, meetings, weather and fitness I commute from 1 to 5 times a week. I sometimes ride on rainy or snowy days. I try to avoid them if I can. The coldest I have ridden was -0.8F.

C.U.: You ride, I believe, 50 miles round trip to and from work. That's quite a long commute! What is your routine to prepare for the commute?

D.B.: Riding preparations start the night before, looking at the weather for temperature, precipitation, and wind. I need to make sure I have clean clothes and not flat tires. The morning of, same checks, calendar for meetings, as well as visual check for clouds, etc. My bike commute can take from 55 minutes to 1 hour and 45 minutes.

Depending on how hard I ride, such as trying to make it home fast, or just fighting a strong headwind, will sometimes determine if I ride the next day. Taking a break sure helps to get me excited to ride again, as I won't be as tired to ride. Plus I read somewhere that I get stronger on the rest day.

C.U.: There must be days when there are unexpected problems such as storms especially with such a long ride? Do you have a "Plan B"?

D.B.: Plan A is ride. I try to keep plan A as much as I can. In case of chance of precipitation I take a rain jacket, plastic (like latex) gloves, a food bar, a gel, a cell phone and a wallet.

Plan B is ask a co-worker who lives in the direction of Farmington Station for a ride. Plan C is ask a family member or wife. Plan D is stay at mom's home who lives close to work.

C.U.: What do you use for a commuter bike? Why that choice? What have you found works best for commuting?

D.B.: This year my commuter bikes are: for possible snowy/icy roads I ride a Giant XTC 29er hard-tail, otherwise I ride a Specialized Tarmac. I remove the road racer fenders on the road bike in the summer. For tires I use Continental 4000s. For

Lights I use the USB rechargeable Knog blinders for front and back, a MagicShine 1200 lumens, and a Light and Motion HID. Reflectors on my Timbuk2 bag as well as strap reflectors on my wrists and ankles. I have a single speed/fixies (Sputnik) that I can use for a backup.

C.U.: What are the most frequent maintenance issues? How often do you change your chain, brake pads, cables and housing? Do you change these items on a schedule or when they don't work?

D.B.: Most often maintenance is to keep the bike clean, focusing on the chain. A clean chain can last a week to a month depending of rain, water, mud, or dust. To clean the chain I get a gallon of degreaser the supermarket (purple power), put some of that on a Park Tool chain cleaner system (Park #CG-3.2) and with the help of the brush, the chain comes fairly clean after rinsing with some water. I oil the chain after it is dry by applying a drop of Finish Line Ceramic Wet chain lube to every link. I then spin the pedals very fast a few times and wipe any excess oil with a dry rag. Fixing flats, chain replacement (I check the stretch with a Park CC 3.2 chain wear tool) and changing tires according to tire wear or cuts are part of the routine. Once a year I change the brake pads to keep a soft rubber for better brake feel. Also hard pads can wear the rim faster due in part due to the usual collection of debris imbedded in them. I also annually change the cables and housing. Every other year I clean and re-grease the bottom bracket. Once or twice a year I change the bar tape. On my mountain bike I bleed the brakes when needed. On Youtube, I can sometimes find the "How-to" in order to do my own work. I try to do

most of the work on the bikes. For things I can't do, and problems I take it to Biker's Edge in Kaysville. They know a lot and are super friendly and helpful.

C.U.: How much do you think you save by commuting by bike?

D.B.: It is hard to tell how much I save by commuting. Biking can be expensive... but my mood and health are better.

C.U.: You've had the most commuting miles in the Bonneville Cycling Club commuter challenge for the past 2 years. Does the commuter challenge encourage you to commute more? What do you think of a recreational club recognizing bike commuters?

D.B.: The Commuter Challenge helps me keep track of my commuter miles, so in a way it is an incentive to keep commuting. The Bonneville Cycling Club is treat for anyone who wants to ride a bike as it has every type of ride from 15 miles to 150 miles. There are slow and fast rides as well as flat and hilly rides. I have many friends in the BCC as it is a great club and very friendly. They have recognized bicycle commuters by giving out gifts such as rain jackets, bike lights, water bottles, chain lubes, etc. The recognition is great, as it gives everyone an incentive to keep bike commuting.

C.U.: What do you dislike about commuting? Have you had any close calls? Any final words to the readers?

D.B.: I dislike distracted drivers on their cell phones, texting and talking who put at risk the life of others. I got some close calls from people trying to beat me to the entrance of gas stations, to street intersections, and the yellors "get out of the road." A couple of years ago I was hit by an F-150 truck. After a rotator cuff surgery, physical therapy, new bike parts (wheels, fork, pedals, shifters, etc.) I got back on the bike. Accidents will happen, and nothing should stop you from doing what you love/like/enjoy. Enjoy life as much as you can, and keep on riding!

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

By Lou Melini

For a number of years the Bonneville Cycling Club (BCC) has challenged its members to commute by bike. The miles are then logged onto the BCC website. At the end of the year the "Pounds of carbon saved" are then calculated. For the past several years Daniel Bedoya has been at the top of the list in part due to his 50 mile commute. In 2013, Daniel had 220 commuter trips for a total of 5435 miles to work and back according to the Bonneville Cycling website. This saved 5908 pounds of carbon from being emitted into the atmosphere.

Cycling Utah: Let's first talk about you and how you ended up riding to work.

Daniel Bedoya: I was born and raised in Lima, Peru. I came to the states more than 20 years ago. As a child, I biked for fun. I bought my first bike in the states to go to college, riding it from the apartments to classes. At college I met my beautiful wife with whom we have 3 awesome boys. Thanks to fast food, buffets, and delicious sweets I gained a lot of weight, and my blood pressure was high. I needed to change something so I started to run but my feet, ankles, knees and hips were hurting which led me to start biking to work

a few times a month. A co-worker introduced me to mountain biking. I did some single speed riding as well as road racing, and joined some biking clubs.

I work at Intermountain Health Care as a Software Engineer. Many of my co-workers bike (road/mountain), some commute as well. Our group in the summer participates in rides (centuries, Rockwell Relay, LOTOJA, etc.) as well as our own planned mountain bike rides. A couple times a year we go to Moab or St George; once we ended up in Whistler, Canada.

Now I commute to relieve stress, to find answers to problems on a clear mind, to put my two cents on cleaning the air, to stay fit, to control weight, to see wildlife (mouse, cat, fox, snake, deer), to have the opportunity to help a fellow biker to fix a flat tire, to travel to space (snowy night riding with lights), to be a little bit close to nature, and for fun.

C.U.: Tell us about your commute.

D.B.: Early in the morning, usually in the dark, I drive my bike to the Farmington Station where I get into the Legacy Parkway Trail or to the Rio Grande Trail, depending on trail conditions. I take the trail for almost 15 miles, then to Redwood Road, and

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UTAH BIKE INDUSTRY

Mercury Wheels Relocates to Utah



Mercury Wheels sponsored rider Breanne Nalder off the front in the Tour of Utah Women's Edition. She is riding Mercury M3 wheels. Photo by Catherine Fegan-Kim, cottonsoxphotography.com

By Dave Ittis

Mercury Wheels, a manufacturer of road bike wheels, recently relocated from Mississippi to Ogden, Utah. We asked owner Chris Mogridge a few questions about the company.

Name of Company: Mercury Wheels

City, State: Ogden, Utah

Website: MercuryCycling.com

When and where was the company founded? Who founded it?:

Mercury Wheels was founded in

2008 in Mississippi by Chris and Karen Mogridge.

Brief Description of your company: Mercury is a high-end wheel company founded on the principles of providing the absolute lightest, most aerodynamic wheels to amateur and professional riders. We're happy to be able to support several pro teams including Team SmartStop and the US National Road Race Champion, Eric Marcotte.

What types of wheels do you build? We are primarily a road wheel company, but we also have new ventures into mountain and cross.

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

From the first day we were in business, we made it a priority to build as much of our wheels in the U.S. as possible. Currently, we have all our wheels hand built in the US. In the next year, we are looking to bring our rim manufacturing to Utah with a new type of rim technology. We are planning on releasing a complete line of wheels: road, tri, mountain and cross.

Why did you choose to move or stay in Utah?:

- Manufacturing Capabilities
- oSkilled Labor Force
- Engineers
- Manufacturing
- Bicycle Industry

•Opportunity

- oNetworking
- Projects w/ other companies
- Establish a real relationship, not one over emails or at tradeshow

oProximity to other bicycle companies - Business District in Ogden

- oCost of living
- Commercial Space
- Residential

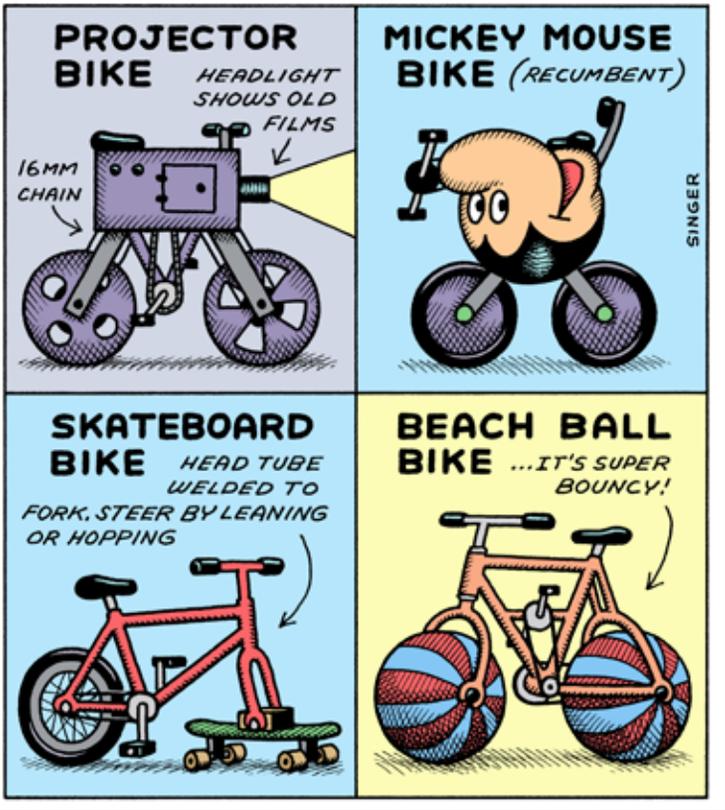
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MOUNTAIN BIKE RACING

Alex Grant Makes it Six in a Row at the Park City Point 2 Point in 2014! Reeves takes the Women's Win



Meghan Sheridan was the top Utah racer in the women's field.
Photo by Emma Burke

By Shannon Boffeli

Each edition of the Park City Point 2 Point in Park City, Utah, seems to have its own unique defining characteristic. This year it was hero dirt. Two solid weeks of rain leading up to the event packed down the trail surface leaving riders with 72 miles of eminently shreddable singletrack loveliness to contest.

All of the 350 riders had nothing but smiles and compliments about the amazing trail conditions and never-ending one track at the sixth edition of the Point 2 Point.

Once again racing started bright and early at 7 a.m. with the open men and women categories leading the way.

The men's group included a mix of the best ultra-endurance racers in the country including 5-time Point

2 Point winner and recent Breck Epic champion Alex Grant (Sho-Air/Cannondale). Joining Grant were High Cascades winner Cary Smith (Hub Cyclery), Colorado strongmen Jay Henry (Tokyo Joe's) and Josh Tostado (Swiftwick/Santa Cruz), racing legend Tinker Juarez (Sho-Air/Cannondale), and local pro roadie Rob Squire (Jamis) fresh off the Tour of Utah and US Pro Challenge.

Squire took the early lead and led most of the rolling terrain in the first hour of the race. A large lead group of 15-20 riders formed at the front until Alex Grant decided to create the first separation with an attack into the Prospector trail network. His attack whittled the leaders down to just six until Squire turned the heat up even more taking just Grant and Juarez with him on the Snow Top climb.

Rob Squire, a former US National

Team mountain biker, showed he hadn't lost his trail riding ability even though he was on a borrowed bike and riding a 29er for the first time. Squire climbed with speed and power and with a lot more climbing to come Squire, Juarez, and Grant kept stretching their lead making this the critical move of the day.

Jay Henry stayed just in sight of the leaders about 20 seconds back.

After cresting the day first big climb at the top of Deer Valley it was Grant's turn to get back to work. The Sho-Air rider moved in front just before the start of the new enduro segment downhill using the technical, twisting descent to open a gap between himself and Juarez and posting the fastest enduro time of the day. Squire meanwhile, had dropped back struggling with a soft tire that would need to be filled 10 times before the finish.

The young Jamis rider wouldn't let a soft tire stop him as he overtook Juarez on the next long climbing section and held second position through the finish.

Alex Grant was long gone though. In previous editions, once out front the 5-time P2P champion leaves nothing to chance putting time on his rivals with every turn and berm on the course. This year was no different.

By the time Grant reached Park City Mountain Resort he had over 5 minutes in hand and would stretch that lead to 17 minutes by the finish breaking his previous course record with a time of 6 hours 16 minutes.

Robbie Squire nursed his squishy tire through the final 20 miles of rocks to take second in front of the always-astounding Tinker Juarez.

That left fourth place up for grabs with Nate Miller (Light & Motion) holding on to the spot until a flat at Iron Mountain dropped him behind the fast-finishing Jay Henry with less than 15 miles to go.

Miller was able to repair his tire just in time to preserve a podium finish in front of Josh Tostado who had been moving through the field late in the race.

The women put on an equally exciting show with recent Steamboat Stinger winner Gretchen Reeves (Tokyo Joe's) leading the way early in the race. The Tokyo Joe's rider started fast and put big time gaps on her competitors including local racer Meghan Sheridan (UtahMountainBiking.com) who occupied second place for much of the day and Kelly Boniface (Moots) riding in third.

Reeves out climbed everyone early on and did even more damage on the descents easily winning the mid-race enduro segment as well as every other descent on the 72-mile course.

As the riders descended into Park City Mountain Resort Reeves held close to 10 minutes on her nearest rival, which at that point was Kelly Boniface. Boniface had jumped



Alex Grant won the 2014 Park City Point to Point, his sixth in a row. He is the only winner since the inception of the race. Photo by Angie Harker, Selective-vision.com (find your photos online).



Gretchen Reeves won the women's open category. Photo by Angie Harker, Selective-vision.com (find your photos online).

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Continued on page 12

GEAR PICKS

Lizard Skins Dri-Fiant Shoe Covers are Sharp and Locally Made



Lizard Skins' Dri-Fiant Shoe Cover is a perfect for fall and winter weather.

By David Ward

Aside from the cool name and logo, Utah company Lizard Skins makes great products. I had the opportunity to test a pair of Dry-Fiant shoe covers. I was excited to do so as I have two pair of their gloves I acquired a couple of years ago which I really like.

As with the gloves, the shoe covers are a high quality product. Made

of polyurethane with a microfleece lining, these shoe covers are extremely wind and water resistant. With a reinforced toe and heel, they will resist the rigors of repeatedly putting them on and taking them off. There is no sole to wear or tear, but rather a velcro strap to pull the shoe cover tight onto the shoe and hold it in place. This leaves plenty of room for whatever cleat you may have, and avoids wearing out the sole from

walking.

The one drawback for me, and others like me, was the placement of the zipper on the outer side rather than on the back or inside. I have a back and right hip issue that makes it difficult to bend over and grab the zipper. If it were on the back or, even better, the inside, I could more easily reach and pull the zipper up or down. But this is a problem only for a few of us with such issues. And despite this, I will continue to use these.

I really like the quality and look of these shoe covers. Black with silver trim, and shiny black logo embossed on the side, it is a good-looking product., And I like this com-

Bike Utah Announces Push for 2,015 Share the Road License Plates in 2015

In an effort to expand education efforts for bicyclists and motorists all across Utah, Bike Utah announced that they are working to get more Share the Road license plates onto vehicles in 2015. The funding provided from these plates will help Bike Utah to advance a much needed bicycle curriculum in Utah. Currently, there are 865 plates in circulation across Utah.

Bike Utah Executive Director, Phil Sarnoff, stated that there is need for a more formal educational program in Utah for all road users, regardless of how they choose to get around. Sarnoff said, "As it is in many European countries, this type of bicycle-focused education should be integrated into the educational system. There is no other organized way for these skills to be taught to all future members of the community."

With the expanded funds obtained through the Share the Road license plates, Bike Utah plans to implement curriculum for students to learn how to safely navigate through their communities on bicycle. They also plan to work with driver education courses so that new drivers are educated about how to drive around people on bicycles in order to keep all road users safe.

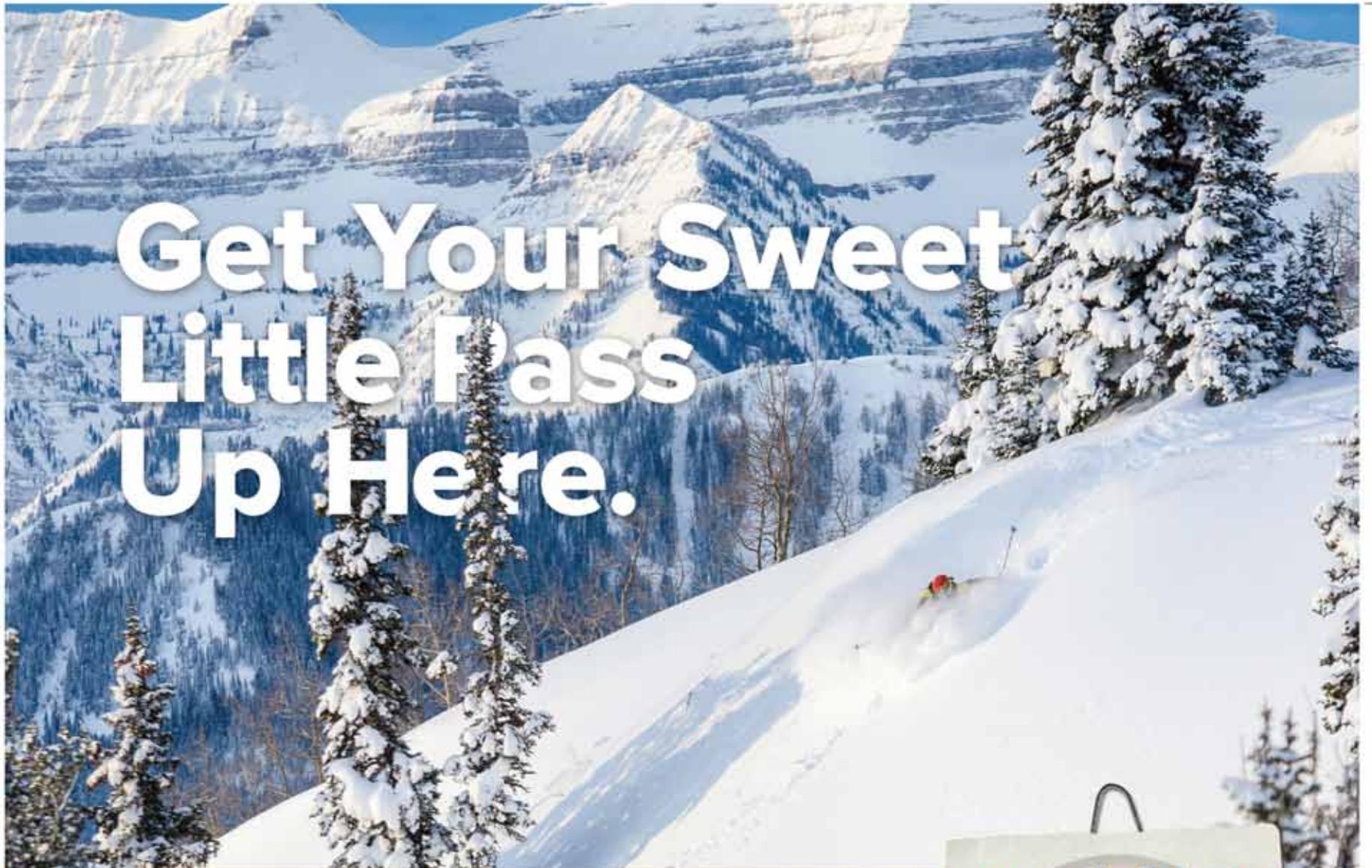
Help Bike Utah pursue this vision of broader bicycle education. It's not necessary to wait until your vehicle registration renewal comes due. You can order your plates now at your nearest DMV or by following the directions at the following link:

<http://www.dmv.utah.gov/vehicles-services-menu/license-plates/special-group-plates>

pany. They clearly have a dedication to quality. Additionally, all their manufacturing is local, being based in Orem, UT, and they use recycled materials whenever possible.

Rating: Category 1 (4 stars) (Hors Category being excellent to Category 4 being poor).

Support your local bike shop!



PRE-SEASON PASS OFFERS END SEPT. 19TH
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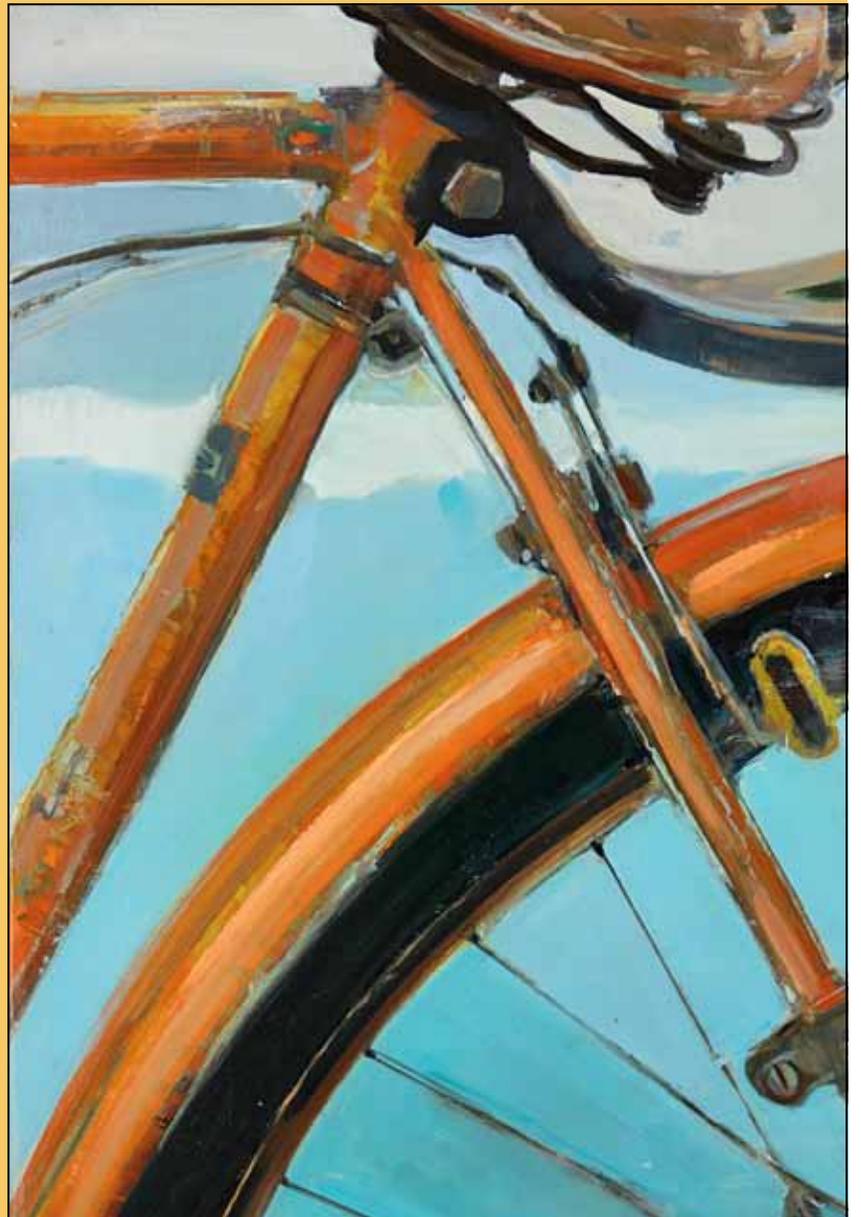
The Bicycle Art of Paris Gerrard



Above: Classico III

Below: Classico IV

For more information on Paris' art, visit charcoalalley.com



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COACH'S CORNER

Maintaining Fitness in the Transition from Summer to Fall



Sarah Kaufmann enjoying the fall colors. Photo courtesy Sarah Kaufmann.

By Sarah Kaufmann

As summer winds down and fall rolls in, we are about to enjoy some of the most incredible riding of the year. Whether you are closing out a heavy season of road or mountain bike racing or just finishing a long summer of recreational riding, the weather, the colors and the dirt off-road are at their peak during the fall. There are great options for keeping your fitness and improving your riding: cyclocross racing, skills training, mountain biking for the road rider or road riding for the mountain bike rider.

The fall can be a great time to work on skills – both for roadies and MTB'ers. There are clinics and private coaching to this end. Try something new! Many of the resorts offer lift access mountain bike riding or have the trails still open – put on a full-face helmet and hop on a big travel bike! See the fall colors from behind goggles. I guarantee if you have been riding roads all summer, this will be a whole new experience – and don't think just because it is gravity-fueled that you won't get a workout. If you're doing it right, downhill riding is a powerful and exhausting full-body effort! Not to mention an exercise in adrenaline!

With all the rain we have had this summer, the dirt is perfect Velcro for your tires right now. We are lucky to live in an area many consider a mecca of mountain biking. Park City has 400+ miles of trails alone and the views of the shimmering aspens in the fall are truly breathtaking.

The road riding in the fall is also amazing. It's pretty nice not to be chased out of the valley by unbearable heat or nasty inversions...but it still pretty wonderful to pedal up any of our numerous canyons to enjoy the same shimmering aspen views and crisp fall air.

For many people, it is time to make the switch to cyclocross racing. CX racing can be a great way to prolong summer fitness and a super fun way to keep riding when the snow starts to fly.

When the temperature drops and snow starts falling, think about try-

ing a CX race. Mud and freezing temperatures are what make CX fun! It's time to put those off-road skills you picked up at the bike park to use!

For what it's worth, I haven't participated in a CX race in two years. (For all the reasons above... perfect dirt, beautiful colors and super comfortable temperatures). The fall is such an amazing time to ride – I would rather get lost for hours on my mountain bike than ride in circles for 45 minutes. That said, CX racing is a total blast and 'riding in circles for 45 minutes' is the worst possible way to describe it. It is the CrossFit of bike racing with strength, form, skills, fitness, and agility all required. (And when your barrier skills are like mine, a sense of humor helps, too).

CX racing is a great way to prolong the riding season before it is time to transition to something more winter-friendly (or at least before it is time to be truly miserable while training on the bike). Check out the cyclocross section in the calendar section of this issue for the full calendar of CX races in the Intermountain area. Our local CX community is super welcoming and the vibe is fun and supportive (just remember that heckling is part of the program and is considered supportive...).

While the CX scene is fun and happy, you will want to change up your training a little after a season of riding or racing on the road or MTB. Contact me below, I am a coach and can help you with this! You may have a solid base of fitness but you will need some final touches to tune up your CX engine. Moreover, a full CX season can give you a leg up on fitness for next year. The winter is the time to really do your homework and make the big advances in form and fitness for next year.

If you have never tried CX racing and are thinking about it, give it a shot. There are first-timer races so you will be racing against other people in the same boat. You will want to practice getting on and off your bike quickly. And you should have a moderate level of comfort riding your bike off-road. But there will be no challenging technical terrain or any technical moves with consequence.

You do not need a CX specific bike to race CX. A mountain bike can work great. If you want to get an edge, swap out your wide MTB tires for something skinny (with knobs). If you have suspension with a lockout, lock it out for the race (both front and rear). If you use clipless pedals, you should use MTB-specific shoes, or something with a sole that has tread and not a slick road-specific shoe. Make sure you do a warm-up (this is a great time to pre-ride the course, just do it between other races when there aren't racers on the course). Practice getting off the line and clipped into your pedals and moving fast!

See you at the races! But don't be surprised if it's after the perfect fall riding conditions have passed!

Sarah Kaufmann is a coach with PLAN7 Endurance Coaching and a pro XC racer with Stan's NoTubes Women's Elite Team.

She won the 2011 Women's A UTCX Series Championship. She can be reached at sarah@plan7coaching.com or 413.522.3180

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Cyclists Ride to Honor Matt Bradley

Bryson Perry and Joe Sepulveda (Matt's brother in law) on the way up Little Cottonwood in honor of Matt Bradley. Photo by Seth Bradley.



Regrouping on lap 6 of Little Cottonwood Canyon during the Matt 'Bronco' Bradley Memorial Ride. Photo by Seth Bradley.

of Little Cottonwood Canyon was led by Matt's brother Seth and was comprised of as many laps of Little Cottonwood that riders wanted to do. We asked Seth about the ride:

What is the 'official' ride title?

The ride doesn't have an "Official" title. I have been calling it the Matt 'Bronco' Bradley Memorial Ride/Tour of Little Cottonwood Canyon. Some call it Matt's Birthday party. Some call it 'the ride from hell'. It isn't an official organized ride, just a bunch of family and friends of Matt's that get together and remember him and how he inspired them.

Tell us about why you organized the ride.

Once a summer, a group of us including Matt would ride the 4 major canyons along the Wasatch Front. We would usually start with

hill repeats. I went and rode Little Cottonwood the morning of Matt's funeral. I got snowed on and almost didn't make it home in time. After Matt passed away, I figured it would be a fitting tribute to Matt to do hill repeats and to show him how he has inspired me and others to achieve things we didn't think we could.

Where did you ride from and to?

A group gathered at the mouth of Little Cottonwood Canyon by the park and ride at 6AM and rode all the way up to where the pavement ends. Once we reached the top, we would turn around and ride back down to the bottom. 8.5 miles up and approximately 3200 feet of elevation gain. Ironically, with the weather we had that day, the descent was more treacherous than the climb.

Describe your day in the saddle (emotions while riding and remembering Matt, time, weather, your number of laps, miles, and elevation gain)

By Dave Iltis

On Tuesday, August 19, 2014, riders gathered to honor the memory of Matt Bradley, a Utah cyclist,

cancer survivor, and educator who passed away in 2012. The gathering of friends and cyclists wasn't your typical remembrance, however. For the second year in a row The Matt Bradley Memorial Tour



Seth Bradley (center) completed 8 laps of Little Cottonwood in honor of his brother Matt Bradley. Bryson Perry (right) and Matt Russell (left) rode with Seth part of the way. Photo by Megan Bradley.

Little Cottonwood because it was the hardest so we could get it out of the way first while we still had fresh legs. The last time we did the 4 canyons ride Matt didn't join us. After completing Emigration Canyon, the last of the 4 canyons, we rode to the Huntsman Cancer Institute to visit Matt. It was the day after his leg was amputated to stop the spread of cancer to the rest of his body. He was the one that got me into cycling and mentored me for the first year. I distinctly remember the first time he took me up Little Cottonwood Canyon on a bike. I was riding off the paved shoulder in the gravel looking for broken glass or nails, hoping I could get a flat tire so I could stop climbing. He was riding next to me giving words of encouragement while I suffered like a dog and cursed him and the stupid two wheeled contraption I was on. We grew up a few minutes out of the bottom of the Little Cottonwood Canyon and spent lots of time skiing, snowboarding, rock climbing and hiking there when we were younger. When we got into cycling, it was our go-to hill for doing intervals and

A group of about a dozen riders set of at 6AM with headlights and rain gear. It started raining almost immediately after we started. Not everyone stuck together on the climb but it was great to have people to talk to and reminisce about Matt. After the first lap, some people left for work and others showed up to ride their first lap. We had a steady stream of people coming and going all day long. It rained until around 1PM when it finally stopped and the sky eventually cleared and turned into a beautiful sunny day. After being soaked to the bone, it was nice to put on a dry kit and ride without the rain for the second half of the day. The rain wasn't bad on the climbs but the descent was not fun. Between the rain hitting your face, wet roads, construction they are doing in the canyon and gravel, I did not look forward to the descent like I usually do.

Both this year and last year, we have had crazy rain at some point during the day. I don't know if this is Matt making it harder for us on

Continued on page 12



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CLASSIC CORNER

7-11 Team Huffy Serotta is a Link to a Golden Age of American Cycling



This Vintage 7-11 Team Huffy Serotta is on display at Cottonwood Cyclery. Photo by Dave Iltis

By Greg Overton

For many of us who have been around cycling for a few years, say three or four decades, the rise of the 7-11 Team was a unique and ambitious undertaking that we all felt a part of somehow. Here was a team that was born to compete in Europe at the highest level of the sport, and the riders were some of the best in America. The team had financial backing, marketing, training programs and coaching like no US team prior to it. The coaches had lived and raced in Europe, and had observed how the sport was being approached by the top teams there.

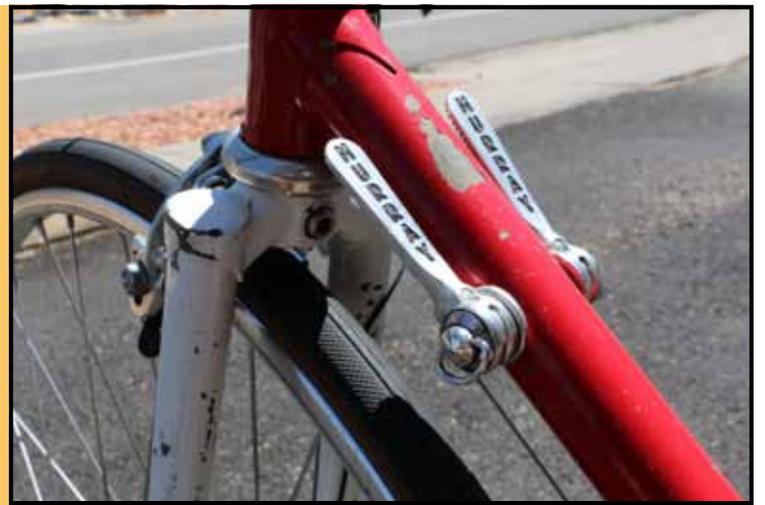
Jonathan Boyer and Greg LeMond

had ridden the Tour de France with terrific success, but had done so on separate established European teams, but it was the iconic red, white and green jerseys of the 7-11 squad that brought a new, American flavor to this staunchly traditional sport. These guys trained differently, they ate differently, they laughed and joked, they had a female soigneur and their most recognizable rider was an Olympic speed skating legend! They arrived with a different approach to equipment as well.

In its earliest days, the team used Campagnolo equipped Murray-branded bicycles that were understated and looked much like Italian bikes found at any race abroad. The Murray frames were built by an up

and coming American framebuilder located in upstate New York, named Ben Serotta. By the time the 7-11 Team arrived in Europe, they had arranged major equipment sponsorship with Shimano and Huffy. Their bikes were now a wonderful tri color that matched the team's jersey and the name on the downtube was Huffy instead of Murray. The frames were still predominantly built by the Serotta frame shop, but were among the first to use an American tubing supplier, True Temper, foregoing the traditional Reynolds or Columbus that nearly all performance frames were constructed with.

Those Huffy frames looked terrific once you accepted the name on the downtube. The colors were arranged perfectly and they had just enough of an Italian feel to have credibility among those of us who cared about such things. And the fact that in their first Tour de France, the team had some success didn't hurt the appeal of their bikes in the least. When those bikes showed up to race in Colorado or for any of the group training rides around Boulder, it would create mixed feelings for the rest of us. On the one hand, we were proud of the team's success and the notoriety it was bringing for American cycling. There was probably some notion of 'well if they can do it, so can I' filling the minds of those of us who were less talented and committed. The downside of seeing those cool Huffys roll up to a start was the feeling that your day



Note the Murray Campagnolo shifters. Photo by Dave Iltis

was pretty much going to go like this: ride as hard as possible trying to hang on as long as possible, hope to get a second to grab your water bottle now and then, and retain whatever nutrition you have taken in the last 24 hours. Mmm, fun times!

Any time that I see one of these Huffy bikes now, I am instantly transported back to that time. The Huffys are so iconic for their role in America's rise in the sport, and they conjure snapshots of a Coors Classic stage, or the melee that those Boulder training rides were, maybe a friendly encounter on a training ride in the mountains outside of Boulder, even a Tour stage on TV. Who can forget the image of a crumpled Davis Phinney and his Huffy after colliding with a team car at speed? The notoriety that these frames brought to the small Serotta frame company caused a tremendous growth cycle for them as well, and because of the team's close connection to the area,

Colorado became the largest selling market for Serotta frames.

It's become fairly well documented in the years since that some of those team frames were actually built by other framebuilders, as is very typical of racing bikes. Riders sourced frames from Landshark, DeRosa and Ritchey to name a few, but all were painted with that terrific tri color kit that Serotta developed for the team frames.

When Editor Dave shared photos of the 7-11 Huffy featured here, I wanted to know where it was located and who owns it. Ed. Dave directed me to Alan Greenberg at Cottonwood Cyclery on Bengal Blvd to get the details. The bike is on display in Alan's shop and he was gracious enough to share some info about this particular bike that has been at the shop for eight months or so. Alan said that it belongs to a friend of his

Continued on page 15

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Speaking of Spokes - Continued from page 2

Still, the race went on. Jan Ulrich, who had won the Tour in 1997, was in the yellow jersey. Bobby Julich was tied for second with Laurent Jalabert, and Marco Pantani was a distant 4th, three minutes behind Ulrich. Stage 15 crested four major climbs, including the penultimate Col de Galibier and the final climb up to Les Deux Alpes. It was a rainy, cold day, and I well remember watching on television as Ulrich, who had been dropped by Pantani on the Galibier but was still close at the base of Les Deux Alpes, disintegrated in the rain and cold on the final climb, losing the yellow jersey to Pantani.

Julich, however, had a good ride that day. Finishing well ahead of Ulrich, he crossed the finish line believing he had taken the yellow jersey only to be stunned to learn that Pantani had finished a shocking 5:43 ahead of him. Julich also tells how he came to know Ulrich during that Tour. "I was enamored with him, I have to say. Humble, down to earth; a regular guy." Julich relates to Moore how, having seen Ulrich wearing a Tag Heuer watch, he told Ulrich how much he liked them. Ulrich replied that he had another one and for Julich to come to his hotel and he would give it to him. Julich never did, but at a post-Tour banquet, Ulrich saw Julich and ran to his room, returning with the promised watch.

I could go on about each chapter and its fascinating details. But I will finish with the chapter, "Honor Among Thieves". This chapter tells the story of Armstrong's win on stage 15 of the 2003 Tour. This has particular significance for me because I was there. On that day, I had ridden to the top of Luz Ardiden, the final climb, and then found a spot further down to wait for the riders to appear. I didn't see it happen, but as they raced up the Luz, Armstrong's handle bar had been hooked by a souvenir musette bag held by a young boy on the side of the road. Armstrong was jerked down in an instant, with Iban Mayo

also going down as he plowed into Armstrong. Ulrich barely avoided the crash. What happened after that has been the subject of debate. Some claimed Ulrich did not wait for Armstrong until Tyler Hamilton motioned for them all to slow down, violating the unwritten rule to wait for the yellow jersey rather than take advantage of his misfortune. Ulrich claimed, "I didn't attack, because cycling is a fair-play sport."

The irony is heavy and thick. Here are the major contenders of that year's Tour, Armstrong, Ulrich and Mayo, along with Tyler Hamilton, all dopers, discussing and disputing whether Ulrich had violated this sense of fair play. "As Armstrong says, he believed most if not all of his rivals were doping. That was OK. Taking advantage of a rival's misfortune on the road was not. There was, after all, honor among thieves."

Étape is a book of 20 such stories. Each is intensely interesting and compelling, with the above three only an illustrative sampling. Also starring and contributing through their interviews are Eddie Merckx, Bernard Hinault, Mark Cavendish, Wilfried Nelissen and many others. Some are major names, some very minor, but each with a story tied to a stage from the Tour de France. It is through these stories that Moore successfully connects us with the heart and soul of the Tour.

It is no coincidence that, just as the Tour de France has 20 stages, this book has 20 stories. Indeed, this book is a tour, a journey through 20 of the most compelling stories from the Tour. Through these stories you gain a real feel, understanding and appreciation for the persons and events that create and make up the drama and excitement that is the Tour de France.

Étape: 20 Great Stages from the Modern Tour de France
Richard Moore
Paperback with b&w photographs throughout.
6" x 9", 336 pp., \$18.95, ISBN: 9781937715304
Velopress

Matt Bradley Ride - Continued from page 10

purpose because he thinks this is stupid idea or him looking out for us because the middle of August could easily be 100 degrees. We had people come and do a lap on their lunch breaks. We had people do a lap in the morning before work and then come back after work. We started in the dark on the first lap and finished at the top in the dark around 8:45 PM. It was great to ride with so many people but it was also nice to drop off the group for a while and have some quiet time to reflect.

How hard was your last climb?

We started the last lap at 7:18PM. I knew it would be the last because we were quickly running out of daylight. My legs were getting soft at this point. I put a 50/34 compact crank on this year after making the mistake of riding it with at 53/39 x 11/27 last year. My knees were starting to get a little tender but none of the laps were particularly fast so I wasn't cramping, just fatigued. The last lap was done with Bryson Perry and an old roommate of Matt's named Matt Russell. My wife waited for us at the top and drove us down because it was too dangerous to descend. Last year, the last lap we rode all the way up the gravel and finished up in Albion basin but this year, we called it good at the end of the pavement in the dark. 8 times

was enough for this year.

How many laps did some of the other riders do (include their names)?

I ended up with 8 times up. I did not descend on the last time up. My mileage was 126 miles with just under 26,000 feet of climbing. Joe Sepulveda joined for 6 laps. Bryson Perry also did 6 times up. Breanne Nalder ended up riding the canyon 4 times and then went on a few days later and won the Utah State Hill Climb Championship at Powder Mountain. Cathy Kim, who has self-diagnosed allergies to climbing did 2 laps. Tyler Kirk, who won the Porcupine Hill Climb cat 3's in 2012 had the fast lap at under an hour without much effort, then he came back after work with his Madsen Bike carrying his 5 year old son and his 13 year old son who has Hydrocephalus. Needless to say, his second lap was less successful than his first. My 12-year-old daughter Olivia and Bryson Perry's daughter Taylor came and rode a lap on their mountain bikes. The weather was not ideal that day and there were a bunch of people that promised laps but backed out because of the rain. Steven Sheffield promised a lap and wasn't able to make it so he ended up making a donation to the Huntsman Cancer Institute in Matt's honor instead. Although that is noble, he still owes Matt a lap.

How many riders participated?

In spite of the weather, we ended up with around 40-50 people this year. Many came and rode but some just stopped by to show support and say hello. We received phone calls and texts from friends, family, colleagues and people Matt inspired throughout the day sharing their memories of him. It was a great day spent doing something he was very passionate about.

Would you like to add anything else?

Two days after having his leg amputated, Matt was back on the trainer determined to come back stronger than he was with 2 legs. Matt climbed Little Cottonwood Canyon 3 times the day of the Queen stage of the Tour of Utah in 2011 with one leg. He dedicated himself and ended up earning a spot on the US Paracycling team after winning a couple of bronze medals at nationals in 2011. Matt went and trained in Colorado Springs at the Olympic Training Center and then went and raced Paracycling Worlds in Roskilde, Denmark. He had his sights set on the Olympics in 2012 when he passed away. A lot of us have preconceived barriers we set up for ourselves thinking that we can't do things. Matt showed us that we can do them, we may just have to work harder than we are comfortable with.

Point to Point - Continued from page 6

in front of Sheridan but both left PCMR in sight of each other.

With just 20 miles between Park City Mountain Resort and the finish, some racers begin to relax, feeling like the finish is almost in their grasp. That strategy has been proven wrong in the past as a nasty mixture of big climbs, abusive rock gardens, and daunting downhills await riders in these last miles and can be the difference between a great and terrible finish.

A lot can happen in the final two hours of the Point 2 Point.

Reeves was so far ahead it seemed no one could catch her, certainly not the fourth placed rider Marlee Dixon (Epic Brewing/MTBRaceNews.com). No one told Dixon that however as she blew through the Park City feedzone without stopping and quickly gobbled up both Sheridan and Boniface.

Dixon, who recently won three stages at the Breck Epic, had been riding in fourth for most of the day but refused to have a worse finish than her third place here in 2013.

A slow start seemed to leave plenty of gas in her tank as she now focused on catching Reeves in first. At the same time Reeves seemed to be having her roughest patch of the race. Not feeling well throughout the final stretches of the race.

Luckily for the Tokyo Joe's rider she had done enough work in the early miles of the race. Her lead dwindled throughout the final 20 miles but not enough to cost her a race win.

She crossed the line with a well-deserved win after 7 hours and 46 minutes of racing. Dixon crossed the line just 1 minute 12 seconds later. So close they could see each other on the final downhill.

Kelly Boniface stayed strong to the finish, coming home in third and avoiding the back issues that have

plagued her in other long distance races.

Meghan Sheridan was the first Utah rider to cross the line in fourth followed by Carrie Porter in fifth.

Race Notes

- Park City Point 2 Point had equal purses for the open men and women with the winner taking home a check for \$2,000.

- The Point 2 Point hosted a full field of 350 racers from 24 different states.

- 63-year-old Brad Mullen has raced every edition of the Point 2 Point and was this year's oldest finisher.

- Cynthia Taff, from Murrieta, California, completed the race to become the oldest female finisher at age 51. She broke into tears after crossing the finish line.

See results in this issue.



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ADVOCACY

Movement Begins for Bike Lanes and a Bike Friendly Murray, Utah

By Keith Bateman

During Murray's mayoral elections in 2013, I began talking with candidates, city council members and other city officials about their stand concerning developing bike lanes in the city. Virtually everyone gave lip service at least to promoting safe biking in Murray. Recent history, however, has indicated otherwise and it became clear that bike lanes were really not on anyone's radar.

For example, a recent redevelopment/repaving of 4800 South started with a survey of area residents, asking if they wanted bike lanes. Survey results were positive for bike lanes, but when it came down to it, the people that actually lived on 4800 South were adamantly opposed to losing their on-street parking. The compromise was a few signs designating 4800 South as a Bike Route with no bike lanes.

Another more recent example was a major overhaul of 5900 South. When city officials were asked if they should pursue bike lanes for this redevelopment/repaving project, they evidently did not even go through the same process as they had done for 4800 South and left out any plans for any type of bike lanes.

One last example of the lack of a blip on the bike lanes radar was the total lack of action taken over the past 11 years that have passed since an overly ambitious bike lane and path plan was officially incorporated into the city's 2003 Master Plan. This plan included dedicated paths along both Little and Big Cottonwood Creeks and bike lanes along 4800 South, 5900 South, 700 West, 5600 South, 900 East, 1300 East and 6400 South/Winchester. (for complete details of the 2003 plan go to <http://www.murray.utah.gov/documentcenter/view/112>).

Over the past several months a growing group of Murray residents and bicycle enthusiasts have been working with Murray City officials to promote a safe and friendly biking environment in the city through the implementation of designated bike lanes and routes. The group, called Cycle Murray, has also been consulting with several local, regional and state active transportation organizations to determine the most important routes in and through Murray City limits.

To learn more about the various resources available and how to more effectively advocate for bike lanes, Cycle Murray participated in the statewide Bike Summit and the more recent Active Transportation Summit. Through these and other outreach

efforts, Cycle Murray has found great allies and supporters in Bike Utah; Salt Lake County; UDOT; UTA; SLCBAC; Rivers, Trails And Conservation Assistance Program (RTCA); the Wasatch Front Regional Council; Cycling Utah Magazine and other government and private organizations. All of these organizations have been very helpful providing advice, contacts and most importantly their time.

These efforts are starting to have an effect and paying dividends. On May 6, Doug Hill, Murray City's Public Services Director, gave a 45-minute presentation on bike lanes to the Murray City Council, newly elected Mayor Ted Eyre and other city officials. Since the May presentation, the Council has appointed an official Bike Task Force to focus on bike lanes and bike safety. It will meet for the first time on Wednesday, 27 August. Additionally, Mr. Hill has worked with UTA and Salt Lake County to obtain funding for two key projects which should be implemented this year. These projects include painting bike lanes on Vine Street from the IMC Hospital, 5300 South TRAX and Front Runner stations east to 900 East and from the TRAX station on 6400 South/Winchester west to 1300 West.

Advocacy takes a lot of time, dedication and persistence to be effective. While cycling is growing rapidly in Utah, along the Wasatch Front, and as outlined above, there are lots of government and other organizations promoting and supporting the big picture of bike lanes, bike paths, etc. It is critical for cyclists to become active in their local communities and ensure their local officials begin to focus on the safety, health and economic benefits of cycling. Cycle Murray and the new Murray City Bike Task Force have years of work ahead of them. Our goal is to nurture Murray from a blip on the radar screen to becoming an innovative leader in developing and promoting biking.

Keith Bateman is a long term Murray-ite, Founder of Cycle Murray with his wife Kate Sturgeon, and a member of the newly formed Bike Task Force. Cycle Murray is an informal group of citizens dedicated to promoting a safe and friendly biking environment in Murray through the development of biking facilities including bike lanes, paths and parking. You can find more information about Cycle Murray at their Facebook page

ADVOCACY

News from Bike Utah: Bike Summit Announced and 5 Things You Can Do for Cycling

By Philip Sarnoff

August was another busy month in the world of bicycling in Utah. One of the biggest challenges we face at Bike Utah is keeping up with everything that is occurring. Here are a few areas in which we took part last month:

The big announcement for this month's update is that the 7th annual Utah Bike Summit will be held in Provo on April 10, 2015. Some great things are happening in Utah County and we plan to highlight their efforts and accomplishments as well as to provide a program full of ways in which we can keep bicycling in Utah moving forward. Mark your calendars and more details will follow in the coming months.

Bike Utah recently met with all four of UDOT's Region Directors and their Planning Director. As part of this meeting we discussed how bicycle users can get involved earlier in the planning process so that bicycle infrastructure is not an afterthought. We also discussed the best ways for bicycle users to get feedback to UDOT in order to improve road conditions and maintenance.

Last month, Bike Utah helped to organize another Mobile Active Transportation Tour in Farmington City. Farmington Mayor Jim Talbot, Davis County Commissioner Louenda Downs, and 45 other attendees joined us on this tour that took in all of the trails that cross throughout their community.

The next MATT will take place on September 17th in Ogden. All are welcome to attend. Details following soon.

Bike Utah worked with Salt Lake City's Downtown Farmer's Market to produce Pedal to the Market. We recruited our partners at UDOT, UTA, Salt Lake City, Salt Lake County, and GREENbike to educate attendees about how to incorporate riding into their everyday lives.

At the beginning of August, we did outreach at the Tour of Utah stages in Kamas and Park City in order to educate people about the rules of the road and statewide bicycle issues as well as how we can help in their areas.

5 Things You Can do to Make Utah a Better Place to Ride, Right Now!

At Bike Utah, we are often asked by individuals what they can do to make Utah a better place to ride. There are many ways that you can help to make Utah a more bicycle friendly place. Here are five simple things you can do:

1. Ride to work - The main way that the number of bicyclists in a community are counted is through the U.S. Census Bureau's American Community Survey. Unfortunately, the questions in this survey only ask about where you work and how you got there, rather than about any recreational riding or riding for errands. By riding to work, you can help to increase the transportation mode share of bicycling, which justifies

more funding for bicycle programs and projects.

2. Reach out to businesses you frequent - If they have great bicycle parking, let them know that you appreciate their efforts because you ride there frequently. If they need to improve their parking, tell them and then tell them again. Let them know that you and people you know would ride there more often if the bicycle parking were better.

3. Attend local meetings and open houses - "Showing up is 80 percent of life." Give your opinions to planners and engineers about bicycle projects. Let them know when they are doing a good job and when they need to improve upon their projects.

4. Contact candidates and elected officials - There is an upcoming election in Utah. Take a few minutes to tell them that you are one of their constituents, you support bicycling, and you hope that they will as well.

5. Get more people riding - Take a friend or family member out on a ride. Explain the rules of the road so that they can ride more often. Teach your kids how to ride a bike and then how to ride safely on the streets. The more people riding bicycles, the more people we will have who support programs and projects to get even more people riding.

For up to date information please visit www.BikeUtah.org

ADVOCACY

Estimating Cycling

By Charles Pekow

So many things to think about when estimating bicycle use when planning. Community size, terrain, existing cycling and other transportation facilities, age and other demographic characteristics of the population, climate and so on. How can you consider all the relevant factors when designing bicycle infrastructure as part of any transportation or community development, be it a local project, overall community or regional plan, or corridor?

The National Cooperative Highway Research Program of the Transportation Research Board thinks it has found the best solution so far. In August, it issued Estimating Bicycling and Walking for Planning and Project Development: A Guidebook, which includes a CD, spreadsheets and related tools for figuring out how many people are likely to bike and ride. The guide offers some new methods and includes some ones the program found to be useful.

Planners have often used Census Bureau data or other travel surveys to determine how many people ride bikes. But the program found a lack

of consistent methods to understand bicycling and walking activity, and the relationships to demographic, social and physical factors were not well understood. It adds that tools have not kept pace with demand. Most traffic demand tools metropolitan planning organizations use are incompatible with the scale of non-motorized travel, it says.

The program found a need to distinguish between bicycling and walking rather than lumping the two together. Trips by the former average .23 miles; but .7 miles for the latter. They also vary by purpose of the trip. The people who use foot or pedal also differ by demographics such as age, income and education plus the reasons they are going someplace. Also, people tend to be willing to walk or bike further to their jobs than they are to most other destinations. And people are less likely to choose to walk or bike when making multi-stop trips.

Motorized transit not only gets most of the attention because more people use it but because it is easier to predict. It is less dependent on factors such as weather or amount of daylight hours, as many people don't want to walk or bicycle when

it's dark, cold or raining.

The guide suggests a variety of tools planners could use instead of prescribing a one-size-fits-all plan. It rates the pluses and minuses of each approach. It bases its suggestions largely on use of several successful methods used in the Seattle area and Arlington, Virginia. Also, new global positioning systems (GPS) methods used to track cyclist use have updated traditional method of asking cyclists about their trips. Methods used by the San Francisco County Travel Authority and Portland State University (PSU) that tracked cyclists provided valuable data on the routes they choose. PSU found that waiting times at crosswalks don't make much difference to cyclists.

But GPS data tell you what hills cyclists will try to avoid but doesn't help too much in planning. It also tells you what routes cyclists use and where they're going but not who rides.

You can view, download or order the guidebook and related materials at <http://www.trb.org/PedestriansAndBicyclists/Blurbs/171138.aspx>. The material is highly technical.

cycling utah

RACE RESULTS


**Mountain
Bike
Racing**

Wildflower

Trailfest, Snowbasin, UT, July 31

Sport 18-25

1. Terissa Sparks 1:05:23
2. Debra Bonkoski 1:35:17

Sport 26-35

1. Jessica Meents 0:54:49
2. Carly Flandro 0:54:50
3. Wendy Bowman 0:57:23
4. Paige Bell 0:58:59
5. Cali Arroyo 1:00:14

Sport 36-45

1. Patty Murphy 0:53:30
2. Jen Carroll 0:53:58
3. Jennifer Reynolds 0:58:09
4. Kari Murray 0:58:11
5. Brynne Davies 1:00:50

Sport 46-55

1. Patty Trachtenberg 0:57:00
2. Diane Evans 1:07:04
3. Nancy Knappe 1:07:32
4. Jacqueline Woody 1:08:49
5. Laurel Moyes 1:14:41

Beginner 13-17

1. Hanna Clark 0:54:22
2. Jessica Crayton 1:05:15

Beginner 18-25

1. Kassandra Sqrow 0:37:28
2. Lauren Eccles 0:54:15
3. Hillary Anger 0:54:16
4. Dulcinea Nelson 1:00:39

Beginner 26-35

1. Melanie Wangsgard 0:41:09
2. Mandy Wallace 0:41:11
3. Megan Theobald 0:42:05
4. Mallory Stahl 0:42:53
5. Meghan Campbell 0:43:43

Beginner 36-45

1. Kelly Alder 0:36:19
2. Tricia Buss 0:43:36
3. Liz Polad 0:43:57
4. Laura Whisenant 0:43:59
5. Michelle Rasich 0:48:36

Beginner 46-55

1. Christine Boose 0:36:45
2. Lori Clark 0:39:24
3. Shanna Eham 0:55:20
4. Jill Muirbrook 1:01:25
5. Valerie Ivie 1:19:04

Beginner 55+

1. Joyce Wall 0:48:03

Expert 13-17

1. Lia Westerman 1:41:15

Expert 18-25

1. Katie Mumm 2:11:13

Expert 26-35

1. Tessa Rees 1:46:47
2. Kristin Knoof 2:05:51
3. Tiff Dodge 2:10:10
4. Felicia Borchert 2:11:02
5. Kristen Bellows 2:19:01

Expert 36-45

1. Nancy Russell 1:34:41
2. Courtney Hughes 1:46:08
3. Jen Droke 1:58:14
4. Amber Hatfield 2:03:25
5. Dani Weigand 2:04:14

Expert 46-55

1. Dorothy Gibson 2:03:27
2. Lori Smith 2:07:28

Expert 55+

1. Ellen Guthrie 1:51:05

Park City Point 2 Point, Park City, UT,

August 30**29 and under Male**

1. Bart Flynn, FITZGERALDS BIKES 7:20:26

2. George Flynn, FITZGERALDS BICYCLES 7:20:26
3. Darrell Roundy, WILD CHILD CYCLES 7:26:14
4. Kyle Peter, TECNU 7:48:40

5. Aaron Johnson, MOUNTAIN VIEW CA 7:54:19

30 - 39 Male

1. Stewart Goodwin, KUHL 7:34:34
2. Jake Hollander, SALT CYCLES 7:49:19
3. Nathan Miller, EUCLID 7:49:50
4. Gary Wekluk, UTAH NATIONAL GUARD 7:52:51
5. Justin Doll, SALT LAKE CITY UT 7:57:34

35 and under Female

1. Niki Milleson, BROWN DOG BIKING 9:50:03
2. Stephanie Amend, BOULDER CO 10:17:43

36+ Female

1. Michelle Hollingsed, SLC UT 8:55:59
2. Jessica Arbogast, SALT LAKE CITY UT 8:59:07
3. Kristin Wright, VOZMIN 9:56:45
4. Rebecca Kaufman, DURANGO WHEEL CLUB 10:06:53
5. Gayle Olpin, CEDAR HILLS UT 10:57:26

40 - 49 Male

1. Jens Nielsen, STANS NOTUBES 7:08:08
2. Ty Hopkins, 4LIFE/MADDOG CYCLES 7:21:51
3. Aaron Jordik, CANYON BICYCLES 7:28:10
4. Richard DaCanto, MILLCREEK BICYCLES 7:31:43
5. Kelly Niquette, CYCLETON 7:37:52

50+ Male

1. Terry Duran, SRAM-WILIER 7:55:14
2. Gary Gardiner, BOUNTIFUL BIKE P/B MTN AMERICA CREDIT UNION 8:05:41
3. Archibald Wright, AVON CO 8:06:27
4. Marland Whaley, HAMMER NUTRITION / WTB / RED BARN BICYCLES 8:08:43
5. Geno Smith, UTAHMOUNTAINBIKING.COM 8:13:46

Open Female

1. Gertchen Reeves, TOKYO JOES 7:46:02
2. Marlee Dixon, MTRaceNews.com 7:47:21
3. Kelly Boniface, MOOTS CYCLES 7:51:43
4. Meghan Sheridan, UTAHMOUNTAINBIKING.COM 8:04:45
5. Carrie Porter, PARKCITYDOG.COM 8:20:08
6. Mindy Mulliken, COGMA 8:56:52
7. Tasha Heilweil, COLORADO COLLEGE 8:57:51
8. Beth Utley, ORO VALLEY BICYCLE 9:16:15
9. Rachel Beck, DNA K4 MASTERS RACING 9:41:08
10. Jennifer Hudak, UNDER ARMOUR 10:06:18

Open Male

1. Alex Grant, SHO-AIR/CANNONDALE 6:16:31
2. Rob Squire, JAMIS/SUTTER HOMES 6:33:35
3. David Juarez, SHO-AIR CANNONDALE 6:35:12
4. Jay Henry, TOKYO JOES 6:35:55
5. Nathan Miller, LIGHT&MOTION/TEAM FUN 6:38:28
6. Josh Tostado, SWIFTWICK, SANTA CRUZ, SHIMANO, 6:43:00
7. Cary Smith, THE HUB/ENVE 6:45:30
8. Vincent Lombardi, K7 BIKES - SPECIALIZED 6:47:16
9. Dana Weber, STAGE 21 6:50:35
10. Sam Sweetser, COLE SPORT 6:51:25

Singlespeed Open

1. Corey Larrabee, KUHL 7:03:01
2. Aj Linnell, FITZGERALDS BICYCLES/PIVOT CYCLES/AMERICAN CLASSIC 7:07:06
3. Quinten Bingham, ROOSTERS/BIKERS EDGE 7:27:09
4. Thomas Flynn, PRO LEISURE 7:36:41
5. Dan Nelson, RACERS CYCLE SERVICE 7:45:55
6. Craig Zediker, PARK CITY, UT 7:48:31
7. Zach Terry, SANDY UT 7:50:27
8. Jason Hendrickson, FFKR/CONTENDER BICYCLES 7:51:35
9. Chris Moore, OAKLAND CA 7:53:38
10. Cole Anderson, SALT LAKE CITY UT 7:56:31

Moab Big Mountain Enduro, Big Mountain Enduro Series, Moab, UT, August 23

Amateur Men 19-39

1. Taylor Lideen, Pivot Cycles 07:51.4
2. Phillip Martin, Gnar Stars 08:07.6

3. George Flynn, FITZGERALDS BICYCLES 08:16.4
4. Nicolas Sears 08:18.9
5. Dacre Dunn 08:21.8

6. Brandy Johnson 10:24.2
7. Stephanie Ward 10:28.8
8. Meredith Goss, Team Huck2Flat 10:41.9
9. Jennifer Crew, Rudeboy 11:01.4

10. Preston Bagley, Chile Pepper Bike Shop 08:25.2
11. Joshua Snow, Second Avenue Durango 08:39.5
12. Rio Graab, mom 09:11.0
13. Luke Hanlin 09:13.2
14. Ivo Erben 09:35.2

15. David Beeson, Laketown Bicycles 08:48.8
16. Scott Givens, pedalTherapy.com 09:03.0
17. Brent Hanlin 09:13.1
18. Amber Naughton, Intense Cycles 10:10.0
19. Ana James 10:43.9
20. Carrie Dittmer, COMotion Sports/Yeti 10:45.0
21. Tracy Hankinson, WMBA 11:08.7

22. Michael West, Yeti 08:01.5
23. Ross Schnell, Trek Factory Racing 08:04.5
24. Richie Rude, Yeti / Fox Shox Factory Race Team 08:14.9
25. Kyle Mears, Death to Nomads 08:15.0
26. Nate Hills, SRAM / Yeti / Smith Optics 08:16.8

27. Meredith Goss, Team Huck2Flat 11:33.1
28. Stephanie Ward 11:21.6
29. Karen Miller, Lapierre 11:33.1
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62. Mike Hall 08:23.6
63. Brett Focannon 08:42.7
64. Curtis Cole, Rudeboy Racing 08:59.0
65. Cole Trout, pedal pushers racing 09:26.8

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227. Tasha Heil

Salt Lake County Bicycle Advisory Committee News for September 2015

Summer is drawing to a close and the Salt Lake County Bicycle Advisory Committee is still looking to fill several empty seats on its Board. Please visit our website at www.slco.org/bicycle/ for links and more information. If you know someone who would be well-suited for this volunteer position, please don't hesitate to refer them.

The East-West Trails Master Plan is moving ahead with public input and research necessary to implement part of this Active Transportation element of the County. Their website offers an overview of proposed corridors and direct feedback to the planning team via social media. Visit their website for an overview of what is happening and how you can assist: <http://www.slcoeastwesttrails.org/>.

SLCBAC would like to salute and thank Mayor Ben McAdams for his ongoing dedication to Bicycles and Active Transportation with the announcement of the \$800K bicycle transportation fund. The County Mayor was also recognized for his efforts with an award presented at the recent Active Transportation and Health Summit held at the University of Utah this August. Congratulations Mayor McAdams on an award well earned.

If you would like to keep up on bicycling news throughout the County, please consider attending our meetings held at 5:30 PM on the first Wednesday of each month at the County Government Center (2001 South State Street, room N-2003). If you would like to be added to our mailing list just send an email to: bicycle@slco.org.

-Ian Scharine

Cyclists Have a Greater Chance of Getting Osteoporosis in Comparison With Other Sports

Recently, I had the amazing opportunity to be surrounded by some of the best sport medicine experts in the world at the annual Medicine of Cycling conference held at USA Cycling in Colorado Springs. There were a lot of great things that I learned while at this conference, and I wanted to share with you one of them in this article. Dr. Mark Greve, MD who is the doctor for team Novonordisk gave a presentation on Chronic Cycling Illness & Injury, and he talked a little about osteoporosis in cyclists. There is a law, called Wolfe's Law, and it states that bone, in a healthy subject, will respond over time to the stress it is placed under. Essentially saying that bone will grow if something is making it. What studies have found is that those individuals who do more endurance type of activities have a higher likelihood of developing osteoporosis than those who do shorter, sprint like activities. So cross country runners and cyclists are more likely to develop osteoporosis than a sprinter. The take away from this is that cyclists must integrate some resistance training into their routines. So go to the gym occasionally and lift some weights, your bones will thank you.

Reference: Bone Health in Endurance Athletes Runners, Cyclists, and Swimmers

Kirk L. Scofield, MD and Suzanne Hecht, MD, Current Sports Medicine Reports Dec 2012

-Wayne Hansen, D.C.

7-11 Team Bike - Continued from page 11

who was a top level speed skater at one time. The two play hockey together and the owner brought the bike into the shop for a tune up. As Alan recounted, "I told him, you don't want to ride this bike, it's a collector's item." "So I gave him a new bike from our rentals to use while we had this one in for the tune up. He fell in love with the new carbon bike and made me the offer to keep this bike in the shop and display it." He said that his friend acquired the bike years ago by trading with another athlete who used it for training - many speed skaters train by riding a bike and often cyclists and skaters train together.

This bike is equipped with a vintage Campagnolo six speed drivetrain instead of the team issue

Dura Ace, but it does have all other indications of the Huffey team frames, with proper decals and their locations. It also includes the number tab brazed to the underside of the top tube. There is no rock solid proof that this was raced by a 7-11 team member originally, but it is nevertheless a terrific opportunity to see such a neat link to what many recall as the greatest time in American cycling. Stop in at Cottonwood Cyclery and take a look for yourself. And if you're lucky, you'll be transported to those wonderful times as well.

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TOUR OF UTAH

Utah Riders Shine in Tour of Utah



Utah's Rob Squire finished a solid 21st overall. He's shown here on the Powder Mountain climb where he finished 25th. Photo by Steven Sheffield.

By Jared Eborn

The biggest news coming from the 2014 Larry H. Miller Tour of Utah regarding local cyclists was the retirement of long-time favorite Jeff Louder.

The biggest revelations, however, were the strong rides from some up and coming youngsters.

Louder made an emotional announcement at the Tour of Utah team presentations in Cedar City and spent the rest of the week racing his heart out – joining several breakaways in trademark style and doing whatever was asked to try and boost the chances of his United Healthcare teammates for overall success or stage wins.

Park City brothers Tanner and Chris Putt both had solid weeks in the saddle for their Bissell Development Team. Tanner was involved in a handful of breakaways and also in the mix in most sprint finishes with some solid Top 10 results. Tanner wore the Best Young Rider jersey for a while and even enjoyed an overall Top 10 position for the first few stages of

the race. Tanner Putt finished 35th overall, 50 minutes and 57 seconds back.

Chris Putt raced in his first major stage race. As a domestique, Chris labored hard to deliver his brother and team leaders solid results. Though not a featured rider, Chris Putt's efforts did not go unnoticed as he finished 58th out of the 92 riders to complete the race. His time was 1:12:59 back of Tom Danielson's winning effort.

Louder, likewise, had a solid week of racing. The veteran served his team well when needed and conserved energy for another day in front when able. The last time Louder will race the Tour of Utah, 2014 saw the popular rider cross the finish line in Park City with a 1:26:44 gap.

Perhaps the most impressive week belonged to Jamis-Hagens Berman rider Robbie Squire. The Utah native was simply solid all week long with routinely strong showings while flying somewhat under the radar.

Squire placed 21st overall and was just 14:50 behind the winner.



Utah's Chris Putt crests Empire Pass on the final day of the 2014 Tour of Utah. Photo: Dave Iltis



Tanner Putt on the front in stage 4. He finished 35th overall, and held the Best Young Rider jersey early in the race. Photo by Cathy Fegan-Kim, cotsonsoxphotography.com

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Michael Schar was in the break for almost the entirety of the 130 mile stage 2 in Torrey. He dropped his breakaway companions with about 15 km to go and held of the pack to win the stage by 2 seconds. Photo by Dave Richards, davephoto.com



Moreno Hofland won two stages including stage 3 shown here. Photo: Dave Iltis

Tour of Utah - Continued from page 3

Palini to slip into the first Larry H. Miller Dealerships yellow jersey of the race.

"It's really special for me because it's the first race for me after the crash [in May]. I was confident because training went well but racing is always different," Hofland said. "I was nervous like it was the first race of the season. All the nerves went to my legs and I could do whatever I wanted in the sprint today."

Stage 1 Results

1. Moreno Hofland, BELKIN-PRO CYCLING TEAM 4:51:12
2. Jure Kocjan, TEAM SMARTSTOP 4:51:12
3. Andrea Palini, LAMPRE-MERIDA 4:51:12
4. Eric Young, OPTUM P/B KELLY BENEFIT STRATEGIES 4:51:12
5. Kiel Reijnen, UNITEDHEALTHCARE PRO CYCLING TEAM 4:51:12
6. Danilo Wyss, BMC RACING TEAM 4:51:12
7. Rick Zabel, BMC RACING TEAM 4:51:12
8. Tanner Putt, BISSELL DEVELOPMENT TEAM 4:51:12
9. Alex Howes, TEAM GARMIN-SHARP 4:51:12
10. Serghei Tvetcov, JELLY BELLY P/B MAXXIS 4:51:12
18. Christopher Horner, LAMPRE-MERIDA 4:51:17
20. Thomas Danielson, TEAM GARMIN-SHARP 4:51:17
35. Jeffrey Louder, UNITEDHEALTHCARE PRO CYCLING TEAM 4:51:17
62. Robbie Squire, JAMIS-HAGENS BERMAN P/B SUTTER HOME 4:51:17

4:51:17

71. Tyler Wren, JAMIS-HAGENS BERMAN P/B SUTTER HOME 4:51:17
78. Chris Putt, BISSELL DEVELOPMENT TEAM 4:51:17
110. Winner Anacona, LAMPRE-MERIDA 4:51:17

Stage 2 – Panguitch to Torrey – The longest stage in the Tour of Utah saw the rare solo breakaway that actually worked.

BMC's Michael Schar snuck away from the field with a handful of other riders early in the 130 mile stage that traveled over some of Utah's most scenic terrain. A long ascent over Boulder Mountain saw the group trimmed down to just Schär. After his solo move, however, the Swiss rider suffered some intense cramps in his legs and was nearly caught.

"It was a really tough day for me today. I knew I had come out good (from) the Tour de France. I had a good climb and I had good legs, and normally I do better the higher we go," said Schär. "All of a sudden I had the worst cramps in my life and in the end I could hardly pedal. Moments like that, it's more about the mind and not about the body, you really have to suffer through that."

The suffering paid off as he hit the finish line just two seconds ahead of the field. Kocjan was second to the line and his time bonus was enough to jump past Hofland and into the leader's jersey. The sprinters has another big day in front of an enthusiastic crowd in Torrey outside Capitol Reef National Park.

Stage 2

1. Michale Schar, BMC RACING TEAM 5:03:00
2. Jure Kocjan, TEAM SMARTSTOP 5:03:02
3. Serghei Tvetcov, JELLY BELLY P/B MAXXIS 5:03:02
4. Kiel Reijnen, UNITEDHEALTHCARE PRO CYCLING TEAM 5:03:02
5. Toms Skujins, HINCAPIE SPORTSWEAR DEVELOPMENT TEAM 5:03:02
6. Cadel Evans, BMC RACING TEAM 5:03:02
7. Tanner Putt, BISSELL DEVELOPMENT TEAM 5:03:02
8. Luca Wackermann, LAMPRE-MERIDA 5:03:02
9. Wilco Kelderman, BELKIN-PRO CYCLING TEAM 5:03:02
10. Brent Bookwalter, BMC RACING TEAM 5:03:02
17. Christopher Horner, LAMPRE-MERIDA 5:03:02
20. Robbie Squire, JAMIS-HAGENS BERMAN P/B SUTTER HOME 5:03:02
25. Winner Anacona, LAMPRE-MERIDA 5:03:02
34. Thomas Danielson, TEAM GARMIN-SHARP 5:03:02
66. Chris Putt, BISSELL DEVELOPMENT TEAM 5:14:28
70. Jeffrey Louder, UNITEDHEALTHCARE PRO CYCLING TEAM 5:16:21
112. Tyler Wren, JAMIS-HAGENS BERMAN P/B SUTTER HOME 5:16:21

Larry H. Miller Tour of Utah overall standings after Stage 2

1. Jure Kocjan, Team Smartstop, 9:54:02

lead out, delivering me to the line. Luckily I didn't run into any bad luck today so it went perfectly to plan."

Stage 3

1. Moreno Hofland, BELKIN-PRO CYCLING TEAM 4:29:41
2. Andrea Palini, LAMPRE-MERIDA 4:29:41
3. Eric Young, OPTUM P/B KELLY BENEFIT STRATEGIES 4:29:41
4. Ken Hanson, UNITEDHEALTHCARE PRO CYCLING TEAM 4:29:41
5. Wilco Kelderman, BELKIN-PRO CYCLING TEAM 4:29:41
6. Jure Kocjan, TEAM SMARTSTOP 4:29:41
7. Rick Zabel, BMC RACING TEAM 4:29:41
8. Kiel Reijnen, UNITEDHEALTHCARE PRO CYCLING TEAM 4:29:41
9. Alan Marangoni, CANNONDALE 4:29:41
10. Gavin Mannion, TEAM GARMIN-SHARP 4:29:41
17. Christopher Horner, LAMPRE-MERIDA 4:29:41
27. Thomas Danielson, TEAM GARMIN-SHARP 4:29:41
44. Tanner Putt, BISSELL DEVELOPMENT TEAM 4:29:41
48. Chris Putt, BISSELL DEVELOPMENT TEAM 4:29:41
54. Winner Anacona, LAMPRE-MERIDA 4:29:41
65. Robbie Squire, JAMIS-HAGENS BERMAN P/B SUTTER HOME 4:29:41
87. Jeffrey Louder, UNITEDHEALTHCARE PRO CYCLING TEAM 4:31:05
110. Tyler Wren, JAMIS-HAGENS BERMAN P/B SUTTER HOME 4:34:47

Larry H. Miller Tour of Utah overall standings after Stage 3

1. Jure Kocjan, Team SmartStop, in 14:23:43
2. Michael Schär, BMC Racing Team, at :00:02
3. Serghei Tvetcov, Jelly Belly P/B Maxxis, at :00:08
4. Robin Carpenter, Hincapie Sportswear Development Team, at

Continued on page 18

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Anacona, Horner, Danielson, and Kelderman just above Tanner's Flat in stage 6. Photo: Dave Iltis



Cadel Evans took the win over Joey Roskopf at Snowbird in stage 6. Photo by Cathy Fegan-Kim, cottonsoxphotography.com

Tour of Utah - Continued from page 17

00:11
5. Kiel Reijnen, UnitedHealthcare Pro Cycling Team, at :00:12

2014 Tour of Utah Women's Edition presented by Play Hard Give Back (see complete results on page 14)

1. Coryn Rivera (USA), UnitedHealthcare 1.16:20
 2. Mandy Heintz (USA), Guru Cycles p/b Haute Wheels Racing
 3. Meredith Miller (USA), Pepper Palace Pro Cycling
 4. [Laura](#) Van Gilder (USA), Guru Cycles p/b Haute Wheels Racing
 5. Tina Pic (USA), DNA Cycling p/b K4
- Most Aggressive Rider**
Breanne Nalder (USA), DNA Cycling p/b K4

Stage 4 - Ogden to Powder Mountain - Danielson might not

have officially won the 2014 Tour of Utah when he crossed the finish line at Powder Mountain 57 seconds ahead of his nearest competitor, but he might as well have.

Danielson's dominating climb put more than enough distance into the overall standings to set the stage for a repeat championship.

With superstars like Horner and Evans on his hip as the climb to Powder Mountain began, Danielson surged away from the rapidly disintegrating chase groups.

"Winning a stage like that after your teammates gut themselves for you like that, there's no better feeling in the world. We were under a lot of pressure. We have a young team here and lot of guys who just came here from the Tour. The team really stepped up today," Danielson said. "Hats off to the Tour of Utah for putting together a really complex stage, and throwing a lot at us."

Danielson and the rest of the climbers took over the overall stand-

ings after the first mountain top finish of the 2014 Tour of Utah. BMC's Ben Hermans, who shadowed Danielson as long as possible, crossed the line in second with Horner right on his wheel. But the Tour of Utah hopes of Evans took a drastic hit as he finished 2:48 back.

Stage 4

1. Thomas Danielson, TEAM GARMIN-SHARP 4:18:53
2. Ben Hermans, BMC RACING TEAM 4:19:50
3. Christopher Horner, LAMPRE-MERIDA 4:19:50
4. Winner Anacona Gomez, LAMPRE-MERIDA 4:20:40
5. Alex Diniz Correia, FUNVIC BRASILINVEST-SAO JOSE DOS CAMPOS 4:21:00
6. Wilco Kelderman, BELKIN-PRO CYCLING TEAM 4:21:00
7. George Bennett, CANNONDALE 4:21:19
8. Carter Jones, OPTUM P/B KELLY BENEFIT STRATEGIES 4:21:24
9. Cadel Evans, BMC RACING

- TEAM 4:21:41
10. Lachlan Norris, DRAPAC PROFESSIONAL CYCLING 4:21:44
25. Robbie Squire, JAMIS-HAGENS BERMAN P/B SUTTER HOME 4:25:17
44. Tanner Putt, BISSELL DEVELOPMENT TEAM 4:35:13
73. Tyler Wren, JAMIS-HAGENS BERMAN P/B SUTTER HOME 4:43:42
102. Chris Putt, BISSELL DEVELOPMENT TEAM 4:43:42
103. Jeffry Louder, UNITEDHEALTHCARE PRO CYCLING TEAM 4:43:42

2014 Larry H. Miller Tour of Utah overall leaders after Stage 4

1. Thomas Danielson, Team Garmin-Sharp, in 18:42:53
2. Christopher Horner, Lampre-Merida, at :00:57
3. Ben Hermans, BMC Racing Team
4. Winner Anacona Gomez, Lampre-Merida, at :01:47
5. Wilco Kelderman, Belkin, at :02:07

Stage 5 - Evanston, Wyoming to Kamas - For the first time in the Tour of Utah's history, action was seen outside the Beehive State's borders. With a Stage 5 start in Evanston, Wyoming, the field climbed one of Utah's most notorious mountain passes before setting things up for a tricky sprint finish in Kamas.

The ascent of the Bald Mountain

Pass in the High Uintah Mountains was the highest elevation the Tour of Utah has yet seen. But the tough climb was followed by a long descent to the Kamas valley where the break-away was captured just after hitting the dirt section of road known as Democrat Alley.

Content to minimize risks, the overall contenders allowed the sprinters to have yet another go at it in Kamas and Eric Young of Optum/Kelly Benefits rewarded his team with a thrilling spring ahead of Kocjan and United Healthcare's Kiel Reijnen.

"It's totally unbelievable for me, personally, and for the team as well," Young said after covering the 101.4-mile course in three hours, 49 minutes and 29 seconds. "It's really nice. We brought some sprinters here, and we wouldn't be happy without a stage win. So to come away with this, we're pretty happy."

Danielson and other GC riders lost no ground, however, in the overall standings.

Stage 5

1. Eric Young, OPTUM P/B KELLY BENEFIT STRATEGIES 3:49:29
2. Jure Kocjan, TEAM SMARTSTOP 3:49:29
3. Kiel Reijnen, UNITEDHEALTHCARE PRO CYCLING TEAM 3:49:29
4. Robert Wagner, BELKIN-PRO CYCLING TEAM 3:49:29
5. Rick Zabel, BMC RACING

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- TEAM 3:49:29
 6. Ben Hermans, BMC RACING TEAM 3:49:29
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 8. Alex Kirsch, TREK FACTORY RACING 3:49:29
 9. Serghei Tvetcov, JELLY BELLY P/B MAXXIS 3:49:29
 10. Alan Marangoni, CANNONDALE 3:49:29
 12. Tanner Putt, BISSELL DEVELOPMENT TEAM 3:49:29
 13. Christopher Horner, LAMPRE-MERIDA 3:49:29
 30. Robbie Squire, JAMIS-HAGENS BERMAN P/B SUTTER HOME 3:49:29
 33. Chris Putt, BISSELL DEVELOPMENT TEAM 3:49:29
 35. Thomas Danielson, TEAM GARMIN-SHARP 3:49:29
 40. Winner Anacona Gomez, LAMPRE-MERIDA 3:49:29
 67. Tyler Wren, JAMIS-HAGENS BERMAN P/B SUTTER HOME 3:50:16
 80. Jeffry Louder, UNITEDHEALTHCARE PRO CYCLING TEAM 3:50:59

Larry H. Miller Tour of Utah overall standings after Stage 5

1. Tom Danielson, Garmin-Sharp, in 22:32:22
2. Christopher Horner, Lampre-Merida, at :00:57
3. Ben Hermans, BMC Racing Team
4. Winner Anacona Gomez, Lampre-Merida, at :01:47
5. Wilco Kelderman, Belkin Pro Cycling Team, at :02:07

Stage 6 – Salt Lake City to Snowbird – Eager to show he wasn't simply along for the ride and hoping to make a statement, Evans showed little mercy to the field during the Tour of Utah's Queen Stage from Salt Lake City to Snowbird.

Evans, stoically paced himself up a pair of climbs, slowly but surely eliminating the breakaway group he was part of – one at a time.

By the time the 2011 Tour de France champion hit Little Cottonwood Canyon, he was fighting only a few competitors for the win. After reaching the upper section of the climb, Evans waged a smart tactical battle and launched past Hincapie

Sportswear's Joey Roskopf over the final kilometer to take a victory in front of a huge crowd high in the Utah mountains.

"My main goal was to come here and race hard. At the end of the day, I think we had a pretty good result out there. It was a premeditated plan today. It was a plan that was easy to make, but harder to execute. It was still not enough for me to make significant moves on the G.C., but it was enough to go for the stage win," said Evans. "We really like racing here. It's in some ways more enjoyable for us to race here than some of the other bigger races because of the ambiance and so on."

Still, Evans was not able to take a large chunk of time out of Danielson's lead. Danielson finished just 14 seconds back and held a semi-comfortable 57 second lead over Horner with Evans even farther back.

Stage 6

1. Cadel Evans, BMC RACING TEAM 4:34:31
2. Joseph Roskopf, HINCAPIE SPORTSWEAR DEVELOPMENT TEAM 4:34:34
3. Riccardo Zoidl, TREK FACTORY RACING 4:34:38
4. Wilco Kelderman, BELKIN-PRO CYCLING TEAM 4:34:38
5. Christopher Horner, LAMPRE-MERIDA 4:34:45
6. Thomas Danielson, TEAM GARMIN-SHARP 4:34:45
7. Winner Anacona Gomez, LAMPRE-MERIDA 4:34:50
8. Lucas Euser, UNITEDHEALTHCARE PRO CYCLING TEAM 4:35:06
9. Carter Jones, OPTUM P/B KELLY BENEFIT STRATEGIES 4:35:06
10. Ben Hermans, BMC RACING TEAM 4:35:14
23. Robbie Squire, JAMIS-HAGENS BERMAN P/B SUTTER HOME 4:37:18
64. Chris Putt, BISSELL DEVELOPMENT TEAM 4:57:09
65. Tanner Putt, BISSELL DEVELOPMENT TEAM 4:57:09
71. Jeffry Louder, UNITEDHEALTHCARE PRO CYCLING TEAM 5:03:31
73. Tyler Wren, JAMIS-HAGENS BERMAN P/B SUTTER HOME 5:03:31

Larry H. Miller Tour of Utah overall standings after Stage 6

1. Thomas DANIELSON, Garmin-Sharp, in 27:07:07
2. Christopher HORNER, Lampre-Merida, at :57
3. Ben HERMANS, BMC Racing, at 1:26
4. Winner ANACONA GOMEZ, Lampre-Merida, at 1:52
5. Wilco KELDERMAN, Belkin, at 2:00
6. Cadel EVANS, BMC Racing, at 2:29

Stage 7 – Park City to Park City

Evans proved he is still one of the strongest cyclists in the professional peloton by capturing his second straight Tour of Utah stage win after a brilliant ascent up the Empire Pass south of Park City, a screaming descent, and a masterful sprint to the finish.

While a variety of breakaways threatened the field early in the race, the attention was turned to the Empire Pass where Horner attempted to chip away at Danielson's lead and see if there were any cracks to be found. Even with the help of Horner's Lampre-Merida teammate Winner Anacona, Danielson refused to wilt under the pressure.

But the lead group didn't do quite enough to keep Evans from bridging a big gap up the back side of the mountain where he caught the leaders during the descent and patiently waited for the opportunity to recover and make his move.

Just before making the sharp turn back into Park City, Evans slipped to his preferred spot on the curve and slid past his competitors and had an easy spurt of speed over the final 500 meters to take the win.

"Today came as a pleasant surprise actually," Evans said. "After yesterday's effort I didn't have too high of expectations. It's been really hard racing, really competitive racing, at a high level every day. It's been quite unrelenting, whether it's flat or windy or uphill – it's been uphill a lot – I'm coming better as the race comes on. It's a good sign for me for my future races. Really, just a great surprise. I've been coming to dinner all week here in Park City on Main Street, so I'm really happy to get a stage win here as well."

Danielson, knowing he had the yellow jersey battle wrapped up, sat up behind the sprint finish and



Chris Horner leading Tom Danielson (in yellow) and teammate Winner Anacona on the Empire Pass climb in stage 7. Photo: Steven Sheffield.

coasted in knowing he had reached his goal.

Stage 7

1. Cadel Evans, BMC RACING TEAM 3:10:52
2. Wilco Kelderman, BELKIN-PRO CYCLING TEAM 3:10:52
3. Winner Anacona Gomez, LAMPRE-MERIDA 3:10:52
4. Christopher Horner, LAMPRE-MERIDA 3:10:52
5. Thomas Danielson, TEAM GARMIN-SHARP 3:10:57
6. Carter Jones, OPTUM P/B KELLY BENEFIT STRATEGIES 3:11:02
7. Ben Hermans, BMC RACING TEAM 3:11:17
8. George Bennett, CANNONDALE 3:11:17
9. Lachlan Norris, DRAPAC PROFESSIONAL CYCLING 3:11:17
10. Yannick Eijssen, BMC RACING TEAM 3:11:17
26. Robbie Squire, JAMIS-HAGENS BERMAN P/B SUTTER HOME 3:16:50
47. Tanner Putt, BISSELL DEVELOPMENT TEAM 3:23:18
57. Chris Putt, BISSELL DEVELOPMENT TEAM 3:23:30
68. Jeffry Louder, UNITEDHEALTHCARE PRO CYCLING TEAM 3:27:54
88. Tyler Wren, JAMIS-HAGENS BERMAN P/B SUTTER HOME 3:35:19

Larry H. Miller Tour of Utah Final General Classification

1. Thomas Danielson, TEAM GARMIN-SHARP 30:18:04
2. Christopher Horner, LAMPRE-MERIDA 30:18:56
3. Winner Anacona Gomez, LAMPRE-MERIDA 30:19:47
4. Ben Hermans, BMC RACING TEAM 30:19:50
5. Wilco Kelderman, BELKIN-PRO CYCLING TEAM 30:19:53
6. Cadel Evans, BMC RACING TEAM 30:20:18
7. Carter Jones, OPTUM P/B KELLY BENEFIT STRATEGIES 30:21:01
8. Alex Diniz Correia, FUNVIC BRASILINVEST-SAO JOSE DOS CAMPOS 30:21:52
9. George Bennett, CANNONDALE 30:22:04
10. Lachlan Norris, DRAPAC PROFESSIONAL CYCLING 30:23:03
21. Robbie Squire, JAMIS-HAGENS BERMAN P/B SUTTER HOME 30:32:54
35. Tanner Putt, BISSELL DEVELOPMENT TEAM 31:09:01
58. Chris Putt, BISSELL DEVELOPMENT TEAM 31:31:03
75. Jeffry Louder, UNITEDHEALTHCARE PRO CYCLING TEAM 31:44:48
92. Tyler Wren, JAMIS-HAGENS BERMAN P/B SUTTER HOME 32:05:32

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

Above left: The peloton rolls through the gorgeous scenery of Southern Utah in stage 1. Photo by Dave Richards, daverphoto.com

Middle: The peloton crests Bald Mountain Pass and rockets towards Kamas in stage 5. Photo by Dave Richards, daverphoto.com

Left: A Belkin rider, then Garmin, followed by the entire Lampre squad in stage 2 of the 2014 Tour of Utah. All their efforts were for naught as Michael Schär held them off for the win. Photo by Cathy Fegan-Kim, cottonsoxphotography.net.



Above left: The Tour of Utah has arguably the best scenery of any bike race in the world. The peloton in stage 2. Photo by Cathy Fegan-Kim, cottonsoxphotography.net.

Middle: The peloton climbs East Canyon in Stage 6, the Queen Stage from Salt Lake City to Snowbird. Photo by Cathy Fegan-Kim, cottonsoxphotography.net.

Left: The peloton just before the summit of Bald Mountain Pass in the High Uintas in stage 5, from Evanston to Kamas. Photo by Cathy Fegan-Kim, cottonsoxphotography.net.

Regional Mountain

Bike Racing

September 6, 2014 — Barn Burner 104. Flagstaff, AZ. 104 mile mountain bike race. Solo, Duo, Teams, Kaibab and Coconino National Forest. Camping on private land. Casey Brown, 480-299-1203, Cbrown6@lifetimfitness.com, S Weber, weber@lifetimfitness.com, barnburnermtb.com, redrockco.com

September 6, 2014 — Adventure Xstream Glenwood Springs. AXS Series, Glenwood Springs, CO. Solo or 2 person teams will kayak, trek, rappel, and mountain bike, riverboard and cave this spectacular course., Will Newcomer, 970-403-5320, 2014@gravityplay.com, gravityplay.com

September 6, 2014 — 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. , Samantha Peede, lander@lancercycling.com, lander@lancercycling.com

September 6, 2014 — 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 segebrush single track, water crossings, quick steep drops, nasty little granny gear climbs. Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, brokenspokecycling.org, knobbytireseries.com, brokenspokecycling.com

September 13, 2014 — Fire on the Rim Mountain Bike Race. Pine, AZ. 15, 30, and 45 mile mtb races near Payson, AZ. Janet Brandt, info@fireontherim.com, fireontherim.com

September 27, 2014 — 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. Start-finish at Bear Lake Hot Springs. Jared Eborn, 801-599-9268, jared@extramileracing.com, BearLakeMonsterRide.com

September 27, 2014 — 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, 307-760-1917, 307-777-6478, endo.ry@gmail.com, laramieendo.org

October 4, 2014 — Tour of the White Mountains. Pinetop-Lakeside, AZ. At 7,000 ft. a limited field riders will discover the challenges and gratification from riding awesome smooth flowing single track among a pine forest backdrop while witnessing the endless beauty (and perfect distraction) of the Apache-Sitgreaves National Forests. Karen Warsh, 520-623-1584, info@epicrides.com, epicrides.com

October 24-26, 2014 — USA Cycling Collegiate Mountain Bike National Championships. Beach Mountain, NC. Chad Sperry, chad@gorge.net, usacycling.org

Utah Weekly

Road Race Series

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

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

DLD (DMV) Critterium — 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. April 2, 9, 16, 23, 30., Marek Shon, 801-209-2479, utahcritseries@gmail.com, utahcritseries.com, skitahcycling.com

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

Utah Road Racing

September 6, 2014 — LOTOJA Classic Road Race. Utah Triple Crown, Logan, UT. 32nd Annual, 1 day, 3 states, 200-plus mile road race from Logan, UT to Jackson Hole, WY., Brent Chambers, 801-546-0090, [\[laclassic.com\]\(http://laclassic.com\), \[lotojaclassic.com\]\(http://lotojaclassic.com\), \[utahtriplecrown.weebly.com\]\(http://utahtriplecrown.weebly.com\)](mailto:brent@loto-</p>
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September 13, 2014 — Snowbird Hill Climb. Snowbird, UT. 37th 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 13, 2014 — Utah Masters Road Race Championship. tentative. UCA Series, Skull Valley, UT. Utah State Road Race Championships for Masters. Tentatively on the Masters Nationals Course. Marek Shon, 801-209-2479, utahcritseries@gmail.com, James Ferguson, 801-476-9476, ferguson8118@comcast.net, utahbikeracing.com

September 19-20, 2014 — Salt to Saint Relay. Salt Lake City, UT. 420'ish 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 20, 2014 — Harvest Moon Critterium. UCA Series, Ogden, UT. 4 corner crit in Downtown Ogden around the Municipal Park between 25th & 26th Streets. State Critterium Championships. , Ben Towery, 801-389-7247, teamexceleatorator@gmail.com, teamexceleatorator.com

September 27, 2014 — Utah Tour de Donut. American Fork, UT. 7th Annual event - Most fun you'll have on a bike. Three 7-mile laps, eat donuts to reduce your time. Starts at 8:30 am., Rodney Marlin, 801-427-6400, rotaryroad@live.com, Ronald Tolley, 480-285-6281, rtolley@clearvisionreserve.com, utahfour-edonut.org

October 8-11, 2014 — Huntsman World Senior Games Cycling. 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, hwsq@infowest.com, seniorgames.net

October 11, 2014 — 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 Weekly

Road Race Series

Las Vegas Tuesday Night World's — Henderson, NV. Tuesday Night Critterium series starting March 11B Race - 4:30 PM (25 min) - Beginners or those not comfortable with experienced racers. A Race - 5:00 PM (25 min) - Those who have raced and ready to hammer. Location: 1021 East Paradise Hills Drive, Henderson, NV 89002, Mike Olsen, 702-927-4069, mike@vegasbikeracing.com, vegasbikeracing.com

Regional Road Racing

September 6, 2014 — USA Cycling Professional Critterium National Championships. High Point, NC. Micah Rice, 719-434-4200, mice@usacycling.org, usacycling.org

September 8-13, 2014 — 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 2013 record was 83.13 mph!, Al Krause, 707-443-8261, a.krause@sbcglobal.net, ihpva.org, whpsc.org

September 11, 2014 — Las Vegas Pedal Palooza Critterium. Las Vegas, NV. Downtown criterium during Interbike, 707 Fremont Street, Las Vegas, NV 89101, and the biggest, coolest and most family fun bicycle festival. Professional and amateur races, bike polo, roller racing, FOOD, Contests (and probably food contests), an antique bicycle show and contest, skills competitions, urban bicycle awareness and childrens activities. And the main event of the night, The Downtown Critterium. Where some of the best professional racers in America and some from around the world will come to show their skills and race for thousands of dollars in prize money!, Mike Olsen, 702-927-4069, mike@vegasbikeracing.com, VegasBikeRacing.com, LVPedalPalooza.com

September 13, 2014 — 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, brokenspokebikesv@gmail.com, brokenspokebikesv.com

September 13, 2014 — 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., Wells Chamber, 775-752-3540, wellschamber@wellsnevada.com, racetothetheangel.org, wellsnevada.com

September 20, 2014 — Mountains to the Desert Bike Ride and Telluride 200 Gran Fondo. Telluride, CO. Come enjoy some of the most scenic cycling in the world at the 11th annual Mountains to the Desert Ride and 1st Inaugural Telluride200. From the high mountains of Telluride to the spectacular desert landscape of Gateway, CO, cyclists descend past hillsides of quaking aspens along a route that passes through millions of years of geologic record, ultimately finding themselves at the base of striated sandstone cliffs reaching up to 1,000 feet overhead. Fundraising benefits the Just for Kids Foundation. Every \$100 raised earns a raffle ticket to win amazing prizes, including the grand prize of a custom, hand-crafted MOOTS road or mountain bike., Cindy Fusting, 970.729.1372, m2dbikeride@gmail.com, Victoria Lovely, 773-590-6499, vlovely@yahoo.com, m2dbikeride.com, telluride200.com

Utah Road Touring

September 7, 2014 — Team USA Gran Fondo. Ogden, UT. 100 km gran fondo and 5.5 km family ride, Rachel Leif, 719-434-4200, reif@usacycling.org, usacycling.org/team-usa-gran-fondo.htm

September 13, 2014 — Million Miles at Miller. South Jordan, UT. Century, Metric Century, and 25-mile ride starting and finishing at the Megaplex Theatres at The District in South Jordan, UT., Carisa Miller, 801-563-4139, cmiller@ihm.com, Anne Marie Gunther, 801-563-4140, amgunther@ihm.com, millionmilesatmiller.com

September 13, 2014 — Aptalis Cystic Fibrosis Cycle For Life. Coalville/Morgan, UT. Fully supported, beautiful autumn ride with four route options - 17, 38, 60 and 100 miles. Benefit for the Cystic Fibrosis Foundation., Laura Hadley, 801-532-2335, 801-558-8310, lhadley@cff.org, Jessica Linville, 801-532-2335, jlinville@cff.org, cycle.cff.org

September 13-20, 2014 — 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, and Lake Powell., Cycling Escapes , 714-267-4591, info@cyclingescapes.com, CyclingEscapes.com

September 20, 2014 — Moab Century Tour. Moab, UT. Road cycling in scenic Moab, Utah with 40, 65, and 100 mile route options including the infamous "Big Nasty" section of the La Sal Loop Road (3,000ft elevation in 7 miles)., Beth Logan, 435-260-8889, 435-260-2334, info@skinnytireevents.com, skinnytireevents.com

September 20, 2014 — Wonder Woman Century. Payson, UT. 5th Annual, 15, 30, 70 or 100 mile options. Fully supported ride with 6 aid stations. 100/70 milers will have a lunch stop. Finish line festivities with food, music, expo with vendors, and finisher's jewelry., Mahogani Thurston, 801-318-1420, wonderwomanride@gmail.com, Carolina Herin, herin.carolina@gmail.com, wonderwomanride.com

September 20, 2014 — Crystal Hot Springs 100. BCC SuperSeries, Honeyville-Brigham City, UT. Start and finish at Crystal Hot Springs in Honeyville. Climb Sardine and Petersboro, followed by a hot springs soak, and camping. Self Supported., Don Williams, 801-641-4020, roadcaptain@bcutah.org, Jim Halay, 801-641-4020, jameshalay@ovalley.net, Jim Zelesnick, 801-564-1707, pigeonfarmer1@gmail.com, bcutah.org

September 20, 2014 — CAPSA's Cruising to Stop Abusing Ride. 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, Michelle Merrill, 435-753-2500, michelle@capsa.org, cruising-tostopabusing.com

September 20, 2014 — Infinity Bike Ride. Utah Triple Crown, Saratoga Springs, UT. 40, 66, 100, 200 mile options. Colleen Ominson, 801-487-7229, infinitybikeride@gmail.com, infinitybikeride.weebly.com, utahtriplecrown.weebly.com

September 27, 2014 — Bike the Bear Century. Garden City, UT. 100 and 50 mile rides. Begins at Camp Hunt on Bear Lake, UT. Support the Trapper Trails Council, BSA with a ride around the south end of scenic Bear Lake on the Utah/Idaho border., Jason Eborn, 801-479-5460, jeborn@bsa.org, Nelson Palmer, npalmer@comcast.net, trappertrails.org

September 27, 2014 — The Watchman 100. St. George, UT. A beautiful fall century ride from Springdale, Utah, through Sandhollow Reservoir and back up to beautiful Zion National Park. Enjoy the music festival in Springdale when you are finished. Fully supported with SAG vehicles, rest stops, and lunch., Ryan Gurr, 435-674-3185, info@spingeeeks.com, Margaret Gibson, 435-229-6251, margaret@spingeeeks.com, spingeeeks.com

September 27-28, 2014 — Ride to Lava. Smithfield, UT. 2-day 162 mile fully supported bike tour leaving Smithfield to Lava Hot Springs and back around the Portneuf Range. Includes camping, lunches, dinner,

breakfast & yoga., Harold Becht, 801-692-3226, hbecht@gmail.com, RideToLava.com

September 27, 2014 — Man of STEEL. North Salt Lake, UT. 62-mile (100km) fully supported metric century bike ride. Release the hero within you as you support the Davis Education Foundation. Enjoy beautiful autumn scenery as you ride on the East and West sides of Davis County from North Salt Lake to Clearfield and back., Marc Croft, 801-295-4141, marc@croftnow.com, ManOfSTEEL.org

September 28-October 4, 2014 — 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., Cycling Escapes , 714-267-4591, info@cyclingescapes.com, CyclingEscapes.com

October 18, 2014 — 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 25, 2014 — Fall Tour de St. George. St. George, UT. Ride around southern Utah and see some of the most scenic views as you climb to Veyo and go through Gunlock State Park as well as all the beautiful colors throughout this 35, 70, or 100 mile ride. , Ryan Gurr, 435-674-3185, info@spingeeeks.com, Margaret Gibson, 435-229-6251, margaret@spingeeeks.com, spingeeeks.com

November 11, 2014 — Free Fee days in Arches and Canyonlands National parks. Moab, UT. The perfect time to ride your road bike in the parks., Patrick Baril, 435-259-8826, pbbaril@moabcity.org, nps.gov/findapark/feefreeparks.htm

November 29, 2014 — Saturday Fatter-day Ride. Saratoga Springs, UT. 6th 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

April 18, 2015 — Salt Lake City Marathon Bike Tour. Salt Lake City, UT. 25 miles without stoplights through the streets of Salt Lake on the SLC Marathon course, start: 6:00 a.m. start., Steve Bingham, 720-608-1783, stevebingham@highaltitudeevents.com, sallakecitymarathon.com

June 6, 2015 — Hero Ride. Heber, UT. Start/Finish: Artisan Cheese Factory 100, 60, 30 mile options available. Team Race Category for 100 mile route (or take it at your own pace with friends). Registration opens January 1, 2015. A fully supported charity ride which seeks to challenge participants while raising money and awareness for special needs children in Utah. , Mark Staffieri, 858-442-5070, herorideutah@gmail.com, herorideutah.com

Regional Road Touring

Thursday Night Training Ride — Weekly Road Race, Cloverdale, ID. Training Rides every Thursday night from 17 April - 10 July 2014.

September 6, 2014 — Wild Horse Century. Cody, WY. Benefits the wild mustangs of the McCullough Peaks outside Cody and Cody Youth Cycling. Fully supported Century/Metric Century on the scenic highway leading to Yellowstone National Park. , Werner and Pam Noesner, 307-272-3909, 307-272-1323, pcbike@tctwest.net, wildhorsecentury.com

September 6, 2014 — Tour of the Valley. Grand Junction, CO. The Tour is not a race; we encourage you to set your own pace and enjoy beautiful Western Colorado. 30, 50, 75 route options and the full century, 100-mile route, that includes the famous ride over the Colorado National Monument. Start and finish at DoubleTree Hotel, 743 Horizon Drive, Morgan , 800-621-0926, webquest@ghosp.org, yourcommunityhospital.com/Tour_of_the_Valley.cfm

September 6, 2014 — 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. Start: Camping World, 13175 Las Vegas Blvd. South Las Vegas, NV 89044, Andy Bestwick, 702-806-5991, 3feetforpete@gmail.com, threefeetforpete.org

September 7, 2014 — Tour de Tahoe - Bike Big Blue , Lake Tahoe, NV. 12th Annual ride around Lake Tahoe's Shoreline with the Juvenile Diabetes Research Foundation, fully supported with rest stops, tech support and SAG. 72 miles, 4300ft vertical gain. Boat cruise and 35 mile fun ride., Curtis Fong, 800-

565-2704, 775-771-3246, tgff@bikethest.com, bikethest.com

September 7-26, 2014 — Santa Fe Trail Bicycle Trek. Santa Fe, NM. 20th Year. Camping Trip. Ride all or part of the Santa Fe Trail (approx. 1100 miles) on paved public roads only. All gear carried by truck. 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 9, 2014 — Ride 2 Recovery Honor Ride Interbike. Honor Ride, Las Vegas, NV. 2nd Annual Ride 2 Recovery Interbike Honor Ride. Veterans, active duty military and all attendees of the Interbike trade show are invited to ride from The Mandalay Bay to the Nevada State Veterans Home, located on the River Mountain Trail Loop, just one mile from the Outdoor Demo. Participants can finish the Honor Ride and proceed to the Demo at their leisure. Start: 8 am, Mandalay Bay South Parking Lot at 3950 S. Las Vegas Blvd Las Vegas, NV, Linda Glassel, 609-792-0709, 818-888-7091, lindag@ride2recovery.com, Honor Ride , 818-888-7091 Ext. 106, honorrideinfo@ride2recovery.com, ride2recovery.com

September 13, 2014 — Viva Bike Vegas Gran Fondo. Las Vegas, NV. 101, 62, or 25 miles. Fun rides of 10, 5, or 1/4 mile. Ride around the perimeter of the Las Vegas Valley., Mike Olsen, 702-927-4069, mike@vegasbikeracing.com, vivabikevegas.com

September 13, 2014 — 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 19-21, 2014 — Ochoco Gravel Adventure. Prineville, OR. Participate in our 3-day fully supported tour exploring minimally traveled roads where the surface may differ from various shades of asphalt to hard-packed gravel in the Ochoco Mountains., Sanna Phinney, 541-382-2633, 541-410-1031, info@bicycleridesnw.org, bicycleridesnw.org

September 20, 2014 — 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., Maira Dow, 406-646-7701, director@rendezvouskittrails.com, cycleyellowstone.com

September 20, 2014 — Tour de Vineyards. Palsade, CO. A fun, 25 mile bike tour of the West Slope vineyards and orchards held in conjunction with the 23rd Annual Colorado Mountain Winefest., Mike Heaston, 970-858-7220, 303-635-2815, emgmb@emgcolorado.com, emgcolorado.com/tourdevineyards/

September 20, 2014 — Mountains to the Desert Bike Ride and Telluride 200 Gran Fondo. Telluride, CO. Come enjoy some of the most scenic cycling in the world at the 11th annual Mountains to the Desert Ride and 1st Inaugural Telluride200. From the high mountains of Telluride to the spectacular desert landscape of Gateway, CO, cyclists descend past hillsides of quaking aspens along a route that passes through millions of years of geologic record, ultimately finding themselves at the base of striated sandstone cliffs reaching up to 1,000 feet overhead. Fundraising benefits the Just for Kids Foundation. Every \$100 raised earns a raffle ticket to win amazing prizes, including the grand prize of a custom, hand-crafted MOOTS road or mountain bike., Cindy Fusting, 970.729.1372, m2dbikeride@gmail.com, Victoria Lovely, 773-590-6499, vlovely@yahoo.com, m2dbikeride.com, telluride200.com

September 21-27, 2014 — OATBRAN. 23rd Annual, Lake Tahoe, NV. One Awesome Tour Bike Ride Across Nevada! 23rd Annual, following

October 4, 2014 — 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/parksrec/index.php?cfr=152, churchillcounty.org/parksrec/index.php?cfr=152

October 4, 2014 — Santa Fe Gourmet Classic. Santa Fe, NM, The Santa Fe Gourmet Classic is a fun, challenging 60 mile bike tour with delicious, creative Southwest style foods at 5 gourmet refueling stops. The noncompetitive ride winds through Santa Fe and into the surrounding areas. Ride is limited to 150 riders., Kathleen Davis, 505-795-3286, 408-499-0775, lavim@gmail.com, santafegourmetclassic.com

October 4, 2014 — Tour of the Moon. Grand Junction, CO, The Tour of the Moon was made famous in the 1980s Coors Classic and later in the cycling movie American Flyers. Today it continues to be considered one of the premier recreational road rides in the western United States. The breathtaking high desert scenery and beautiful roads make this an epic day of cycling., Mike Heaston, 970-858-7220, 303-635-2815, emgmh@emgcolorado.com, Scott Olmsted, touinfo@tourofthemoon.com, tourofthemoon.com, emgcolorado.com/wordpress/?page_id=10

October 4, 2014 — Gila Monster Gran Fondo. Silver City, NM, With four distances to choose from, everyone can find their challenge. Gran Fondo 103 miles, Gough Park, Silver City 8:00am, Medio Fondo 70 miles, Gough Park, Silver City 8:00am, Micro Fondo 50 miles, Hi-Spot, HWY 152 8:30am, Nano Fondo 32 miles, Camp Thunderbird, HWY 35 8:30am., Jennifer Buntz, 505-306-1443, biketunsafe@gmail.com, taosportsalliance.com, tourofhegila.com

October 11, 2014 — Tri-States Gran Fondo. Mesquite, NV, 112 miles, 7,500ft 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

October 11, 2014 — Goldlocks Las Vegas. Goldlocks Bike Ride, Las Vegas, NV, 5th Annual Super cool, Fully supported, non competitive, women only bike ride with 20, 40, 60, 80 and 100 mile route options., Dani Lassiter, 801-635-9422, info@goldlocksride.com, goldlocksride.com

October 11, 2014 — Park to Park Pedal Extreme Nevada 100. Kershaw-Ryan State Park, NV, Starts and finishes at Kershaw-Ryan State Park. 100 mile starts 7:30am. Metric Century starts 7:30am. 40 mile starts 8am. Registration 5pm Friday / 7am Saturday., Dawn Andone, 775-728-4460, cathedralgorge_vc@clturbonet.com, Jonathan Brunes, 775-726-3564, kershaw@clturbonet.com, lincolncountynevada.com/Lincoln-County-Nevada-Pedal.html

October 18, 2014 — North Las Vegas Century. Las Vegas, NV, Benefits Pancreatic Cancer Action Network and Eagle Quest of Nevada. Start and finish at the beautiful Craig Ranch Regional Park. The ride is fully supported and the route is designed to take you around the fabulous Las Vegas Valley. Distance Options: Century, Metric Century & 25 Miles., Renae Egan-Williams, 702-932-1560, renae@lvvc.org, northlasvegascycling.org

November 8, 2014 — Ride 2 Recovery Honor Ride Las Vegas. Honor Ride, Las Vegas, NV, A non-competitive cycling event, 2 fully supported routes, 40, 60 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. Join Ride 2 Recovery to honor our nation's healing heroes this Veteran's Day weekend at Honor Ride Las Vegas. Expect a fantastic ride starting on the strip and riding down Las Vegas Boulevard! All routes will be fully supported with SAG and fun rest stops along the way. Finish with a festival-like atmosphere that includes lunch and interactive vendors. MGM Resort Festival Lot located across from the Luxor Hotel on Las Vegas Blvd, 8:30 am, Linda Gassel, 609-792-0709, 818-888-7091, lidag@ride2recovery.com, ride2recovery.com

September 13, 2014 — MRAC Attack Mini Triathlon. Moab, UT, This community event is open to all and has Elite, Open, and Youth under 12 levels, Male and Female divisions., Patrick Baril, 435-259-8826, pbaril@moabcity.org, moabcity.org/mrac

September 20-21, 2014 — 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, dyer@snobowbasin.com, xterraplanet.com, xterrautah.com

September 20, 2014 — Leadman Tri - Bend. Bend, OR, Finishers of Leadman Tri Bend - voted Best New Race of 2012; Leadman 250 | 5K swim * 22K bike * 22K run; Leadman 125 | 2.5K swim * 10K bike * 16.5K run., Keith Hughes, 208-340-4837, khughes@lifetimerecovery.com, leadmantri.com

October 5, 2014 — Nevada Silverman 70.3 Ironman. Henderson, NV, 70.3 distance, Frank Lowery, 702-914-7852, info@silverman-nv.com, Ironman NV, silverman70.3@ironman.com, silverman-nv.com, ironman.com/triathlon/events/americas/ironman-70.3/silverman.aspx

October 11, 2014 — Huntsman World Senior Games Triathlon. St. George, UT, Triathlon. Must be 50 years or older, Swim - 500 yards, Bike - 20K, Run - 5K., Kyle Case, 800-562-1268, hwsg@infowest.com, seniorgames.net

October 11, 2014 — Powell3 Triathlon Challenge. Big Water, UT, USAT Sprint and Olympic Distance at Wahweep Marina, Lake Powell. Starts at 9:00am Utah time, or 8:00am Arizona time., Joe Coles, 801-335-4940, joec@onhillevents.com, powell3.com, onhillevents.com

October 12, 2014 — TUNA Mountain Challenge Duathlon. Midway, UT, off-road duathlon, a 1k trail run followed by 10k on the bike, then a 5k run; kids: 1k run start lap, 5k bike, and a 2k run. You can race as a two-person team or do the race solo. Benefits TUNA youth ski programs, 10 am. Registration on-site @ 9am Check web for details in the fall., Richard Hodges, mhodges@rmhodges.com, utahnordic.com

October 25, 2014 — 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/pumpkinman

November 8, 2014 — Telos Turkey Triathlon. 13TRI EVENTS, Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k, Bike 12 miles., Shaun Christian, 801-769-3576, 801-678-4032, shaun@13triathlon.com, Amy Perez, amy@13triathlon.com, 13triathlon.com

September 13, 2014 — 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, 801-358-1411, info@racetri.com, racetri.com

Multisport Races

September 6, 2014 — 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, lsplillon@sandy.utah.gov, sandy.utah.gov/government/parks-and-recreation/alta-canyon-sports-center.html

September 6, 2014 — Adventure Xstream Glenwood Springs. AXS Series, Glenwood Springs, CO, Solo, 2 person and 4 Person Teams will kayak, trek, rappel, and mountain bike., Will Newcomer, 970-403-5320, 2014@gravityplay.com, gravityplay.com

September 6, 2014 — Colorado Dirt. Fraser, CO, A 130+ mile cyclocross/gravel grinder endurance bike race. This self supported race will be a one day, 4 leg race that rises above 10,000ft four times. Can ride it solo, duo relay, 4 person relay or a 5-6 person Gentlemen's Race type of event- cyclocross endurance bicycle race., Paul Karlsson, 303-960-8129, info@digdeepports.com, digdeepports.com

September 12-13, 2014 — Bear Lake Brawl Triathlon. Gold Medal Racing Championship, Laketown, UT, Event is on two dates, 9/12 is the Half/Long 70+ and 9/13 is the Sprint and Olympic event., Joe Coles, 801-335-4940, joec@onhillevents.com, bearlakebrawl.com, onhillevents.com

September 12-13, 2014 — Ogden Valley Triathlon/Utah State Championships. TriUtah Points Series, Ogden, UT, This is the culmination of all your hard work for the 2014 season! Banquet, serious awards and prizes, festival, and the crowning of Utah State age group champions. Kids, Sprint, Olympic and Half Distances., Dan Aarnodt, 801-635-8966, info@triutah.com, triutah.com

September 13, 2014 — Telos Triathlon. tentative, 13TRI EVENTS, Utah Valley, UT, Course to be announced, Shaun Christian, 801-769-3576, 801-678-4032, shaun@13triathlon.com, Amy Perez, amy@13triathlon.com, 13triathlon.com

September 13, 2014 — 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, 801-358-1411, info@racetri.com, racetri.com

September 13, 2014 — MRAC Attack Mini Triathlon. Moab, UT, This community event is open to all and has Elite, Open, and Youth under 12 levels, Male and Female divisions., Patrick Baril, 435-259-8826, pbaril@moabcity.org, moabcity.org/mrac

September 20-21, 2014 — 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, dyer@snobowbasin.com, xterraplanet.com, xterrautah.com

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October 5, 2014 — Nevada Silverman 70.3 Ironman. Henderson, NV, 70.3 distance, Frank Lowery, 702-914-7852, info@silverman-nv.com, Ironman NV, silverman70.3@ironman.com, silverman-nv.com, ironman.com/triathlon/events/americas/ironman-70.3/silverman.aspx

October 11, 2014 — Huntsman World Senior Games Triathlon. St. George, UT, Triathlon. Must be 50 years or older, Swim - 500 yards, Bike - 20K, Run - 5K., Kyle Case, 800-562-1268, hwsg@infowest.com, seniorgames.net

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October 25, 2014 — 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/pumpkinman

November 8, 2014 — Telos Turkey Triathlon. 13TRI EVENTS, Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k, Bike 12 miles., Shaun Christian, 801-769-3576, 801-678-4032, shaun@13triathlon.com, Amy Perez, amy@13triathlon.com, 13triathlon.com

Cyclocross

Southern Utah Cyclocross Series — St. George, UT, Races on Saturdays, November to January. 2014 dates: Nov 15, 22, Dec. 6, 13,

Cimarron Chacon, 970-759-3048, info@gropromotions.com, southernutahcyclocross.com

September 10, 2014 — CrossVegas Cyclocross Race. Las Vegas, NV, The biggest cross race in the USA featuring UCI Pro Cyclocross Race Elite Men and Women, Wheelers and Dealers Industry Race and USA Cycling Categories at Desert Breeze Soccer Complex during Interbike. Held in the evening under the lights!, Brook Watts, 303-684-9170, contact@crossvegas.com, crossvegas.com

September 13-14, 2014 — Boulder Cup UCI C1 Cyclocross Weekend. Boulder, CO, The largest spectator and participatory cyclocross weekend in the Rockies. 900 racers, 3500 fans, expo, kids adventure zone, beer garden, Chris Grealish, 303-619-9419, chris@dbcevents.com, dbcevents.com

September 20, 2014 — 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, 970-257-7678, mdriver@lrsports.com, Brent Steinberg, 970-712-2012, bs@lrsports.com, lrsports.com

September 21, 2014 — Harvest Moon Cyclocross. Ogden, UT, USAC Sanctioned, State Cyclo-Cross Championships, Ben Towery, 801-389-7247, teamaccelerator@gmail.com, teamaccelerator.com

September 27, 2014 — Utah Cyclocross Series Race. Utah Cyclocross Series, Draper, UT, Draper Velo Park, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

September 27, 2014 — Eagle Island Cyclocross Series. Eagle Island State Park, ID, Come out and enjoy the area's best cross venue! Eagle Island State Park. Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs., Brad Streeter, 208-866-3384, bradstreeter@gmail.com, idahocyclocross.com/eagleisland.html

October 4, 2014 — Utah Cyclocross Series Race. Utah Cyclocross Series, Ogden, UT, Weber County Fairgrounds, 100 North 1200 West, or Fort Buenaventura, 2450 A Avenue, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

October 4, 2014 — 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 5, 2014 — 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 11, 2014 — Utah Cyclocross Series Race. Utah Cyclocross Series, Salt Lake City, UT, Fort Buenaventura, 2450 A Avenue, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

October 11-12, 2014 — 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

October 17-18, 2014 — 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

October 18, 2014 — Utah Cyclocross Series Race. Utah Cyclocross Series, Salt Lake City, UT, Big Cottonwood Sports Complex, Halloween Cross, Halloween Costume Contest Parade right after Kiddie Cross, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

October 18-19, 2014 — Waffle Cross. Waffle Cross Series (WXCX), Boise, ID, Held at the Eagle Sports Complex; supports a different charitable beneficiary 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 25, 2014 — Utah Cyclocross Series Race. Utah Cyclocross Series, Salt Lake City, UT, Big Cottonwood Sports Complex, Halloween Cross, Halloween Costume Contest Parade right after Kiddie Cross, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

October 25, 2014 — 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, 970-257-7678, mdriver@lrsports.com, Brent Steinberg, 970-712-2012, bs@lrsports.com, lrsports.com

October 26, 2014 — Utah Cyclocross Series Race. Utah Cyclocross Series, Salt Lake City, UT, Big Cottonwood Sports Complex,

Halloween Cross, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

November 1, 2014 — Utah Cyclocross Series Race. Utah Cyclocross Series, Ogden, UT, Fort Buenaventura, 2450 A Avenue, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

November 8, 2014 — Utah Cyclocross Series Race. Utah Cyclocross Series, Kaysville, UT, Barnes Park, 950 W, 200 N., Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

November 8, 2014 — 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, 970-257-7678, mdriver@lrsports.com, Brent Steinberg, 970-712-2012, bs@lrsports.com, lrsports.com

November 8, 2014 — SICX #3 Mallard Park. Southern Idaho Cyclocross Series, Mallard Park, ID, Orchard Avenue intersection 10th, Caldwell, ID, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

November 9, 2014 — SICX #4 Mallard Park. Southern Idaho Cyclocross Series, Mallard Park, ID, Orchard Avenue intersection 10th, Caldwell, ID, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, 303-819-0054, cxidaho@gmail.com, cxidaho.com

November 15-16, 2014 — Idaho Waffle Cross Cyclocross Series. Waffle Cross Series (WXCX), Boise, ID, Held at the Eagle Sports Complex; supports a different charitable beneficiary 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 15, 2014 — Utah Cyclocross Series Race. Utah Cyclocross Series, Ogden, UT, MT Ogden Golf Course (State Championship), Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

November 15, 2014 — Bengal Cross. Pocatello, ID, 10 am at Bartz Field at Idaho State University, Peter Joyce, 208-282-3912, pyc-pete@isu.edu, isu.edu/outdoor

November 22, 2014 — LTR CX Series 4. LTR CX Series, Palisade, CO, Cross the Bend at Riverbend Park, A, B, C, Masters and Junior Categories, Mike Driver, 970-904-5708, 970-257-7678, mdriver@lrsports.com, Brent Steinberg, 970-712-2012, bs@lrsports.com, lrsports.com

November 22, 2014 — SICX #5 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 22, 2014 — Utah Cyclocross Series Race. Utah Cyclocross Series, West Valley City, UT, Rocky Mountain Raceways (RMR), 6555 W. 2100 S., Marek Shon

BICYCLE SHOP DIRECTORY

Southern Utah

Brian Head/Cedar City

Brian Head Resort Mountain Bike Park

329 S. Hwy 143
P.O. Box 190008
Brian Head, UT 84719
(866) 930-1010 ext. 212
brianhead.com

Cedar Cycle

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

Ephraim

Pipe Dream Adventure Sports

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

Hurricane

Over the Edge Sports

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

Moab

Chile Pepper

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

Poison Spider Bicycles

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

Rim Cyclery

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

Price

BicycleWerks

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

St. George

Bicycles Unlimited

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

eSpokes

476 E. Riverside Dr. #1B
Saint George, Utah, 84790
(435) 688-1830
eSpokes.com

High Knees Cycling

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

Rapid Cycling

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

Red Rock Bicycle Co.

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

Utah Trikes

412 E. St. George Blvd.
St. George, UT 84770
(801) 804-5810
utahtrikes.com

Springdale

Zion Cycles

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

Northern Utah

Logan

Joyride Bikes

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

Sunrise Cyclery

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

Wimmer's Ultimate Bicycles

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

Park City/Heber

Cole Sport

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

Jans Mountain Outfitters

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

Mountain Velo

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

Slim and Knobby's Bike Shop

486 N Main
Heber, UT 84032
(435) 654-2282
slimandknobys.com

Stein Eriksen Sport

At The Stein Eriksen Lodge 7700 Stein Way
(Mid-Mountain/Silver Lake)
Deer Valley, UT 84060
(435) 658-0680
steineriksen.com

Silver Star Ski and Sport

1825 Three Kings Drive
Park City, UT 84060
435-645-7827
silverstarskiandsport

Storm Cycles

1680 W. Ute Blvd. #D3
Park City, UT 84098
(435) 200-9120
stormcycles.net

White Pine Touring

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

Vernal

Altitude Cycle

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

Wasatch Front

WEBER COUNTY

Eden/Huntsville/Mountain Green

Diamond Peak Mountain Sports

2429 N. Highway 158
Eden, UT 84310
(801) 745-0101
diamondpeak.biz

Needles Peak Ski and Bike

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

Ogden

Bingham Cyclery

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

Skyline Cycle

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

The Bike Shoppe

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

CityCycle

2371 Kiesel Ave
Ogden, UT 84401
(801) 866-7382
worldfamouscitycycle.com

Universal Cycles

640 W 1100 South Suite 6
Ogden, UT 84404
(801) 622-3305
universalcycles.com

DAVIS COUNTY

Biker's Edge

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

Bikewagon

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

Bingham Cyclery

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

Bountiful Bicycle

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

Bountiful Bicycle

151 N. Main St.
Kaysville, UT 84037
(801) 444-2453
bountifulbicycle.com

Loyal Cycle Co.

15 E. State St.
Farmington, UT 84025
801-451-7560
loyalcycleco.com

Masherz

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

Top Gear

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

SALT LAKE COUNTY

Central Valley

Cottonwood Cyclery

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

Flynn Cyclery

4640 S. Holladay Village Sq., Suite 101
Holladay, UT 84117
801-432-8447
flynncyclery.com

Millcreek Bicycles

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

Salt Lake City

Beehive Bicycles

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

Bicycle Center

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

Bicycle Transit Center (BTC)

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

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

Highlander Bike

3333 Highland Drive
Salt Lake City, UT 84106
(801) 487-3508
highlandbikeshop.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

247 S. 500 E.
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) 326-BIKE
slcbikecollective.org

Sports Den

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

The Bike Guy

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

Wasatch Touring

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

Wild Rose Sports

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

South and West Valley

Bingham Cyclery

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

Canyon Bicycles

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

Canyon Bicycles

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

eSpokes

SoDa Row at Daybreak
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230 W. 10600 S., Suite 1700
Sandy, UT 84070
(801) 501-0850
rei.com/sandy

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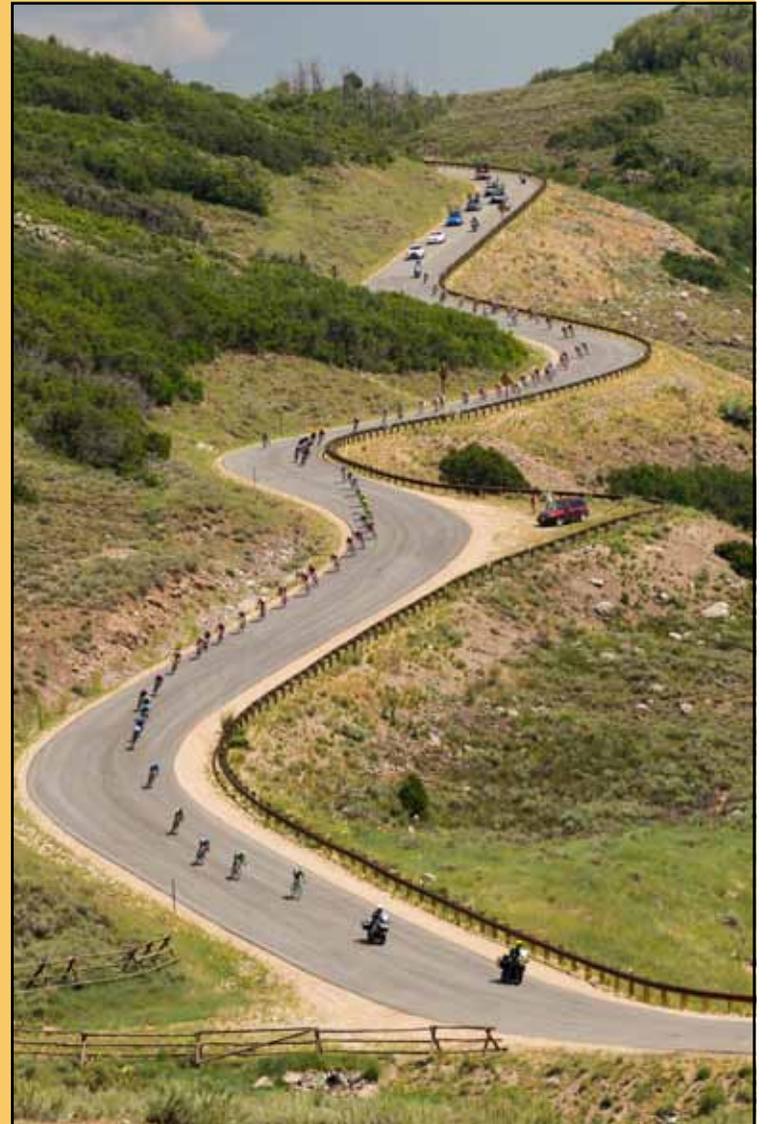
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(801) 253-1881
taylorbikeshop.com

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

Top Left: The peloton climbs East Canyon in stage 6 of the 2014 Tour of Utah. Photo: Jason Porter, jasonporterphoto.com

Top Right: The peloton descends Wolf Creek in Heber during stage 7. Photo: Jason Porter, jasonporterphoto.com

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

TOUR OF UTAH WOMEN'S EDITION

Coryn Rivera Wins 2014 Tour of Utah Women's Edition

By Dave Iltis

For the first time since 2005, the Tour of Utah included a women's race. This year's Tour of Utah Women's edition had a star filled field featuring Alison Powers (winner of the Cedar City Gran Prix), Coryn Rivera, Tina Pic, Amber Neben, Meredith Miller and all of Utah's top riders: Breanne Nalder, Anne Perry, Mindy McCutcheon, Kaytie Scott, Tiffany Pezzulo and more.

UnitedHealthCare, Guru Cycles, Vanderkitten, Team Tibco, Cloud Racing, SKINourishment, Colavita, Jet Cycling, and Pepper Palace were some of the national pro level teams that came to race. Local Utah teams included Intermountain LiVe Well p/b Bountiful Bikes, DNA p/b K4, Canyon Bicycles Shimano composite team.

On a warm, but thankfully not

DNA kept at it, with Breanne Nalder attacking with 5 laps to go and holding a solo lead for 2 laps before being brought back. Anne Perry countered, and stayed away for a lap and a half. A half a lap too short.

For her effort and for earlier attacks, Nalder won the race's most aggressive rider jersey.

UnitedHealthCare kept the pressure up on the front. National Criterium Champion Powers (UnitedHealthCare) worked to control the race and keep things together for UHC's star sprinter, Coryn Rivera.

Describing the last lap, Rivera said, "It was a little hectic, we had a (another team's) solo rider off the front (Anne Perry of DNA). We were a little worried about it. But we stayed patient. Come 2K to go, we knew we had to take it in our hands to chase it down. One of my teammates Scotti (Wilborne) hit the front to bring it together. With a K and



Top: The peloton corners on the far side of Miller Motorsports Park in the 2014 Tour of Utah Women's Edition. Photo by Cathy Fegan-Kim, cottonsoxphotography.com

Middle: Utah rider Breanne Nalder off the front. She held this late race attack for two laps and was awarded the Most Aggressive Rider jersey. Photo by Cathy Fegan-Kim, cottonsoxphotography.com

Bottom: Coryn Rivera unleashed a devastating sprint to take the win. Photo by Dave Iltis.

Race Director Alex Kim said, "It was a really fun race to watch. They raced hard. And that helped seal the deal for the race to be back next year." While no details have been announced, look for the Tour of Utah Women's Edition to be held again next year during the Tour of Utah, which will be held from August 3-9, 2015.

2. Mandy Heintz, Guru Cycles p/b Haute Wheels Racing 1:16:20
3. Meredith Miller, Pepper Palace Pro Cycling 1:16:20
4. Laura Van, Guru Cycles p/b Haute Wheels Racing 1:16:20
5. Tina Pic, DNA Cycling p/b K4 1:16:20

Larry H. Miller Tour of Utah Women's Edition, Tooele, UT, August 6, 2014

1. Coryn Rivera, United Healthcare 1:16:20

For full results, see page 14. For a full report on the Cedar City Gran Prix, the women's pro race held during stage 1, see cyclingutah.com.

too hot August 6, 2014, the women raced 15 laps of the 2.2 mile Miller Motorsports Park Circuit. With a bit of wind and rolling terrain, the course was fast and challenging.

Racers tried numerous times to get away. Early on, Alison Powers went and tried to soften up the field. A Colavita rider came with her, but they didn't last long out front.

Soon after, Kelsey Withrow (DNA) attacked, but that was short lived. Anne Perry of DNA said, "The team plan was to with the early moves and try and get in the break... The team was really happy. We did a good job of executing the plan. We were aggressive and well represented with almost every move."

A Team Tibco rider and three others tried to get away shortly thereafter with the same result - they were reeled in quickly.

Idaho's Heather Albert (Canyon Bicycles Shimano) gave it a shot - with the same result.

The course was hard, but not hard enough to be selective with the deepest women's field Utah has ever seen.

half to go, it was all together and we knew it would come down to a field sprint. Alison Powers and Scotti Wilborne were definitely doing their job. As per usual, Alison Powers did her job and had a massive leadout and delivered me to the line."

And Rivera did deliver with an incredible kick that saw her take the one in front of a thousand screaming fans.

The Tour of Utah Women's Edition was a huge success.



MOUNTAIN BIKING

Ely, Nevada is a Backcountry Mountain Biking Paradise

Jerrica Deiber, pedaling through the Jail House Casino in Ely, Nevada, at the beginning of the 2014 Fears, Tears and Beers enduro. Photo by Photo John

By John Shafer

I first saw Ely, Nevada about ten years ago, driving back to the Bay Area after shooting the Red Bull Rampage freeride competition in Southern Utah. I wanted a more interesting and adventurous route than the standard I-15 through Vegas to Interstate 5 in California's Central Valley. I definitely got what I was looking for on Highway 50, "The Loneliest Road in America." While it's not actually the loneliest road I've ever been on (that honor goes to Canada's Highway 5 between Kamloops and Jasper National Park in Eastern British Columbia), Highway 50 is definitely bleak – especially the portion between Delta, Utah and Ely. After the unfenced, barren open range country to the east, Ely, populated by approximately 4500 hearty individuals, feels like an oasis of culture. The same is true if you drive from Salt Lake. The landscape on Highway 93, south of

Wendover looks like a scene from the movie, Road Warrior.

The high desert isn't everyone's cup of tea. I, however, am in love with the big, lonely vistas and small towns of Northern Nevada's Basin and Range country. It's a subtle landscape but if you open your eyes and heart, it will reward you. Ely's been stuck in my mind since that drive ten-plus years ago and I've been looking for an excuse to make a return trip to get a more intimate look at the town and check out the mountain biking. This spring, thanks to the Fears, Tears and Beers mountain bike enduro race, I finally got my act together and made that trip.

Located in the Basin and Range country of northeastern Nevada, Ely is a high desert railroad and mining town that that was originally founded as a Pony Express stop. It sits at an altitude of 6400 feet at the foot of the Egan and Schell Creek mountain ranges, about 100 miles south of Wendover and 90 miles northwest of Great Basin National Park. It's about

four-and-a-half hours by car from both Salt Lake and Las Vegas, and two-and-a-half-hour drive to Elko, the nearest "city" of any size. Why should you be interested in a dusty little mining town in the middle of nowhere, you ask? Because it's a backcountry mountain biking paradise, that's why. If you like your trails rough, raw and skinny, you need to put Ely on your mountain bike to-do list. Ely even hosts what may have been the first "enduro" mountain bike race in the world, the ultra-challenging, five-stage Fears, Tears & Beers.

While no one is going to confuse Ely's main street with Fifth Avenue, there's definitely more to see than sage brush and cows. Two of the clear standouts are the Hotel Nevada and the Nevada Northern Railway Museum. The railroad museum is very cool, with a bunch of old trains, including the Ghost Train of Old Ely, a working steam train you can ride

from the museum to the Robinson Mining District. With mining roots stretching back to the beginning of the 20th century, there are old mine tailings all over the mountains surrounding Ely. Copper is the primary mineral and there's still a big, working copper mine just outside of town.

The six-story Hotel Nevada was built in 1929, during Prohibition. It's an important Nevada historic landmark and retained the status of tallest building in Nevada until the 1940's. The Hotel Nevada is the only casino in Ely with live table gaming. It also has the town's only 24-hour restaurant – I highly recommend it for breakfast. For a fun and tasty post-ride dinner, try the Cell Block Steakhouse in the Jail House Casino, directly across the street from the Hotel Nevada. All the booths are actual jail cells and I will personally vouch for the prime rib!

The casinos actually played a major role in me finally heading

the mountain biking can get in Ely. Whorehouse Hill is fun, with great views of the mountains and town. But it is serious downhill, best done shuttled in a four-wheel-drive truck and ridden on a full suspension bike with plenty of travel. I actually ended up walking a good portion of it and need to go back and to take care of some unfinished business.

There's something on Ward Mountain for almost any level of mountain biker and less adrenalin-fueled (suicidal) mountain bikers will find the Ward Mountain trails very enjoyable. They're the cross-country counterpart to the technical downhill trails above Whorehouse Hill. The singletrack is still skinny and loose, though. Those are two qualities you can count on with all the trails around Ely. However, the grades are more manageable and the terrain is flowier without any real high-commitment rocky sections. There's plenty of climbing to be had



Above: Kent Robertson (front), Nathan Bake and Jenni Shafer, climbing some singletrack on Ward Mountain, just south of Ely, Nevada.

Above right: Logan Whitehead of Salt Lake City, fifth place finisher in the Fears, Tears and Beers enduro Pro category, on one of the most technical sections of "Whorehouse Hill," near the end of the final stage of the race. Photo by Photo John

back to Ely. No, it wasn't the "loose slots." I heard that the Fears, Tears and Beers race actually went through a casino and decided that was a photo I had to have in my portfolio. It turns out race participants actually roll through both the Jail House and Hotel Nevada casinos before heading up to Ward Mountain, just south of town, for the first timed stage of the race. And yes, mountain bikers riding through a casino is a beautiful thing. Just peep this photo and you'll see I speak the truth.

The mountain biking around Elko is excellent as long as you like your trails loose and rocky. I sampled the Whorehouse Hill downhill (so named because there are working brothels at the bottom of the trail) and some of the Ward Mountain trails. The downhill was no joke. It starts out with a lot of 6-inch-wide sidehill singletrack with some spicy rocky bits thrown in to wake you up. And then it gets really steep, loose and rocky. Check out my photo of Logan Whitehead sending it through a rocky chute in the final stage of the Fears, Tears and Beers race to see how burly

if you want it – you can ride jeep roads straight from town to Ward Mountain if you want to. But it's also a quick drive south on Highway 6 to the Ward Mountain Campground and trailhead if you want to cut out the jeep road climbing.

One of the things I like about Ely, and Nevada in general, is it seems like there's nearly unlimited mountain bike potential. Local mountain bike guru and Fears, Tears and Beers promoter, Kent Robertson, tells me that they have everything from the high desert sagebrush trails I rode, to high alpine riding in the aspens. While I rode some great stuff in Ely, I know I haven't even scratched the surface. A good example is Cave Lake State Park, a 30-plus acre reservoir located about 30 miles southeast of town, in the Schell Creek Range. I didn't get a chance to check it out, but there are mountain bike-friendly trails in the park and I believe it's even possible to do a mountain bike to the lake from town. If you're into fat bike exploration, in January there's a festival at Cave Lake with ice sculptures and fireworks.

To get to Ely from Salt Lake City or Utah County, take I-80 100 miles west to Wendover and then head south on US 93 for about two hours. Make sure to fill up in Wendover because you won't get another chance until you reach McGill, a few miles before Ely. You can also take Highway 6 west, from just south of Payson on I-15. Highway 6 merges with US 50 at Delta and then continues on to Ely. Gas up at Delta because you won't see another gas station until Ely. From St. George, you either drive into Nevada and then take Highway 93 north to Ely; or you take I-15 to Beaver and then drive northwest on 21 until it intersects with US 50 and then continue west to Ely. As with the other routes, make sure you have plenty of gas because it's empty, lonely country you'll be driving through.

Kent Robertson's Five Go-To Rides in the Ely Area

Iceplant trails: Fun Loop. This is a 9-12 mile (depending on if you double back up and do The Whoops) XC loop on Ward Mountain with a fairly gradual climb that's beginner friendly. The descent is fun, fast, bermed, buff, and twisty. It is quick and easy to access from town for a before or after work ride.

Iceplant Trails: Full Coyote/Beginner Loop. This is a longer full-loop version of the Iceplant trail system about 14-16 miles long. The climb gets a bit steep towards the upper half beyond the cut off for the Fun Loop but is doable for strong Beginners and Intermediates. It's mostly XC in nature with a few steep descents. It finishes off with Upper Slalom and Lower Slalom which is the lower section of Fun Loop.

Ward Mountain Rec Area: G-loop to Town. This is one of my favorite go-to rides for taking visitors to sample some of the best of Ely riding. It's a point to point shuttle that begins at Ward Mountain Recreation Area campground on Murray Summit, climbs approximately 1000 feet before dropping back down the Iceplant trail system to town on a fun fast 1500' descent called Okee Dokie which has some optional drops, gaps, and wood features on the side. It's about 12 miles and is recommended for intermediate to expert riders.

Cave Lake: There's about 20 miles of trail out at Cave Lake State Park 14 miles south of Ely. My favorite route is: Steptoe Creek to Cave Lake Overlook (CCW) to High Roller to Twisted Pine back to Steptoe Creek. It's 10 miles with about 1800' of IMBA grade climbing to the top of High Roller on smooth bench cut trail which can be a bit narrow at times and has 15 to 20 switchbacks most of which are fairly tight, so I recommend it for Intermediate to Expert riders. The descent off the top is some of the best, flowiest, four miles of trail you'll find anywhere.

Squaw Peak: Whorehouse Hill. This is the expert loop for the Fears Tears and Beers Enduro and includes a soul crushing 4 mile climb up to the top of Squaw Peak on either a pretty well maintained, but steep service road or up a fairly loose washed out jeep road. The descent off the top of the peak from the cell towers is flowy but narrow at the top with some steep sidehill exposure

and several fun looping but steep switchbacks. Then it traverses across a steep, rocky, narrow sidehill with a few technical sections down to the fast, wide open but steep, rocky, loose, final Whorehouse hill plunge--So named because it spits you out right behind the local brothels. It's recommended for Expert riders and is about 10 miles long with about 1800' of climbing and descent.

Travel, Hotel, and Camping Information:

<http://www.elynevada.net/>
Jailhouse Motel and Casino. Good rates and good cafe and steak house. They are major supporters of mountain bikers and our local Fears Tears and Beers Enduro so they are tops on my list. 211 Fifth St., 775-289-3033

Hotel Nevada. Also has good rates and has an historic, funky, colorful atmosphere. Their cafe has some of the best pizza anywhere and a great menu. 501 Aultman St., 775-289-6665

Bristlecone Motel: Clean and well landscaped friendly. 700 Ave I, 775-289-8838

Camping:

Ward Mountain Rec Area 6 miles south west of Ely on US 6.

Cave Lake State Park: 14 miles south of Ely. Turn off 7 miles south of Ely on US 93.

John Shafer, a.k.a "Photo-John," is a professional photographer, journalist, and adventurer. See more of his work at Photo-John.net.



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ESSAY

I'm 27. I promise.

Above: riding through SLC with two guys on a tandem and some dude in a peewee suit.

Right: Finally at the top and enjoying the views.

By Lukas Brinkerhoff

"It's the car that kills the punk." – Propagandhi

It's sometime after 8 pm on a Saturday night. There are four of us slowly and almost begrudgingly getting the bikes ready. It's not that we don't want to ride our bikes, it's more that we don't want to have to put down the beer for a half hour or so to make it to the venue. Nonetheless, we do and sooner than we remember, we are rolling, mostly coasting. The plan was to ride the 10 miles down to the Cutthroat Racing Beer Bash stopping on the way to pick up the rest of our crew. Jamon

Whitehead was wearing his, now signature, Peewee suit that he had recently repurposed for warmer riding (aka cutting it down to shorts and sleeveless). Somewhere I have a fedora that I think will go nicely with my cutoff mechanic's shirt. And both of the ladies are wearing dresses. We pedal on.

We found the rest of the crew doing what we had been, drinking beers on the porch. Their bikes were ready waiting on the front lawn, one mixta frame and a cruiser style tandem. Our cohorts consisted of a recently broken rider who, not wanting to drive a four-wheeled coffin, would be ferried to the bash on the back of the tandem, and another

couple. One thing was for sure, we were not doing what the majority of the people in the city our age were doing that night.

So how old are you guys?

The last birthday I celebrated was my 27th. I didn't realize that it was the last one that I had celebrated until a few years later. I was pedaling by myself on my single speed and had found that perfect cadence that lulls you into your thoughts and despite the effort being made, you are almost asleep at the handlebar. I was feeling pretty good about myself and for one reason or another my thoughts turned to my age. I thought to myself, "Self, things couldn't get any better. You have a great wife, an awesome job and you're only 27." I continued to pedal.

Unfortunately, I've always been pretty good at math. As my thoughts rattled on toward something else completely random, the logical side of my brain kicked in and started calculating the last thought I had. "You were born in that year and it's now this year. Hey stupid, you're not 27." It's been a bit since that fateful spring day. I have finally drank enough beers to get that math side of my brain to shut off a little quicker. I've been 27 ever since.

Our gang of misfits arrived at the party after coasting/pedaling the 10 miles to get there. It was to no surprise that the crowd consisted of a lot of other 27 year olds. There was some giant truck out front where dudes were peddling cuzies that were really just repurposed socks. Most importantly, there were no cars that I can remember in the parking lot, just a ton of bikes leaning up against the fence, chained to poles and more or less everywhere.

The unusual suspects were all there. The faces that our southern side of the states sees consistently during the early spring. Physics Brian handed us our pint glass complete with Mooseknuckler Cycling Alliance stickers. Rod Pathbiker was there. The K Nuts, some single speed world champion guy amongst countless others that were met and forgot-

ten thanks to the, well, Cutthroat. Some wind sprint challenges were had in the parking lot.

As the party proceeded, plans began to come out as to where the ride would be the next day. Jamon had something big planned (big by my standards, not his). The word began circulating and the stoke was raised. We were to meet in Park City for a jaunt on some sweet single track, sometime in the morning.

The party started to wind down. The bikes that had been locked up and or just leaned against the fence began to disappear. We said our goodbyes to those still loitering and found our bikes where we had left them. It was now time for that 10 miles ride back uphill to our starting point. But first, dinner. We had acquired a few more comrades to our gang and made our way to some Mexican restaurant in the middle of town. It was probably the time of the night and the beer, but that was the best egg, potato, rice and beans, save the cheese, burrito I've ever had.

Once back at headquarters, there are some other 27 year olds chilling on the porch with a 12 pack and waiting for us to return. They quickly distribute a can into every hand and the evening's shenanigans are repeated for their pleasure. And then we all fall asleep anxiously awaiting the coming ride and the dawn that will arrive well before we are ready.

The ride planned was Armstrong to Pinecone to Crest to Ambush and then pavement back to the cars. This would be my third attempt at making it to the Wasatch Crest Trail. The

first two had ended due to time constraints which happens when you are as slow as I.

The group gathered and we slowly made our way onto the ribbon of single track that was to lead us to our destination. We started to climb. We climbed some more. The trees closed in. The people that had crowded the lower portions of the trail disappeared and soon it was just us, the pedals and the trail. The faster portion of the group, everyone but myself and my wife, disappeared. I kept pedaling sweat dripping down my face overwhelming the pads in my helmet's ability to absorb it. And then we broke free of the trees and the mountains appeared before us. The peaks were sharp and beautiful in only the high mountains can be. We regrouped grabbing a bite to eat and rehydrating.

And then it was all the way back down with hooting and hollering and brakes squealing from heat, the bouncing of Jamon's baskets, stopping to pick up the beer cans that came loose.

It's cliché to say, but you are only as old as you feel. I've been 27 for a long time simply because I kept riding my bike. It's true that the car kills the punk. It makes us old, responsible and kind of boring. Stay young, my friends.

Ride more. Drive less.

Lukas Brinkerhoff blogs about mountain biking and life at mooseknuckleralliance.org.

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BICYCLE TOURING

Roads Less Traveled: A Solo Loop Ride Through Central Idaho



Biking along the Salmon River. Photo by Robert Bower.

By Mel Bashore

Two years ago, I set out on a solo loop ride from Ogden to Salmon, Idaho, and back. That was the year of the massive Mustang Complex wildfire in the Salmon-Challis National Forest in central Idaho. When I left my home in Utah, I knew about the fire, but there seemed to be little cause for concern. However when I reached Pocatello, I learned to my dismay that the fire was coming close to Salmon. Reports stated that the town was threatened with possible evacuation. There was heavy smoke in the area. It didn't look good. On the fly I decided to divert from my plan to ride to Salmon and instead ride my bike to Yellowstone. It turned out to be a great alternative (see my article in *Cycling Utah*, March 2013 – download on cycling-utah.com).

While I enjoyed other rides in the intervening months, I kept thinking about this ride that I was forced to abandon in 2012. I was drawn to it like a raven to road kill. I had never been to that part of central Idaho. I had previously planned the route to take me on roads and to places where I had never been. In that way, it would be an adventure. And I love adventure.

To get to Salmon, I had concocted this route that would take me north on little-traveled Idaho State Highway 28, passing between the Beaverhead Mountains and the Lemhi Range. After reaching Salmon, I would turn south, traveling through the Salmon-Challis National Forest on U.S. Highway 93.

Although I would have preferred to begin the ride in late May for cooler riding conditions, I really wanted to attend my 50th high school reunion, so I had to delay my departure until late June. That later departure posed challenges and resulted in a couple of hard, hot days. But I also experienced some of the best biking days I have ever enjoyed—ever.

And in talking with the locals, long distance bike tourers are a rarity on some of the prettiest and best biking parts of the journey. Thus follows an account of my two-week, 750-mile journey on roads less traveled in central Idaho.

Day 1—Ogden to Newton, Utah (64 miles)

I followed my 2012 route north from Ogden, traveling up the “Fruit Way” on Highway 89 through Willard and Perry to Brigham City.

I stopped for lunch at my favorite burger joint, the Dixie Grill. That has become a tradition for me for several long rides, which have taken me through northern Utah. I have become friends with the owners, Terry and Esther Davis. Besides serving really good barbecue, they enjoy seeing me and hearing about my long rides. When I pulled up to the order window, Esther said, “Where are you headed off to now?” I told her and said to look for me to return in about two weeks.

After a good lunch, I headed north through Honeyville and Deweyville to Collinston on State Highway 38. The volume of traffic on that back road is increasing, but it is still safe and reasonable on weekdays.

When I reached State Highway 30 just north of Collinston, instead of turning west to head to Malad, Idaho, like I did in 2012, I turned east and humped over Collinston Hill into Cache Valley. I decided to make my entry into Idaho through Cache Valley because I really enjoy the roads and quality biking conditions around that border crossing. They also pose less uphill than other approaches from Utah into Idaho.

After scooting down the east side of Collinston Hill, I turned north on State Highway 23. Bucking slight headwinds, I stopped in Newton's town park for my first road camp.

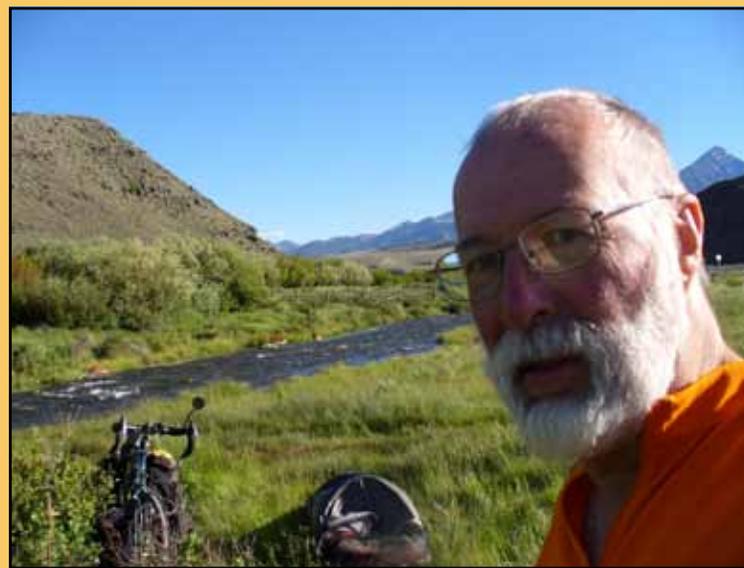
Day 2—Newton, Utah, to McCammon, Idaho (66 miles)

After leaving Newton, I made

my way north on State Highway 23 through the northern Utah towns of Trenton and Cornish. This is the kind of road where birds sing, people wave, and field sprinklers cool you down on a warm day. Delightful. After crossing the Utah-Idaho border, I traveled on Idaho State Highway 36 (or Westside Highway) through the friendly rural towns of Weston, Dayton, Clifton, and Oxford.

A few miles north of Oxford, the agricultural fields became more infrequent and isolated. The rural road stubbed into U.S. Highway 91, passing Downata Hot Springs and the retiring town of Downey, the latter humbled by its now-distant location from the stream of interstate freeway traffic several miles to the west. Highway 91 was nicely improved with wide bike shoulders all the way to the farming town of Virginia, Idaho. At Virginia, because it was getting on toward evening, I opted to travel on the I-15 freeway to my next road camp rather than take the old Highway 91 north. I had taken that old highway two years earlier. But in traveling on the freeway I could see the old highway essentially paralleled the freeway. In my foggy memory, I remembered it as not being so direct. I really didn't need to have taken the freeway. The old highway would have worked just as well.

Nonetheless, I pulled into McCammon to look for a place to bed down. In asking around at its city park, someone remembered seeing passing bicyclists on occasion sleeping at a Mormon Church covered pavilion south of town. This sounded good as I had ridden through McCammon in 2012 and knew that lots of noisy trains passed through the town. It would be quieter at the church, which was more distant from the railroad tracks than the city park. That's where I headed and was grateful for the overhead cover when it rained that night.



Camping by Birch Creek.

Day 3—McCammon to Idaho Falls, Idaho (78 miles)

In leaving McCammon, I simply followed the same back-road route I had taken in 2012. Just outside of town, on the north side of McCammon, I went east a short distance to Old Highway 91. I stopped at an Idaho Department of

91) was as unsafe as I remembered. Two years ago I rode on the sidewalk because of the lack of shoulder, but this year orange barriers on the sidewalk prevented me from doing that for several miles. Fortunately weekday traffic was fairly light and I negotiated the stretch safely. As usual, dogs at houses in the Fort Hall



At the Dixie Grill with owner Terry Davis.

Transportation facility on the highway to make sure I was traveling on the right road that would take me north to Pocatello. One of the workers saw me pulling into their back lot and told his co-workers that it looked like the same biker he remembered seeing a few years earlier. If true, this speaks to how few bike tourers ride these roads—and to the memory of that man. They assured me that I was indeed on the right back road. They also wanted to make sure I had enough water and even wanted to give me an Idaho road crew florescent vest.

The morning ride through Inkom and Black Forge to Pocatello was as pleasurable as ever. The ride north from Pocatello to Chubbuck on Yellowstone Avenue (Highway

Indian Reservation gave chase when I passed.

I reached Idaho Falls toward evening and found plenty of camping spots to pick from at the nice free grassy tourist park on the bank of the Snake River where I had camped before.

I was greeted by another fellow bike tourer also camped there. Jack Frost (his real name) was a disabled American veteran who hadn't let his physical disabilities (seven failed knee surgeries and a bad back) prevent him from touring steadily for the past thirteen years on his bike. On this current stint, he had started eight months before from Kev West, Florida, riding from there

Continued on page 32

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Idaho Tour - Continued from page 31

to San Diego, then to Bellingham, Washington, then to Portland, and from there to Idaho Falls. He had undergone three heart attacks and been a diabetic prior to taking up bike touring, but those health problems had been quashed. I camped next to him.

Day 4—Idaho Falls to Terreton, Idaho (42 miles)

Today I was pummeled all afternoon by heavy rain, wind, and hail. It was far from pleasant. When I left the tourist park, it was drizzling off and on. I ventured north on Yellowstone Avenue, turning west (left) on Broadway, passing through town and crossing the Snake River whereupon I turned north (right) on Utah Avenue. I had scoped out this road as a good way to venture northward and stay off the interstate. It was a good choice, giving me nice views of the Snake River and verdant farms for several miles. Passing cars were very infrequent. It was easy to follow despite the name changes to the road (Lindsay Blvd., North River Road, N3145 E., and Bassett Road) all the way to the small town of Roberts. At this place, I ate at a small café prior to getting on the I-15 freeway.

I had the option of taking a meandering frontage road on the west side of the interstate instead, but it would have been difficult to follow and quite lengthy. With the wind picking up and dark skies overhead, the short eight-mile freeway ride seemed the best choice.

As I set out, the rainstorm quickly developed in intensity. I was soaked before reaching a protecting overpass. I waited almost an hour for the rain to lessen before pushing ahead to Sage Junction. I exited the freeway here and headed west on State Highway 28. From there it was another race to search for shelter before the next wave of rain struck. I didn't make it. I halted at a park across the street from the Mud Lake Market in Terreton. I camped that night under a leaky park pavilion, still grateful for some shelter.

Day 5—Terreton to Kaufman Camp Ground, along Birch Creek, Idaho (43 miles)

I took considerable time to dry things out before setting out in mid-morning. During the first couple of miles to the next town of Mud Lake, I saw two more covered pavilions that would have given good shelter. At Mud Lake, I veered right (northwest), continuing on State Highway 28. I left the farm fields behind in favor of dry sagebrush-covered ground spotted with periodic rodent mounds. One time I saw a badger run for cover into one of these ground holes. A passing local bicyclist told me that I was fortunate to not be faced that day with a headwind as that was common there. The road was mostly a gentle uphill climb.

Near the end of my riding day, I did face some strong headwinds in the draws above and below Lone Pine where I found a small café. Just north of those draws, the vista opened up again to the high 11-12,000-foot high mountains to the east and west of me. Many still had vestiges of melting snow on their north exposures.

That night I was the only person camped in the lush grasses of pretty Birch Creek at the Kaufman BLM camp—and it was a weekend. So far I had slept in some pretty comfortable locations, but this beat the band. I usually sleep in what I term “ditches”—and sometimes they really are. I must be getting soft in my old age.

Day 6—Kaufman Camp Ground to Leadore, Idaho (41 miles)

It was not easy leaving such a nice camp in this beautiful mountain setting. The road continued to climb with some long rollers, but it was not strenuous. All in all, the elevation gain from Mud Lake to Gilmore Summit, the highest point on Highway 28, was about 2,400 feet.

At the top of the summit, I halted to eat an apple and enjoy the view. While gazing about, an SUV pulled up. A mother (Shannon) and her son from Idaho Falls brought me an ice-cold bottle of water. How kind. She was also a bicyclist. She knew. There is a big difference in having



Mel at Gilmore Summit near Leadore, Idaho. It's the highest point on Highway 28.

plenty of water with you on bike tours and drinking water that is cold. A world of difference! I polished off the whole bottle of water before their vehicle was out of sight. I followed them at speed down the road. At one point on the descent, I got sideways on the gravel shoulder, just fishtailing my way back onto the pavement. Not good, but fortune smiled on me that time. Memo to Mel: Keep alert, attentive, and don't get cocky.

After so many miles of good shoulders, the roughness of the road as it neared the town of Leadore was somewhat disagreeable. But that was forgotten after the enjoyable dinner I had in a bar in town (the best food is often served in bars in Idaho).

While there, a local rancher told me that bike tourers like me were rarely seen. He told me that the Mustang Complex fire didn't get entirely squelched until deep into winter in December. He said that sometimes Idaho wilderness fires would burn underground in the roots all the way through winter and then

burst into flame again in the spring. After eating, I went to their city park west of town where I camped for a nominal fee.

Day 7—Leadore to Shoup Bridge Recreation Site, south of Salmon, Idaho (54 miles)

This has to have been one of my best all-time biking days—ever! Perfect temperature. Perfect scenery. Perfect road. Perfect level of road—flat or slightly downhill. Cowboys out driving a herd of several hundred Angus cattle waving to me. But where were “my people” (my wife's characterization of other long distance tourers sporting panniers)? Surely this couldn't be a secret! It was too good—too biking good! This was one of those biking days you want to bottle up and repeatedly repeat, forever and ever. It didn't hurt that the route was dripping in history: the national historic trails of Lewis and Clark and Nez Perce and the 1855 mission of Mormons sent to establish a fort in the Lemhi River valley.

To celebrate my 68th birthday on this day, I enjoyed a wonderful meal in Bertram's Brewery, in an old building with an exquisite pressed-tin ceiling, in Salmon. It was all the best of the best.

After the meal, I turned south from Salmon on U.S. Highway 93, going five miles to Shoup Bridge Recreation Site, a small BLM camp next to the Salmon River. Before tucking myself in for the night, I took a chilly, but refreshing swim in the river. What a day!

Day 8—Shoup Bridge to Challis, Idaho (54 miles)

Another day in paradise! I traveled beside the Salmon River for almost forty miles. Shoulders were adequate, if not as wide as during my previous days' rides. It was probably good that it was a weekday. I saw only two river rafters, but I imagine on weekends it presents a different picture.

The riding couldn't have been more pleasant. Rack up two straight days of wonderful biking.

When the day heated up, I simply stopped at one of the many river access places, took off my shoes and socks and waded into the river. I stripped off my jersey and soaked it in the river. Voilà! I had air conditioning for the next twenty minutes.

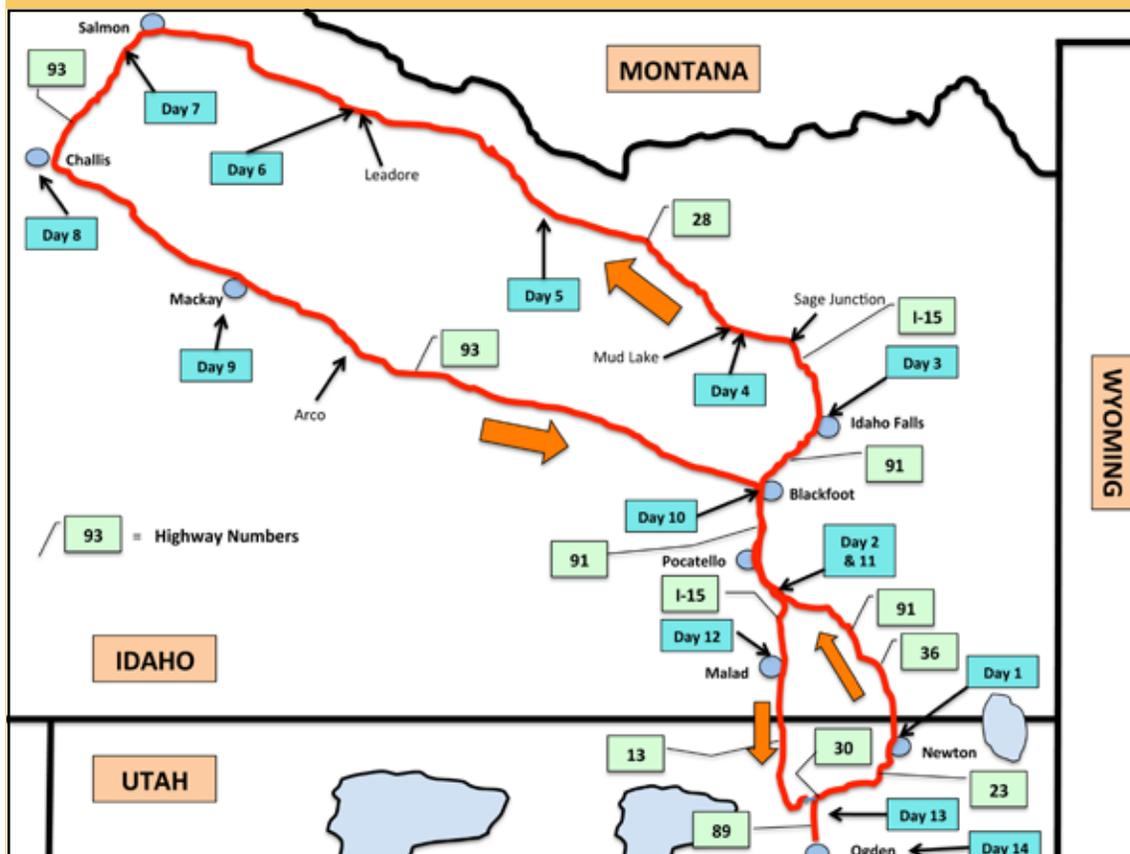
After riding about forty miles, the vista opened up, the river not visible from the road any more. At Challis, I enjoyed a good meal and visit with a couple of ranchers and their wives at the Y-Inn café. They had seen me coming and going on their outing downriver that day to Salmon and back. My standard retort when people mentioned seeing me on the road was to ask, “Was I riding or walking?” They told me that on occasion they saw touring cyclists bedding down in the Challis city park. That is where I went.

Before bedding down I enjoyed visiting with a man who had brought his little dog to enjoy the evening at the park. Frank Burgess, whose family was then living in Moab, worked construction jobs on the road. He was a heavy equipment crane operator, then working on a bridge on the road to Stanley, Idaho. He told me what I could expect on the road ahead. He also said that he would be driving home to Utah the next day to be with his family for the July 4th holiday. He would look out for me on the road. If I wanted or needed help, he would be happy to put my bike in his truck and drop me off in Salt Lake. On that note, we parted for the evening.

Day 9—Challis to Mackay, Idaho (54 miles)

This turned out to be a hard day. It was a tougher, steeper ascent to hump Willow Creek Summit, twenty-five miles south of Challis, than Gilmore Summit that I did two days before. One of the more interesting parts of this ride to the summit came as I wound my way through Grand View Canyon, a cut through an old lava flow.

After getting to the summit, there was only a quick descent on the south side before I had to buck very strong hot, dry headwinds around





Mel on Highway 28, northwest of Mud Lake, Idaho.

the high range of mountains on my left. Idaho's highest mountain, Borah Peak (elev. 12,662) loomed over me. By the time Frank Burgess caught up with me, I was still ten miles from the town of Mackay. I was gassed, beat up by the headwinds. All the fun of the previous days of riding were a distant memory. I took him up on his offer to haul me the rest of the way to Mackay. Thank you, Frank. It was a good decision.

In Mackay, the winds calmed. I enjoyed a good meal and slept in their free tourist park south of town. There were lots of others also camped there, mostly biker motorcyclist types. A couple of biker chicks came over by my camp to discuss the relative merits of their machetes. Most of the motorbike partiers went to the bars in town, leaving me in peace and quiet in the shade of the trees. I slept like a baby.

Day 10—Mackay to Blackfoot, Idaho (90 miles)

This day began well, but ended hard. Not one of my better riding days. But in life, you've got to take the good with the bad. I knew it was going to be a long day so I started early. The 26-mile stretch from Mackay to Arco was most enjoyable. Lightly forested areas bordering the road, deer frolicking, birds singing. A Mr. Hyde morning.

Halfway to Arco, I met Max, a 24-year old touring cyclist from Salt Lake. He was the only other long-distance tourer that I saw on the road in two weeks. He had saved his money, quit his job, and was heading north to Alaska. Good for him. Go Max.

After Arco, Dr. Jekyll reared his ugly head. Gone were the forests, farms, and birds. Arco was the first city in the world to receive its electricity from nuclear power. This energy was developed in the remote desert south of town in the 1950s. The Idaho National Laboratory is still developing and building nuclear reactors in that desert, a thriving business for Idaho. My wife hoped that I wouldn't come home as a glowing humanoid. I just hoped that I could make it across the desert to civilization.

My tongue was hanging out as I got within sight of the valley of the Snake River. All I wanted was a cold slushy. I needed a brain freeze bad. I had originally planned on veering off to Moreland and the small farming communities north of the American Falls Reservoir. I planned on returning to Utah via remote and isolated State Highway 37 south of American

Falls. But my overwhelming desire for a cold slushy caused me to change plans. I passed the Moreland turn-off and headed south to Blackfoot and its sure convenience stores.

After the lifesaving slushy, I tucked my tongue back into my skull, and sought out a place to bed down. Several said I should go to Jensen Grove Park. It was near dusk when I found that park. It had a large man-made lake, but on outward appearances, didn't seem like it would be welcoming to a bike camper. Without much time before dark, I sought out my more normal "ditch" accommodations on scabby land on the edge of a golf course north of the lake.

Day 11—Blackfoot to McCammon, Idaho (53 miles)

After packing my gear in the panniers, I visited the Jensen Grove restrooms for a bit of a spit bath. When bedding down away from facilities, I always wipe the sweat off each day with baby wipes. They aren't as refreshing as a shower, but better than nothing. This morning I also refreshed myself by wading in the lake.

I had lost track of the days and asked a park worker if this happened to be July 4th. He told me it was and said that thousands would be packing the shores of the lake that evening to watch the big fireworks show. Drats. My timing was poor. That would have been fun. But with the day heating up, I needed to push on. My change in plans would cause me to repeat some parts of my route. The dogs again chased me as I rode through the Fort Hall Indian Reservation again. But when I reached Chubbuck I asked around about a safer way to get to Pocatello. I learned that if I took Pole Line Road, I would bypass all the sidewalk construction and avoid the shoulder-less Yellowstone Avenue. I did and it worked well. Remember that. It was in the high 90s when I got to Pocatello. But Mother Nature smiled on me when I set out to head south from Pocatello.

Dark clouds and occasional cooling rain accompanied me all the way to McCammon on Old Highway 91. On the way, I stopped in Inkom's city park to have a bit of rest and watch their horseshoe pitching competition at their July 4th celebration. A few miles outside of Inkom, my rear tire (of course, it's always the rear) started going flat. I knew I was close to McCammon and hoped I could nurse it into that town, but it simply wouldn't hold air for more than a minute. I was on a section of rollers,

so I began walking the bike to find a shady place to change the tire. I pulled into a dirt parking area at a forest trailhead. While swapping out the tube, Ernie Long and his family, from McCammon, pulled into the trailhead parking area on their horse cart. They had passed me going the other way earlier when I was walking the bike. I half suspected them to yell out, "Get a horse." Ernie and I passed the time of day while I did the repair work. It made an otherwise discouraging time quite bearable. When I reached McCammon, I decided to just bed down in the Marsh Valley Rodeo Arena next to the park. It was a rather noisy night hearing people shooting off fireworks and passing trains. But eventually I dropped off to sleep despite the racket.

Day 12—McCammon to Malad, Idaho (39 miles)

This was another hot day, made more difficult by having to climb the Malad Summit. I chose to take the more direct route from Downey to the summit on the I-15 freeway. Two years before I had taken back roads to avoid the freeway. I knew that back route would have been much longer and been fraught with numerous steep climbs. The freeway seemed the lesser of two evils. I especially enjoyed the rest area near the top of the summit with its shade and cool drinking water.

I had a good downhill run from the top, taking the Weston exit (number 17) to take the back road into Malad. It led me on the road that I remembered where there were boots atop each fence post flanking me on either side of the road. People do funny things. As before, I halted unannounced at the house of my friends, Merrill and Sharon, in Malad. Two years ago, I rang their doorbell at the first stop of my journey to Salmon. On that day, Merrill peered out the door at me and yelled, "Sharon! Call the police! There's a bum at our door!" Merrill, always the jokester. We again enjoyed a wonderful visit. I enjoyed a cleansing and relaxing bath in their Jacuzzi bathtub—the first real body cleaning in twelve days. I was getting a bit crusty. Sleeping in a real bed also felt heavenly.

Day 13—Malad, Idaho to Crystal Hot Springs, Honeyville, Utah (45 miles)

Merrill suggested I take breakfast at KJ's, where some of the members of his high priest quorum began their mornings with a cup of coffee. He introduced me to a table of them. They mostly thought I was nuts for undertaking this ride. No argument there. I took the old highway south out of Malad all the way to Plymouth, Utah. At that point, I was on State Highway 13. I made rest stops in the park and convenience store in Riverside. Strangely I ran into Spencer H., one of my nearby neighbors who was having a bite to eat at the convenience store. He was on an outing with his family. I followed my old route over to Collinston, stopping at the nice park in Deweyville to enjoy their cool water and rest in the shade. I also enjoyed an interesting hour-long conversation with Brent C., who lived near the park. Then it was off to Crystal Hot Springs where I lingered in their hot mineral pools

for a few hours. I was the only tent camper there that night.

Day 14—Honeyville to Ogden, Utah (35 miles)

My final day on this two-week trip was uneventful except for my traditional celebration meal at the Dixie Grill in Brigham City. Esther had stayed home from work so I missed seeing her, but Tony was manning the order window. He came out to get a picture with me and help celebrate the completion of my trip to central Idaho. I'd do it again. But the next time I would begin my trip across the desert from Arco rather than Mackay. I'd also undertake the trip in May or late September.

Nuts and Bolts

My bike of choice was my trusty Surly Long Haul Trucker, with Axiom panniers front and rear.

I carried my usual complement of MREs (from Emergency Essentials), Fig Newtons and Nutella (for breakfast), but generally ate at burger joints and convenience stores. I lost twelve pounds on the ride, which equates with my usual weight loss of fifteen pounds for every 1,000 mile tour.

I made some discoveries on this ride. I carried five water bottles. The water in the bottles that I wrapped in plastic grocery bags that I stuffed in



Fellow touring cyclist Jack Frost in Idaho Falls.

my panniers was noticeably cooler than the water in bottles hanging out in the exterior holders.

I also reconfirmed my preference for my own ingredients to reduce chafing on my backside. Although I've had success using commercial chamois creams on short tours, I find them sorely (no pun intended) lacking on longer tours. Instead I've developed my own recipe for reducing friction and promoting backside comfort in the saddle, albeit being a bit on the greasy side. I wear three layers of shorts. Next to the skin are boxer type undershorts, then Bike tight briefs, and padded bike shorts on the outside. The ingredients of my butt lubricant include Vaseline, an over-the-counter product called Butt Aid, and a prescription topical for pain called Voltaren gel.

To ward off the sun's burning rays, I used Pearl Izumi leggings and sleeves and an Outdoor Research sun runner cap on top of the noggin.

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MECHANIC'S CORNER

Customize Your Bike Setup for Comfort

By Tom Jow

With every new bicycle purchase, there is a period of time it takes to get

comfortable. A session with a good bike fitter can shorten that amount of time, but being comfortable on a bike is an evolution of bike and body. Factors such as terrain type

and ride length have an effect on how a rider is positioned on the bike. Even after a good fitting, it can still take some time to get the position of the handlebars, brake and shift levers, and saddle angle into just the right position. For example, I have been fine tuning the handlebar angle on my new mountain bike for most of the summer and it is just now starting to feel correct. In the following paragraphs I will explain the basics of how to customize the position of the handlebars, brake and shift levers, and saddle angle for the most comfortable position.

Saddle Adjustments

Starting with the saddle, there are three adjustments that can be made. The height and fore-aft position of the saddle can be easily transferred from the previous bike, or set by a good bike fitter. The angle of the saddle, however, can be a little trickier. The default adjustment for a saddle is level because it's a good starting point and frankly, it looks good. But depending on where and how you ride, level may not be correct. Setting the nose of the saddle up a little bit tends to keep the rider in position on the saddle better but it can put too much pressure in the crotch if the handlebars are low or if the rider goes up steep grades for long periods of time. Adjusting the nose of the saddle down can relieve that pressure in the crotch, but too far down and the rider tends to slide forward, requiring a constant pushing back to stay on in place. It is a task that may necessitate on road adjustments over several rides.

Handlebar Positioning

In order to be comfortable on the handlebars, one factor is placing the handlebars or controls so the wrists and hands can rest in a neutral position. On a road bike, rotate the handlebar up or down until there is a straight line between the forearm and knuckles. Be careful not to over do it. For example, during the late 1990's and early 2000's I noticed the pro peloton had begun to rotate their handlebars up in order to flatten the brake hood position of the handlebar. I then noticed many recreational riders doing the same thing with one exception: many were over rotating the bars so there was a sharp bend in the wrist. A similar condition occurs to mountain bike riders when the brake levers are not adjusted down far enough (see below).

The positioning of mountain bike handlebars is also important in order to keep the wrists at a comfortable side angle. Narrow, flat handlebars are much easier to adjust because they have only one horizontal sweep angle. Riser bars often have two sweep angles; one back toward the rider in addition to one up toward the ends. Rotating a riser bar back tends to force the elbows in and place a lateral strain on the wrists while a forward rotation moves the elbows up and out freeing up the whole lower arm. If it is not possible to find a comfortable position through rotation, it may be necessary to find a bar with more compatible sweep angles.



From top to bottom:
Proper road handlebar adjustment with neutral wrist.
Road bike handlebar over rotated flexes the wrist.
Proper one finger lever position.

Brake and Shift Lever Set Up

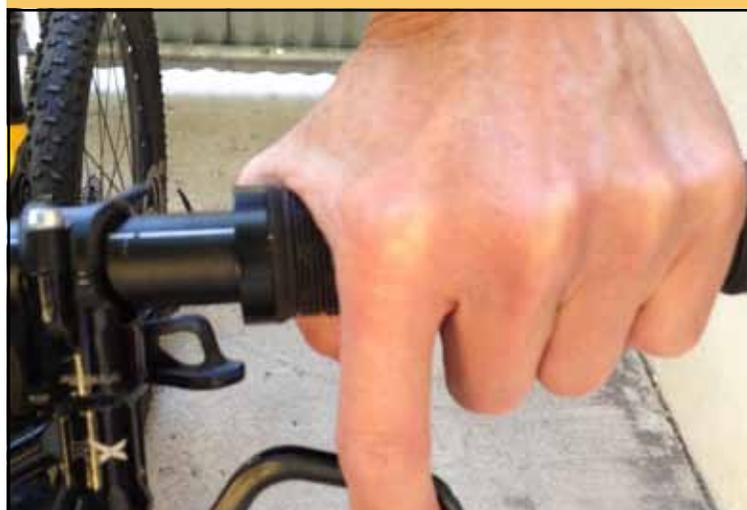
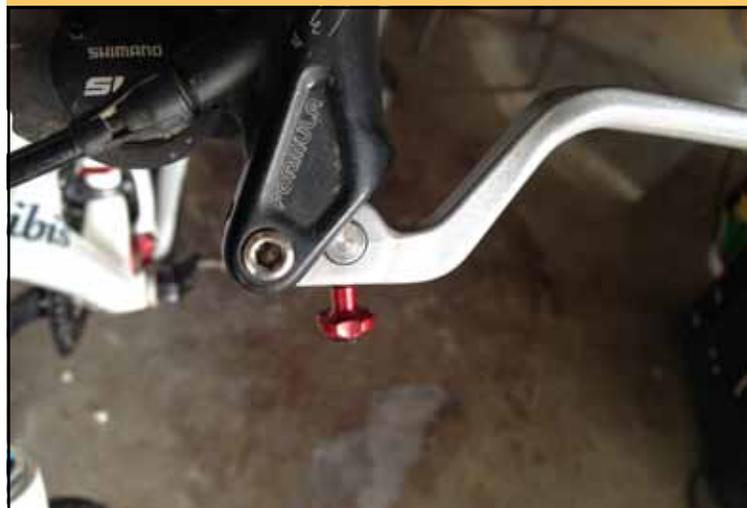
Properly adjusted mountain bike brake levers are positioned downwards near a 45 degree angle, allowing the rider to rest their fingers on the brakes with a straight line passing from the forearms to the large finger knuckles. When the wrists are in a flexed position, the small space through which blood vessels and nerve pass through to the hands can be constricted. Combined with unnecessary stretching or strain of the forearm muscles can lead to some cramping, pain or numbness in the wrist and hands.

In addition the having the proper angle, brake levers are adjustable for reach, inward placement on the bar, and sometimes, lever movement. Road bike levers are adjustable for reach by the use of a small wedge placed between the body and lever or with an adjustment screw under the hoods. Mountain bike brake levers have either an external adjustment knob or a small screw which requires a wrench. While almost all mountain bike brake levers are adjustable for static reach, only the higher end models offer a lever movement

adjustment. This adjustment allows the rider to fine tune when the brakes actually make contact. Another critical adjustment is the horizontal placement of the brake levers. They need to be far enough in so that the hand can grip the lever adequately without interfering with other controls or fingers.

Two contact points and a half dozen different angles. Seems easy to get set up doesn't it? Keep in mind that factors such as the type of terrain (flat vs. mountainous) and the length of rides can make a big difference. What may be comfortable for an hour flat may be excruciatingly painful for 3-4 hours in the mountains. If your handlebar position or saddle angle don't feel correct, they probably aren't. Take the necessary tools on a ride and plan on stopping to make adjustments until it feels right. Every rider is different and requires a different setup. Take the time to customize your setup and you will be rewarded with more comfortable and more enjoyable rides.

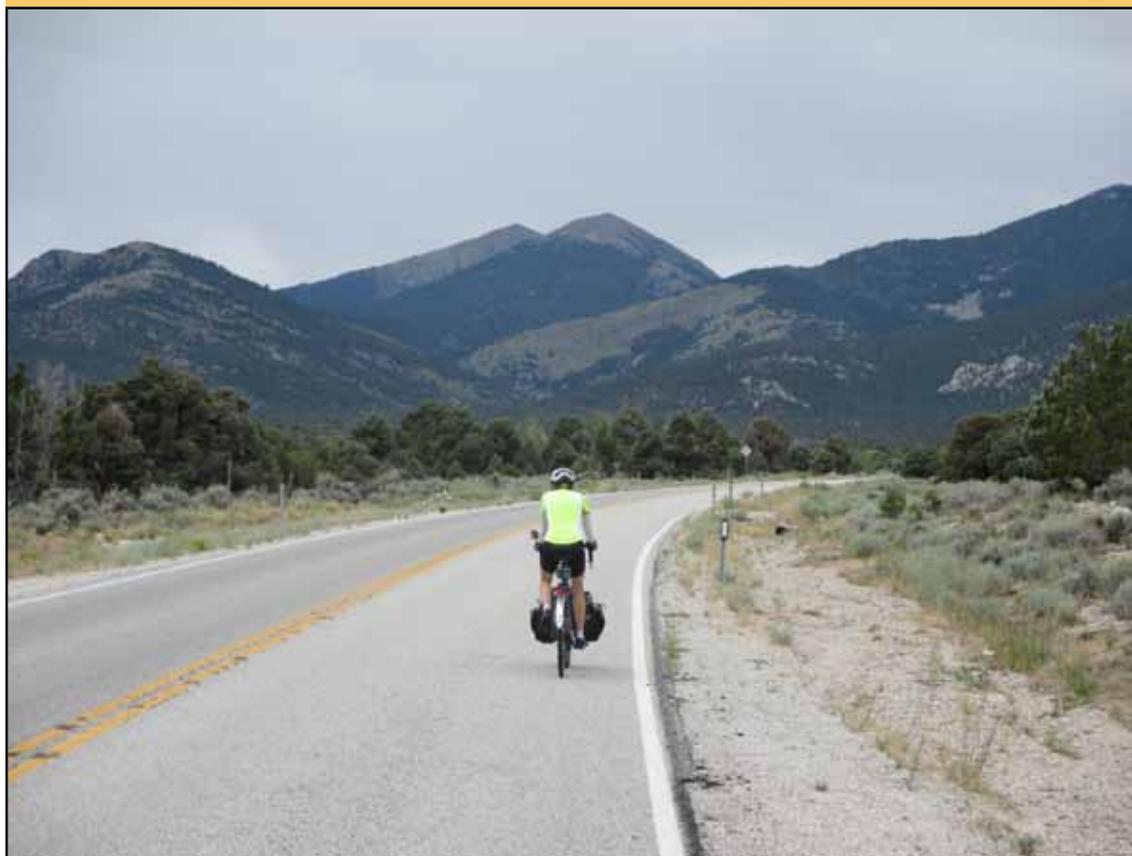
Got a bike question? Email Tom at 1tomjow@gmail.com.



From top to bottom:
Red brake lever reach adjuster knob.
Proper mountain bike brake lever adjustment with neutral wrist.
Flat brake lever with flexed wrist.
Proper one finger lever position.

RIDE OF THE MONTH

Great Basin Challenge



An ultra-cyclist, having crossed the entire state of Nevada, culminates the ride by climbing Wheeler Peak! Photo by Wayne Cottrell.

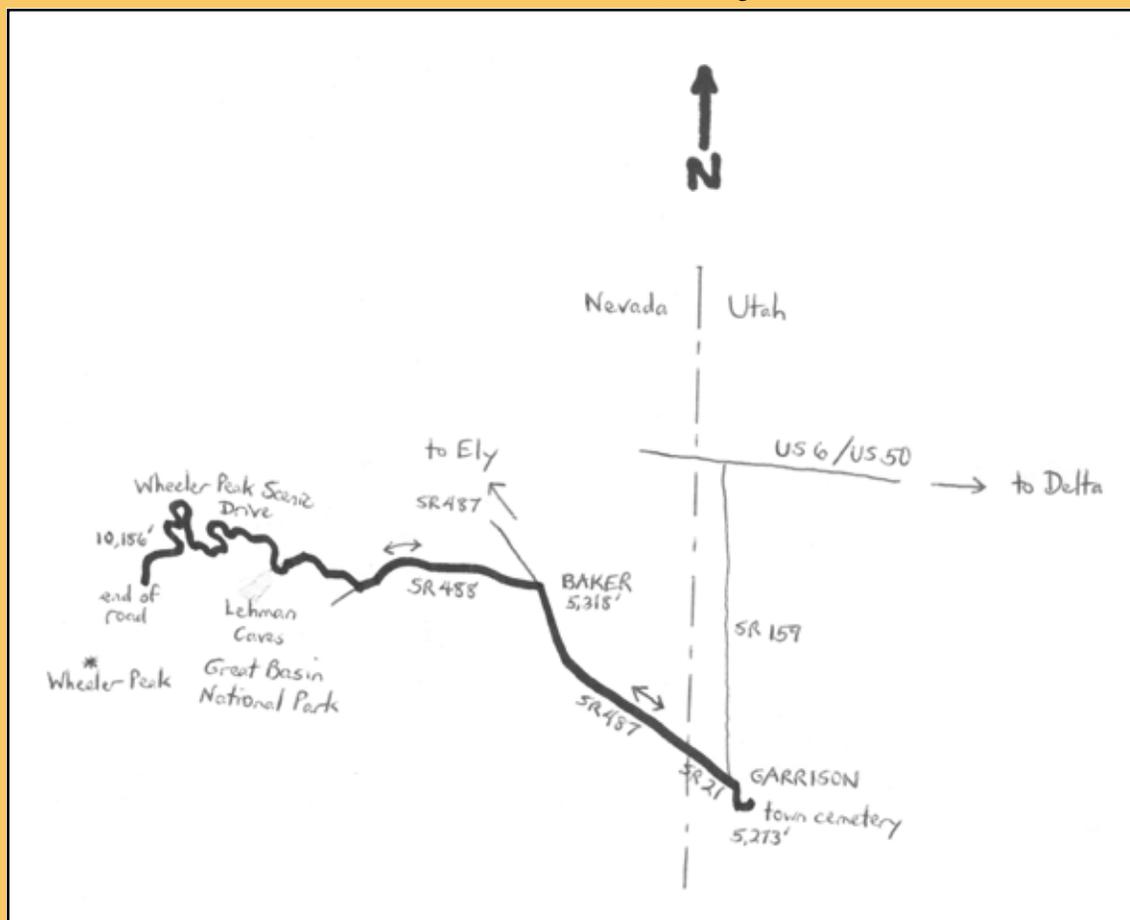
By Wayne Cottrell

The Great Basin Challenge is a 48.5-mile ride that explores Great Basin National Park in far eastern Nevada, near the Utah border. The Great Basin Desert is an arid expanse covering 190,000 square miles of Nevada, eastern California, western Utah, and southern Oregon. The National Park, which covers only a small, 122-square mile corner of the desert, is distinguished by its high mountains, the Lehman Caves, and bristlecone pine trees, the latter being among the oldest living things on Earth. Allow yourself at least four hours to complete the ride, because of an extensive amount of climbing.

Start the ride in Garrison, Utah in the far west central part of the State. Garrison is an unincorporated community of Millard County, with a population of under 100. To get there, head south on I-15, exiting to U.S. Route 6, and then heading southwest through Eureka and Delta. Once beyond Delta, it is about 85 miles to the Nevada border along combined highways U.S. 6 and U.S. 50. Just before crossing the border, turn left and head south eight miles on State Route 159. Garrison is located at the junction between

SR 159 and SR 21, both of which serve the community. The proximity of these highways makes Garrison a convenient start-finish point for the ride. There are few facilities in town – the best place to park seems to be the town cemetery, located behind the community’s LDS Church. Enter the church from SR 21 via an access road, but continue past it, to the cemetery. Start the ride by turning right onto SR 21, and heading toward the Nevada border. SR 21 becomes SR 487 once across the state line, after a little over one mile. It is a swift seven miles to the town of Baker, in Nevada, from Garrison. While Garrison has no facilities, Baker has plenty, with lodging, eateries and mini-marts. Baker is a launching point for Great Basin National Park; the town (population 68 in 2010) is home to several prominent artists, and was even featured in a 1997 segment on The Late Show with David Letterman.

Once in town, 7.4 miles into the ride, turn left onto SR 488, and begin the long climb into Great Basin National Park. The elevation at the turn is 5,326 feet (Garrison is at 5,279 feet). A sign indicates that the Lehman Caves Visitor Center is six miles away. The landscape along the opening part of the climb is nonde-



script, so ride on. After 4.8 miles of climbing, to 6,594 feet (5.0% grade), turn right onto Wheeler Peak Scenic Drive. You will miss the Visitor Center and the caves by turning here; a side trip is worthwhile, however. Wheeler Peak, at 13,046 feet, is the highest point in the park, and is technically the tallest mountain in Nevada. Wheeler Peak Scenic Drive advances toward the peak in a steady climb. Lehman Creek babbles to your left, while pinyon pine and juniper trees begin to dot the landscape. After passing the Lower and Upper Lehman Campgrounds, the road makes a sharp right-hand bend. Just beyond the bend, at the 14.7-mile

mark (elevation 7,638 feet), there is a gate. This is closed from winter (usually November) until Memorial Day. From here, the road continues to climb in earnest, at an average grade of 8%, and with an occasional switchback, as it ascends to a gasping 10,186 feet above sea level. As you climb, you will pass through multiple ecological zones. At 8,500 feet, the pinyons and junipers give way to curl-leaf mountain mahogany trees, which are characterized by their waxy leaves and rough, dark appearance.

At 9,000 feet, groves of conifers, including white fir, Douglas fir, and Ponderosa pine trees appear. Aspen trees, with their distinctive white bark, appear at 10,000 feet. The general rule is that each 1,000 feet of climbing is akin to traveling 600 miles north. At these high heights, the ecology is similar to that found in the Yukon Territory! Also, typically there is a 3o temperature drop for every 1,000 feet of climbing. Always check the weather before embarking on a trip into the mountains. Beyond the crest, the road continues for three-fourths of a mile, leveling

self for a long and brisk, 16.8-mile descent to Baker! Once in Baker, it is another 7.4 comparatively flat miles to Garrison.

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

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

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