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Cover Photo:
TJ Eisenhart leads Rob Squire over Empire Pass on stage 7 of the 2016 Tour of Utah. The two Utah riders finished 7th and 9th overall respectively.
Photo by Dave Iltis

MOUNTAIN BIKING

Big Sky Montana, The Ultimate Enduroists Family Vacation?



Ethan on the Snake Charmer run at Big Sky Resort, Montana. Photo by Ali Goulet

By Ali Goulet

Big Sky, Montana. For some it conjures up images of open vistas, the Yellowstone club, Warren Miller or other famous "residents". What the locals know, is that Big Sky is a hidden gem, chock-full of rowdy lift accessible mountain bike trails and a fun mountain town full of activities.

For years my friend Chaz Boutsikaris, co-owner of Brothel Bikes, Big Sky's most notorious bike shop, would often regale me with tales of amazing mountain biking and fun times at Big Sky, always pressing "you've got to come up,

bring the family."

Finally in the year 2016, August to be exact the stars aligned in a trifecta of sorts. There was to be a Montana Enduro Series event held on Big Sky Resort itself, Chaz has been wanting us to visit for a while, and there was potential for a fun long weekend, with activities to entertain the kids. This was something I could sell the wife on. "We'll visit Chaz, see Montana, I'll do this Enduro, there's a pool, it will be a fun family trip..." I guess it was a convincing pitch, the wife agreed "Montana?" and so not unlike the Griswolds, we loaded up the family truckster with bikes and kids and pushed off on the

short 5 1/2 hour drive to what would become my Wally World.

Being just a half day drive from Salt Lake City, we arrived with plenty of time to get settled at our digs in the Huntley lodge, located in the village at Big Sky Resort proper. This was the perfect place for us, the "Mountain Village" was right out our door, offering rock climbing, zip line, scenic chairlift tours, the enduro would be right here and we had a pool!

In Big Sky, The dominant feature on the horizon is the massive Lone Peak. Jutting toward the sky, topping out at 11,166 feet, and without so much as a tree on it, it's not hard

to imagine why anchorman Chet Huntley saw so much potential here. During the winter Big Sky boast the most skiable acreage in North America at over 5,700 and I can just imagine the shreddable opportunities accessed via the Lone Peak Tram.

Thursday night's concert series in the park offered us a family friendly hang before spilling over into a late night (for me anyway) at Brothel Bikes, which is just as much of a bar as it is a bike shop. In fact "The Brothel" as it is also known, became a central hub for me. It's the place to get your bike serviced, you can grab a beer while you wait, and it happens to be at the bottom of 8 miles of flow trail and just around the corner from public transit, that shuttles you back to the resort.

Big Sky originally opened to mountain biking with advanced terrain more suited to a Downhill or Enduro bike. More recently they've brought in Terraflow Trail Systems, adding more intermediate level flow trails and opening up the mountain to a broader skill base.

For the XC crowd there is plenty of riding as well. Scenic routes like Madison and Utery's Lake Loop, feature ribbons of single-track lined with lodgepole pine, and a lake of course. Or, there are more strenuous trails such as Coolridge and Ambush Loop that offer wide open "Big Sky" backdrops for your suffering.

Despite there being 40 miles of lift accessible trails on resort, it was all I could do the get my seven-year-old out of the pool, he was obsessed...of course. I was, however.

Continued on page 10

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COMMUTER COLUMN

Senator Weiler Advocates for Cyclists in Utah Legislature

Sen. Todd Weiler with his wife Elizabeth. He often brings forward bike bills in the Utah State Senate. Photo courtesy Sen. Weiler

By Turner C. Bitton

Senator Todd Weiler has served in the Utah State Senate since his

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appointment in January of 2012. Since that time Senator Weiler has distinguished himself as a unique and enigmatic member of the Utah Senate demonstrating both an independent streak and a commitment to the conservative principles that he has repeatedly cited as a reason for seeking elected office.

Senator Weiler represents district 23 in the Utah State Senate, an area that includes Bountiful, Woods Cross, and Northwestern Salt Lake City. In his time representing district 23 Senator Weiler has proven to be interested and generally supportive of efforts to support cyclists and has supported increased bicycle education programs as well as increased funding for bicycle infrastructure and programs. I recently discussed bicycle issues with Senator Weiler.

You have a reputation for being a cyclist and supporting cycling issues on Utah's Capitol Hill. Is it accurate to say so? Can you share your personal experiences with cycling?

Well, I rode 19 miles to work today and I commute by bike to work as much as possible. I enjoy cycling because of the health benefits and

I love listening to books or music while I ride. I usually ride along the Legacy Trail and along trails in Kaysville. I used to ride more on streets but have been hit by several cars, no joke! Most of the accidents are fairly minor but a few have had the potential to be more serious. I'm a bit unique in that I ride a mountain bike even when I commute on streets because I like the feel of a mountain bike as opposed to commuter bikes. I like that a mountain bike offers me more control and safety than the thin wheels and tires of a commuter bike, especially given that I'm often riding across loose gravel when I commute by bike.

Have you commuted to Capitol Hill by bike before? If so what route do you take, and what is your motivation for commuting by bicycle?

Yes, during the session I typically don't ride every day because my schedule during the session is too hectic to allow me to ride every day.

I was actually motivated to start commuting because gas prices skyrocketed and my wife put my bike in a pile headed to be donated to charity and so in a defiant moment, I started commuting. I learned quick that I was out of shape because I missed the FrontRunner train the first time I took a bike. Since then I've grown to love cycling and a few years ago I began organizing mountain biking groups on interim days. We'll go up for a few hours during interim session and ride the trails above the Capitol.

You were on the Woods Cross City Council prior to being a State Senator. As a councilmember, much of your work involved the improvement, repair, and construction of transportation infrastructure. One of the key areas of interest to cyclists are the so-called "Bicycle Networks" that are included in the 2015-2040 Regional Transportation Plan (RTP). How has your role as a State Senator integrated with the work of the Wasatch Front Regional Council and other local governments?

To be honest with you, I was on the Woods Cross City Council

from 1999-2003 but I didn't begin cycling until after that. Much of my planning at the time focused on getting a FrontRunner Station in Woods Cross. At the time, my city council work didn't involve much work with bicycling as it relates to the WFRC.

I haven't had a lot of WFRC interaction other than when I was on the board of the ULCT and we pushed for bike paths and trails.

You sponsored SB121 "Electric Assisted Bicycle Amendments" and during the process facilitated dialogue between cycling advocates and the so-called "ebike" industry. During this process several substitutions and changes were made leading many to believe you had balanced different interests in a positive way. Can you share your experience with this effort and provide some insight into what SB121 will do?

I was approached by several stakeholders and we made several amendments and during the process we attempted to balance the various interests and people. I've been surprised by the antipathy I've gotten from cyclists that are upset by ebike users on trails. I hope that cities with use the categories we created during the session to better implement bike trails and balance the interests of both ebike and traditional cyclists.

I believe that balance is needed in this and other issues. That is what we tried to do with SB121. We attempted to strike a balance with all stakeholders. Ultimately, we want to encourage as many people as possible to get on a bike that works for

them and enjoy our state.

At the end of the session, your Bike Utah Clean Air for Kids funding request ultimately did not receive funding because of timeline issues. Do you plan to reintroduce this request?

Most likely yes. I was disappointed that my funding request didn't pass and believe the program deserves financial support from the legislature.

Lastly, are there any issues or legislation you expect to see in the 2017 session? Do you plan on sponsoring any specific legislation related to cycling? Is there anything you would like to share with your constituents or our readers?

Well, I've had 5-6 bikes stolen from me over the past decade so preventing bicycle theft is of particular importance to me. In fact, I had a \$1,500 bike stolen from me in Salt Lake City. After it was stolen I started visiting pawn shops to try to find mine. I never did but I did end up purchasing several bikes over the years in the process. Preventing bike theft is important to me and I would welcome the opportunity to address the issue further.

I do expect that Representative Lee Perry and myself will work to allow cyclists to "roll through" a stop sign or stop light if it is safe to do so. This would be similar to yield signs for vehicle and I believe it balances the responsibility of cyclists with our goal of letting people commute in an efficient and timely manner.

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SPEAKING OF SPOKES

The Summit Challenge Lives Up to Its Name



Nick Ward on the top of the climb by the Jordanelle Reservoir. Photo by David Ward.

By David Ward

"It's just relentless." So said Ryan as we approached Kamas. We still had 25 miles, and one big climb, left of the 2016 Summit Challenge. But we already felt like we had been worked over.

With 16, 52 and 102 mile options for this event, I had specifically talked my riding partners, Ryan and my brother, Nick, into riding the 102 mile option of the Summit Challenge as our final prep ride for the LOTOJA, just two weeks later. With almost as much climbing, in half the distance, it would benefit us as we finished off our training for the LOTOJA, and it would benefit the people served by the National Ability Center ("NAC"), the non-profit promoting the event as a fund raiser.

As stated on its website, NAC is "a global leader in adaptive recreation" and "provides more than a dozen adaptive recreational programs specifically designed for participants with varied limitations." Such individuals were appropriately given free registration to this event, and it was great to be sharing this Challenge with them.

Beginning at NAC's center in Park City, this ride piles on climb after climb until, after 102 miles, one has climbed over 6800 feet. It seems like you just reach one summit and then, after a short descent or flat, the road kicks up again, with little recovery time in between. Sometimes, even when you think it is flat, you find you are still gradually climbing.

The truth is, though there is just as much descent as ascent in this ride (since one starts and finishes at the same place), you are spending probably 80% of your total riding time laboring uphill. That is a lot of hours pushing your bike and body up these slopes.

A few miles after the start, there is a fast descent down to the edge of the Jordanelle Reservoir, and then a long climb back up. This is a deceptive climb because several times during the ascent, you think you see the summit only to have the road wind to bring more uphill into view. Once you do finally top out, there is a fast descent into the Kamas valley through which you then roll for several miles before you hit the queen climb of this ride, the slog up the private roads of the exclusive Wolf

Creek Ranch.

And I mean slog. There is a short, steep pitch right after you pass the gate into the Ranch, followed by a couple of miles of rollers. Then hell appears. You make a turn and the road looks like a freaking wall, with all the riders, except for those taking the "no shame shuttle" up this stretch, serpentine back and forth across the road.

Being too proud for my own good, I tackled the first stretch of this climb straight up. Then, after stopping to strip off some outer layers, I headed up again. It only took a few short yards for my pride to evaporate, and I, too, was doing the snake dance up this road. This stretch is probably less than a mile long, but with my weaving back and forth I probably did several miles before reaching the switchback where the slope eased off sufficiently to allow me to point the point wheel straight ahead once again to ride the last couple of miles to the top.

It was in this last stretch that I finally caught a man I had kept in my sites and used as my pace man up this steep monster. As I finally reeled him in, I saw that he had an artificial left leg. He is truly representative of the people served by NAC and of the manner and success with which they face their challenges. I was too breathless to get his name, but his image and determination will rest in my memory.

After reaching the top of this climb, and anticipating a nice, long downhill, I only found a couple of miles of gradual descent before the road kicked up again, though much more manageably so, for several miles till we hit a short descent to the feed stop.

From there, we had our reward for all that climbing: Several miles of fast, winding descent (with a couple of short uphill kickers thrown in for good measure) and then a flat run in to Midway and on to Soldier Hollow where we were required to do a short, steep climb up to the lunch stop. You know, there is just something wrong about having to climb to your lunch, but somehow this seems fitting for this ride.

After wolfing down some roast beef sandwich, a banana and a few other goodies and refilling our water bottles, we rolled for several miles through Midway before hitting the

next major challenge, a four mile climb up the slopes on the south side of the Jordanelle Reservoir. Then, after our quick descent down the other side, it was the seemingly flat but in reality gradual uphill climb along the Provo River that really began to wear us out.

Finally, we made a left hand turn and, after short climb out of the river bottoms, had a flat and fast run to the rest stop, "Larry's House", located at mile 75. Our group voted this the best stop of the ride. With friendly faces, veggie wraps, chunks of fried and salted potato, and full strength, cold Coca-Cola, it was like a gift from heaven.

Refreshed and refueled, we forged on to the final rest stop at mile 88 where I once again reloaded with a can of cold Coke, and then we rode on to the final challenge of the day, the climb up Brown's Canyon. Thanks to the last two strategically placed and stocked fuel stops, we were ready for this, kicked the legs into gear and made the climb to the top.

From thence, we rode the final few miles back to the NAC with it last few hundred yards of ascent to the finish, where we were greeted with cowbells and cheers for a ride well-riden. My riding partners later thanked me for pushing them to ride this event. There was certainly a sense of satisfaction and achievement upon our completion of this Challenge.

I was very impressed with the people who volunteered to assist



The Summit Challenge and the National Ability Center provide opportunities to disabled people to participate in outdoor activities. Michael Ray, who is recovering from a stroke, is on his way to finishing the 52 mile ride in the 2016 Summit Challenge. NAC Staff member Alex Mendelson is his left and Reid Wycoff is on his right. Photo by Dave Iltis

with this event. Friendly, encouraging people greeted us at each rest stop. Our calves were stamped with a "SUMMIT" stamp at the rest stop following the queen climb, volunteers would take and either park or hold our bikes for us as we foraged and ate and, except for the first rest stop and the finish, each was well-stocked with the types of food and refreshment cyclists typically are seeking. I was somewhat disappointed that the first stop had run out of many of their offerings, and more disappointed to find that after finishing the ride, the food had already been put away and the finish area was in the process of being taken down. We were some of the last to finish, it is true. But they had a time cut, and we made that. We should have been accorded the same

benefit and consideration as those finishing earlier.

But that criticism aside, I was impressed with how well the event was run, the course marked, the food and refreshment provided, and the amazing volunteers who made this event such a great success. This ride showcases why organized rides can be so much fun.

The Summit Challenge, which Cycling Utah named its event of the year in 2013, is aptly titled. With its many climbs and summits and over 6800 feet of climbing, it lives up to its name. And it is also an apt metaphor for the people for whom NAC exists.

For more information on the NAC, visit discovernac.org

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MOUNTAIN BIKING

What Kind of World Do You Want?

Yup, we built a line in the dirt. Photo by Lukas Brinkerhoff

By Lukas Brinkerhoff

Pat the Bunny said, “A punk rock song will never change the world, but I can tell you about a couple that changed me.”

It's 7:17 AM. The sun has crested casting a golden light that could be compared to the approving gaze of god looking down up on this band of folks working. There's about 60 of us, give or take a few, no official count was taken. I'm racing up and down the line of people swinging pick axes, Macleods, shovels and rakes. As soon as I get done answering one question, I hear my name from the other side of the line and off I go to try and keep the train from coming off the tracks.

For Sale: Mobile Bike Shop

This 12' enclosed trailer is set up as a professional mobile bicycle repair shop. It's outfitted with all of the tools needed for most bicycle repairs/tunes (no suspension specific tools).

I have been running this shop professionally for the last 3 years in the Salt Lake Valley. My career goals have changed so I am now selling it along with all of the tools.

The exterior is in “like new” condition other than my shop logo decals. The interior is set up as a functional bike shop.

The list of tools is too long to post on this ad (roughly \$6,000 worth of tools) so please call or text for the complete list.

If you've ever dreamed of owning your own bike shop, this is the perfect opportunity for you!

I am asking \$8,500 OBO for the trailer and all of its contents.

Call or text Brad @ 801-598-0811

8:30 AM rolls around, our official quitting time. In an hour and a half, we have built what would normally take us 4-5 dig days. Huge rocks were removed, brush cleared, benches built and all of it raked out and finished.

Standing at the end of the trail I had watched be constructed, by people who had never done any type of trail building before (at least very few of them had) in 1.5 hours, I got kind of excited. Ok, let's be honest I was stoked. You couldn't wipe the grin off my face regardless of how hard you hit it with a high five. It also made me question what was possible. In such short time, on one occasion we had built just over a mile of trail. What if we did that every weekend? Or even just once a month?

The late Utah Phillips said that toil is what you do when someone else pays you, labor is what you do for yourself. It's what your life purpose is and while it might take some serious effort, it's not work because it's what you are meant to do.

If you've ever dug a trench in your front yard, you know that it's hard work. Most of trail building is pretty much the same thing. Pick axe goes through and begins cutting the bench. The Macleod follows dragging the dirt out widening the tread and creating a rough trail. Then the finishing work begins, smoothing it all out, removing any roots and rocks that may have been left behind. This process can go fast, but more often than not it takes hours to build short sections of trail.

And while this process is almost identical “work” as what is required to dig a trench, it's actually fun. You couldn't pay me enough to want



The local NICA team, the Flying Monkeys, helps build a section of the Kentucky Lucky Chicken Trail. Photo by Lukas Brinkerhoff

to dig a hole in my yard, but put a shovel in my hand and tell me that I can build a trail and it's a trail that I can then ride a bike on. Well, you won't have to pay me anything for me to want to be there.

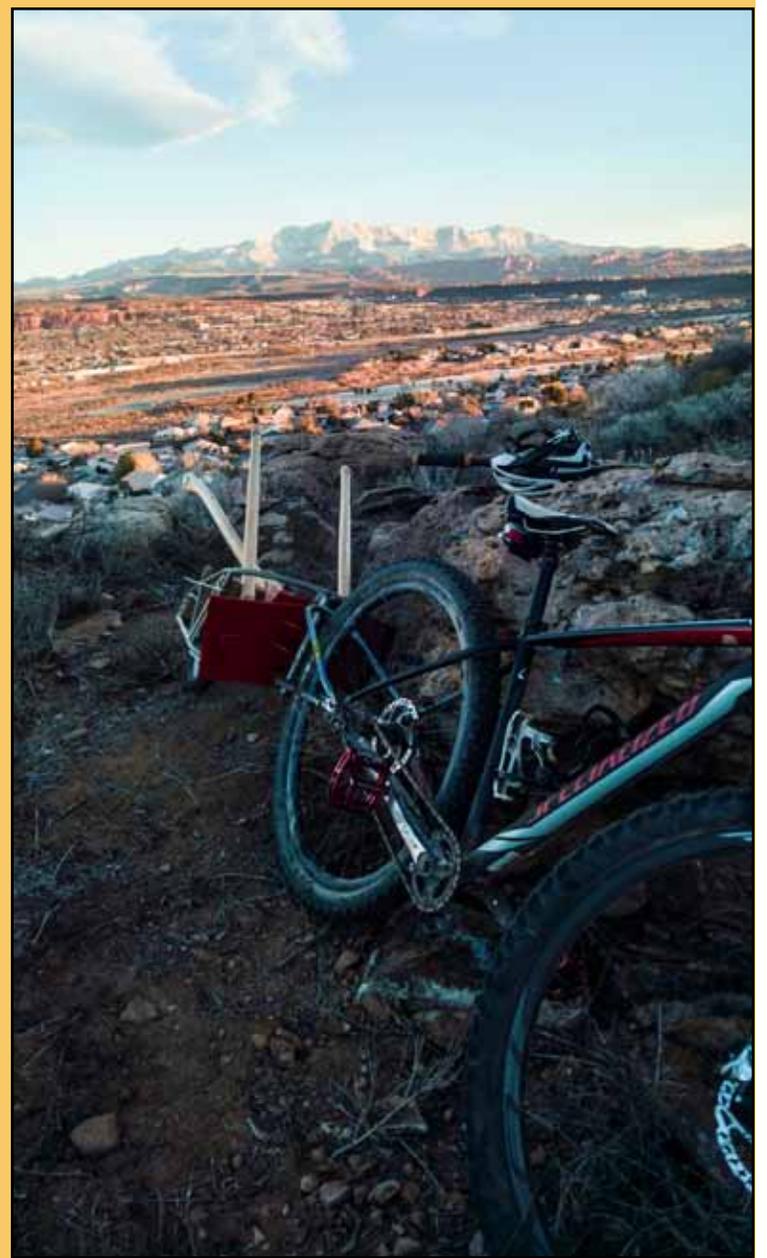
There are few things I find more enjoying than riding a trail for the first time. Each turn is new and there's an excitement to see what's around that next bend. Is there a sweet rock feature? Maybe a beautifully constructed roller that looks super sketchy but rolls out perfectly? Or just some smooth, flowy bench cut trail that seems to go for miles and miles and miles. It doesn't matter what it is, I want to see it. I want to ride it.

The only thing that is more satisfying than cleaning a sketchy section of trail, is building a sketchy section of trail. Take the side of a hill, draw a line and then dig it in. You are no longer a passive participant in the art, you become the protagonist. You get to decide if the line will go left or right, if you go over the rock, around it or if it has to come out. Is there a cholla patch, a tree or some hill you want to ride through? Well, that's up to you. You are the digger.

“But I guess it comes down to what kind of world you want to live in” – Propogandhi

I want to live in a place that you could hop on your bike and after a short pedal, you could hit some sweet singletrack. That line in the ground would lead you to more lines in the ground that spread out in a myriad of directions. Each way would not only take you to a different chunk of real estate, but to a different type of trail. Want to hit miles of smooth, flowy dirt, go right. Want chunky rocks that will make you wish for more suspension and make you pucker a little bit, go left. That's the kind of place I want to live.

I have an inkling that most mountain bikers would agree. If there is a universally held desire, it's the wish for more trails and more time to ride them. The flip side to that is that trails do not build themselves. I've wished for trails in certain places for years and never once has one popped up. It isn't until someone takes the initiative and puts for the effort that the line in the ground we call single-



There's only one way to get things done and that's by doing them yourself. Photo by Lukas Brinkerhoff

track and that is so vital to our sport, appears.

And while Gandhi may have said that we need to be the change that we want to see in the world, I haven't quite figured out how to be a trail. However, watching 60 or so high school kids build a mile of trail certainly gave me hope for the future. It made me see the possibility of having more people involved. What if every mountain biker gave 3 hours a month to trails? How many miles would we have? How much better maintained would the trails be? Would we then

be able to say that there is a plethora of trails? And more importantly, wouldn't they be the kinds of trails that we want?

Who knows? I certainly don't. I guess I'll just keep digging.

To help build trails with the Dixie Mountain Bike Trails Alliance, see <http://dmbta.org/news/events/> for trail days.

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

GEAR PICKS

SRAM Force 22 Road Groupo – A Tour de Force!



SRAM's Force Hydro-R disc road levers provide smooth actuation of the brakes and positive and fast shifting. Photo by Dave Ittis



The 11-32 cogset and WiFLi rear derailleur make a great combination for riding in the West. You can crush the flats and climb the Hors Catégorie canyons. Photo by Dave Ittis

By Dave Ittis

SRAM's component set is a winner, especially the brakes! 22 gears are a perfect setup for riding in the West.

There are things you want to notice on your bike – beautiful scenery, other cyclists, cars, how hard the headwind is, or the next hairpin on the climb. And, there are things you don't want to notice – like pretty much everything on your bike. Your bike should be a smoothly working, integrated machine that you don't notice at all. SRAM Force 22 has reached that point where you don't notice it on your bike – it's just about perfect!

I have been lucky enough to ride Force 22 for the past year. My bike, a Ridley Fenix Disc, is set up with Force 22 throughout. The shifting is smooth and precise – move the DoubleTap levers a little to shift to a harder gear, move it a bit more to shift to an easier gear. The two actuation levels are easy to use, and result in shifting that you just don't notice – it just works. One feature of the DoubleTap that I really like is that it's controlled by just the inner lever while the brake lever remains solid and aligned. This gives a feeling of confidence when braking.

The drivetrain of is set up with Force 22 cranks, SRAM Force 22 mid-cage rear derailleur, an 11-32 cassette, and the Force 22 Yaw derailleur.

With the drivetrain, there are some key features that make this a great setup for the Western States. The biggest one is that with 11! cogs in the gear range of 11-32 combined with a compact 50-34 set of chainrings up front provides the range you need to not only crush it on the flats and max out speed on the descents, but

also to climb the canyons and mountains that are throughout the Rockies, Wasatch, and Sierras. When I raced long ago, I may not have needed the extra gearing (but it would have been great for races like the Iron Horse, or Big Cottonwood Hill Climb), but now it allows me to sit and spin throughout most climbs (yes, I do mix it up and stand and climb too). It is a far and welcome cry from the 39-23 gearing I used to have. The 11 cogs have the following gear set-up: 11-32: 11, 12, 13, 14, 15, 17, 19, 22, 25, 28, 32. As you can see, in the smaller cogs, there is a straight block from 11-15, and smooth steps from there up to 32. For those of you wanting

a tighter range, SRAM provides cassettes in 11-25, 11-26, and 11-28. These options notably provide a 16 cog for spinning on the flats. Again, the gearing is something that you just don't notice, it just works.

The Force 22 front derailleur has 'Yaw' technology. This eliminates the need to trim (a small shift so that the chain doesn't rub) the front derailleur while in the big-big chainring cog combination. Again, this a feature that you don't notice while riding, it just works.

There is something about SRAM Force 22 that you will notice – the brakes. My bike is set up with the Force 22 HRD hydraulic disc brakes. These brakes are by far the best brakes I have used on a road bike. By far. For the last 8 years or so, I have ridden carbon wheels with rim brakes. The bottom line with the rim brake/carbon combination is that it's hard to stop on long mountain descents, and when the road is wet. This, even with improvements in brake pads. Not so with the SRAM hydraulic disc brakes. Braking on a road bike can now be as positive and strong as on a mountain bike, where hydraulic disc brakes have been around since the mid-90's and were fully adopted in the 2000's. What took roadies so long to see the light? No doubt a large part of this is that the engineering that goes into creating a brake/shift/hydraulic reservoir lever is phenomenal. All of that technology needs to be packed into a very small volume. Another large part of the delay is that roadies and especially racing roadies are a cautious bunch that sometimes take awhile to adopt new technologies. Disc brakes weigh a little more, and do have a sharp rotor that some pro cyclists have expressed concern about (after a brief trial this past spring, disc brake use was halted in the pro peloton after

an injury that may or may not have been caused by a rotor). Regardless of that, disc brakes are a great choice for almost all road cyclists. They have incredible stopping power in wet and dry weather, and really are only a little heavier than rim brakes.

Another bonus with the SRAM HRD brakes is that they are smooth. The actuation is similar to that of a rim brake, and they are easy to get used to. This means that when you trade up from your existing rim brake, they take almost no time to get used to. Unlike rim brakes, they are very, very powerful and take less force on the lever to slow down. All of this translates into safer and more precise descending, and to better wet weather handling.

Hopefully it is only a matter of time before hydraulic disc brakes are ubiquitous on road bikes, including those in the pro peloton. They truly are a game changer, and SRAM's version are at the forefront. After riding these, I have no desire to go back to rim brakes. Note that if you want to switch, you will need a disc-compatible frame since they can't be retrofitted on a frame built for rim brakes.

The brake levers are the main point of contact with your hands and your bike, and so a comfortable ergonomic fit is key. The SRAM levers deliver on that – they feel great, and again, on long rides, they are a part of your bike that you won't notice – they just work. A couple of key features in the levers are that they have a reach adjustment, which is great for those with smaller hands. Additionally, they are easy to bleed (have your bike shop mechanic do this if you are not an expert), with the bleed valve located just under the brake hood.

SRAM Force 22 is not SRAM's top of the line groupo, but it might



SRAM's Force 22 hydraulic disc brakes will make you never want to go back to caliper brakes. They are that good. Photo by Dave Ittis



The Force 22 drivetrain works flawlessly. The YAW front derailleur means never having to trim the front derailleur again. Photo by Dave Ittis

as well be. This is an awesome setup that anyone from a pro level racer to recreational rider will benefit from using. You will find it spec'ed on

many high-end and mid-range bikes. It's also reasonably priced. All in all, I would highly recommend it, and give it five stars.



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ASK NOAK

Six Important Lessons Learned Over Decades of Coaching Experience



Kettlebells! Proper technique is crucial when using these for strength training. Photo by Tom Noaker

By Tom Noaker with Mark Deterline

Editorial staff note: This month we considered the importance of asking Coach Noak a big question of our own. As many athletes now gradually say goodbye to the temperate time of year in the West, they reflect upon their respective sports and their own personal performance and achievements. Many anticipate and prepare for different sports disciplines as they enjoy beautiful fall colors and as temperatures begin to drop. In Utah, athletes live in an idyllic place to enjoy sports as different – and as complementary – as cycling and cross-country skiing, as running and other snow sports. Not to mention indoor cross-training. Learn from one of the West's best mentors.

In place of the Ask Noak Q&A column, I have been asked this month to contribute my “Three most important lessons from decades of endurance sports participation.” I tried, but just cannot reduce that much experience to just three bullet points. So, here are six recurring themes you might find helpful – or possibly just amusing...

1. Pay attention to advice from experienced athletes. You cannot live long enough to learn all of the lessons acquired by those before you. Contemporary sports science and technology have made private coaching universally available, but too often knowledge of the sort needed doesn't begin with information, it begins with experience and perception.

You may not find the Holy Grail that leads to gold medals, but eventually trends in responses from multiple sources will generally steer you

away from the cul de sac of parked athletes. Of course, not all advice is reputable – an example: In my earliest category seasons of competition, a certain “respected” individual would occasionally dispense dead end training advice to monitor the time to failure of his un-suspecting subjects. “Trust but verify”; not all PhD's have a background in ethics.

2. Consistency is the glue that binds training plans. Nothing disrupts a plan more than skipped days and inconsistent efforts. Most amateur athletes have time constraints, but within those restrictions maintaining consistency – not just in the micro but also macro plan – is the key to enhanced gains. It is easier to boost duration or intensity on any regularly scheduled training day than it is to randomly add additional sessions or hours.

Whenever your training and racing are compromised, it is best to return to “plan A” ASAP. Attempting to regain lost ground quickly is an invitation to over-training and/or injury, and either of those two conditions can scuttle an entire season.

3. Rest is as important as effort. Without proper recovery, consecutive days of hard training or racing are counterproductive. Much like high altitude climbers, even the pros experience a performance decline during the later stages of grand tours. While you may not experience the catabolic effects of these extreme situations, the benefits of progressive overload are muted without adequate rest. Sleep is often the sacrificial element in our culture, and the price an athlete pays is a plateau in performance that leads to stagnant or degraded results. It may sound heretical to suggest, but even a 10 to 20-minute random catnap can boost your body's ability to bounce back from a particularly tedious day.

4. Go long. This probably seems contrarian to the abundance of emphasis on intensity training for the “time constrained” athlete, but the endurance paced “duration” or “fat burning” workout does wonders, not only for base fitness, but also mental toughness. Treat it like a prison break from the incarceration of intervals. Even if you need to invoke dawn patrol rules to fit in extra hours around weekend chores, a periodic over-distance day will help sustain an extended race schedule.

5. Strength training matters. This is an area that cannot be neglected, regardless of age or experience.

Years ago I was a subject (victim) in a graduate level project during the “off season” that emphasized heavy weight room training for endurance athletes. The subsequent lean muscle mass gain and an ability to press huge stacks in the leg sled resulted in very marginal gains on the bike. But the experience led to functional resistance training; full range of motion around multiple joints involving concentric and eccentric contractions of long chain rather than isolated muscle groups. It's less about one rep max or max reps, and more about movement patterns through full range of motion. You don't need a complete gym or even full hour sessions to realize meaningful gains from Kettlebell and calisthenic workouts, but you do need professional instruction to avoid developing bad habits. After a year of “home schooling” with books and YouTube videos, I enrolled in a Russian Kettlebell cert where all 16 attendees (including myself) demonstrated incorrect form in multiple movements that would likely have invoked future injuries. The first rule of strength training: “Do no harm.”

6. Stretch. Do active stretches before (activation) and static stretches post workout, plus foam roll time to “iron out” the knots. Next to sleep deprivation, this is one of the areas most frequently neglected, when in fact it should be the last thing omitted. The benefits of stretching are maximized when not rushed. Even 20 minutes set aside each day can be significant in a successful approach to training and overall well being.

Tom Noaker is a well respected and accomplished sales rep and business owner in both the bicycle and ski industries. He has won sixteen State Championships in cycling across four age divisions, as well as three Mountain Bike National Championships, and competes as a cross-country skier at the elite and elite Masters levels. Tom coaches some of the best young riders in the country, and is board president of the South Summit Trails Foundation. Please send your training, equipment and event preparation questions to dave@cyclinguatah.com with Ask Noak in the subject line.



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ENDURO RACING

Ropelato and Ramirez Win Enduro Cup at Deer Valley



Utah's Mitch Ropelato races Stage Three of the SCOTT Enduro Cup at Deer Valley Resort in Park City, UT on Aug. 28, 2016. Ropelato won the race. Photo by Sean Ryan



Salt Lake City's Angelica Ramirez flies through Stage Two of the SCOTT Enduro Cup at Deer Valley Resort in Park City, UT on Aug. 28, 2016 on her way to the win. Photo by Mike Schirf

Park City, UT (Aug. 28, 2016) – The SCOTT Enduro Cup presented by Vittoria launched its final race of the season in a new location, Deer Valley Resort in Park City, UT. The three stage enduro race drew more than 230 athletes to the Wasatch back for a challenging season finale. The results from the day awarded the top five of each category as well as the overall series champions. Utah local and World Cup racer Mitch Ropelato returned to his home mountain, finishing first in the men's pro/open category and Angelica Ramirez completed an impressive Enduro Cup season in first for the women's pro/open.

The three stages were a true testament to the balanced rider, blending highly technical, rocky descents with flowy and fast terrain. Stage one was the most difficult of the day, if not the season, dropping down Deer Valley's legendary NCS, formerly used in the NORBA DH. A more traditional Park City flow was felt on stages two and three. Stage two ventured down Upper TG to Payroll, and three ran Upper Aspen Slalom to Fire Swamp, for a fast and loose finish. The excitement of riders could definitely be seen and heard as they rode wheelies and hollered on the final stretch out to the expo on Silver Lake beach.

Ropelato, 24 of Ogden, UT, has had a busy season returning to the World Cup DH circuit. He set aside some time from his international travels to visit his home mountain, taking first with an impressive overall time of 12:54.747.

"Walking away with a win-I am pretty excited about that," said Ropelato after being chased around the base area and annihilated with Sierra Nevada Brewing Co. beer.

"NCS is one of the gnarlier tracks- especially with it being a former NORBA track from back in the day. So to be racing that on a trail bike is pretty rowdy. I was definitely white knuckling a couple of sections."

Chris Boice, 29 of Albuquerque, NM has been making the enduro rounds this season, finishing with an overall time of 13:04.279. Boice has run all of the SCOTT Enduro Cup stops, finishing first in Angel Fire and fourth place in Sun Valley, ID. He finished the season in first place overall, making him the men's open/pro overall champion. Demetri Triantafillou, 20 of Salt Lake City, UT who rode the UCI MTB World Cup in Mont St. Anne, Canada earlier this month, beat Ropelato in stage one by two seconds, but lost his lead, ending stage three with an overall time of 13:06.696 finishing the day in third place.

- 1. MITCH ROPELATO (12:54.747)
- 2. CHRIS BOICE (13:04.279)
- 3. DEMETRI TRIANTAFILLOU (13:06.696)
- 4. MACKY FRANKLIN (13:14.023)
- 5. MASON BOND (13:15.820)

Ramirez, 30 of Salt Lake City, UT, joined the women's pro/open category finishing in first with an impressive lead and overall time of 15:32.789. Deer Valley local and longtime Enduro Cup competitor, Ileana Anderson, 29, ended the day at 15:52.682. Anderson's second place finish secured her as the overall champion of the 2016 series. After coming back from an injury she acquired at the Angel Fire stop, Teal Stetson-Lee, 30 of Reno, NV, finished in third place with 16:00.198.

- 1. ANGELICA RAMIREZ (15:32.789)
- 2. ILEANA ANDERSON (15:52.682)
- 3. TEAL STETSON-LEE (16:00.198)
- 4. KRISTA RUST (16:09.423)
- 5. ARIELLE VERHAAREN (16:42.693)

Cowbells and wheel 'bells' were heard around every corner as the event drew a significant number of local and visiting spectators. "It was cool to see all the locals come out and show support," noted Anderson. "The crowd in Barney Rubble was

perfect. Helped me push through some of those awkward moments and make it to the end."

New this year, the Vittoria Bolt awarded the fastest downhill time on stage two. Ropelato (04:04.802) and Haley Batten, 19 of Park City, UT (04:40.043) were each awarded a \$100 cash prize. This signature award was featured at all 2016 race locations.

Podium finishers in the pro/open category shared prize money equally divided between men and women. The podium athletes in the expert, amateur and junior categories received gear from SCOTT Sports

and Vittoria. All riders were entered into a raffle, with proceeds going to the Mountain Trails Foundation. Raffle prizes were provided by SCOTT Sports, Vittoria and ROTOR, Pearl Izumi and G-Form.

The Deer Valley stop of the SCOTT Enduro Cup presented by Vittoria was the final race of the 2016 season. The series would like to thank all of its competitors and sponsors who support this incredible community.

For results, see the results page in this issue. For more information on the Enduro Cup, visit endurocupmtb.com

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Big Sky - Continued from page 3

balancing family time and enduro time fairly easy. I could quickly transition from being at the pool with the kids to cutting laps with the

brutal transfer stages and mandatory hike-a-bike action, made for a rewarding day on the bike, clocking 6700 ft of descending and 3300 ft of



Ali pops a wheelie at Big Sky. Photo by Chaz Boutsikaris



Brothel Bikes is a brothel turned into a bar and bike shop. Photo by Ali Goulet



Ali (right) and Paul Gougen tackle Snake Charmer at Big Sky Resort in Montana. Photo by Chaz Boutsikaris

able to dry him off long enough to get in a few laps. Our favorite of the new flow trails quickly became Snake Charmer. Hands-down one of the best flow trails I've had the pleasure of riding. The berms and tabletop jumps were all manageable by my seven-year-old on his 20-inch wheeled trail-bike and yet I was able to take advantage of the trail design, finding plenty of lofty air and opportunity for doubles and triples. No sketchy gap jumps, just miles of flow that can either be linked back to the resort or taken all the way down to the "Mountain Meadow" and The Brothel. Isn't that convenient?

Being based at the resort made

seven-year-old, to training for the enduro race. Not to mention the village had multiple dining options, a mini-mart and a coffee shop that pumped out Starbucks (I'm into that sort of thing).

Race day looked to be a disaster, it began with cold alpine rain and a 30 minute weather hold due to potential lightning. Thankfully the weather did a complete 180 and thirty minutes later competitors set out to enduro under partly cloudy skies, with moderate temps and freshly moistened tracks. And a proper enduro it was. The physical and technically challenging timed stages, combined with

climbing in 19 miles!

On one transfer stage, we were routed straight up a double black diamond ski run to the Andesite Mountain summit. In the midst of that transfer I vowed I would never return, the sun had finally started to beat down, my nutrition was failing me as was my general fitness and apparently my mental stamina. It was in those moments that I recalled Everett's 8800 Mountain Top Restaurant, the home of my new goal, an ice cold Coca-Cola. The thought of that tasty beverage kept me going all the way to the peak and Everett's...but I was shattered. After imbibing 20 ounces of cola, I gathered myself up for the final stages of the day and came to grips with the fact that I did enjoy the challenge and was already entertaining thoughts of taking revenge on this course next year.

For my part, I did ok, landing just inside the top 10 Pro/Expert on unfamiliar trails. But I had more pressing matters to be concerned with: Like loading up the family truckster and bolting for the city of salt. So we loaded up and bid farewell to Big Sky, but not forever, you see, we're already planning our return and this time we're bringing friends!

Travel to Big Sky

- Travel distance from Salt Lake/Boise/Jackson/Bozeman = 368mi/436mi/175mi/41mi

- Accommodations: Huntley lodge \$275 per night – pool/hot tub/free wifi/55 feet from chairlifts (big-skyresort.com). There are many other lodging options in the area as well. See visitbigskymt.com/lodging/ for more information.

- Family/kid activities: bike tours \$58 youth day bike camps for ages 8 to 17. Adventure mountain pass \$52 all-inclusive day access to adult and kid rope courses zip line, climbing wall, scenic lip rides and more

- Info about travel to Big Sky



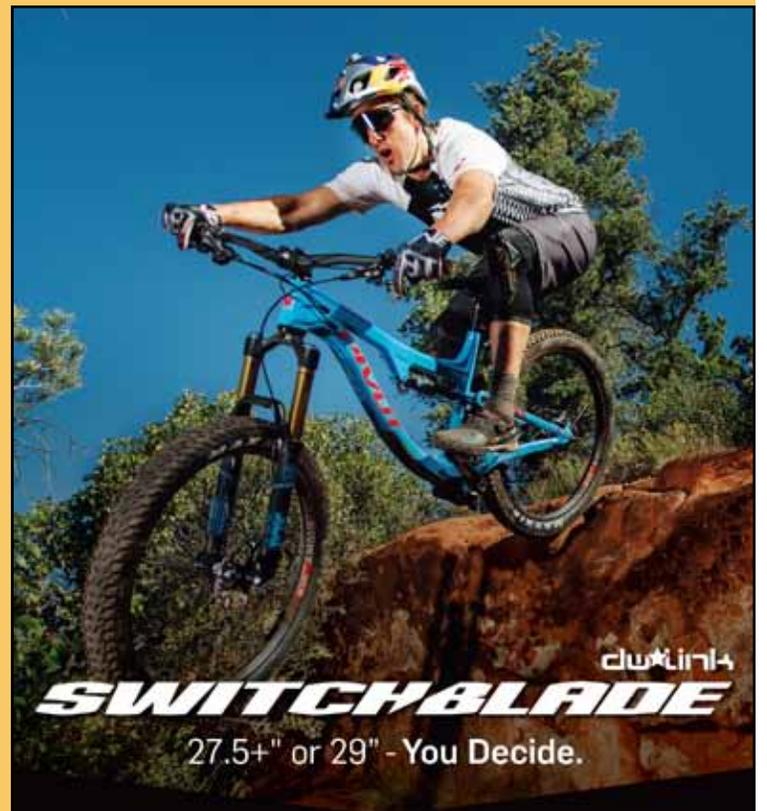
Bryson Deppe of the Highliners-Bingham Cyclery Team rides beneath Lone Peak in Big Sky Resort, Montana. Photo by Ali Goulet

Montana can be found at www.bigskyresort.com or contact Big Sky Chamber of Commerce at 406.995.3000 or visit: visitbigskymt.com

regarding the bike park can be found on Big Sky's website (bigskyresort.com) or by calling Different Spokes bike shop at 406-995-5849

- Summer mountain biking at Big Sky runs from June 3 - September 25 daily 9-4 PM, adult lift passes \$38, Junior passes \$30, more information

- The Montana Enduro Series is a five race series with events in Montana, Idaho, and Wyoming. More information can be found at montanaenduro.com



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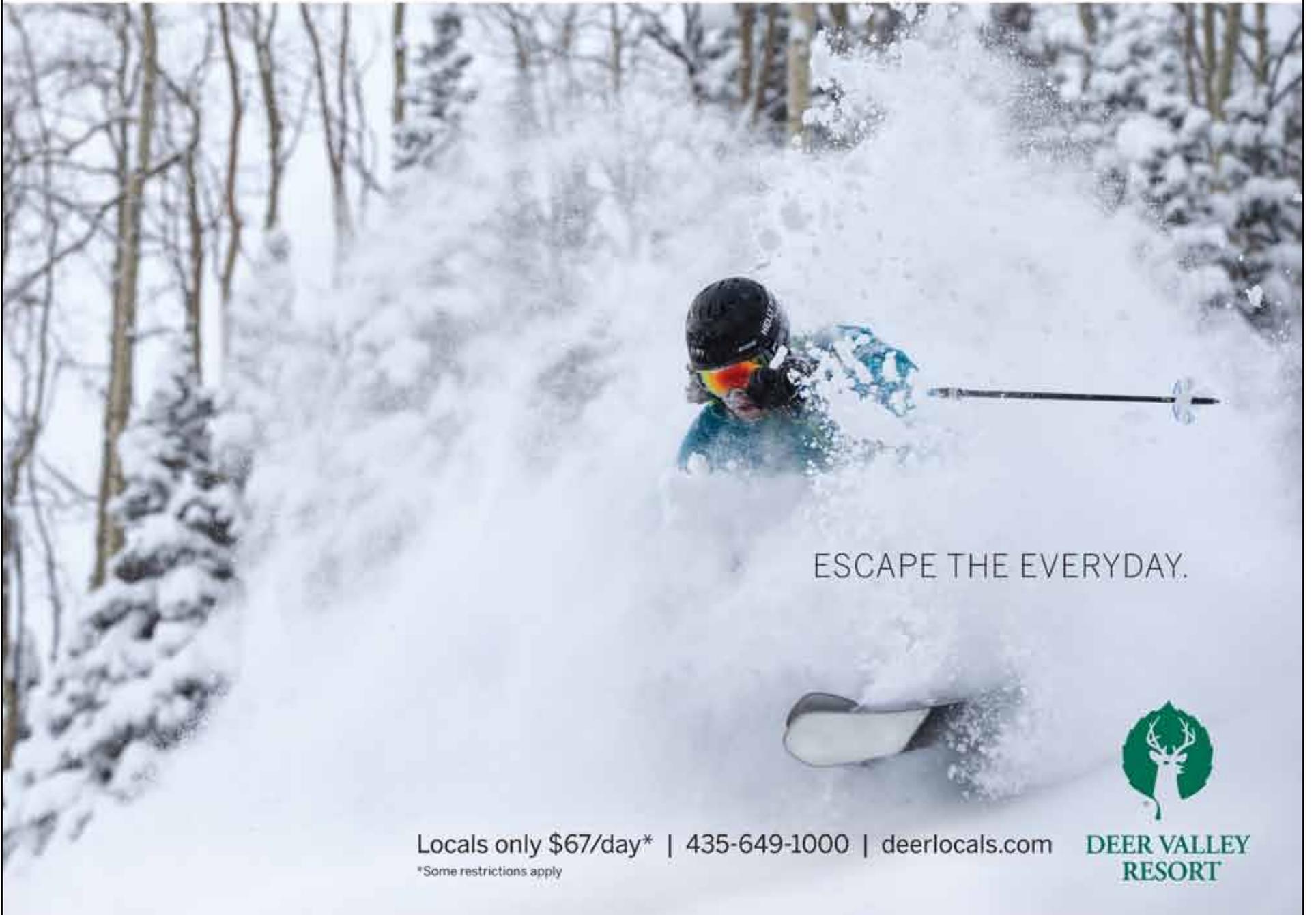
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**DEER VALLEY
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ENDURO RACING

Chronicles of an Enduro Pro's First Season

Lia Westermann ripping it in the Ride Sun Valley Scott Enduro Cup. The 17 year-old finished 2nd overall in the Pro category. Photo by Noah Wetzel

By Lia Westermann

My first enduro race was actually a year ago, at USA Cycling Mountain Bike nationals in 2015. Honestly, I had no idea what I was getting myself into. I went there to only race cross country, but then I heard about enduro and thought I'd give it a go.

It ended up being one of the most fun races I had done, in the beginning. About halfway through the third stage I pinched my tire and got a flat, and rode it down the rest of the way. I put a tube in my tire for the last stage, and started on the stage, hoping for the best. About 10 seconds after the start of the stage, I got another flat, but decided to ride it all the way down.

Afterwards I was absolutely devastated. Yes, I got third place and it was my first ever enduro, but I was ahead after the second stage by about 40 seconds. I thought I had it. Lesson learned, the race is not over until it's over.

After the race, I cried. A lot. I was so close and then I lost it, I kept thinking to myself.

A couple of days later, I contemplated what had happened. It's bike racing and it wasn't in my control that I got a flat. It's bike racing and it happens. It's bike racing and any-

thing can happen.

That next fall, winter, and spring, I trained the hardest I've ever trained. I went to different gyms, rode in the freezing snow up in Park City during the winter, and did specific weekly workouts. I could never stop thinking of what had happened at Nationals, and I pushed myself harder and harder, saying I'm gonna get it next year. I have to.

Flashing forward about six months, I started to race in the Scott Enduro Cup series and I qualified to race in an Enduro World Series Race in Aspen, Colorado. I had no idea that I would've progressed this far in only a year. All the races were so exciting and fun! All of them had such an amazing atmosphere with such interesting people. I decided I would race pro in the Scott Enduro Cup to push myself.

At the first Enduro Cup race in Moab, I had a blast! It was my first ever pro race, so I just wanted to have fun with it and push myself a little bit out of my comfort zone, but not enough that I crashed. However, in the first stage on the very first turn, I decided to do exactly the opposite and go as hard as I could, which did not turn out well. I crashed. It was just a stupid little thing, but afterwards I picked myself up and kept on going, thinking Wow that was dumb,

let's not do that again.

The next three stages (there were four total) went extremely better. Mostly because I took it back a notch and decided to go with my first idea of not going 100%. This way I could remember stages as I went down them, and I could focus on my technique.

The last stage of the race, which was a pro only stage, was my favorite by far. It was the stage that had the most vertical descent in the shortest amount of time, so the trail was very straight with some technical sections of slickrock.

At the end of the day, I was exhausted. I was waiting anxiously for the results to find out how I placed. I hoped to get at least top five. When the results came, I found out that I had gotten fourth place! I was stoked, and I knew this was a great start to the rest of my racing season.

The rest of the races went extremely well except for the final race at Deer Valley. The second and third stops in the Enduro Cup series were at Angel Fire and Sun Valley, some of the prettiest places I've ever ridden my bike. Angel Fire had all kinds of riding in the backcountry and at the bike park. Rocky, rooty, loamy, steep trails, you name it. At this race I just tried to keep it smooth and controlled, which I ended up doing, and getting 5th at that race.

Sun Valley was absolutely breathtaking: the views were spectacular and the trails were in prime condition. This enduro was split into two days: lift day and backcountry day. The first day could not have gone better. I kept it smooth and safe, which ended up being the right thing to do. However, the second day, I hit a tree and went off the course - twice. Nevertheless, I was stoked to still have taken the third spot in the pro category in Idaho.

The rest of the year went pretty solid: racing in enduros in Whistler, California, and my home state. There weren't any major problems in any of the races- no big crashes, mechanicals, or any other issues; except for the last stop in the Scott Enduro Cup series at Deer Valley. Being the first pro woman to start, I went off, and within about 10 seconds from the beginning of the first stage, I got a pinch flat. I kept thinking No this can't be happening. But, unfortunately, learning from previous experiences, it was happening. I chose to keep racing that stage with a flat and got down safely. That was the end of my season, which I was proud of overall.

I ended up racing internationally, getting second overall in the Enduro Cup series, and increasing my skillset and meeting new people all along the way. I was happy with how it turned out, and I am excited to continue on next year.

Lia Westermann is a first year pro Enduro racer who rides for the Guthrie Bicycles Team and is sponsored by Santa Cruz.

She raced cross country for Summit-Competitive Cyclist, and currently races for the SLC Composite high school team in the Utah High School League.

TRAINING

Skiers! Combine Riding that Bike and Cross-Training

By Bill Roland

Nearly all of the cyclists throughout the mountain states are most grateful for the wonderful weather we have had since the lifts closed. But as fall weather arrives, a great percentage of the riders are thinking more and more about skiing. Precisely, what can they do to start the ski season in relatively good physical condition? Many ask, "Will continuing to ride throughout the fall, keep me in top shape so I'll be ready to ski when winter arrives?"

I have sought the expertise of a professional ski instructor at Snowbird who also specializes in training amateur athletes for triathlons.

Before we get to her advice I thought it might be fun to analyze a few thought provoking comments I researched while reading EPICSKI On the Snow Skiing Forums (epic-ski.com).

In the General Skiing Discussions, one forum participant offered his opinion. "In preparation for the upcoming ski season," he said, "I've been spending a lot of time on the saddle, with road and mountain bikes as well as spinning classes. This works really well for me to build leg strength, quickness, stamina and overall conditioning. But I question whether biking will completely do it as far as building the strength and stamina I will need for skiing? Or is more training required?"

Another forum writer offered his opinion. "I am no expert," he explained, "but I am an avid skier and bike rider. Since riding the bike is not weight bearing, and skiing is to an amplified extent, and because of momentum, you need to do other training. Trail running or hiking, particularly downhill helps strengthen the muscles used for skiing. In addition, trail running forces me to use my legs and ankles at constantly changing angles, which improves strength and balance. For what it's worth, Franz Klammer was big on downhill running for training."

"It all depends," someone else wrote, "on what kind of biking and what kind of skiing we are talking about. I'd recommend some kind of stretching regiment regardless of what other off-season activities we do to stay in shape for skiing. Being flexible really prevents injuries when falling or almost falling."

The thread continued with a comment that road biking builds great strength for skiing. A skier noted that one year all he did was lift weights prior to the season and the first days of skiing always made his legs extremely sore. Now, after a summer/fall regiment of lots of cycling he reported no soreness at all from skiing, even the first few days.

In my research, I found that most ski teams mix in a lot of weight training and plyometrics, a form of exercise that involves rapid and repeated stretching and contracting of the muscles, designed to increase strength. For example,

when Hermann Maier came back from his leg injury, his primary exercise was riding the bike.

An interesting angle featured in the forum was the avid cyclist who put in 3,500 miles each year on his road bike but he agreed that it wasn't enough to get his legs in shape for skiing. For the past few years, he transitioned to hiking in the fall and he found that doing that really helped his skiing stamina.

A Ski Instructor and Triathlon Coach's Perspective

Jo Garuccio, a Professional Ski Instructor of America (PSIA) at Snowbird and a USA Triathlon Level 2, and a USA Cycling Level 3 trainer for cyclists and athletes who compete in triathlons, wasted no time voicing her opinion on the value of riding the bicycle in concert with skiing. "Cycling certainly does build leg strength and stamina," Jo exclaimed. "My advice is to definitely keep cycling until it's too white to do so!"

She was asked to address the issue of weight bearing while skiing versus non-weight bearing on the bicycle. "The one key factor that a couple of participants in the forum alluded to," she explained, "is the fact that cycling is non-weight bearing while alpine and cross country skiing are most definitely weight bearing. The most important piece to the equation is the type of muscle contraction utilized in skiing versus cycling. When cycling, muscles contract concentrically, i.e., the muscle shortens as it contracts. In alpine skiing, muscles contract eccentrically. They get longer as they contract and resist gravity. This is what causes early season muscle soreness if you haven't supplemented your bike riding with things like squats, deadlifts, and lunges."

Jo also suggested that other sports could make this more palatable for those gym phobic guys (and gals). This would include hiking, running, especially downhill running, Cyclo-Cross because you mix in running with a weight, albeit the bike and MTB to a somewhat lesser extent. She added that proper descending skills on a mountain bike require that you stand and constantly flex your legs to aid with absorption and bike control.

When told this story would be in the September issue, Jo happily added, "It doesn't take a lot of time to give your muscles the protection and training necessary for eccentric contraction. Just doing something 2-3 times per week would do it. If you are really into performance, power and quickness, then add plyometric exercises to the mix. Plyometric exercises are more prevalent amongst the running crowd and those who have had a block of strength training, but they can also help your explosiveness on a bike."

The bottom line is similar to the combination of what it takes to have a great ski season. We must get cold weather coupled with a plethora of snowstorms. In order to be in top condition, skiers benefit by combining time on the saddle of their bike with cross-training activities.

**Season End Bike Sale**

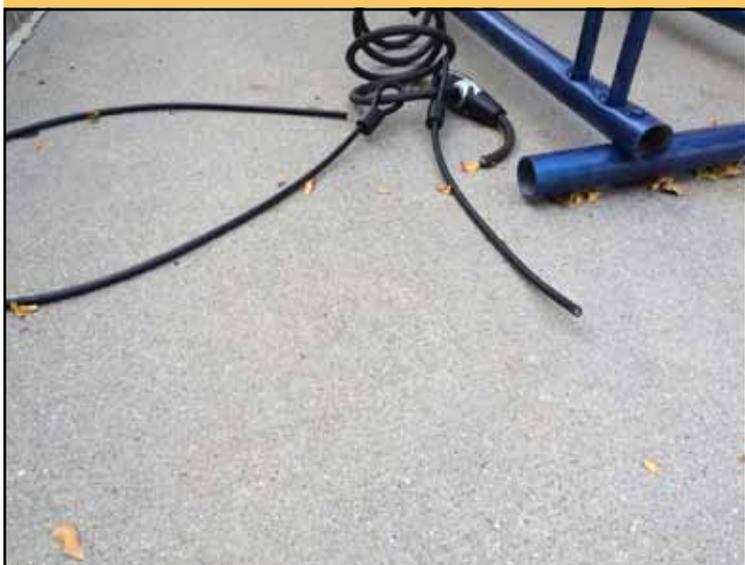
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BICYCLES AND THE LAW

A Guide to Bicycle Insurance - Is it Worth the Cost?



Bicycle insurance can cover theft, liability, and crash damage. Homeowner's and renter's insurance doesn't always fully protect against loss. Photo by Dave Ittis

By Russ Hymas and Ken Christensen

As bicycle accident attorneys, we often discuss the importance of carrying uninsured/underinsured motorist coverage on cyclists' automobile insurance policies in the event they're hit and injured by a motorist with minimal limits of coverage, or no auto insurance at all. But incidents involving bicycles are not limited to collisions with cars. Cyclists must also consider the risks of bicycle theft, damage (to their bike or body) from a crash that doesn't involve a motor vehicle, and liability a cyclist might have for causing damage or injury to another cyclist, pedestrian, or motorist.

Is it in your best interest to purchase a stand-alone bicycle policy to insure against theft, damage, and/or liability? The truth is, "it depends." That's not just a lawyerly cliché. The value of such insurance depends on a number of factors that are discussed below.

Bicycle Theft:

Bicycle theft is a concern of all cyclists, and for good reason. According to the National Bike Registry, over 1.5 million bikes stolen in the US each year. Many cyclists correctly assume that their homeowner's or renter's insurance will provide coverage for the theft of their bicycle. However, few cyclists have actually read their policies and are unaware of exclusions or limitations of coverage for theft.

Cyclists are often surprised to learn that theft may not be covered by their homeowner's policy if the bike was stolen outside of the home, or that it is not available if the cyclist failed to put a lock on the bike. In addition to these exclusions, there may be other restrictions on the homeowner's policy that could limit

cyclists' ability to get full value of their bicycle.

For example, some homeowner's policies consider bicycles as "sporting equipment" with maximum coverage limits of \$500 or \$1,000. Other policies require the cyclist to purchase a "rider," or extension of your homeowner's or renter's insurance, to obtain full value of the bike. These riders are often required for personal property items of higher value – such as expensive jewelry or a \$10,000 bicycle – and each piece of property needs to be itemized and include an appraisal or proof of the value of the property.

Even if your homeowner's policy provides does provide coverage for the full value of your bicycle, it's worth considering whether you want to make a claim on your policy. Homeowner's policy deductibles typically range between \$1,000-\$1,500. And often times, making a claim on that policy will result in an increase in your premium (or even cancellation of the policy, if you've made previous claims). If your bicycle is worth less than \$3,000-\$4,000, it may not be worth the expense of a high deductible and increased premiums.

Bicycle insurance policies, on the other hand, insure the bicycle for full value in the event of theft – or damages in an attempted theft – wherever the location. Another benefit is that the deductible for such a policy is \$100-\$500, significantly lower than homeowner's or renter's policy deductibles. It's important to keep in mind, however, that some bicycle policies still require the cyclist to keep the bike locked.

Crash Damage:

Although crashes are often the result of a careless action of a motorist, all of us know cyclists who have crashed hitting a pothole or debris in

the road, or flown over their handlebars on a mountain-biking trail, or been involved in a pile-up at a race. These crashes often result in significant damage to your bicycle, as well as injuries that require medical treatment.

Bicycle insurance policies are great in these instances. They cover any type of crash or accidental damage – whether you get tangled up in a criterium, slide out going around a corner, or even forget that your bike is on the roof rack of your car and crash into the garage. (We won't tell you which one of us has done that, but suffice it to say we sympathize with those of you that have made this embarrassing mistake.) Most policies also offer medical coverage that can be added on to the policy for injuries you might sustain, though that coverage is generally an additional cost.

The value of bicycle insurance for you to protect against crash damage will depend on the coverages you already have in place. Medical coverage may be unnecessary if you carry good health insurance. We've also found that some homeowner's policies will cover damage to your bike from a crash, but they're the exception to the rule. If your homeowner's policy is one of the few that do afford crash damage coverage, the cautions noted above regarding limits on value and the possibility of increased premiums are worth considering.

Liability Coverage:

None of us ever thinks that he/she will be the cause of a wreck that results in damage or injury to another. But an increase in cycling traffic on Utah's roads and trails has also led to a rise in the number of these inci-

dents. One cyclist recently made the news for serious injuries he caused by colliding with a runner coming down Emigration Canyon at a high rate of speed. Cyclist vs. cyclist collisions are also commonplace. In these situations, cyclists are wise to ensure they have liability insurance so they are not having to pay the damages they've caused out of their pocket.

Again, we strongly recommend a careful review of your homeowner's or renter's insurance policy. Surprisingly, several of these policies will cover a cyclist's personal liability. But you'll want to know whether you are protected, and the instances in which your homeowner's or renter's policy would not provide coverage.

Most bicycle insurance companies offer liability insurance as add-on coverage at an additional cost. An online quote we received from one of the major carriers offered \$25,000 of liability coverage for an extra \$50 per year on the premium. If your homeowner's policy doesn't provide coverage, that's not a significant amount to give you some peace of mind while out on the road or trails.

Other Considerations / Cost:

The concept of bicycle insurance is relatively new, but several companies have jumped onto the scene to compete for cyclists' business. Some of the notable nationwide carriers are Velosurance, BigRing Insurance, and Markel. We mention these companies specifically because they boast an "A" insurance rating, or are backed by such a company (for example, BigRing is backed by Transamerica). Cyclists should consider insurance ratings to make sure the company they select is financially secure enough to issue you a check

if you ever have to make a claim.

These companies will note that, in addition to the types of coverage discussed above, their policies also offer: rental reimbursement; coverage for apparel, helmet & bike computer; event fee reimbursement; and bicycle airline shipping coverage. But given the cost of premiums, even the CEO's of these companies acknowledge that stand-alone bicycle insurance usually doesn't start to make sense unless the value of your bike is over \$3,000.

Most bicycle insurance companies offer online quotes and even provide sample policies on their websites. The cost of bicycle insurance will vary depending on the value of your bike (with upgrades such as wheels and componentry), the deductible amount you desire, and whether you want add-on coverages such as liability or medical coverage. We found bicycle insurance premiums for as little as \$150 per year, but it's easy to spend \$400+ per year if you want all the bells and whistles on a policy. Most policies currently seem to fall in the \$250-\$300 range, with discounts often available for members of USA Cycling, USA Triathlon and other cycling associations.

Ken Christensen and Russ Hymas are avid cyclists and Utah attorneys at UtahBicycleLawyers.com. Their legal practice is devoted to helping cyclists injured in collisions with motor vehicles. They are authors of the Utah Bicycle Accident Handbook and are nationally recognized legal experts on cycling laws and safety.



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HEALTH

Should Knee Replacement Surgery Keep Riders Off the Bike? Heck No

Cathi Nelson in the Pelotonia Ride just seven months after undergoing knee replacement surgery. Photo by Kris Chick

By Bill Roland

There are many riders who love to feel the cool autumn breeze hit their face while they are on their bikes whether it is around the neighborhood or on a 60-mile venture with dozens of friends in a peloton. Unfortunately, there are quite a few men and women who have been extremely active throughout their lives and suddenly face tremendous pain in one or both of their knees which may bring a halt to enjoying one of their favorite hobbies. Eventually they go to their orthopedic surgeon, explain the situation and ask the Doctor, "Will I ever be able to ride again?"

Each patient has a unique set of circumstances concerning the patella and the surrounding bone, tissues,

cartilage and tendons but in nearly every case after a thorough exam by an orthopedic surgeon, they are informed, "knee replacement surgery will give you the opportunity to return to riding." The major causes of debilitating pain include meniscus tears, cartilage defects and ligament tears. In general the surgery consists of replacing the diseased or damaged joint surfaces of the knee with metal and plastic components shaped to allow motion of the knee. In most cases, there is a great deal of pain, sacrifice, and attention to therapy necessary to achieve full recovery.

An Experienced Athlete/Surgeon Shares His Views

Eric Heiden M.D. was a five-time gold medal winner in speed skating at the 1980 Winter Olympic Games in Lake Placid, NY. Six-years later



Dave Richards covering the 2015 Larry H. Miller Tour of Utah from the back of a moto piloted by the ever capable Mike Love. Dave has had both knees replaced and still cycles and regularly covers cycling events. Photo by Dave Iltis

he was a member of the 7-11 team in the 1986 Tour de France. Following that he attended Stanford Medical School, earned his M.D. in 1991 and currently he is an orthopedic surgeon who specializes in sports medicine with emphasis on knee and shoulder surgery. He and his wife, Dr. Karen Heiden, have offices in Salt Lake City and Park City. As an orthopedic surgeon, he finds that his experiences in skating and cycling help him form a unique connection with his patients, many of whom are injured athletes. Recently, Dr. Heiden was kind enough to give Cycling West an exclusive interview and discuss openly the issues of knee replacement surgery and whether patients can continue to enjoy riding the bicycle after surgery.

Assessment

When asked whether X-rays or MRI (magnetic resonance imaging) determined the primary factors if knee replacement surgery is necessary, Dr. Heiden explained the value of each. "In almost all cases," he said, "X-rays are more important than MRI because X-rays give us a better indication of how much articular cartilage is left. MRI's provide incidental information but the X-rays, standing

views, give us a good estimate of the situation regarding articular cartilage and that is important."

In addition to articular cartilage, he also addressed the importance of the pain tolerance the patient is feeling in his or her knee. "Actually, it is a combination of subjective and clinical findings to see if the patient will benefit with knee surgery. A big determining factor is the patient's expectations along with what we see in the X-rays. If an athletic patient tells us that he wants to run marathons or ski the bumps, it is the physician's role to temper their expectations. These devices are wonderful but there are limitations so we must know how active the patient plans to be in the future."

Preparation

Assuming the doctor and the patient have decided the surgery is a "go", Dr. Heiden said there is one important factor before the patient is rolled into the operating room. "I think it is important," he explained, "that the patient tries to prepare himself/herself by getting in as good a cardio-vascular condition as possible. It is important for rehab to go into the procedure as fit as possible."

Rehabilitation

Many patients go into the surgery and have heard that post surgery exercises are important but many are not quite sure what they should do.

Dr. Heiden wasted no time in articulating the importance of post surgery exercises. "In general," he commented, "the patient has to be very dedicated to the post operative outcome. Obviously, it is highly important to have the right procedure planned, but 90 percent of a good outcome is due to the rehabilitation and physical therapy. They must spend time every day working with the knee. On my part, it is important that I give them a good idea before surgery of what they are getting themselves into. I also tell my patients that the progression is slow, but with dedication and commitment they will have a good outcome."

In most cases, the patient tries to ease off pain medication, withstand the swelling and pain, and begin light stretching. Within a week, most are walking with a cane and gradually putting weight on the leg that was operated upon. Dr. Heiden expressed his thoughts about the preferred exercises. "The very best exercise is riding a bicycle or a stationary bike following surgery," he advised. "When it comes to knee rehabilitation, there is nothing better. For recovery of soft tissues, bicycles are a great rehab device. Other excellent exercises are swimming and a rowing machine, but first by a long shot is the bicycle or the stationary bike."

Dr. Heiden was asked about how soon a patient should get back into these physical therapy workout sessions following surgery. "In general," he suggested, "the first six weeks it is important to work on range of motion rather than strength and conditioning. By that I mean pedaling at a slow rpm and a very light resistance. At this stage, heavy resistance is out of the question. There are goals that you set and time periods. To meet that goal, it is important to get that knee to bend and move as freely as possible. Following the first six weeks, it's time to get back to more of an rpm that is consistent with your regular riding but I would recommend adding light resistance. After three months, the patient reaches the point where he or she should be able to get back to riding and working out at a pace they like and will enable them to get back into shape again. After six months, riders should be pretty darn close to complete knee recovery."

Outcomes

As the interview came to a close, Dr. Heiden was asked if there was anything else he would like to add. "This procedure is very successful," he said, "and to be successful you



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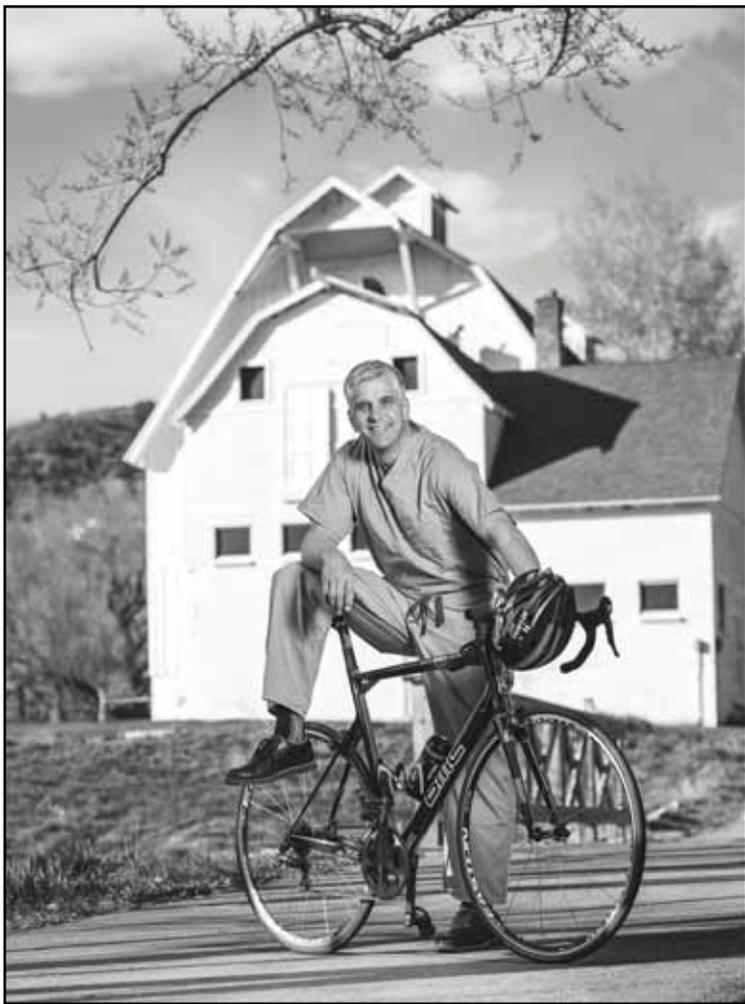
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Eric Heiden MD is an orthopaedic surgeon based in Park City, Utah as well as a five-time Olympic Gold Medal winner. Photo by John Flint

have to make sure you are dedicated and committed to that perioperative period following surgery.” Now that sounds like good advice from a highly successful orthopedic surgeon who happens to have five gold medals and a resume that includes riding in the Tour de France.

She Was Determined to Ride in the 2016 Pelotonia

In order to provide the readers with more information, I talked with two patients who have had this surgery. This reporter recently moved to Salt Lake City from Columbus, OH where I was an active rider. Many bicycle enthusiasts in the Western states may not be aware but for the last eight years there has been an extremely popular and noteworthy event home-based in Columbus called The Pelotonia. Each year on or about the first weekend in August, thousands of bicycle riders participate in a ride that was founded in 2009 with the objective to fund life saving cancer research. Each rider who participates in the 100-mile ride on Saturday and the 80-mile return to Columbus on Sunday is responsible to accumulate \$2,500 in donations from friends, relatives, business associates or anyone willing to donate toward the cause to cure cancer. One hundred percent of the funds raised go directly to cancer research at the Ohio State University Comprehensive Cancer Center – Arthur G. James Cancer Hospital. Since the advent of the Pelotonia ride in 2008, the cyclists have raised over \$121 million; this year there were 7,749 riders participating and over \$15 million has been donated.

One avid cyclist in particular is a cancer survivor named Cathi

Nelson of Galena, OH. She had been a participant in all seven of the Pelotonia rides since its inception but in the fall of 2015 the pain in her right knee became unbearable. After extensive testing (X-rays and Synvisc-One injections) under the guidance of Kurt Unverferth, M.D., Cathi remembers the advice she was given. “Dr. Unverferth,” she recalled, “said that because it was bone on bone, and the knee joint was deteriorating, the only solution was to have a complete knee replacement. He said it would continue to deteriorate and the pain would not subside. At that time, a good night’s sleep was hard to achieve.”

It was decided to have the procedure done on Friday, January 29, 2016. Cathi found the post surgery to be tolerable at first but within a few days, it was extremely painful. “I really started to doubt whether I would ever get back on my bike. The swelling was intense, the rotation of my knee was nil and it was locked straight. I wondered if I would regain my mobility in time to begin training for the Pelotonia.”

As spring approached, Cathi realized she might not be able to ride the 180 miles on August 6-7. “During March and April, I started pushing myself, doing twice the amount of physical therapy recommended, in the hopes of getting back on the bike as soon as I possibly could. I did not have full rotation of the pedals until the end of May. I didn’t start going up measurable hills until July.”

By early July, Cathi had progressed to the point where she knew that she would be ready for the challenge of riding 180 miles in two days.

“I just spent a lot of hours in the saddle spinning it out,” she remem-

bered. “As a matter of fact, the more I rode the bike, the better my knee felt. It wasn’t as tight or restricted as it had been previously. At that point, I knew I could grind it out.”

Following the two-day event in early August, Cathi reflected about undergoing knee replacement surgery in January and in just over six months she had successfully accomplished her goal. “I am really looking ahead to having a year under my belt, although I still have some restrictions with my knee. My doctor reassures me it takes close to one full year to acquire total healing. I look forward to have the opportunity to participate in many activities without pain. Cycling is at the top of the list.”

An Aggressive Athlete Survived Many Operations

Another patient of knee replacement surgery is Dave Richards, resident of Salt Lake City. Dave is a 64-year-old life long cyclist, a successful architect, and a professional photographer who has provided many excellent photographs that have appeared on the pages of Cycling Utah / Cycling West. Dave’s background is filled with a plethora of sports and physical activities that indicate he has truly demanded a lot out of his body, especially his knees.

“Basically I have participated in many sports,” he explained, “and I was never one to go lightly. I have had eight surgical procedures on my knees, the first one when I was 13 years old. My first knee replacement, the left one, was in 2001 when I was 49. At that time, knee replacement surgery was more common with people much older. I imagine most of the patients were in their retirement years. The hardest part was finding a surgeon who understood that I had a need to be very active. At that time, there were different knee designs. Some were based on adhesive cement while others were based on a combination of adhesion and a mechanical fit. Stryker Corporation out of Kalamazoo, MI designed both of my prosthesis. They have holes

in them for bone embedment and the bone grows into it. The other designs, for the senior folks, would rely on adhesive material whereas the mechanical fit was supplemented with adhesive material.”

Dave’s right knee was replaced in 2005 but fortunately the procedure was not as complicated due to the fact there was far less damage than the left knee. “I raced in college,” Dave said, “and I still ride recreationally. After long, hard rides the knees might be sore and occasionally I ice them, but generally not too much pain from riding. Skiing is a lot harder on both of my knees. Sometimes it’s the right or the left; it varies a bit.”

Regarding advice to someone with pain in one or both of their knees, Dave said that he was big on getting information to find out what is going on. Rather than ignore it, he always wanted to know why he was feeling a certain pain in either knee. “I’ve been a knee patient since I was 13,” he chuckled, “believe me, it wasn’t by choice. For cyclists, if they are having pain, it’s worth going to a doctor to find out why. I would also recommend a proper bike fit. I think that is critical. A good bike fit will help your knees, whereas a bad bike fit will damage them. For example, if the saddle is too low and the rider has a tendency to push big gears, that would put a lot of strain on the patella at the top of the pedal stroke. Proper bike fit and proper technique are important.”

Although he has always been active in many sports, Dave identifies the one that has helped him recover from his operations. “As far as recovering from knee surgery,” he said, “I totally agree with Dr. Eric Heiden. Cycling is the best exercise most patients can do following knee surgery. I heard a story that Tiger Woods had knee surgery in Park City years ago and his surgeon, Dr. Tom Rosenberg, recommended that he should spend extensive time riding a stationary bike. Months following surgery, there were rumors out that a golf writer asked Tiger how things

were going with the rehab exercises on his knee. Tiger responded with a great one-liner, ‘I feel as though I’m going to win the Tour de France!’ “

Dave continued to point out the advantages of cycling as a major exercise following a knee replacement surgery. “The great thing about cycling,” he explained, “is that it is a low impact exercise. The patient is not pounding the knee, and it continually flexes the joint, which circulates the synovial fluid around, which lubricates the joint. My advice to most fellow patients would be to prepare a list of questions for the doctor prior to the appointment. That enables the doctor to better understand the patient’s expectations and concerns.”

There have been many alterations regarding the construction of the knee prosthesis and how it assists different patients. “Replacement surgery has changed quite a bit since I had mine in 2001 and 2005,” Dave recalled. “More patients demand to remain active and the newer designs of the implants have allowed a bigger range of motion than the older ones. Getting your range of motion back is probably the most important part of a successful rehab. Everybody struggles with that and the faster you are at getting your range of motion back, the happier you will be overall.”

If you are a candidate for knee replacement surgery or you know someone who is having severe pain, please know there is a solution to your problem and your days of riding your bike in that cool, fresh air are far from over.

Bill Roland is an avid bicycle rider who recently transferred from Columbus, Ohio to Salt Lake City. In the 1980’s he was the editor of The Golf Traveler Magazine published here in Salt Lake City. Two years ago he published a biography entitled, “Champagne Tony Lema: Triumph to Tragedy.”

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RACE RESULTS


Sundance Spin, Intermountain Cup, August 13, 2016, Sundance Resort, UT
Place, Name, Time
Elite Men

1 Robert Squire 2:10:28.2
2 Chris Holley 2:11:35.0
3 Jeff Bender 2:16:17.5

4 John Osguthorpe 2:18:29.0
5 Justin Desilets 2:20:37.0
6 Jon Rose 2:25:37.1

Elite Women

1 Nicole Tittensor 1:55:15.5
2 KC Holley 1:59:49.8
3 Erika Powers 2:13:30.4

4 Megan Hill 2:17:39.7
Expert Men 19-29

1 Campbell Scott 2:11:40.1
Expert Men 30-39

1 Tom Gosselin 1:52:58.5
2 Troy Gorman 1:55:29.3

Expert Men 40-49

1 Mick Harris 1:47:36.6
2 Matt Brown 1:49:12.4

3 Justin Wilson 1:50:57.5
4 John Gill 1:52:52.4

5 Rob Brasher 1:54:13.7
6 Michael Gates 2:12:18.3

7 Christopher Vanwaning 2:15:25.0
Expert Men 50-59

1 Zan Treasure 1:51:37.6
2 Reed Topham 1:54:55.1

3 Gary Gardiner 1:55:35.9
4 Paul Lastayo 1:57:59.6

5 Mark Enders 2:02:35.2
6 Brian Ressa 2:10:09.7

Expert Men 60+

1 John Lauck 1:19:57.8
2 Scott Hansen 1:22:09.1

3 Lawrence Woolson 1:29:00.8
4 Craig Williams 1:30:19.9

5 Denny Tynan 1:32:51.0
6 Joe Benson 1:38:30.4

Expert Women

1 Kelly Crawford 1:25:45.5
Sport Men 19-29

1 Jake Meyer 1:19:21.5
2 Cameron Anderson 1:20:16.3

3 Derek Pardoe 1:25:59.7
4 Zach Patterson 1:34:31.5

5 David Robles 1:36:20.0
Sport Men 30-39

1 Bart Schenck 1:24:55.2
2 Scott Bankhead 1:29:12.2

3 Aaron Luptak 1:29:20.2
4 Kenneth McKenna 1:30:02.5

5 Tyler Webster 1:39:15.0
Sport Men 40-49

1 Jeremy Johnson 1:20:26.1
2 Trent Donat 1:21:52.0

3 Jared Cook 1:25:04.1
4 Steven Weaver 1:30:31.8

5 Stephen Mayfield 1:31:13.2
6 Jonathon Harmon 1:40:45.7

7 Corey Spencer 1:47:10.0
Sport Men 50+

1 Gregg Bromka 1:24:12.7
2 Fernando Rubio 1:29:02.7

3 James Kislewski 1:47:04.9
4 Adam Reynders 1:59:25.4

Sport Women

1 Heidi Kubissa 1:38:47.5
2 Heather Hemingway-Hales 1:45:15.0

3 Kelly Scudder 2:01:26.4
Novice Men

1 Kyle Berryman 1:34:21.0
2 Robert Bolke 1:59:17.8

HS Varsity Boys

1 Grant Hillam 1:48:53.4
2 Spencer Davies 1:49:29.5

3 AJ Heaton 1:53:22.5
4 James Mott 1:53:29.3

5 Wyatt Theurer 1:55:55.1
6 Samuel Lott 1:57:28.6

7 Joshua Matheson 2:04:34.1
HS Varsity Girls

1 Kira Crowell 1:24:14.6
2 Morgan Hales 1:32:07.8

3 Anna Guthrie 1:37:51.7
4 Sophie Scothern 1:44:42.0

HS JV Boys

1 Andrew Conover 1:13:53.1
2 Kade Brasher 1:14:27.8

3 Lance Heaton 1:15:54.3
4 Todd Kingslover 1:16:45.9

5 Logan Wilson 1:19:08.1
HS JV Girls

1 Katlyn Williams 1:33:42.2
2 Hadley Peay 1:53:56.9

3 Natalie Perez 2:10:29.3
JH Boys

1 Parker Christensen 43:09.6
2 Brinsen Rackham 43:10.0

3 Mitt Niederhuser 43:22.5
4 Porter Wilkins 48:58.1

5 Blaise Blackburn 49:02.5
6 Sam Gibby 53:04.4

JH Girls

1 Maggie Youngblood 59:10.9
Shredder Boys 10-12

1 Mason Brown 10:57.9
2 Major Niederhuser 12:38.0

3 Porter Theurer 12:51.4
4 Luke Larson 14:02.3

5 Daniel Nielsen 15:34.9
Shredder Girls 10-12

1 Celeste Dailey 15:19.5
Flyin' Brian Downhill, August 13, 2016,

Brian Head, UT, Go-Ride Gravity Series

Place, Name, Team, Time

Cat 1 Men 13-18

1 Ryan McElmon Park City, UT Bingham Cyclery 0:03:41.60

2 Zack Campbell North Ogden, UT 0:03:36.69

3 Ian Bird [Go-Ride.com](#) 0:03:36.86

4 Shane Ellis Durango, CO Durango Devo 0:03:41.10

5 Brad Stover Rapid City, SD Black Hills Bikes 0:03:41.60

Cat 1 Men 19-29

1 James Perry Riverton, UT Laketown/SLC MTB 0:03:25.24

2 Jake Troy Ogden, UT 0:03:38.81

3 Logan Walker Laramie, WY 0:03:41.48

4 Tyson Henrie Orem, UT Outlaw Bike Team 0:03:43.32

5 Garson Fields SLC, UT 0:03:45.30

Cat 1 Men 30-39

1 Dylan Cirulis SLC, UT P-Town Cross - Biker's Edge 0:03:33.98

2 Matthew Shirley SLC, UT Wolfman Racing 0:03:37.64

3 Michael Clark Springdale, UT Bohemian Cycling Team 0:03:45.48

4 Richard Finn Lake Elsinore, CA [TruckerCo.com](#) 0:03:47.24

5 Isaac Legare SLC, UT 0:03:48.37

Cat 1 Men 40-49

1 Sheridan Damuag Riverton, UT Lake Town Bicycles 0:03:52.37

2 Michael Gunn So. Jordan, UT Go-Ride 0:03:55.54

3 Mark Kugel SLC, UT Bohemian/Lake Town/GT/TRP/DVO/Salsa/Leedos/SLC MTB/Mtn Ranks 0:04:04.63

Cat 1 Men 50+

1 Kevin Dwyer SLC, UT Poison Spider Bikes - Go-Ride 0:04:14.90

2 Bobby Bondurant Big Bear City, CA [TruckerCo.com](#) 0:05:04.16

Cat 1 Women

1 Janette Tank Springdale, UT Z Team 0:06:10.09

Cat 2 Men 13-18

1 Max Shepherd West Jordan, UT Laketown, Copper Canyon Graphics, Spy, Rockwell 0:03:32.82

2 Brennan Torres Cannonball Racing 0:03:45.14

3 Devin Jones Bike Peddler 0:03:45.98

4 Ben Brimhall Henderson, NV 0:03:53.16

5 Tate Higgs 0:04:08.55
Cat 2 Men 19-29

1 Cody Bunker SLC, UT Hyland Cyclery 0:03:46.58

2 Brian Sweat Park City, UT Bikilogi 0:03:52.46

3 Will Fox Lehi, UT 0:03:56.29

4 Jason Brill North Ogden, UT 0:03:56.41

5 Shane Halvorsen Henderson, NV Rubber Side Down Racing/Go-Ride/LPCM 0:04:12.86

Cat 2 Men 30-39

1 Beau Gunnerson SLC, UT Go-Ride - Vive Juicery - Beau Gnar Tuned 0:03:59.14

2 Mikal Hanna SLC, UT 0:04:03.57

3 Jacob Levine SLC, UT Highliners by Bingham 0:04:18.39

4 Alex Mongold SLC, UT 0:04:20.45

5 Benjamin Sehy SLC, UT 0:04:22.35

Cat 2 Men 40-49

1 Chris Conder Saratoga Springs, UT Salt Cycles 0:04:22.56

2 Darren Coles Draper, UT Rubber Side Down Racing/Go-Ride/LPG 0:04:26.38

3 Dustin Hackney South Jordan, UT 0:04:26.47

4 Jason Wiggins Draper, UT 0:05:30.72

5 Vaughn Martinez South Weber, UT Laketown - Bohemian Cycling Team 0:05:53.29

Cat 2 Women 19+

1 Lecki Winger North Las Vegas, NV Ellsworth Bikes 0:04:35.69

2 Jessica Goodman SLC, UT Hyland Cyclery 0:06:03.96

Cat 3 Men 13-18

1 Andrew Bird Cannonball Racing 0:03:59.91

2 Dylan Bonino South Jordan, UT Lake Town/Salsa Leedos 0:04:04.14

3 Colby Jorgensen Lake Town Bicycles 0:04:08.31

4 JD Villareal Cannonball Racing 0:04:10.89

5 Jaxon Morse Outlaw Bike Team 0:04:16.21

Cat 3 Men 19-29

1 Kaysen Winger North Las Vegas, NV 0:04:14.05

2 Bronson Turner Pleasant Grove, UT [Go-Ride.com](#) 0:04:23.35

3 Robert Lemieux SLC, UT [Go-Ride.com](#) 0:04:51.32

Cat 3 Men 40+

1 Travis Hudak Draper, UT 0:05:09.64

2 Wayne McElmon Park City, UT 0:05:19.57

3 Blair Hardy 0:06:43.50
Cat 3 Men 9-12

1 Jonah Brinkerhoff Morgan, UT LPG - Rubber Side Down - Cannonball Racing 0:03:17.59

2 Chase Campbell 0:03:44.50

3 Maison Duncan Jamul, CA Chainline Bikes 0:03:46.57

4 Tanner Baughman Draper, UT Go-Ride 0:04:10.64

5 Mikal Gaztambide 0:04:15.94
Pro Men

1 Matt Johnston SLC, UT Go-Ride/TruckerCo/RedRock Brewery/PCMR/Cafe Rio 0:03:28.73

2 Clayton Batty Payson, UT 0:03:29.36

3 Lucas LeMaire Durango, CO Ska Brewing 0:03:30.89

4 Weston Walker Brigham City, UT 0:03:40.76

5 Chris Ridder SLC, UT Laketown Bohemian 0:03:48.98

Dark Hollow Super D, August 14, 2016, Brian Head, UT, Go-Ride Gravity Series

Place, Name, Team, Time

Cat 1 Men 13-18

1 Zack Campbell North Ogden, UT 0:21:18.94

2 Brad Stover Rapid City, SD Black Hills Bikes 0:22:14.45

Cat 1 Men 19-29

1 Zach Ahleen Santa Clara, UT Red Rock Bicycle 0:20:08.01

2 James Perry Riverton, UT Laketown/SLC MTB 0:20:24.86

3 Matthew Kiel Ogden, UT TRP/Bohemian 0:21:35.27

4 Derik Christensen Elk Ridge, UT 0:22:43.36

5 Jake Troy Ogden, UT 0:22:47.04

Cat 1 Men 30-39

1 Dylan Cirulis SLC, UT P-Town Cross - Biker's Edge 0:19:35.95

2 Dan Grolley SLC, UT Lake Town Bicycles 0:21:07.09

3 Matthew Shirley SLC, UT Wolfman Racing 0:21:29.35

4 Robert Violano SLC, UT Lake Town Bicycles 0:22:44.99

Cat 1 Men 40-49

1 Scott Crabill SLC, UT [Go-Ride.com](#) 0:20:59.54

2 Mark Kugel SLC, UT Bohemian/Lake Town/GT/TRP/DVO/Salsa/Leedos/SLC MTB/Mtn Ranks 0:21:57.36

3 Sheridan Damuag Riverton, UT Lake Town Bicycles 0:22:36.91

4 Kerry Black Herriman, UT Lake Town Bicycles 0:22:38.26

Cat 1 Men 50+

1 Brent Astrophe Midway, UT 0:23:32.32

2 Kevin Dwyer SLC, UT Poison Spider Bikes - Go-Ride 0:24:38.13

3 Tim Morris Park City, UT [Go-Ride.com](#) 0:25:55.45

4 Bobby Bondurant Big Bear City, CA [TruckerCo.com](#) 0:28:24.24

Cat 1 Women

1 Janette Tank Springdale, UT Z Team 0:33:27.99

Cat 2 Men 13-18

1 Devin Jones Bike Peddler 0:21:51.28

2 Harrison Holbrook OP Enduro 0:23:03.43

3 Tate Higgs 0:24:51.26

4 Ian Johnson Laketown Bicycles 0:26:18.19

Cat 2 Men 19-29

1 Chris Brule Alta, UT 0:20:09.28

2 Evan Grott Cottonwood Heights, UT Junk Show 0:21:39.27

3 Shane Halvorsen Henderson, NV Rubber Side Down Racing/Go-Ride/LPCM 0:21:54.69

4 Keagan Welcker Pleasant Grove, UT SBR Cycles 0:23:10.48

5 Austen Paulsen Murray, UT Rubber Side Down

Racing/[Go-Ride.com](#) 0:24:13.83
Cat 2 Men 30-39

1 Benjamin Sehy SLC, UT 0:22:37.73

2 Alex Mongold SLC, UT 0:22:53.90

3 Stewart Greer SLC, UT [Go-Ride.com](#) 0:23:01.95

4 Jacob Levine SLC, UT Highliners by Bingham 0:23:17.73

5 Trevor Gale Cedar City, UT 0:25:35.45

Cat 2 Men 40-49

1 Jody Harris 0:22:58.79

2 Chris Conder Saratoga Springs, UT Salt Cycles 0:23:31.43

3 Dustin Hackney South Jordan, UT 0:23:44.20

4 Chris Carlton Caliente, NV 0:29:11.99

Cat 2 Women 19+

1 Rachel Moisee Caliente, NV 0:28:16.01
Pro Men

1 Greg Gibson Big Bear, CA [TruckerCo.com](#) 0:20:37.56

2 Nick Dru Cottonwood Heights, UT Cannondale - Gear Rush - WTB - Smith - G-Form 0:21:14.62

3 Clayton Batty Payson, UT 0:22:20.34

4 Weston Walker Brigham City, UT 0:22:31.10

Draper City Classic Endurance Cross Country, Intermountain Cup, August 27, 2016, Draper, UT

Place, Name, City, State

Elite Men

1 Keegan Swenson, Park City, UT

2 Rob Squire, Salt Lake City, UT

3 Sam Sweetser, Park City, UT

4 Mitchell Peterson, SLC, UT

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

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

Moab Classic Bike

69 E. Center Street
Moab, UT 84532
435-315-0002
moabclassicbike.com

Moab Cyclery

391 S Main St.
Moab, UT 84532
(435) 259-7423
moabcyclery.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) 637-2453
bicyclewerksutah.com

St. George

Bicycles Unlimited

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

IBB Cyclery & Multisport

185 E Center St
Ivins, UT 84738
435-319-0011
ibbcyclery.com

Rapid Cycling

705 N. Bluff Street
St. George, UT 84770
435-703-9880
rapidcyclingbikes.com

Rapid Cycling

446 S. Mall Drive, #3
St. George, UT 84790
435-703-9880
rapidcyclingbikes.com

Red Rock Bicycle Co.

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

Springdale

Zion Cycles

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

Northern Utah

Logan

Joyride Bikes

565 N. 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

1612 W. Ute Blvd, Suite 115
Park City, UT 84098
(435) 575-8356
mountainvelo.com

Park City Bike Demos

1500 Kearns Blvd, Suite C-101
Park City, UT 84060
435-659-3991
parkcitybikedemos.com

Slim and Knobby's Bike Shop

468 N Main
Heber, UT 84032
(435) 654-2282
slimandknobbys.com

Stein Eriksen Sport

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

Silver Star Ski and Sport

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

Storm Cycles

1764 Uinta Way, Suite C1
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

Ogden

Bingham Cyclery

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

Skyline Cycle

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

The Bike Shoppe

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

DAVIS COUNTY

Biker's Edge

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

Bingham Cyclery

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

Bountiful Bicycle

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

SALT LAKE COUNTY

Central Valley

Blue Monkey Bicycles

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

Canyon Bicycles

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

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

Infinite Cycles

2315 E. Ft. Union Blvd
Cottonwood Heights, UT 84121
(801) 523-8268
infinitecycles.com

Summit Cyclery

4644 S. Holladay Blvd
Holladay, UT 84117
801-676-0136
summitcyclery.com

Salt Lake City

Bicycle Center

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

Bingham Cyclery

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

Contender Bicycles

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

Cranky's Bike Shop

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

Crank SLC

749 S. State Street
Salt Lake City, UT 84111
385-528-1158
crankslc.com

Fishers Cyclery

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

Gear Rush Consignment

1956 E. 2700 S.
Salt Lake City, UT 84106
385-202-7196
gearrush.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 S. Highland Drive
Salt Lake City, UT 84106
(801) 487-3508
highlanderbikeshop.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

L9 Sports

660 S 400 W
Salt Lake City, UT 84101
877-589-7547
levelninesports.com/salt-lake-city-utah-ski-shop

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 84102
(801) 746-8366
slcbike.com

Saturday Cycles

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

SLC Bicycle Collective

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

Sports Den

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

The Bike Guy

1555 So. 900 E.
Salt Lake City, UT 84105
(801) 831-8391
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

10510 S. 1300 East
(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

11445 S. Redwood Rd
S. Jordan, UT 84095
(801) 790-9999
canyonbicycles.us

eSpokes

SoDa Row at Daybreak
11277 Kastrel Rise Ste. G-1
South Jordan, UT, 84095
(801) 666-7644
eSpokes.com

Go-Ride.com Mountain Bikes

12288 S. 900 E.
Draper, UT 84020
(801) 474-0082
go-ride.com

Infinite Cycles

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

Lake Town Bicycles

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

REI (Recreational Equipment Inc.)

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

Salt Cycles

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

ThinAir Cycles

1223 E. 12300 S.
Draper UT 84020
801-553-BIKE
thinaircycles.com

UTAH COUNTY

Alpine/American Fork/Lehi/

Pleasant Grove/Lindon

Bike Peddler

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

Bicycle Motion

77 N. 200 E.
Alpine, UT 84004
385-444-6666
bicyclemotion.com

Fezzari Bicycles

850 W. 200 S.
Lindon, UT 84042
80

MOUNTAIN BIKING**High School Mountain Biking – Changing the Sport and Changing Lives**

By Rachel Anders with Mark Deterline

Four years ago around this time I finished my first ever mountain bike race, the high school race at Sherwood Hills. I remember being at the start line, excited and nervous and terrified, wondering if it was too late to drop out. I remember recognizing a girl I hadn't seen since the 3rd grade, Kylee Shaffer, who greeted me like no time had passed. "This is gonna be SO fun!"

I don't think I considered that first race "fun" until it ended. I hadn't eaten breakfast, and I bonked so hard after the first lap that I had to walk my bike the last mile just to finish. But none of that mattered afterward; the line was cast and I was hooked.

The next four years I fell more and more in love with mountain biking, and so did a couple thousand other high schoolers. I was on the Cottonwood-Hillcrest-Olympus team my first two years, and my coaches Vic Ream and Bart Gillespie really encouraged me to ride as much as possible. Later it was the never-ending support from Drew and Lucy Jordan on Salt Lake Composite. In tenth grade I joined Summit Bike Club and soon, where before I'd only ride once or twice a summer, now I was riding almost every day.

By my junior year, I realized my circle of friends was a divided one, with mountain bikers on one side, and a few randoms on the other. I noticed my adjectives were now limited to either "rad" or "gnarly", and I learned to love those awful tan-lines. But most of all, I found a new confidence throughout high school knowing that I had this unique skill that not many others had. I had an amazing sport that I knew I'd keep for life.

Meanwhile the Utah League grew from 300 to 1100 racers in four years, making it the largest league in the nation. I grew, too, in those four years -- into a stronger person, both mentally and physically.

I've biked through heat, rain and snow, pedaled up peaks and flown back down them. I've crashed and bled and been helped back up, and I've watched others do the same. At almost every high school race there is some story of a student stopping during their own race to help out a fallen rider. Racing taught me the value of competition and hard work; riding taught me the love of a community and the outdoors.

At the St. George banquet last fall marking the end of my time with the Utah League, I considered avoiding the League's founder Lori Harward at all costs, because I knew I'd be a sobbing wreck. When I finally did find Lori alone for a few seconds, I hugged her and choked out a thank you that was probably indiscernible. So here it is again Lori, from me and 2000+ high schoolers: thanks for changing lives.

MOUNTAIN BIKING**More MTB Trails Coming to Washington County, Utah?**

By Charles Pekow

The saga of turning Washington County, UT into a mountain bike mecca is advancing one more chapter. The Bureau of Land Management (BLM) has tentatively agreed upon a framework for developing its land in the area. A year ago, BLM put out for public comment Proposed Resource Management Plans (RMPs) for the Beaver Dam Wash and Red Cliffs National Conservation areas (NCAs) that listed four options for development of the areas, including expanding mountain bike facilities. (See our previous article at goo.gl/LaoyO2) President Barack Obama created the two NCAs in 2009. Ever since then, BLM and local mountain bikers have been moving to expand and improve the trail system within them.

In early September, BLM issued an Environmental Impact Statement (goo.gl/8qXQLK) and is giving people until early October to protest if they don't like the statement or proposed plans, a move required by law. BLM is charged with balancing competing interests, such as recreational use, resource development, and conserving and restoring native species including the Mojave Desert tortoise, which is protected by federal law.

As is custom, a year ago BLM proposed four options for public comment. It combined elements of them into the tentative plan it released Sept. 2. The NCAs lie within the administrative jurisdiction of BLM's St. George Field Office. After BLM considers and responds to any protests, Governor Gary Herbert gets to review the plans. His review could take two months or more. Next year, BLM will develop an implementation plan and allow further opportunities for public comment.

BLM needs to change its 1999 policy that designates areas as open, limited or closed for mountain biking. The policy no longer conforms to current federal law, which does away with such designations.

The current proposed RMP doesn't get into a lot of specifics about where trails would go. But it calls for creating travel and recreation plans which "may contain" preparation of biking guides (note the conditional tense; it doesn't require any. BLM has already developed some). But it does call for designing and building a non-motorized trail system including mountain biking. BLM would design a system that would promote sustainability and keep people from going off trail.

"The RMP (does) not include a lot of information regarding mountain biking because it is an umbrella document that recognizes the importance of all multiple uses of public land, including outdoor recreation and places reasonable restrictions on those activities in the NCAs. Mountain bikers have provided a lot of input in the travel management plan that the BLM is drafting," says a statement from BLM spokesperson Christian Venhuizen.

"New trails could be constructed in the Primitive Zone if monitoring shows negative impacts to natural and/or cultural resource values from off-trail uses," the RMP says. The RMP would also allow new trails in the Frontcountry or Backcountry Zones. The plan would also allow scheduled on-road bike races.

"We don't have any issues (with it). The RMP is a pretty broad-based plan," says Lukas Brinkerhoff, president of the Dixie Mountain Bike Trails Association (DMBTA). "We are anxious to see these plans signed as that will allow the next step which will be the public release of the travel management plan," which will include hundreds of miles of mountain biking trails.

"And yes, it really has been seven years," he says. The saga continues.

WYOMING NEWS**Some Bike Facilities Coming to Moose-Wilson Corridor in Teton National Park**

By Charles Pekow

The entrance to the Moose-Wilson Corridor in Teton National Park may become friendlier for bicyclists. But the rest of the corridor won't, local bicyclists are complaining. The National Park Service (NPS) issued a Comprehensive Management Plan/Final Environmental Impact Statement (EIS) for the section of the Wyoming park. It calls for adding a bike trail along the entrance road and more trailhead parking. But NPS will probably reject options that would have called for longer bike paths along the corridor. NPS released the plan Sept. 2 after a public comment period that solicited 34,370 responses from across the country and 15 foreign nations. (Almost all the responses consisted of form letters from environmental group members.)

NPS plans to finalize its decision in October. As is customary, it outlined four alternatives, including a preferred one. NPS noted that ecological conditions and use of the area have changed in recent years, necessitating a new management strategy. More people have been bicycling in the area since a shared -use pathway between Gros Ventre River and Moose Junction opened in 2012, for instance. The changes have led to increased conflicts between bicycles and autos. The area in question consists of about 10,300 acres in the southwest corner of the park. NPS is trying to come up with a management plan that will balance environmental and wildlife preservation with recreational use of the park. It wants to limit the number of autos that can enter at any time.

Alternative A, as is standard in these statements, would maintain the status quo, allowing bicycles on roadways when they are clear of snow and ice and in parking lots.

Alternative B would reduce the speed limit from 25 to 20 mph to reduce conflicts between motorists and bicyclists who share the roadways. The alternative would move the Death Canyon Trailhead and build a lot with parking for 60 cars. The plan includes increasing bike parking at popular destinations and more signage.

Alternative C, NPS' preferred one which it intends to adopt, would do the same as B but but allow parking for 80-90 cars at the Death Canyon Trailhead. It would also call for building a multi-use trail between Moose and the Granite Canyon Entrance. The plan would forbid special events on the pathway and allow for closure during darkness or to manage wildlife. NPS would install a buffer between the roadway and path. The plan calls for a 10-foot wide path but does not specify the width of the buffer.

But bicyclists would have to continue sharing Moose-Wilson Road with drivers if they want to go further north. NPS would pave the unpaved portion of the road, which could make cycling more comfortable. The alternative calls for limiting the number of autos that could enter the area at a time and reserves the right to limit the number of bicycles "(i)f monitoring associated with indicators and thresholds demonstrates an increase in impacts on visitor experience or resources in the corridor due to bicycle use," a situation that doesn't currently exist. Under the plan, cyclists would use a separate path from Moose into the park and across an irrigation ditch and would be separated from autos at the entrance, explains Daniel Noon, chief of planning and environmental compliance for Grand Teton.

Alternative D would do the most to expand bicycling facilities, including building a multi-use trail along the entire Moose-Wilson Road. The 7.7-mile road serves as the primary route to popular visitor destinations, including Death Canyon and Granite Canyon trailheads. Such a trail would also connect with other popular destinations and compete a 30-mile loop connecting the towns of Jackson, Moose and Teton Village. Such a trail has been authorized since 2007. The trail would mainly say within 150 feet of the roadway, except when necessary to reroute it for environmental protection. But NPS doesn't want to build it.

NPS also rejected a suggestion made during the public comment period that it add a one-way climbing lane for bicycles on uphill segments of Moose-Wilson Road (north of the Sawmill Ponds viewing area and within the Laurance S. Rockefeller Preserve), as bicyclists slow down going uphill. NPS responded that adding the lanes would harm the environment and "historical character of the road," as well as encourage motorists to park illegally.

"In the preferred option, we didn't do the longer bike trail primarily because the resource impacts were so significant" Noon explains. "it would affect cultural resources, damage scenery and could lead to more surprise encounters with grizzly bears who could come out of the buffer and surprise folks, he adds.

The recently-released EIS notes that the increased bicycling and other visitor use have led to more interactions with grizzlies, black bears, wolves and moose. Park employees plan to increase education – such as providing info to cyclists at waysides when they enter the park that would warn them to stay 100 feet away from bears and how to ride the roads safely. "We would also close the corridor when grizzly bears are present until they are no longer in the area," Noon says.

Grand Teton's press office issued a statement saying work on the plan may begin next year but it could take a decade or more to fully implement "depending on funding and staffing."

But the plan doesn't please local bicycle advocates. Jackson-based Friends of Pathways wants the path extended to the preserve. While the preferred alternative lowers the

Continued on page 19

ADVOCACY

A Bicycle Tour of Boulder and Fort Collins



Utah officials visited Boulder, Colorado to learn how they approach cycling in this platinum level Bike Friendly Community. Photo courtesy Bike Utah

By Phil Sarnoff

At the end of August, Bike Utah took a group of elected officials and staff from Utah on an active transportation tour of Boulder and Fort Collins, Colorado. The goal of this tour was to open people's eyes to all of the potential active transportation opportunities we have in Utah and how implementation can truly transform communities. Participating in this tour were elected officials and

staff from Ogden City, Weber County, Davis County, Layton City, Provo City, BYU, Wasatch Front Regional Council, and UDOT.

Boulder and Fort Collins are two of the five Platinum Bicycle Friendly Communities nationally as designated by the League of American Bicyclists. These communities face many of the same challenges as we do in Utah: air quality; physical inactivity; and livability as well as topographic and seasonal challenges.



Utah officials check out a bike counter in Boulder, Colorado while on Boulder's BCycle. Photo courtesy Bike Utah

Boulder boasts more than 300 miles of dedicated bikeways, including a well-established multi-use pathway network that connects most of the major destinations across the city without ever having to get on a roadway. Boulder has 75 underpasses, making it possible for almost completely uninterrupted travel, no matter where you are headed. Our tour of Boulder included stops at Valmont Bike Park (one of the premiere urban bike parks in the country), Boulder Junction (a mixed-use, pedestrian-oriented neighborhood), and Boulder's protected, on-street

bicycle network. This community is not without its challenges. They are facing excessively high housing costs and now dealing with the transportation impacts of having a designated urban growth boundary that is necessitating longer commute distances. Regardless, Boulder's bicycle mode share in excess of 12% is an outstanding example of how serious investment in active transportation infrastructure can transform a community and how people get around.

Within the last few years, Fort Collins has truly ramped up their efforts and they show no sign of stop-

ping. Their 2014 Bicycle Master Plan indicates a 7.4% bicycle mode share with a goal of 20% by 2020. They have an outstanding lineup of educational and encouragement programs, including numerous different bicycle ambassador programs targeting different populations, a wide variety of Safe Routes to School educational programs, and a bicycle friendly driver training program. Fort Collins' bike share program launched earlier this year and is already showing early signs of success. The most inspiring part of our tour in Fort Collins was the integration of all groups in order to grow all types of bicycling. Bike Utah spoke at their monthly Northern Colorado (NoCo) Bike Show, which included city staff, advocacy group staff, trails group staff, riding clubs, and the racing community. If there is one key takeaway from Fort Collins it's that everyone needs to be engaged collaboratively in order to get bicycling to a point where it is a widely accepted transportation and recreation mode.

Bike Utah plans to continue these tours on an annual basis and we look forward to bringing more elected officials and staff from across Utah with us.

For more information on Bike Utah, visit bikeutah.org

Results - Continued from page 16

- 4 Samuel McBride 7:07:54
- 5 Morten Pedersen 7:10:13
- 6 Lars KJERENGROEN 7:21:00
- 7 ANDREW ROBINSON Zone Five Racing 7:34:07
- 8 Edward Prince team Red Rock 7:38:18
- 9 Micheal Keenan 7:38:18
- 10 Alex Whetman 7:46:58

- Masters Men Cat 4/5 35+**
- 1 Alan Wheelwright AFCCU 7:22:55
 - 2 Dwaine Allgier Zanconato Racing 7:25:19
 - 3 Lars Morris Triton 7:28:22
 - 4 James Derrick Intermountain LiveWell 7:37:47
 - 5 Lance Anderson Zone 5 Racing 7:39:21
 - 6 Nate Pack 7:39:21
 - 7 Keith Norris Bountiful 7:42:53
 - 8 Drew Van Boerum TOSH 7:43:16
 - 9 Ben Raybould 7:44:16
 - 10 Rick Miller Intermountain Live Well 7:44:38

- Open Men**
- 1 John Kelly 7:47:58
 - 2 Ben Renard-Wiart Logan Race Club 8:04:23
 - 3 Camren Applegate 8:05:43
 - 4 David Miller University of Utah AirMed 8:08:13
 - 5 Brett Steele Skullcandy Slim & Knobby's 8:27:04
 - 6 Tony Anstine LRC 8:04:23
 - 7 Kristi McIlmoil 8:31:22
 - 8 John McIlmoil 8:33:04
 - 9 Laurence Ishida Logan Race Club 8:39:27
 - 10 Sam Fisher Cloverly Cranks 8:39:52

- Masters Men Open 55+**
- 1 Louie Amelburu MaDDog racing P/B GQ6 7:09:55
 - 2 Christoph Heinrich Cicada Racing Inc. 7:09:55
 - 3 Brad Wilson Zone 5 Racing 7:10:42
 - 4 mark esplin bountiful mazda 7:40:09
 - 5 Tony Peterson Bountiful Mazda Cycling Team 8:01:57
 - 6 Ian Skurnik Plan 7 - Spin Pressed - EMO 8:11:10
 - 7 Jeff Stenquist Canyon Bicycles Draper 8:42:49

- Masters Men Open 55+**
- 1 Mark Schaefer Maddog Racing p/b. GQ-6 7:34:30
 - 2 rick black Plan7 DS Cycling Team 7:51:38
 - 3 Randy Wilcox Red Burro Racing 8:00:17
 - 4 Larry Peterson Endurance 360 8:00:28
 - 5 tek kilgore MiDuole 8:11:35
 - 6 Ken Jones MiDuole 8:12:52
 - 7 Elton Reid FFRK 8:22:47
 - 8 James Ferguson Bountiful Mazda 8:28:10
 - 9 Kevin Craig Church of the Big Ring 8:30:05
 - 10 Michael Buckley Project HERO 8:35:42

- Pro Men 1/2/3**
- 1 Roger Arnell Team Endurance360 6:49:09
 - 2 Bonn Turkington Canyon Bicycles-Shimano 6:49:23
 - 3 Jason Castor Contender Bicycles 6:49:24
 - 4 Cameron Hoffman Team Endurance360 6:49:24
 - 5 Nathan Manwaring Total.CARE 6:50:03
 - 6 Mark Zimbelman Volo Cycling Clothing 6:50:55
 - 7 Michael Hawley Live Well p/b Bountiful Bicycle 6:51:11
 - 8 Cortlan Brown Canyon Bicycles - Shimano 6:52:06
 - 9 andrew dorais Contender Bicycles 6:54:40
 - 10 Rob Smallman Team Endurance360 6:57:56

- 1 Sean Johnson 37h 9m
- Voyager Racers**
- 1 Karen Dee Williams 43h 33m
- Tandem**
- 1 Paul Kingsbury, Wanda Kingsbury Kingsbury's Psychos 45h 47m
- 2-Person Relay Teams**
- 1 Anna Catharina Berge and Jeanine Spence Rock Eve 29h 45m
- 2 Victor Cooper and Steve Meichtry Troubled Utes 34h 19m
- 4-Person Relay Teams**
- 1 Steve Himmelrich, Michael Lewis, Dennis Parks, and Norman Smith Hoodlums 30h 52m
- 2 Joel Flowers, Matt Longson, Zachary Longson, and Brett Wehrli Formerly Known as Chubby 31h 48m
- 3 Phillip Auriemma, John Clare, John Hopkins, and Curtis McPherson Team Yeti 33h 23m
- 4 Steve Bensen, Bob Corman, Neal Herman, Jay Kilby Spike the Wonder Dog 37h 51m

- Stage Race Solos**
- 1 Jay Nadeau 35h 1m
 - 2 Didier Ryser 34h 10m
 - 3 Kevin Fisher 35h 50m
 - 4 Greg Hagele 40h 17m
 - 5 Gino Ledesma 47h 41m

- Stage Race Relay Teams**
- 2-Women 50+**
 - 1 Paula Hamilton and Janet Wilson mindset CYCLING 23h 42m
 - 2-Men 50+**
 - 1 Lap Lai and Peter Wilda Hoo Duo 31h 14m

- 2-Mixed 60+**
- 1 Tom Walker and Sally Williams Dr GP 35h 38m

- Hoo Duo 300 Solo Racers**
- 1 Adam Bickett 16h 16m
 - 2 Steve Hadley 17h 18m
 - 3 Alexis Berthillier 18h 21m

- 2-Person Relay Teams**
- 1 Angie Dixon and Diana Miotto Team 52 Ultra Canada 23h 54m

- Stage Race Solos**
- Place, Name, Time, Event**
- 1 Morgan Murri 16h 45m 300 Stage Solo 50+
 - 2 Julian Schafer 18h 21m 300 Stage Solo
 - 3 William Boler 18h 56m 300 Stage Solo
 - 4 Mark Mandel 19h 2m 300 Stage Solo 60+
 - 5 Chuck Wolber 19h 50m 300 Stage Solo
 - 6 Dusty Dustyn 21h 13m 300 Stage Solo 60+
 - 7 Krystal McCreary 23h 8m 300 Stage Solo
 - 8 Dean Zenoni 23h 14m 300 Stage Solo
 - 8 Liesa Sandall 23h 14m 300 Stage Solo 50+
 - 8 Brent Wyman 23h 14m 300 Stage Solo 50+
 - 8 Lorri Zenoni 23h 14m 300 Stage Solo 50+

- Race to the Angel, September 10, 2016, Wells, NV**
- Place, Name, Time**

- Women Triathlon**
- 1 Amanda Damon 2:38:48

- Men Triathlon**
- 1 Chad Thompson 3:07:45

- Men Street Bike**
- 1 Paul Hughes 1:00:39
 - 2 Aaron Edmondson 1:14:05
 - 3 Ken Kough 1:27:35
 - 4 Cervando Lara 1:29:59
 - 5 Shawn Hicks 1:41:50

- Men Mountain**
- 1 Jim Owen 1:32:54
 - 2 Abe Romero 2:27:28
 - 3 Patrick Linstruth 2:30:00
 - 4 Michael Barry 2:44:52
 - 5 Gab Romero 3:15:12

Teton National Park Cycling - Continued from page 18

speed limit, paving the road could encourage speeding, the group fears. "Generally the speeds are self limiting because the road is unpaved and winding and potholey. It is inconvenient for cycling" but the conditions keep the traffic slow, says Friends Executive Director Katherine Dowson. "Paving the road may make people go faster." A

lower speed limit won't help unless NPS enforces it, Dowson warns. "That will take staff and funding. I don't know what kind of priority they'll put on that....A sign just doesn't do it."

She also fears that NPS' plan to limit the number of autos entering the park could strain other local roads. A solution would be to encourage people to ride bikes by increasing facilities for them, the group thinks.

And Molly Breslin, co-founder

of Empowered Cycling, a Jackson Hole women's cycling group, complained that NPS indicated it will include bicyclists and pedestrians when it limits the number of people who can enter the park at any one time. "We hope we get them to reconsider some things," she says. "Maybe we can get some data next year about how many cyclists are using the roads." And the scenery leads to distracted driving, increasing the hazards for cyclists, she adds.

View the EIS at goo.gl/BZsbJ2.

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YOGA

Balance of Power (and Flexibility): Yoga for Endurance Athletes



Melinda enjoying a beautiful and very hot ultra trail run this summer. Photo by Kristie Nation.

By Melinda Macfarlane with Mark Deterline

Assistant Editor's intro: In 2013, her first year of more structured training and active competing, Melinda built cycling and endurance fitness upon a foundation comprised largely of years of dedicated yoga. She flew up through the ranks to become one of Utah's top female racers, while balancing racing with a supportive hubby, two young daughters and work.

Following several road race victories, including a state championship title, and on much less massive-mileage training than most, she pulled off her most impressive feat of the year: in 9:35, she not only accomplished her main competitive objective of 2013 by winning Logan to Jackson (LOTOJA) in the elite women's division, she set the women's course record in that grueling race

covering more than 200 miles.

Monuments of achievement like that are built upon a firm foundation, and that is what yoga and cross-training mean to many successful endurance athletes.

Let's be honest, cyclists are not generally known for their willingness to cross-train. One can tell by the – how do I put this delicately – oft lack of muscle definition in their arms that upper body conditioning is not high on their list of priorities. A personal example is the multitude of questions I get after posting photos from a run or hike: "Is your bike broken?"

In my opinion, cycling is one of the most fun activities in which a person can participate recreationally, as a form of exercise and as a competitive sport. It makes total sense that when I have any precious free time, my first

instinct is to spend more time on my bike than to cross-train because one, I want to become a stronger and faster cyclist, but two, I just really enjoy it!

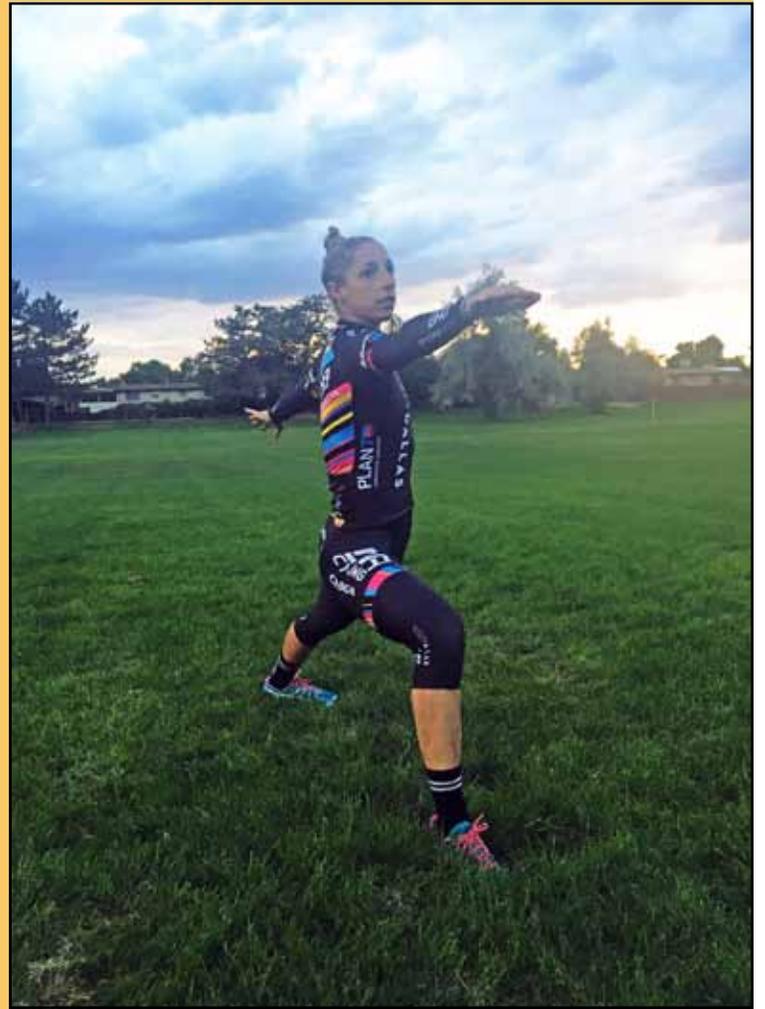
I had been both practicing and teaching yoga for years before I found cycling, so I am embarrassed to admit this, but my personal yoga completely fell by the wayside when I started cycling competitively. My excuse? "I don't have time to do both; every spare second I have needs to be spent on the bike." My coach even tried to teach me the importance of cross-training very early on in my cycling obsession, but I wouldn't listen until I started having nagging pains, as well as overuse injuries.

I knew better! I am a yoga instructor, for heaven's sake. But I still allowed my obsession with the bike get the best of me. Don't let that happen to you...

I love yoga because it strengthens in ways nothing else does, the breath work does wonders for your cardio, and the meditative and emotional benefits are profound. Most of all, I love yoga because it keeps me injury and pain free. While all of these benefits are sublime, they often prove insufficient in motivating hardcore cyclists to make time for yoga. But perhaps this reality check will: in my experience, the only thing other than a bike fit by a trained, experienced and truly gifted bike fitter will keep you as pain and injury free as yoga.

So, I ask you to consider the following questions carefully. Do you love to ride your bike? Do you want to be able to ride your bike well into your later years? Then do yoga.

Of course I want to encourage everyone to attend classes, although realistically, many of us just won't make the time. So, I'll share some poses I know to be important and effective; there are plenty of videos and photos online to help you learn



Mindy McCutcheon uses yoga as a key part of her training. She is shown here in Warrior pose. Photo courtesy Mindy McCutcheon

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Yoga instructor, bike racer and XC/DH ski enthusiast Melissa Snow demonstrates "Vasistasana" side planking in Malibu. Melissa teaches beginner to advanced classes, and will write next issue's yoga column. Photo by Robert Sturman, robertsturmanstudio.com.

how to master these. Also, more and more instructors are streaming live classes that anyone with an internet connection can follow in real-time.

Downward Dog. Start with your knees sufficiently bent so that it's NOT about the hamstrings, at first. Allowing the right bend in the knees will release your lower back. Reach your sit bones skyward by slightly arching your lower back. Then as you warm up, gently work your heels toward the floor, slowly straightening your legs so that you start to feel your hamstrings. Your legs may never get completely straight and your heels may never touch the floor. If you feel your hamstrings releasing, that is all that matters.

High or Crescent Lunge. Great for your hip flexors. Play around with reaching back through the heel to also release your calves.

High Lunge Twist. From the pose above, put your hands in prayer position at your chest, then take one elbow to the opposite knee. If that proves too intense, just take one hand to the floor and the other skyward in a twist. Riding bikes, our backs get so tight! This is a great release for your entire back, not to mention what it's doing for your legs.

Modified Bridge. This strengthens the back and opens the front of the body, which is important after being on a bike.

Pigeon. Stretches hips and glutes. Remember, pinpoint pain is never OK! Lots of people overstretch the knees in this pose, and that is NOT GOOD. Sensation – even intense sensation – is ok, but sharp, pinpoint pain never is. If this proves too intense, lie on your back, take one foot to the

top of the opposite thigh, essentially accomplishing the same thing. Even better, turn it into a balance pose by standing on one leg, taking the opposite foot on top of the standing leg's thigh, and bend that leg into a squat. So, if you're standing on your left leg, the right foot is on top of the left thigh, with the right knee over to the right. Deep bend with the left leg, butt back, weight in left heel.

Dancer Pose. This one is intense and probably too much for most who are less experienced, although it's great for balance, and we MUST find a way to release our quads. If Dancer is too much, just balance on one leg, pulling the foot toward the glute of the leg you are not standing on. Not many poses in yoga release quads sufficiently for cyclists, in my opinion, so make sure to master the poses that do, and plan on looking into other ways for you to get that essential release.

IT Band Forward Fold. Way too many of us suffer from pain on the outside of the knee. While the following isn't really an official yoga pose, as far as I'm aware, I include it in

almost every one of my yoga classes because our IT Bands can get so tight. Cross one leg in front of the other and fold forward. Simple as that.

Forearm plank. Core strength is so important, and this is a good way to not only feel the core, but really to strengthen the entire body.

If you can get to a yoga class, please do. All of this will make much more sense if you work with an instructor. Start with a beginner's class as soon as you can find one that fits into your schedule. We all know that the surest way to dislike something, even something potentially rewarding and gratifying, is to try to do too much, too soon, especially if it's beyond our current level of competence. If initial classes are too demanding, you could get discouraged -- and much worse, you could get injured.

If you don't feel capable of committing to a class or even to a video, just do something safe and effective to help release all of the tension that cycling can cause, and work to heal the overuse damage we sometimes do. From there, we begin to build

MECHANIC'S CORNER

Tips for Post Race Comfort

By Tom Jow

September is upon us and the fall racing season has begun. For many, the next 3 months are just an extension of the summer season. For others, this is their racing season. How we prepare for our event is important to our success, whether it is a podium finish or a personal best. How do we do that? First, we get our bike ready. Then, we pack our riding kit. Finally we make our race food and drink. What about after the race? Recovery drink? A sandwich? An often overlooked part of race preparation is what to do after the race.

It's not difficult to do. Some food and drink for recovery. A towel and water for cleaning up. Some dry riding clothes for warming down. Perhaps some warmer clothes for hanging out.

It's fun to hang out after a ride and socialize. However, it is difficult to do when you're wet, cold and hungry. Be prepared.

Here's a sample post race kit:

- Favorite recovery beverage
- Favorite recovery food
- Towel and water for clean up
- First aid
- Dry riding clothes
- Warm hang out clothes
- Hang out chair

Got a bike question? Email Tom at runner.runner.rider@gmail.com.



Cooling off and cleaning up at the Point 2 Point finish line. Photo by Angie Harker, selective-vision.com

ourselves back up, as opposed to potentially breaking ourselves down. As we invest in our bodies and ourselves in this positive way, and as the tension dissipates and our strength increases, we get what we healthfully and ultimately want:

More functional power, more endurance, more comfort and more speed.

Melinda Macfarlane's athletic bio from her coach's perspective: Melinda is a longtime yoga instructor and cross-training devotee, which served her extremely

well as a burgeoning bike racer. Her foundation of yoga, (trail) running, hiking, etc. catapulted her up through the ranks to complete a whirlwind 2-year racing career as a two-time State Road Race Champion, fastest ever women's finisher at LOTOJA, along with numerous podiums and medals. What impressed me most about Melinda was her willingness to face her fears regarding the dangers of bike racing and insecurities around whether she could really do it. And she did it.

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MOUNTAIN BIKE RACING

Swenson Sets Record in Park City Point 2 Point; Reeves Wins Women's Elite

Keegan Swenson leads Ben Sonntag. Swenson set a new course record in 6:11:04. Photo by Angie Harker, Selective-Vision.com



Lyna Saffell on course, enjoying some of the flowing P2P descents. Photo by Angie Harker, selective-vision.com

By Shannon Boffeli**Park City MTB Race Features 75 Miles of Singletrack**

Park City, Utah - In its 8th year the Park City Point 2 Point continues to establish itself as a favorite of racers throughout the country. Over 75 miles the Point 2 Point circumnavigates the resort town of Park City, Utah, traversing the Wasatch mountains and the two world-class ski resorts of Deer Valley and Park City/Canyons.

A classic fall scene greeted the

riders on September 3, 2016 as the maples of the Wasatch range speckled the 9,000 foot peaks with shades of red and yellow and temperatures on race day hovered in the mid-seventies. Overnight rains tamped down the dust on a landscape that hadn't seen rain in almost 80 days.

Riders were twitching with anticipation as Fruit Loops, fired from a potato gun, rained from the sky signifying the start of the race.

Pro Men's and Women's Recap

The race was won by Keegan Swenson (Cannondale) who posted

a mind-bending and record time of 6:11:04, winning the race over Ben Sonntag (Clif Bar), and Rob Squire (Felt/Assos).

Colorado-based rider Gretchen Reeves took the women's title, her second win of the Park City event. Marlee Dixon (Pivot/DNA Cycling) crossed the line in second followed by Sofia Gomez-Villafane (Competitive Cyclist).

Men's Elite

In the open men's group everyone expected a showdown between Park City native Keegan Swenson (Cannondale), who also happens to be one of the United States top World Cup racers, last year's winner Rob Squire (Felt/Assos), and multi-year Point 2 Point runner-up Ben Sonntag (Clif Bar).

And the trio didn't disappoint as they created a clear separation early in the race and continued to power away from the chasers.

Around mile 32 the three leaders approached the base of the Team Big Bear climb, the steepest of the races early climbs, Swenson's pace opened a slight gap that Sonntag was unable to cover. Squire attacked around the Clif Bar rider in an effort to close the gap but the separation stayed.

"I felt it might be a little early for me to be on my own," Swenson shared after the finish, "But I figured if I kept Robbie off my wheel on the descents and didn't let him follow my line I could keep putting time on him."

The strategy seemed to work as Swenson crushed the enduro segment by over a minute on Squire and Sonntag.

With some climbing mixed in, Swenson went to work on the John's trail, Powerline, and Crescent Mine Grade descents and had over 8 minutes in hand by the time he reached the Park City feedzone at mile 55. Still looking fresh with an all but insurmountable gap all that was left for the young Cannondale phenom was the course record, set by his teammate and 6-time Point 2 Point winner Alex Grant, of 6:16:31.

Out front most of the day, Keegan Swenson steered clear of any trouble and hammered his way through the



Gretchen Reeves on her way to winning the women's pro category of the 2016 Park City Point 2 Point for the second year in a row. Photo by Angie Harker, Selective-Vision.com

final sections of the course in record time. He crossed the line 15 minutes in front of second place with an incredible finish time of 6:11:04 to take home the \$2,000 race winner's purse plus an extra \$100 for posting the fastest time in the enduro segment.

Sonntag cross the line with a time that would have won in 2015 of 6:26:00. Rob Squire put his misfortune behind him for third place at 6:33:17.

another second place at Canyons Resort with a time of 7:49:59.

Sofia Gomez-Villafane finished in third, Nicole Tittensor in fourth, with Kofman rounding out the top five.

Point to Point Not Just About the Pros

While it's a premier professional event, the Park City Point 2 Point isn't only about the pros. Originator of several unique event promotions the Point 2 Point strives to provide



Jonna Palmer enjoys great views and exceptional one track on her way to Deer Valley Resort. Photo by Angie Harker, selective-vision.com

Women's Elite

The women's group packed equal punch with previous winner Gretchen Reeves (Tokyo Joe's), multi-year runner-up Marlee Dixon (Pivot/DNA Cycling), Canada's U23 national champion in 2011 Mikaela Kofman (Ridebiker/Liv), reigning collegiate cyclocross national champion Sofia Gomez-Villafane, and local speedster Nicole Tittensor (Scott).

The front group formed early with Kofman, Reeves, Dixon, and Gomez-Villafane establishing an early lead.

Kofman and Reeves would break away to form a lead group surging ahead on the climbs and rollers in Round Valley and on their way to Deer Valley Resort.

Kofman eventually faded, and Marlee Dixon took her place in second.

By the end Reeves would claim her second Point 2 Point title by just over 16 minutes with a time of 7:34:52. The Avon, Colorado, rider posted on Facebook later that the Point 2 Point is the toughest single-day race she has done.

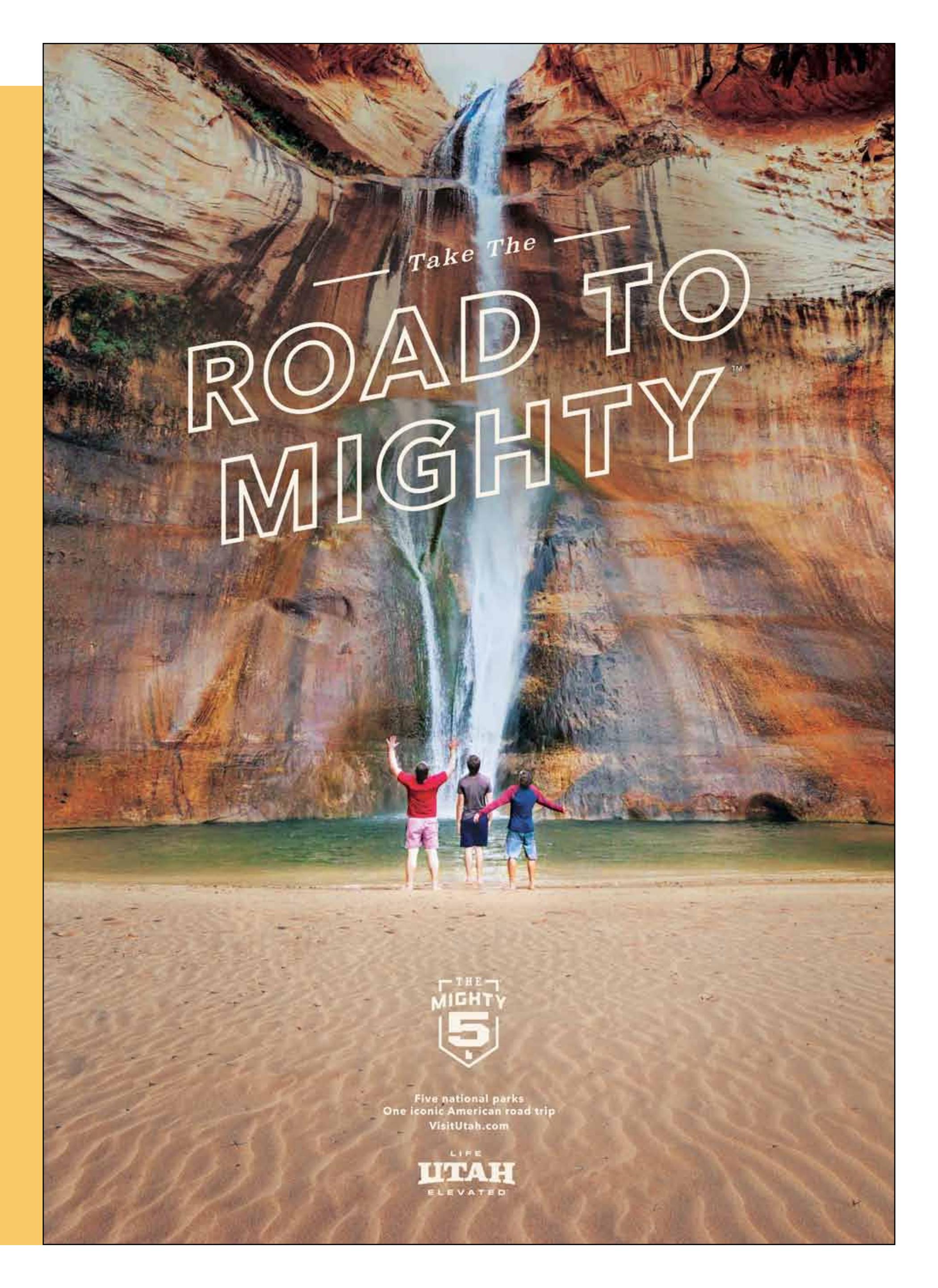
Marlee Dixon powered through the finishing miles of the race to take

a rewarding experience for everyone. A raffle just for showing up to the pre-race meeting sent one rider home with a \$500 cooler from Yeti. The "I'm Somebody" award sent Robert McDonald home with a brand new frame from Scott for being the 68th rider to cross the finish line.

The most difficult of all awards to take home from the Point 2 Point however is the Red Lantern award for the final rider to finish the race.

While the race winner completed the course in just over 6 hours the annual Red Lantern winner usually rolls in closer to the 12 hour mark, a truly heroic effort that takes all the strength and perseverance someone has, an effort that should clearly be rewarded. This year the prize went to Lyna Saffell (Bingham's Cyclery) with a time of 12:23:45. Lyna was greeted at the finish by her husband Bob and the traditional red lantern along with a bike shower kit provided by Rinse Kit. Lyna is a veteran and finisher of multiple editions of the Point 2 Point but this one may have been her most challenging. At

Continued on page 24



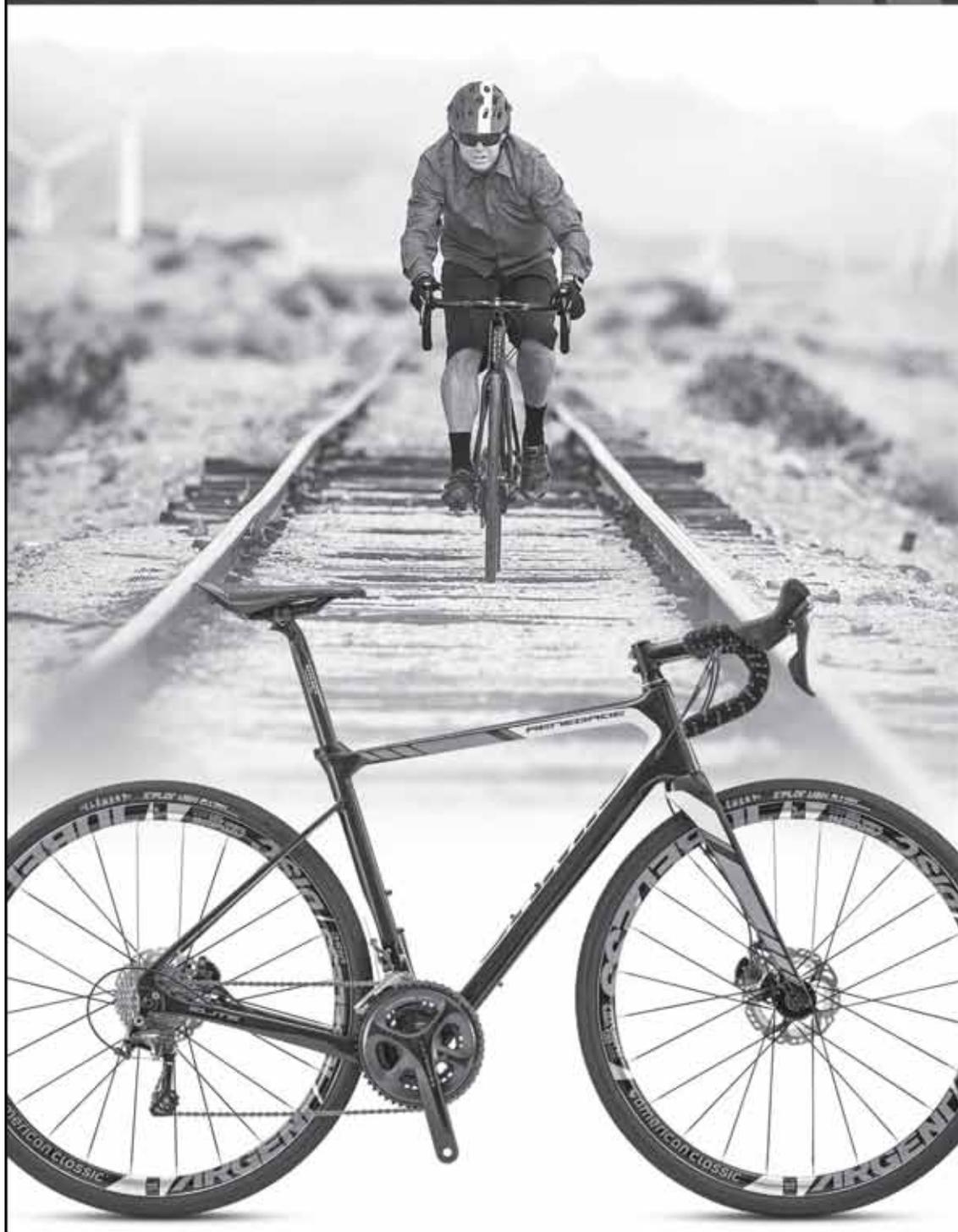
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Park City Point to Point - Continued from page 22

the finish she shared some of her thoughts.

Lyna Saffell:

5 of that would be descending. Ok, even if I have to walk five miles I can do it.

I am not going to lie, there were some dark thoughts, even tears, but I want to finish this thing. It is a bit uncomfortable how close you get to



Jason Hawkins is the only rider to participate in all 8 editions of the Park City Point 2 Point and he's still enjoying the ride. Photo by Angie Harker, selective-vision.com



Lyna Saffell sits for a well-earned rest after finishing the P2P and taking home the red lantern award. Photo by Angie Harker, selective-vision.com

"I do the Point 2 Point because of the super fun trail system, it's a well run event and to challenge myself. I wasn't the last rider on the course until Armstrong trail (the final long climb on the course at about 2,000 vertical feet).

I thought about turning around a lot. In fact, I have never entertained the idea of calling it quits for as long as I did on Armstrong. We all know Armstrong is a gradual smooth climb and I am walking, riding, walking, riding. Other riders would cheer me on or ask if I was ok when they passed. I was pretty frustrated with myself but I had already ridden 58 miles. So, if I did turn around now, would I be ok with it tomorrow?

I didn't have a mechanical or a crash or even a single flat. My body didn't want to go anymore.

I forced myself to eat even though I felt sick to my stomach and keep moving forward. I looked up and saw Ed Chauner (former director of the Intermountain Cup)! All of a sudden it took me back to when I first started riding/racing in the Intermountain Cup racing series and smiled. He gave me a biker push and next thing I knew I made it to Mid-Mountain trail. No turning back on Mid-Mountain. No bale out points. I knew once I was on that trail I had made my choice. As, I neared the Colony, I was hopeful of a Coke. And, YES! there was a Coke waiting for me. There was talk of the first finisher completed the course in 6 hours and something. I looked down at my Garmin and felt discouraged. Ten miles left, at least

your inner self. But I chose this, I wanted this, I freely elected to participate in this.

"Riding my bike is a gift", Bob says this all the time. He is right. It is a gift. Just like all the trees and turning leaves. But when I am physically suffering it can be hard to remember. All, I can say, is I was so happy to cross the finish line. For me, it is about finishing. I felt so loved and supported when I finished. I have the best hubby and some amazing friends.

I'll be back next year. Maybe as a volunteer, maybe as a racer. But the truth is, sometimes we don't know if we get to do something again. So, for today, I am really happy I pushed through the darkness, it sure is bright now."

After the crossing the line riders and spectators spread out onto the lush lawn surrounding the finishing at Canyons Resort. Both exhausted and elated, riders of all levels spun tales of their shared 75-mile struggles over free drinks and meals provided by the event organizers. After 8 years the quality of the Park City Point 2 Point remains high; from the racecourse to the volunteers and race organizers, this five-star event keeps packing in the participants year after year.

Registration for the 2017 Park City Point 2 Point starts in February. The event has sold out in under 10 minutes that past 6 years so get ready when the exact date is announced.

See the results section in this issue for category placings.

MOUNTAIN BIKE RACING

Squire and Tittensor Take Sundance in Intermountain Cup's X-Country Finale



Rob Squire on his way to winning the Sundance Intermountain Cup. Chris Holley shadowed Squire for most of the race until Squire dropped him on the last lap. Photo by Dave Ittis

By Nate Gibby

Sundance, Utah – August 13, 2016 — In what is beginning to have a familiar sound, Robbie Squire and Nicole Tittensor won the elite men's and women's categories respectively of the final X-country race of the Intermountain Cup series on August 13th at Sundance, Utah. The tan-

dem also won the previous Intermountain Cup X-country race at Snowbird in July.

Holowesk-Citadel racer Squire edged out Chris Holley of Kuhl, Racers Cycle Service by just over one minute, in what turned out to be a battle throughout the entire race. "Holley, gave me a real run for the top step as he was able to close down the gaps I made on the climb throughout the rolling course," said Squire.

"Once I realized that I wasn't going to be able to lose Chris [Holley] on the climbs, I let him take over at the front where he had to battle the head wind and I could catch somewhat of a draft behind him. Fortunately this plan paid off as I was able to counter attack him for the victory towards the end of the last lap that he led."

On the women's side, Jans/Scott/

Reynolds racer Tittensor dominated by completing the three laps in four and half minutes above KC Holley of Kuhl and Racer's Cycle Service. "I knew K.C. Holley would be hard to beat," said Tittensor. "[Sundance] is her 'home course' in a way and she knows it very well. I went for the lead going into the single track and my legs felt amazing, so I just kept pushing it from there."

"(Tittensor) took off from the line, I was able to go with her for a few moments, but it didn't take long for her to create a gap. It steadily grew throughout the race," said Holley. "I hoped that my knowledge of the course would work in my favor on the descent, but I never really saw her other than glimpses here and there in the distance."

With the majestic Timpanogos looming in the background, the Sundance course is one of the most beautiful backdrops to the race that featured a seven-mile loop with approximately 1,100 feet of vertical climbing per loop. "The Sundance course has the best views of the whole year," said Tittensor. "It is one of the more technical courses in the Northern Utah races and ends up being one of the longer races of the year as well."

After what she describes as "years and years of getting beat by some of the fastest girls around," Tittensor has begun to experience some of the fruits of her persistence. With wins at both the Sundance and Snowbird in the Intermountain Cup X-country series, Tittensor also garnered a top-



Nicole Tittensor won the women's pro category at the 2016 Sundance Intermountain Cup. Photo by Dave Ittis

10 finish at the XC national championships at Mammoth Mountain in July. "Wins don't happen over night and you have to take many losses before you start being able to go with the top competitors," she said.

About the I-Cup

Founded in 1991, the Intermountain Cup consists of X-country and endurance MTB races throughout Utah. With seven X-country races of approximately 25 miles and four endurance races of approximately 50 miles, the series covers some of the most pristine and difficult rides in the state. For more information, visit IntermountainCup.com

See results in this issue on the results page.



Chris Holley rides under Mount Timpanogos in the 2016 Sundance Intermountain Cup race. Photo by Dave Ittis

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WESTERN STATES

CALENDAR OF EVENTS

Utah BMX

RAD Canyon BMX — South Jordan, UT, Indoor and outdoor BMX racing. Location: 5200 W, 9800 South, Practice Tuesday 6:30- 8:30, Race Thursday, Registration 6:00- 7:00, Race at 7, May through September (practices starting in April with additional practices on Tuesdays through May), Dallas Edwards, 801-803-1900, radcanyonbmx@radcanyonbmx.com, radcanyonbmx.com

Legacy BMX — Farmington, UT, Indoor bmx racing at the Legacy Events center 151 South 1100 West, Farmington, UT., Practice Wednesday 6:00- 9:00, Race Saturday, May through September, Kevin, 801-698-1490, kevin@kikphoto.net, lrbmx.com, radcanyonbmx.com/Rad_Canyon_Legacy_Outdoor_Schedule_2014.pdf

Utah Advocacy

Bike Utah — UT, Utah's Statewide Advocacy Group., Phil Sarnoff, 801-440-3729, psarnoff@bikeutah.org, bikeutah.org

Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) — Salt Lake City, UT, Meetings are the 3rd Monday of the month from 5-7 pm in the SLC Transportation Division Conference room., Becka Roof, 801-535-6630, bikeslc@slcgov.com, bikeslc.com

Salt Lake County Bicycle Advisory Committee — Salt Lake City, UT, The SLCBAC committee works to improve cycling conditions in Salt Lake County and is an official committee. Meetings are the second Wednesday of each month from 5:30-7:30 pm and are held in Suite N-2800 of the Salt Lake County Government Center, 2001 S. State St., Salt Lake City, UT., Megan Hillyard, 801-468-3351, MHillyard@slco.org, bicycle.slco.org

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

Mooseknuckler Alliance — St. George, UT, We accept all types and styles of riders, most important we want people to ride their bikes and enjoy doing it. Most of us love riding our bikes in all types of weather and in multiple disciplines. The Alliance is located in Southern Utah and has group rides to help people get out, meet new friends, and most importantly, have fun riding their bikes., Lukas Brinkerhoff, 435-632-8215, lukas@mooseknuckleralliance.org, mooseknuckleralliance.org

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

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

5339, bonnevilleshorelinetrail@gmail.com, bonnevilleshorelinetrail.org

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

Provo Bike Committee — Provo, UT, Please join us every first Thursday of the month at 5 pm at 48 N. 300 W. to help make Provo a more bicycle-friendly community., Heather Skabelund, 971-404-1557, bikeprovo@gmail.com, Aaron Skabelund, 385-207-6879, a.skabelund@gmail.com, bikeprovo.org

Dixie Trails and Mountain Bike Advocacy — St. George, UT, Cimarron Chacon, 970-759-3048, info@groraces.com, dmbta.org

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

WOBAC - Weber Ogden Bicycle Advisory Committee — Ogden, UT, Josh Jones, 801-629-8757, joshjones@ogden-city.com

Idaho Bike Walk Alliance — Boise, ID, Idaho's Statewide bicycle advocacy organization, Cynthia Gibson, 208-345-1105, cynthia@idahowalkbike.org, idahowalkbike.org

Greater Arizona Bicycling Association — Tucson, AZ, Arizona's Statewide bicycle advocacy organization, Eric Post, president@bikegaba.org, bikegaba.org

Coalition of Arizona Bicyclists — Phoenix, AZ, Statewide bicycle advocacy organization, Bob Beane, 623-252-0931, cazbike@cazbike.org, cazbike.org

Wyoming Pathways — Wilson, WY, Statewide bicycle advocacy organization, Tim Young, 307-413-8464, wyopath.org

Bicycle Colorado — Denver, CO, Statewide bicycle advocacy organization, Dan Grunig, 303-417-1544, info@bicyclecolorado.org, bicyclecolorado.org

Bike Walk Montana — Helena, MT, Statewide bicycle advocacy organization, Taylor Lonsdale, 406-449-2787, bnzbybike@gmail.com, bikewalkmontana.org

Events, Swaps, Lectures

Salt Lake Critical Mass — Salt Lake City, UT, Last Friday of every month, 6:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC., None, noemail@cyclinguatah.com, facebook.com/groups/SLCCM/

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

facebook.com/groups/18963149724953/, beehivebikemoto.wordpress.com

Cole Sport Weekly Road Ride — Park City, UT, Weekly Road Ride Mondays June 4-Aug. 27. Ride leaves Cole Sport, 1615 Park Ave. at 6 pm. Park at lower PCMR lot., Scott Dudevoir, 435-649-4806, scottdudevoir@colesport.com, colesport.com, mountaintrails.org

Moab Bike Party — Moab, Utah, 4th Wednesday of every month. 6:30 or 7:30 pm., Jeff Gutierrez, facebook.com/moab-bikeparty

Kidical Mass — Salt Lake City, UT, Group ride for families. This will be a monthly ride, the 1st Sunday of every month, at Liberty Park (south entrance) from 3pm-5pm. All ages are welcome., Lee Chung, 865-850-3589, lee.chung@gmail.com, facebook.com/groups/109360246125277

Slow Roll SLC — Salt Lake City, UT, Fun, Bikes, and Party Rides on Tuesday Nights at 7 behind Crank SLC 749 S. State Street., Christian Clemens, 385-528-1158, 801-440-0546, christian@crankslc.com

September 22, 2016 — World Car Free Day, UT, Ride your bike and leave the car at home!, None, noemail@cyclinguatah.com, worldcarfree.net

October 21-23, 2016 — Velo Weekend, Salt Lake City, UT, A whole weekend of bike events: Bike Shine-N-Show, Group Rides, Two Alley Cats, Mini Bike Gymkhana, Mini Bike Joust and more!, Nathan Larsen, 385-202-4181, 801-916-0884, contact@velocitybags.com, velowweekends.com, velocitybags.com

November 12, 2016 — Henderson Stroll 'n Roll, tentative date, Henderson, NV, Our spin on the Cicloviva phenomenon that is sweeping the globe. Founded in Bogota, Columbia, it's where roads are closed to motorized traffic, allowing the community to come together and enjoy the streets on bicycles, skates, skateboards or simply on foot. The car-free street fair is packed with activities for all ages. Along the route, enjoy children's activities, interactive demonstrations, free fitness classes and games., Charlene Ham, 877-775-5252, bikehenderson@cityof-henderson.com, Annette Mullins, 877-775-5252, bikehenderson@cityofhenderson.com, bikehenderson.org

Mountain Bike

Tours and Festivals

September 17-18, 2016 — Trek Dirt Series Mountain Bike Camp, Fruita, CO, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only instructional weekend camp for beginner, intermediate, and advanced riders., Penny Deck, 604-484-6238 (Canada), register@dirtseries.com, dirtseries.com

September 23-25, 2016 — MECCA Fall MTB Festival, Wedge Overlook (Near Castle Dale), UT, Registration begins Friday at 1pm followed by a warm up ride at 3pm. Evening meal is provided as is a prize drawing. Saturday begins with a provided breakfast and then all-day, guided rides, ranging from beginner to advanced. End the day with a provided BBQ dinner. Finish up on Sunday morning with a provided breakfast and a guided (or on-your-own) scenic ride. Family-friendly (meal tickets only available), Kim Player, 435-653-2440, meccabikeclub@etv.net, bikethestwell.org

September 30-October 2, 2016 — Outerbike Fall, Moab, UT, An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos, shuttles, lunch, beer, and admission to parties and films. 4-6 pm at the Moab Bike Park, 500 W. and Williams Way., Mark Sevenoff, 800-845-2453, 435-259-8732, outerbike@westernspirit.com, outerbike.com

October 27-30, 2016 — Moab Ho-Down Mountain Bike Festival & Film Fest, Moab, UT, 11th Annual - Mountain bike festival with dual stage enduro race, group shuttle rides, bike films, townie tour with poker run, dirt jump comp and costume party! The festival is a fundraiser for local trails and the bike

Calendar Guidelines:

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

Submit your event to:

calendar@cyclinguatah.com

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

Let us know about any corrections to existing listings!

[parkl, Tracy Reed, 435-259-4688, info@chil-ebikes.com, moabhodown.com, chilbikes.com](mailto:parkl,TracyReed,435-259-4688,info@chil-ebikes.com,moabhodown.com,chilbikes.com)

Utah Mountain

Bike Racing

September 17, 2016 — Widowmaker Hill Climb, Snowbird, UT, Starts in Gad Valley, 10 AM, 3000ft vertical race to the top of the Tram for awards, food and fun., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

September 17, 2016 — Utah High School Cycling League North Region Race #1, Utah High School Cycling League Race Series, TBD, UT, Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

September 18, 2016 — Tour des Suds, Park City, UT, 7-mile mountain bike climb from City Park, to the top of Guardsman Pass with a 2,700ft elevation gain., Ginger Ries, 435-649-6839, ginger@mountaintrails.org, mountaintrails.org

September 24, 2016 — Utah High School Cycling League South Region Race #2, Utah High School Cycling League Race Series, TBD, UT, Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

September 24, 2016 — Snowbird Ultra Hill Climb, Snowbird, UT, 8 am start on 9400 S. near 20th East, climb to Snowbird's entry II. 10 miles, 3500, vertical. Or choose the Ultra Hill Climb option. After the road climb, jump on your mountain bike and climb to the summit of Hidden Peak (14 miles total, 6500' of climbing), Misty, 801-933-2115, misty@snowbird.com, snowbird.com/events/bicycle-hill-climb/

October 1, 2016 — Antelope Island MTB Race, Antelope Island, UT, 2nd edition of Antelope 50k Mountain Bike Race will be held at White Rock Bay Trailhead, Antelope Island State Park. There will be three race distances: 50k, 25k, and 15k. This is an MTB race on double and single track with varying elevation and

some technical stretches on the 50k and 25k distances., Wynn Hall, 801-941-4255, wynnhall@gmail.com, Matt Hall, 801-648-4659, matt@enduraevents.com, enduraevents.com

October 1, 2016 — Utah High School Cycling League North Region Race #2, Utah High School Cycling League Race Series, Powder Mountain, UT, Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

October 8, 2016 — Utah High School Cycling League South Region Race #3, Utah High School Cycling League Race Series, TBD, UT, Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

October 8, 2016 — Eden Epic, Eden, UT, On the trails above beautiful Ogden Valley, the Eden Epic is a truly "epic" mountain bike adventure. With a focus more on the adventure than the finishing times, this is an epic adventure that has a place for those looking to push themselves., Clay Christensen, 801-234-0399, info@edenepic.com, edenepic.com

October 10-11, 2016 — Huntsman World Senior Games Mountain Biking, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, hws@infowest.com, Merrill Barney, seniorgames.net

October 14, 2016 — Red Bull Rampage, Virgin, UT, Downhill, slopestyle and freeride MTB athletes will converge on the demanding terrain of Virgin, Utah to compete for glory in one of the biggest tests of skill and guts in the world. 11th annual, Red Bull, 310-393-4647, noemail@cyclinguatah.com, redbull.com/us/en/bike/events

October 15, 2016 — Moab Epic, AXS Series, Moab, UT, An MTB Adventure Race - a 20+ or 50+ mile cross country mountain bike adventure. Riders will race on Moab's best single track and jeep roads, in a true MTB adventure., Will Newcomer, 970-403-5320, 2016@gravityplay.com, gravityplay.com, moabepic.com

October 15, 2016 — Utah High School Cycling League North Region Race #3, Utah High School Cycling League Race Series, Snowbasin, UT, Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

October 22, 2016 — Utah High School Cycling League South Region Race #4, Utah High School Cycling League Race Series, Soldier Hollow, UT, Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

October 29, 2016 — Utah High School Cycling League North Region Race #4, Utah High School Cycling League Race Series, TBD, UT, Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

November 4-5, 2016 — Utah High School Cycling League State Championships, Utah High School Cycling League Race Series, Saint George, UT, This race will combine both North and South regions for the State Championships and is open to all students., Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

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November 5-6, 2016 — 25 Hours of Frog Hollow. Frog Hollow Endurance Series, Hurricane, UT, Held Sat 10 am to Sun 10 am with the bonus-double midnight lap due to the fallback time change. 13 mile long course in the UT desert combines sweet single track , with some technical sections, and great climbs., Cimarron Chacon, 970-759-3048, info@groraces.com, GROpromotions.com, 25hoursin-frog-hollow.com

November 19-20 — Zion Benduro. Benduro Series, 2 days of Enduro, 6 stages. Family friendly Enduro with a festival atmosphere., Josh Bender, 970-764-7845, joshbenduro@gmail.com, Lindsay Currier, lindsaycurrier@gmail.com.

March 25-27, 2017 — Moab Rocks. Moab, UT, Incorporates Moab's best classic and new routes and combines them into a 3-day masterpiece of cross-country and timed descents in a fully supported format. , Kevin McDonald, 866-373-3376, info@transrockies.com, Kevin McDonald , 866-373-3376, kevin@transrockies.com, TransRockies.com

Regional Mountain Bike Racing

September 17, 2016 — 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 17, 2016 — Idaho High School Cycling League Race #3. Targhee, ID, Dylan Gradhandt, 208-340-5200, dylan@idahomtbc.com, idahomtbc.org

September 17-18, 2016 — Todd and Ned's Durango Dirt Fondo. Durango, CO, Mountain Bike Fondo on Saturday, Gravel Grinder on Sunday. Various lengths. Ride with Todd Wells and Ned Overend, Gaige Sippy, 970-259-4621, director@ironhorsebicycleclassic.com, ToddandNedFondo.com

September 17, 2016 — Mount Lemmon Gravel Grinder. Arizona City, AZ, 40, 50 mile options on the roads around Mt. Lemmon, John McCarrell, john@americanbunnyhop.com, americanbunnyhop.com/mt-lemmon-gravel-grinder.html

September 24, 2016 — Idaho High School Cycling League Race #4. Magic Mountain, ID, Dylan Gradhandt, 208-340-5200, dylan@idahomtbc.com, idahomtbc.org

September 24, 2016 — JayP's Backyard Gravel Pursuit. JayP's Backyard Series, Island Park/West Yellowstone, ID, 60 or 120 miles near Yellowstone National Park on Forest Service roads. It's an incredible time of year to be in this area and visit YNP!, Scott Fitzgerald, 208-787-2453, scott@fitzgeraldsbicycles.com, Jay Petervary, 307-413-2248, jaypetervary@gmail.com, gravelpursuit.com

September 24, 2016 — Bogus Basin Enduro. Idaho Enduro Series, Boise, ID, James Lang, 208-571-1853, 208-344-9182, jjlang83702@yahoo.com, idahoenduroseries.com

September 24, 2016 — AZ MTB Fall Series #1. Waddell, AZ, White Tank, Boris Decourt, info@arizonareg.com, arizonareg.com

September 24, 2016 — AZ MTB Fall Series #3. Queen Creek, AZ, San Tan, Boris Decourt, info@arizonareg.com, arizonareg.com

September 30-October 2, 2016 — Monarch Crest Enduro. Salida, CO, 5 stage epic backcountry enduro in the San Isabel and Gunnison National Forests., Keith Darner, 719-221-1251, keith@chocolatebunnyproductions.com, chocolatebunnyproductions.com

October 1, 2016 — Tour of the White Mountains. Pinetop-Lakeside, AZ, Arizona's longest standing mountain bike event. At 7,000 feet, The Tour is a grassroots event with laid back vibes among a gathering of bike-minded individuals., Jes Olson, 520-623-1584, info@epicrides.com, epicrides.com

October 1-2, 2016 — CMU Mountain Bike Race. Grand Junction, CO, Collegiate MTB Race and Open Downhill (Saturday), Patric Rostel, 970-248-1503, prostei@coloradomesa.edu, imccc.org

October 8, 2016 — AZ MTB Fall Series #2. Scottsdale, AZ, Held at McDowell Regional Park. USA Cycling State Championship and

Collegiate State State Championship, Boris Decourt, info@arizonareg.com, arizonareg.com

October 8, 2016 — Tamarack Enduro. Knobby Tire Series, Tamarack, ID, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

October 8, 2016 — Idaho High School Cycling League Race #5. Boise, ID, Held at Avimor, Dylan Gradhandt, 208-340-5200, dylan@idahomtbc.com, idahomtbc.org

October 15, 2016 — Prescott 6er. Prescott, AZ, Six hours...not enough to bore you, not enough for you to fall asleep, just enough to keep you honest and bring along a friend (if need be) to rip some laps on some stellar single track! Complete the most laps in the least time after 6 hours of racing and win. 9.4 mile loop with single track, hills and switchbacks. Solo-male/female, Singlespeed-male/female, Duo-male/female/coed, Duo Singlespeed-male/female/coed., Breanna Bissell, 480-734-0558, info@mangledmomentum.com, prescott6er.com

October 21-23, 2016 — USA Cycling Collegiate Mountain Bike National Championships. Snowshoe Mountain, WV, Micah Rice, 719-434-4200, mrice@usacycling.org, Chad Sperry, chad@gorge.net, usacycling.org

November 19, 2016 — 12 Hours of Fury. Fountain Hills, AZ, 12 Hours of Fury will test your body, mind and mountain biking skills. New for 2015, the race will be held at the Four Peaks Staging Area in McDowell Mountain Regional Park. The 15 mile loop is smooth, fast and fun. The rules remain the same, most loops in 12 hours wins it!, Jeremy Graham, 623-330-0913, jeremy@4peaksracing.com, 4peaksracing.com/events/12-hours-of-fury-2016

December 10, 2016 — Dawn to Dusk. Fountain Hills, AZ, 10 hours on the Pemberton trail at McDowell Mountain Regional Park. Space is limited to 125 solo riders, 100 two-person, 50 four-person, and 10 corporate entries. 15.5 mile loop will be traveled in a counter clockwise direction and each lap will snake you through the venue where you may refuel, rest, or exchange your lap care with your teammate so they can take a turn out on the course. 602-312-4499, MBAA , 480-442-4229, racing@mbaa.net, dcbadventures.com/Event/dawn-to-dusk

December 17, 2016 — JayP's Backyard Fat Bike Pursuit 60k. JayP's Backyard Series, Island Park/West Yellowstone, ID, 60k snow bike race on groomed snow machine trails in Island Park, ID near Yellowstone National Park., Scott Fitzgerald, 208-787-2453, scott@fitzgeraldsbicycles.com, Jay Petervary, 307-413-2248, jaypetervary@gmail.com, fatpursuit.com

January 6-8, 2017 — JayP's Backyard Fat Pursuit 200km or 200 mile. JayP's Backyard Series, Island Park/West Yellowstone, ID, 2 Distances- 200 km or 200 mile. These endurance events take on an expedition feel and you will need to have outdoor winter camping skills., Scott Fitzgerald, 208-787-2453, scott@fitzgeraldsbicycles.com, Jay Petervary, 307-413-2248, jaypetervary@gmail.com, fatpursuit.blogspot.com, fatpursuit.com

January 26-29, 2017 — Borealis Fat Bike World Championship. Crested Butte, CO, 2nd Annual Borealis Fat Bike World Championships presented by Odell Brewing Company. We love beer, bikes and good times. There will be venues all over the upper valley showcasing what Crested Butte has to offer., Eliza Cress, 970-349-6438, events@cbchamber.com, cbchamber.com, cbchamber.com/events/fat-bike/

January 28, 2017 — USA Cycling Fat Bike National Championships. Grand Rapids, MI, The 3rd annual Fat Bike National Championship held on snow! Races, expo, and bike demos., Micah Rice, 719-434-4200, mrice@usacycling.org, Rachel Leif, 719-434-4200, leif@usacycling.org, usacycling.org/2016/fat-bike-nationals

Utah Weekly Road Race Series

Rocky Mountain Raceways Criterium Series — Utah Crit Series, West Valley City, UT, 6555 W. 2100 S., Saturdays at 11 am in March 5,12,19,26 - Tuesdays at 6pm April 2 - through September, A and B at 6, C and D at 7 pm, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com, utahbikeracing.com

Salt Air Time Trial Series — Utah Crit Series, Salt Lake City, UT, Every other Thursday April - September, 1-80 Frontage Road West of the International Center; Starts 4-3-2015, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

DLD (DMV) Criterium — Utah Crit Series, West Valley City, UT, Weekly Training Crit at the Driver's Training Center, 4700S. 2780W., A file - 6 pm, B file between 6:45 and 7:05, Call for information regarding C file. April-September, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com, skiu-tahcycling.com

Emigration Canyon Hillclimb Series — Utah Crit 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, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

Uphill Cycling Series — Utah County, UT, Utah County, UT, Every second Saturday year round, Jan & Dec 1:00 pm, Feb & Nov 12:00 pm, Mar & Oct 11:00 am, Apr & Sep 10:00 am, May & Aug 9:00 am, Jun & Jul 8:00 am, Location rotates between 4 canyons: South Fork Provo, Hobbie Creek Springville, Payson Nebo, & Santaquin, Mary Ann Nielsen, 801-231-2000, utahbicyclingclub@gmail.com, uphillcyclingseries.blogspot.com

Utah Road Racing

September 17, 2016 — Harvest Moon Criterium. UCA Series, Ogden, UT, 4 corner crit in Downtown Ogden around the Municipal Park between 25th & 26th Streets. State Criterium Championships for category riders , Tyler Servoss, 801-888-3233, tyler@rockwellrelax.com, teammexcelebrator.com

September 23-24, 2016 — Salt to Saint Relay. Salt Lake City, UT, 420 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 24, 2016 — Snowbird Hill Climb. Snowbird, UT, 38th 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/bicycle-hill-climb

September 24, 2016 — Davis Cup. Salt Lake City, UT, Start: 10 am at Wild Rose, 50 miles, out and back, 2 person teams. Course goes from Salt Lake City to Farmington and back. Finish at Este Pizza in Sugarhouse., Tom Millar, longskull@gmail.com, facebook.com/events/634981836675960/

October 4-7, 2016 — 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, hwsg@infowest.com, seniorgames.net

October 8, 2016 — 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

October 8, 2016 — The BURN Bicycle Hill Climb. Copperton, UT, Climb Butterfield Canyon. Also 10 K and half-marathon run., Jared Eborn, 801-599-9268, jared@extramileracing.com, burnrace.com, extramileracing.com

Regional Weekly Road Race Series

Las Vegas Tuesday Night World's — Henderson, NV, Tuesday Night Criterium 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@vegaskbikeracing.com, vegaskbikeracing.com

Regional Road Racing

September 17, 2016 — Hogback Classic. MBRA Series, MT, The Third Annual Hogback Classic is STAGE 2 of the 2016 Billings Omnium Weekend (TT on Friday night, Crit on Saturday night), Coul Hill, 406-690-6629, coulhill@gmail.com, montanacycling.net, montanaspoke.com

September 17-19, 2016 — Silver State 508. Reno, NV, 33rd Annual, Founded by John Marino in 1983 and recognized as "The Toughest 48 hours in Sport," it is the world's premier 48-hour ultra cycling race. This 508-mile bicycle race, commonly known as "The 508," is revered the world over for its epic mountain climbs, stark desert scenery, desolate roads, and its reputation as one of the toughest but most gratifying endurance challenges available, bar none. Solo, two-person relay, and four-person relay divisions are offered, including a Self-supported Solo Randonneur Division (no support crew allowed!) Formerly known as Furnace Creek 508, Silver State 508 is a Race Across America (RAAM) Qualifier. Runs on Highway 50, the Loneliest Road in America, Chris Kostman, adventurecorps@gmail.com

September 17, 2016 — Little Park Road Hillclimb. Grand Junction, CO, Hillclimb up Little Park Road - 1st half., John Klish, 970-744-4450, madracingcolorado@gmail.com, madracingcolorado.com

September 24, 2016 — 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. Mass start. All categories, and a handcycle division too!, David McDonough, 702-823-1680, brokenspokebikeslv@gmail.com, Carol Vails, 702-823-1680, brokenspokebikeslv@gmail.com, brokenspokebikeslv.com

September 24, 2016 — Telluride 200 Gran Fondo. Telluride, CO, 13th annual, From the high mountains of Telluride, 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. Benefits the Just for Kids Foundation. , Heidi Lauterbach, 970-729-1372, m2dbikeride@gmail.com, Victoria Lovely, 773-590-6499, vblovely@yahoo.com, m2dbikeride.com

September 24, 2016 — Man vs Machine. Williams, AZ, The Grand Canyon Railway, in partnership with Grand Canyon Racing, will fire up its steam engine 4960 - a 310-ton behemoth built in 1923 - to take on hundreds of intrepid bicyclists on a 53-mile course that will climb 2,023 feet starting at the South Rim of the Grand Canyon to iconic Williams, AZ, finishing on historic route 66., PJ Borman, 602-296-8313, info@grandcanyonracing.com, grandcanyonracing.com

September 24, 2016 — Bear Lake Omnium. UCA Series, Montpelier, UT/ID, Jared Eborn, 801-599-9268, jared@extramileracing.com, bearlakeendurance.com, extramileracing.com

October 1-2, 2016 — Nevada Senior Games. Las Vegas, NV, 5-10K time trials, 20-40K road races, start: Intersection of Interstate 15 and Highway 93 Approx. 10 miles North of Las Vegas, Tim Jones, 702-994-6205, tjones@cox.net, nevada.junesport.com

October 16, 2016 — Mt. Graham Hill Climb. Safford, AZ, 8 am, mass start, Nippy Feldhake, 520-747-2544 , nippy-mr-smarty-pants@juno.com, prestexa.com/MTGrahamindex.html

May 5-7, 2017 — USA Cycling Collegiate Road National Championships. Grand Junction, CO, Micah Rice, 719-434-4200, mrice@usacycling.org, usacycling.org

Utah Road Touring

September 17, 2016 — Wonder Woman Century. Payson, UT, Join us in our fully supported all women's ride, choose between the 15, 30, 70 or 100 mile options. Remember that every woman is a wonder woman!, Mahogani Thurston, 801-318-1420, wonderwomanride@gmail.com, Carolina Herrin, herrin.carolina@gmail.com, wonderwomanride.com

September 17, 2016 — Actavis + Allergan CF Cycle For Life. Coalville/Morgan, UT, Fully supported, beautiful autumn ride with five route options - 20,40, 60, 80 and 100 miles. All funds raised go to the Cystic Fibrosis Foundation., Laura Hadley, 801-532-2335, 801-558-8310, lhadley@cff.org, Amanda Livnat, 801-532-2335, alivnat@cff.org, Jessica Rose, 801-532-2335, rose@cff.org, cycle.cff.org

September 18-October 1, 2016 — Trans Utah Spring Tour. UT, Travis Tucker, 970-728-5891, travis@lizardheadcyclingguides.com, lizardheadcyclingguides.com

September 23-24, 2016 — Bike the Bear Century. Garden City, UT, 100 and 50 miles. Begins at Parking Lot behind church in Garden City, UT. Support the Trapper Trails Council, BSA with a ride around the scenic Bear Lake on the Utah/Idaho border., Nelson Palmer, nrpalmer@comcast.net, Tom Jensen, 801-475-7488, tom.jensen@scouting.org, trappertrails.org/bike

September 24, 2016 — Goldlocks Utah. Goldlocks Bike Ride, Provo, UT, Goldlocks is a women only bike ride, with a gorgeous new route and beautiful fall weather! With 100, 80, 60, 40, and 20 mile route options, Goldlocks has a route that is 'just right' for everyone!, Dani Lassiter, 801-635-9422, info@goldlockslide.com, goldlockslide.com/gsl

September 24, 2016 — USEA Ride 4 Respect. Kaysville, UT, A comfortable metric century ride through scenic countryside through Weber and Davis County. Enjoy an exciting mixture of plains and hills throughout Northern Utah. Fully supported, lunch provided with all paid registration., Tim Bell, 385-347-7589, tbell@useautah.org, useautah.org

October 1, 2016 — Moab Century Tour. Moab, UT, Road cycling in scenic Moab, Utah with 40, 60, and 100 mile route options. Ride benefits cancer survivorship programs. , Beth Logan, 435-260-8889, 435-260-2334, info@skinnytireevents.com, skinnytireevents.com

October 1, 2016 — Legacy Fall Flat 100 SuperSeries. BCC SuperSeries, Centerville, UT, Free self-supported event. Start Foxboro Park NSL, flattest 100 ever up Legacy Parkway bike path to Ogden area and loop back. Shorter leg options of 25 and 30 miles., Don Williams, 801-641-4020, roadcaptain@bccu-tah.org, Greg Allen, 801-450-1861, greg.allen@mhtn.com, bccuutah.org

October 15, 2016 — SoJo Marathon Bike Tour. SoJo Race Series, South Jordan, UT, SoJo isn't just for runners! Our non-competitive Bike Tour offers a beautiful ride that begins in Daybreak and continues along the Oquirrh Mountains before winding through Herriman and South Jordan, Wendy Thomas, 801-253-5236, whomas@sjc.utah.gov, Anna Ratcliffe, 801-253-5236, aratcliffe@sjc.utah.gov, SoJoMarathon.com

October 22, 2016 — Fall Tour de St. George. St. George, UT, Tour 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, 75, or 100 mile ride. This event is one of our best Gran Fondos in southern Utah., Ryan Gurr, 435-674-3185, info@spingees.com, Margaret Gibson, 435-229-6251, margaret@spingees.com, ride-southernutah.com

November 11, 2016 — Free Fee days in Arches, Zion, and Canyonlands National parks. Moab, UT, The perfect time to ride your road bike in the parks., Patrick Baril, 435-259-8826, pbaril@moabcity.org, nps.gov/findapark/feefreeparks.htm

Regional Road Touring

September 17, 2016 — Tahoe Sierra Century. Squaw Valley, CA, 30-60-100 mile routes with 3000-7200 vertical gain. Great support and spectacular views from Squaw Valley Ski Resort, to Lake Tahoe, Donner Lake, and over Donner Summit., Nancy Lancaster, rid-edirector@tahoesierracentury.com, Sue Rae Irelan, ridedirector@tahoesierracentury.com, tahoesierracentury.com

September 17, 2016 — Tour de Vineyards. Pallsade, CO, Come join this 25-mile ride through Colorado's Wine Country just prior to the Colorado Mountain Winefest., Mike Heaston, 303-282-9015, 303-635-2815, emgmh@emgcolorado.com, tourdevineyards.com

September 18, 2016 — Edible Pedal 100. Carson City, NV, 10 mile, 50 mile and Nevada 150K ride options, Start: Bowers Mansion Regional Park, Washoe Valley, NV. Challenging course, fully equipped ride stops, SAG, water bottle, maps, post ride BBQ, priceless views, camaraderie and an unbeatable sense of accomplishment., Don Iddings, 775-393-9158, ride@ediblepedal100.org, ediblepedal100.org

September 24, 2016 — 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 Timeed., Deborah Bowling, 818-889-2453, embassy@planetultra.com, tristatesgranfondo.com, planetultra.com

September 24, 2016 — Bike MS Las Vegas. Bike MS, Las Vegas, NV, Fundraiser for the

Would you like to distribute Cycling Utah or Cycling West at your business? It's free! Email dave@cyclingutah.com

Check out our website at cyclingutah.com! Subscribe to our email newsletter to stay current on the latest cycling news.

Making Utah a better place to ride. BIKEUTAH.ORG

National Multiple Sclerosis Society. Fully supported. Start/Finish Location: Lou Ruvo Center for Brain Health - Cleveland Clinic, 30, 60, or 100 miles, Rest Stops every 15 miles, Joe Grubbs, 310-481-1134, Joseph.Grubbs@mss.org, bikeMSvegas.org, bikems.org

September 24, 2016 — Gran Fondo Bear Lake, Montpelier, UT/ID, 100, 75, 50 or 25 mile fully supported ride from Montpelier, ID. A climb to Minnetonka Cave and prize awaits each 100-mile rider and a backyard barbeque welcomes every finisher. Utah's best century ride ... is in Idaho!, Jared Eborn, 801-599-9268, jared@extramileracing.com, Bearlakeendurance.com, extramileracing.com

September 24, 2016 — Mountains to the Desert Bike Ride, Telluride, CO, 13th Annual Mountains to the Desert Bike Ride, From the high mountains of Telluride, 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 and onwards to the beautiful desert landscape of Gateway. Mileage options: 70, 100 & 130. This ride benefits the Just For Kids Foundation, Heidi Lauterbach, 970-729-1372, m2dbikeride@gmail.com, Victoria Lovely, 773-590-6499, vlovely@yahoo.com, m2dbikeride.com

September 24, 2016 — Royal Gorge Century, Canon City, CO, 100 mile, 62.5 mile, and 50 k Bike rides and community beer festival, Gordon Eckstrom, director@bikesandbrews.org, bikesandbrews.org

September 25-October 1, 2016 — OATBRAN, Lake Tahoe, NV, 25th annual One Awesome Tour Bike Ride Across Nevada! Silver celebration of Riding Across Nevada, following the Legendary Pony Express Trail on U.S. Hwy. 50. 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park. Fully supported motel style tour., Curtis Fong, 800-565-2704, 775-771-3246, tqft@biketwest.com, biketwest.com

October 1, 2016 — No Hill Hundred Century Bike Tour, Fallon, NV, 30 mile, 60 mile, and 100 mile tour, fully supported. Event swag, gift bags, lunch (for metric and century riders), post event BBQ at noon for all riders. Check in and start 7:00-8:30 am, Churchill County Fairgrounds, Danny Gleich, 775-423-7733, dgleich@churchillcounty.org, churchillcounty.org/parksrec/index.php?ctr=152, churchillcounty.org/cyclists.com

October 1, 2016 — Santa Fe Gourmet Classic, Santa Fe, NM, 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. Elevation gain is about 1,800 feet. Ride is limited to 150 riders. Breakfast begins at 8AM. Most riders finish between 3-4 PM., Kathleen Davis, 505-795-3286, 408-499-0775, lavimz@gmail.com, santafegourmetclassic.com

October 1, 2016 — ICON Tour of the Moon, Grand Junction, CO, 5th Anniversary Metric Century or Classic 41 mile loop over the beautiful canyons of the Colorado National Monument made famous by the Coors Classic and American Flyer movie., Mike Heaston, 303-282-9015, 303-635-2815, emgmh@emgcolorado.com, Scott Olmsted, touinfo@tourofthemoon.com, tourofthemoon.com, emgcolorado.com/wordpress/?page_id=10

October 8, 2016 — 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 riders., Moira Dow, 406-646-7701, tou@cycleyellowstone.com, cycleyellowstone.com

October 8, 2016 — Goldlocks Vegas, Goldlocks Bike Ride, Las Vegas, NV, The only women exclusive ride event in Nevada. Cyclists can choose from a 20, 40, 60, 80, and 100 mile ride all featuring downhill, flat, and rolling terrain. Hand-crafted necklaces are awarded to finishers, as well as a high-quality custom technical shirt, absolutely free race photos, exceptional 'Papa an Mama' bear course support, and delicious food., Dani Lassiter, 801-635-9422, info@goldlockside.com, goldlockside.com/events/glv

October 8, 2016 — Park to Park Pedal Extreme Nevada 100, Kershaw-Ryan State Park, NV, Road bike starting at Kershaw-Ryan and takes peddlers through the towns of Caliente and Pioche, and through three other state parks: Cathedral Gorge, Echo Canyon, and Spring Valley and back to Kershaw-Ryan State Park. 3 rides available: 100, 60 and 40 mile options., Dawn Andone, 775-728-4460, cathedralgorge_vc@cturbonet.com, cturbonet.com, Jonathan Brunes, 775-726-3564, kershaw@cturbonet.com, parktoparkpedal.com

lincolncountynvada.com/exploring/biking/park-to-park-pedal/

October 8, 2016 — 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., Jack Brennan, 575-590-2612, brennan5231@comcast.net, tourofthegila.com

October 12-15, 2016 — Ride 430 Challenge, Mesa, AZ, 4 centuries in 4 days. The Ride 430 Challenge is a non-profit cycling event that helps give America's injured military service people and their families hope and assistance as they travel the road to recovery. The Ride is a four-day, 400+-mile challenge in which cyclists complete up to 100 miles per day and complete more than 16000 vertical feet of climbing., John Greenway, info@ride430.com, freewheelfoundation.com/visit-our-events-page/the-ride430-challenge/, ride430.com

October 29, 2016 — Ride 2 Recovery Honor Ride Orange County, Honor Ride, Orange County, CA, Presented by A Road Bike 4U, Honor Ride OC offers two amazing routes with the longer heading out to the ocean with scenic views and great climbing! All routes will be fully supported with SAG and fun rest stops along the way., Linda Glassel, 609-792-0709, 818-888-7091, linda@ride2recovery.com, Jack Shepard, 818-888-7091 Ext. 106, honorrideinfo@ride2recovery.com, ride2recovery.com

October 29, 2016 — Death Valley Century, Death Valley, CA, Entry includes chip timing with overall and age category results posted to the web; fully stocked checkpoints along the route with water and a great selection of food and snacks; roving SAG support; entry into Death Valley National Park. Start at the Ranch at Furnace Creek Resort., Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

November 12, 2016 — Ride 2 Recovery Honor Ride Las Vegas, Honor Ride, Las Vegas, NV, Starts and rides down Las Vegas Boulevard with a full escort down the strip! 2 routes will be available with the longer heading out towards Henderson., Linda Glassel, 609-792-0709, 818-888-7091, linda@ride2recovery.com, Jack Shepard, 818-888-7091 Ext. 106, honorrideinfo@ride2recovery.com, ride2recovery.com

January 1, 2017 — New Year's Day Ride, tentative, Boise, ID, noon, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com, gcorsoevents.com

Multisport Races

September 17, 2016 — XTERRA USA National Championship and Pan American 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, xterraplanet.com, xterrautah.com

September 17, 2016 — Utah State Triathlon Championship, TriUtah Points Series, TBD, UT, This is the culmination of all your hard work for the 2016 season! serious awards and prizes, festival, and the crowning of the Utah State age group champions. Kids, Sprint, Olympic and Long distances., Dan Aamodt, 385-228-3454, info@triutah.com, triutah.com

September 17, 2016 — Las Vegas Triathlon, BBSC Double Down Series, Boulder City, NV, 19th Annual, now produced by BBSC Endurance Sports at the largest reservoir in the United States, Lake Mead., Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com, #las-vegas-triathlon/c5j6

September 24, 2016 — Rush Duathlon, Rexburg, ID, Run-bike-run, Bob Yeatman, 208-359-3020, 208-716-1349, boby@rexburg.org, Jeff Crowther, 208-372-2395, jeff.crowther@rexburg.org, rushtriathlon.com, rexburg.org

October 8, 2016 — Huntsman World Senior Games Triathlon, St. George, UT, Triathlon. Must be 50 years or older. 450 Meter Outdoor Swim, 20K Bike, 5K Run. It's the best little triathlon in the world., Kyle Case, 800-562-1268, hws@infowest.com, seniorgames.net

October 22, 2016 — Powell 3 Triathlon Challenge, Big Water, UT, USAT Sprint and Olympic Distance at Wahweap Marina, Lake Powell. This event is USAT Sanctioned and is a great event for those looking for the beauty of a triathlon with incredible Red Rock landscapes., Joe Coles, 801-335-4940, joeh@onhillevents.com, powell3.com, onhillevents.com

October 22, 2016 — 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!, Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com/pumpkinman

November 5, 2016 — Telos Turkey Triathlon & 5K, T3TRI EVENTS, Orem, UT, Splash distance triathlon which includes a 5K Run, 12 Mile Bike, and 350 Meter Swim in that order. Located at the Orem Rec Center., Shaun Christian, 801-769-3576, 801-678-4032, shaun@t3triathlon.com, Nicholle Deniro, 801-769-3576, nicholle@t3triathlon.com, t3triathlon.com

Weekly Cyclocross Series

August 23-October 25, 2016 — P-Town Cross Series, 38 Yoga Mid-Week Cyclocross Series, Provo, UT, August 23rd to October 27th 2016 Tuesdays Evening CX Series, 8 races and 2 Clinics. All categories of racing including a First Timer race. Start at 5:30 pm. Weekly raffle prizes. All "TBD locations" will be in Provo. See Website for official announcement/Aug 23rd - Cross Clinic w/ Jamey Driscoll - Park City H.S Aug 29th - Cross Clinic w/ Jonathan Page - Bikers Edge, Kaysville, UT/Aug 30th - P-Town #1 - Location TBD - p/b DOMOSEpt 6th - P-Town #2 - Euclid Timber Frames, Charleston, UT - p/b Euclid Sept 13th - P-Town #3 - Location TBD - p/b Noble CyclesSept 27th - P-Town #4 - Location TBD - p/b Racer's Cycle Service Oct 4th - P-Town #5 - Location TBD - p/b Timpanogos CycleryOct 11th - P-Town #6 - Euclid Timber Frames, Charleston, UT - p/b Oct 19th - P-Town #7 - Location TBD - p/b Canyon BicyclesOct 25th - P-Town #8 LADIES NIGHT!!! - Location TBD - p/b DNA Cycling \$500 Ladies ONLY Cash purse! Race Times: B Flight - 5:30pm, High School - 5:30pm, C Flight / First Timer - 6:00pm, A Flight 6:00pm. KIDS RACE 5:15pm (Times Subject to change) Race Entry Fee: \$25 First race (Series Number), \$20 each race following.***year end earnings will be donated to the Utah High School MTN Bike Clubs.***Free entry for ALL JUNIORS thanks to Back 4 Kids - Utah! Raffle will be immediately following the A-Flight Finish at 7pm.100% A-Flight Class CASH PAYBACKMain Sponsors: 3B Yoga, Bikes 4 Kids - Utah, Eavel Solar, Reynolds, Joe Johnson, 949-412-0587, ptowncross@gmail.com, Kerry Thurgood, 801-623-9152, kerry@brutah.com, ptowncross.com, facebook.com/weeklycrossseries

August 24-September 28, 2016 — Back 2 Basics Cyclocross Series, Golden, CO, Wednesdays. Held at Lookout Mtn. Youth Services Center. 2901 Ford Street, Golden, Colorado. Just South of the roundabout at Johnson Rd. and South Golden Rd. 5 pm. Categories for all racers., Lee Waldman, 720-313-5312, lwaldman3@gmail.com, feed-backsports.com

September 7-October 26, 2016 — Team Rockford Cyclocross series, Bozeman, MT, Every Wednesday, The races are held at the Lindley Park course, starting at 6 P.M. sharp, Scott Urban, scott7272@yahoo.com, rockfordcycling.com/cx-series

September 7-December 22, 2016 — MAD Racing Cyclocross Clinics, UTA Series, Grand Junction, CO, The Camp will be held at 171 Dike Rd, 09/07: Cyclocross 101.09/14: Cyclocross 201.09/21: Advanced Cyclocross 1 & Cross Vegas (watch live coverage, location TBA).09/28: Advanced Cyclocross 2.10/05: Back to Basics 1 / Bike Handling 1.10/12: Back to Basics 2 / Bike Handling 2.10/19: Cyclocross Application 1.10/26: Cyclocross Application 2.11/04 - 12/22: Available upon request., John Klish, 970-744-4450, madracingcolorado@gmail.com, madracingcolorado.com

September 10-December 3, 2016 — Utah Cyclocross Series Race, Utah Cyclocross Series, Various, UT, Utah's weekend cyclocross series., Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

October 8-November 20, 2016 — Inland Northwest Cyclocross Series, Inland Northwest Cyclocross Series, Various, ID/ WA, October 8 #1 Cougar Cross (tentative) October 9 #2 TBAOctober 16 #3 TBA October 30 #4 Walla Walla November 6 #5 Liberty Lake County Park November 13 #6 Walter's Fruit Ranch, Greenbluff November 20 #7 Finals and EXPO - TBA, Marla Emde, 509-953-9924, 509-939-0552, marla@emdesports.com, inlandnwcyclocross.com

October 9-November 24, 2016 — Aloha Mountain Cyclery Shaka Cross Series, Shaka Cross, Carbondale, CO, All races at Roaring Fork High School, and North Face Park. Oct. 9th, Oct. 23rd, Nov. 13th, Nov. 24, (Thanksgiving Day), Aloha Mountain Sports, 970-963-2500, alohamtmedia@gmail.com, alohamountaincyclery.com/shaka-cross-series.html

October 15-December 18, 2016 — Arizona Cyclocross Series, Various, AZ, October 15 Flat Tire Cross p/b Flat Tire Bikes, GlobeOctober 29-30 Cycloviva CX p/b University of Arizona Cycling, TucsonNovember 5-6 AZ CX #3 and #4 p/b Absolute Bikes, Tullith Park, FlagstaffNovember 12 Mooney Cross - Cranky Cross, Superstition Farms, GilbertNovember 13 AZ CX #6 p/b Bicycle Ranch, Crossroads Park, GilbertNovember 26-27 AZ CX #7-#8 p/b North Valley Bikes, Horse Lovers Park, PhoenixDecember 10-11 AZ CX #10-#11 p/b University of Arizona Cycling, Himmel Park, TucsonDecember

17 CLIF Bar Series Finals powered by SRAM p/b VR7, Crossroads Park, GilbertDecember 18 Arizona State CX Champs p/b Bicycle Ranch Crossroads Park, Gilbert, Jeff Frost, canisbleu@gmail.com, Mark Bibbey, mblbey@hotmail.com, azcross.com

November 19-December 10, 2016 — Southern Utah Cyclocross Series, St. George, UT, Races on Saturdays, 2016 dates: 11/19, 11/26, 12/3, 12/10, races for all categories. State championship race on November 26., Cimarron Chacon, 970-759-3048, info@goraces.com, southernutahcyclocross.com

Cyclocross

September 17-18, 2016 — Helena Cross Weekend, Wild West Cross Series, Helena, MT, Wayne Pignolet, wapignolet@gmail.com, wildwestcrossseries.com, montanacyclocross.com

September 17-November 19, 2016 — Shimano Cyclo X Cyclocross Series, Boulder, CO, 6 event cyclocross series at various locations., Lance Panigutti, lance@withoutlimits.com, withoutlimits.co

September 21, 2016 — CrossVegas Cyclocross Race, Las Vegas, NV, The biggest cross race in the USA featuring UCI World Cup 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 23-24, 2016 — 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. 12th Annual, benefits Idaho Humane Society, Brad Streeter, 208-866-3384, brad.streeter@gmail.com, idahocyclocross.com/eagleisland.html

September 24, 2016 — Utah Cyclocross Series Race, Utah Cyclocross Series, Ogden, UT, Weber County Fairgrounds, 100 North 1200 West, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

October 1, 2016 — Utah Cyclocross Series Race, Utah Cyclocross Series, Salt Lake City, UT, Eastwood Elementary, 3305 South Wasatch Blvd., Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

October 1, 2016 — Corny Treads UTA, UTA Series, Grand Junction, CO, Bring your cyclocross bike, fat bike, or running shoes for your choice of fun on urban terrains in the Grand Valley!, John Klish, 970-744-4450, madracingcolorado@gmail.com, madracingcolorado.com

October 1-2, 2016 — Crosstoberfest V Sandpoint, Wild West Cross Series, Sandpoint, ID, Saturday's course will be open and fast. Sunday is called the Turnimator. So far 75 turns, shorter and more technical., Wayne Pignolet, wapignolet@gmail.com

wildwestcrossseries.com, facebook.com/SandpointCyclocross

October 1, 2016 — CrossReno, Sagebrush Series, CXNC, Reno, NV, CrossReno is a cyclocross event and music festival held in Reno, NV at the scenic Rancho San Rafael Park, featuring a USA Cycling-Sanctioned race at the same venue as the 2018 Cyclocross National Championship. Large, equal male/female pro cash prize purse (10 places deep) and valuable swag prizes for all amateur and junior racers., Teal Stetson-Lee, 970-764-5866, 888-285-8640 Ext. 3, tsflee@shadowwindco.com, cxreno.com

October 1, 2016 — Crimson Cross, Emmett, ID, Crimson Gem Orchard, 2571 W. South Slope Drive, Come join us for our 2nd annual cyclocross race, this year benefitting the Emmett Valley Friendship Coalition and Food Bank. We will have Physical Therapy 180 on site for massage, and UpCycle to show off their new bikes for their cycling gym. Food and beer onsite. Bring canned/non-perishable food to donate to the food bank, your cow bell, and some whipped cream for pie! Prizes awarded per category, and for the biggest participating team - not including BVW. Awesome raffles., Kelsey Spiegel, Kelsey.R.Richards@gmail.com, Nadine Carter, sajfeynut@gmail.com, usacycling.org/register/2016-2930

October 8, 2016 — Utah Cyclocross Series Race, Utah Cyclocross Series, Ogden, UT, Weber County Fairgrounds, 100 North 1200 West, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

October 8-9, 2016 — Waffle Cross, Waffle Cross Series (IWXC), DOC Idaho Superprestige, Boise, ID, Held at the Idaho Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer from Payette Brewing and waffles from Bob's Red Mill. Saturdays race will be an late afternoon-early evening race in conjunction with a food truck rally, <https://goo.gl/maps/Mmh80>, Brian Price, 208-908-5421, brpanp@catapult3.com, Cory Bolen, corybolen@yahoo.com, idahowafflecross.com, eaglebikepark.org

October 9, 2016 — Palouse Cross, Inland Northwest Cyclocross Series, Moscow, ID, Held at Sky Ranch. Event details: facebook.com/events/6714655063362471, Jerry Hall, palousebicycleracing@gmail.com, palousebicycleracing.org, inlandnwcyclocross.com

October 14-15, 2016 — 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, crosstoberfestidaho.com, powerhouseidaho.com

October 15, 2016 — 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

October 15-16, 2016 — Moose Cross, Wild West Cross Series, Victor, ID, Two-day cross festival,



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October 15-16, 2016 — Bozeman Cross Weekend, Wild West Cross Series, Bozeman, MT, Wayne Pignolet, wapignolet@gmail.com, wildwestcrossseries.com, montanacyclocross.com

October 15-16, 2016 — US Open of Cyclocross, Boulder, CO, Held at Valmont Bike Park, Lance Panigutti, lance@withoutlimits.com, withoutlimits.com

October 15, 2016 — Rattler Race, Kingman, AZ, 10-30 mile XC race, MBAA, 480-442-4229, racing@mbaa.net, bikereg.com/rattler-race

October 16, 2016 — Orchard Treads UTA, UTA Series, Palsade, CO, Palsade Park, Bring your cyclocross bike, fat bike, or running shoes for your choice of fun on urban terrains in the Grand Valley!, John Klish, 970-744-4450, madracingcolorado@gmail.com, madracingcolorado.com

October 16, 2016 — 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

October 21, 2016 — The Great Pumpkin Cross, Idaho Falls, ID, 7:00 p.m. – 10:00 p.m., Snake River Landing, night race, Paul Holm, 208-612-8580, pholm@idahofallsidaho.gov, ifrec.org, idahofallsidaho.gov/city/city-departments/parks-recreation/blue-goose-race.html

October 22, 2016 — SICX #1 Sandy Point, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, cxidaho@gmail.com, cxidaho.com

October 22, 2016 — WWCX Series Finale – Rolling Thunder Cyclocross, Wild West Cross Series, Missoula, MT, Wayne Pignolet, wapignolet@gmail.com, wildwestcrossseries.com, montanacyclocross.com

October 22, 2016 — Utah Cyclocross Series Race, Utah Cyclocross Series, West Valley City, UT, Held at RMR/Godfrey Trucking, 6173 2100 S, West Valley City, UT 84128, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

October 23, 2016 — SICX #2 Sandy Point, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, cxidaho@gmail.com, cxidaho.com

October 28, 2016 — Creepy Treads UTA, UTA Series, Grand Junction, CO, Bring your cyclocross bike, fat bike, or running shoes for your choice of fun on urban terrains in the Grand Valley!, John Klish, 970-744-4450, madracingcolorado@gmail.com, madracingcolorado.com

October 29, 2016 — Utah Cyclocross Series Race, Utah Cyclocross Series, Draper, UT, Draper Cycle Park, Halloween Cross, Halloween Costume Contest Parade right after Kiddie Cross, Jr races sponsored by Bikes for Kids, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

October 29 — The Cube Cyclocross, Rexburg, ID, A fun, high-quality, small town cyclocross event organized collaboratively between the City of Rexburg and local cyclists. Held at Nature Park, Kids' Race 10:30, "B" Race 11:00, "A" Race 12:00, Bob Yeatman, 208-359-3020, 208-716-1349, bobby@rexburg.org, Jeff Crowther, 208-359-3020, jeff.crowther@rexburg.org, Dave Anderson, 208-313-2021, dandersonmmh@gmail.com, thecube.rexburg.org

November 1, 2016 — Clammy Cross Devil's Night, Utah Cyclocross Series, American Fork, UT, Cyclocross under the lights all to benefit Huntsman Cancer Institute. UTCX, Clammy Cross, and P-town coming together for a good cause. Held at Art Dye Park, 573 E 700 N., Josh McCarrel, 385-208-6400, jshwmcc@gmail.com, clammycross.blogspot.com, ptowncross.com

November 5, 2016 — 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

BIKE FIT

Takeaways from the Medicine of Cycling Bike Fit Symposium

By John Higgins

The annual Medicine of Cycling Bike Fit Symposium took place at the USA Cycling headquarters in Colorado Springs in mid-August, bringing together a highly regarded group of bike fitters from around the USA, and further afield.

Presenters included sports medicine and bike fit advisor to Specialized Bicycles, Andy Pruitt; sports medicine and bike fit advisor to Trek Bicycles, Mark Timmerman; strength and conditioning coach, Greg Choat; Physical Therapists, fitters and educators Curtis Cramblett, Greg Robidoux and Brian Adams; Bike fitter since year 1, Happy Freedman; Californian fitter of note, Steve Carre; and the legendary John Cobb. Topics covered included overuse injuries of the lower limb; foot evaluation and intervention; pelvic, trunk and core assessment, influence of crank length on aerodynamic positioning; case studies and more.

Attendees encompassed bike shop owners, physical therapists, orthopaedic specialists, independent bike fitters, athletic trainers, and cycling coaches, making for a diverse gathering with a common interest. And that common interest is helping you – the cyclist – have a positive relationship with your bicycle. This relationship encompasses everything from injury prevention to aerodynamic advantage, including comfort, efficiency, power genera-

tion, and bike handling. Here are a few notes of interest and relevance to share, to encourage you to think about your own bike-body relationship.

Saddle

You can't fire a cannon from a canoe. Generating force and applying it to the pedals can only happen from a stable foundation, and that foundation is the bicycle saddle. If you are not stable and well supported by the saddle, you are not able to effectively generate power. Although force is applied at the pedals, it starts at the saddle (and with the core: muscles and fascia). A bike fit is saddle specific. If you change your saddle to a different one, you have just changed your fit position.

Shoes

The only place you are mechanically attached to the bike is at the pedals. Shoe selection, in-shoe support, and cleat position are all important for not just foot comfort, but also knee protection. The number one issue with cycling shoes is their width, or lack of. Cycling shoes need to be wide enough for your feet, and sized for your arch length. The correct in-shoe support (semi custom or custom cycling orthotics) can do wonders for both foot and knee comfort by securing, stabilizing and supporting your foot in the shoe, resulting in positive effects up the kinetic chain. Insoles for cycling are not the same as insoles for run-

ning or hiking. The biomechanics of what the feet are doing are very different, and the support requirements are different.

Hands

If you get numb hands riding, and the numbness goes away after the ride, it's due to temporary nerve compression from too much weight on the hands. This can be from bars being either too far away and too low, the opposite! Aim for a light touch on the bars so that you are not being held up by the bars, nor pushing yourself back off them. Handlebar width is more critical for woman than men, and generally woman are riding on bars too wide. Shopping for gloves? Foam padding is better than gel padding for comfort, even though gel padding is marketed as being superior. Same for cycling chamois selection.

Fitness

Your overall strength and conditioning can be limiting you a lot more on the bike than you think. Improving core strength, range of motion, and stability (control through motion) off the bike all help when you are on the bike. Deadlifts are superior to squats for developing cycling power. You can't stretch the IT band, but you can strengthen your glutes.

Aerodynamics

For time trial riders and triathletes, aerodynamics is very impor-

tant, and a lower torso is generally more aerodynamic. However the ability to get lower AND maintain power generation is constrained by the hip angle (femur to torso). If you get low but lose the ability to generate power in doing so, you may in fact be going slower. The best way to get low and keep an open hip angle to generate power is to use short crank arms, e.g. 135mm – 155mm. When changing to significantly shorter cranks, increase the size of the chain-rings to maintain pedaling load feedback. There is no evidence to suggest a correlation between a cyclist's height and their crank length, and there is no correlation between crank length and power output. A side benefit of shorter cranks is to reduce the development of external iliac arterial fibrosis – a condition causing pain and weakness in one or both legs that has ended the career of quite a few cyclists.

Please contact me if you have any questions about this annual conference, or want to know more about the topics presented here.

John Higgins operates BikeFit - an independent bike fitting studio, and Fit Kit Systems - which provides bike sizing and fitting solutions to bicycle retailers and fitters. Contact: john@bikefitr.com

November 5-6, 2016 — Turkey Cross, Waffle Cross Series (IWCX), DOC Idaho Superprestige, Boise, ID, Held at the Eagle Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer from Payette Brewing and waffles from Bob's Red Mill. <https://goo.gl/maps/Mmh80>, Brian Price, 208-908-5421, brianp@catapult3.com, Cory Bolen, corybolen@yahoo.com, idahowafflecross.com, eaglebikepark.org

November 5, 2016 — Blue Goose Cyclocross, Idaho Falls, ID, 9:00 a.m. – 12:00 p.m., Freeman Park, Paul Holm, 208-612-8580, pholm@idahofallsidaho.gov, ifrec.org, idahofallsidaho.gov/city/city-departments/parks-recreation/blue-goose-race.html

November 5-6, 2016 — Flagstaff CX, Flagstaff, AZ, Fort Tuthill County Park, Anthony Quintile, 928-779-5969, flagstaff@absolutebikes.net, Jeff Frost, canisbleu@gmail.com, azcross.com

November 11-13, 2016 — Ogden CX Race, Ogden, UT, \$10,000 Equal Payout Prize List. Prize drawings. 3 days of racing with courses designed by Jonathan Page and P-Town Cross., Joe Johnson, 949-412-0587, ptowncross@gmail.com, Cody Phillips, 801-648-7079, cody.phillips@trpcycling.com, ogdencc.com, ptowncross.com

November 12, 2016 — SICX #3 Mallard Park, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Mallard Park, ID, Orchard Avenue intersection 10th, Caldwell, ID, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, cxidaho@gmail.com, cxidaho.com

November 12, 2016 — Bengal Cross, Pocatello, ID, 10 am at Bartz Field at Idaho State University, B class starts at 11 am for 45 minutes; A class starts at noon for 50 minutes, Peter Joyce, 208-282-3912, joycpete@isu.edu, www2.isu.edu/outdoor/pdf/bengal-cross-2016-flyer.pdf

November 12, 2016 — Cave Creek Cactus Classic, Cave Creek, AZ, The race passes through one of two county parks. Spur Cross Conservation Area will be the first, which includes multi-track trails to single track trails, between the 2 parks, you'll hit Maricopa Regional Trail. This will take you right into Cave Creek Regional Park, where incredible views of the Sonoran desert will be seen on every turn. There will be a Kids Cross at 2:30pm., MBAA, 480-442-4229, racing@mbaa.net, dfmba.org/race-2/cave-creek-cactus-classic

November 19, 2016 — Utah Cyclocross Series Race, Utah Cyclocross Series, Ogden, UT, Weber County Fairgrounds, 100 North 1200 West, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

November 20, 2016 — Salty Treads UTA, UTA Series, Fruita, CO, Little Salt Wash Park, Bring your cyclocross bike, fat bike, or running shoes for your choice of fun on urban terrains in the Grand Valley!, John Klish, 970-744-4450, madracingcolorado@gmail.com, madracingcolorado.com

November 26, 2016 — Utah State Championship Cyclocross Race, St. George, UT, State championship race on November 26., Cimarron Chacon, 970-759-3048, info@groraces.com, southernutahcyclocross.com

December 3, 2016 — Merry Treadmas UTA, UTA Series, Grand Junction, CO, Las Colonias Park, Bring your cyclocross bike, fat bike, or running shoes for your choice of fun on urban terrains in the Grand Valley!, John Klish, 970-744-4450, madracingcolorado@gmail.com, madracingcolorado.com

December 3, 2016 — Kringle Cross, Waffle Cross Series (IWCX), DOC Idaho Superprestige, Boise, ID, Held at the Eagle Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer from Payette Brewing and waffles from Bob's Red Mill. <https://goo.gl/maps/Mmh80>, Brian Price, 208-908-5421, brianp@catapult3.com, Cory Bolen, corybolen@yahoo.com, idahowafflecross.com, eaglebikepark.org

December 3, 2016 — Utah Cyclocross Series Race, Utah Cyclocross Series, Kaysville, UT, Barnes Park, 950 W, 200 N., USAC Nationals Qualifier, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

December 3, 2016 — Rocky Mountain Cyclocross Championships, Longmont, CO, Colorado welcomes the best from Utah, Wyoming, Montana, Arizona, and New Mexico to battle it out for the title of Regional Champion. Held at Sandstone Park, the battle ground consists of tight grass, fast flowing pavement, sidewalk transitions, run ups, and even more grass to

showcase those off camber technical skills. The Championships are open to racers from across the region. Start order is based on USAC ranking. Winners of each category receive a Rocky Mountain Cyclocross Champion Jersey., Brook Watts, 303-684-9170, contact@crossvegas.com, Lance Panigutti, lance@withoutlimits.com, withoutlimits.com/#/rocky-mountain-cross-championships/c1kjf

December 10, 2016 — SICX #4 Sandy Point, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, cxidaho@gmail.com, cxidaho.com

December 11, 2016 — SICX #5 Sandy Point, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, Jared Rammell, cxidaho@gmail.com, cxidaho.com

January 3-8, 2017 — USA Cycling Cyclocross National Championships, Hartford, CT, Elite and amateur cyclocross national championships, Micah Rice, 719-434-4200, usacycling.org, usacycling.org

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ADVENTURE

The Off the Couch Teton Picnic - An Adventure Filled Triathlon



Mike Morris on his way to summiting the Grand Teton. Photo by Brad Peterson

By Brad Peterson

“It’s my lucky day”, I thought as I rode my road bike into the Jackson Hole town park around 1:25 am. The band in the Million Dollar Cowboy bar was still jammin’ and the fancy LED accessory lights on several Harley’s were lighting up the street. Apparently nobody else thought that it was the perfect day to piece together the Grand Teton Picnic Triathlon.

By nature, mancations are designed to be a mystical journey requiring very little thought, excessive suffering, a Clif Blok, ibuprofen, PB & banana sandwiches, and Infinit Nutrition based diet, and little or no sleep. More powerful than Prozac and typically less expensive than a nice dinner with your wife, mancations, short for man vacations, are life-altering experiences. The goal is to suffer; to have the ultimate adventure, without becoming an epic; and to complete it within the time con-

strained pass that you’ve negotiated with your family. And while not limited to males, it is typically the male brain that has the limited capacity to dream up crazy ideas without adequately considering the probability of failure.

As the world economy has transitioned toward the experience economy, so too has the mancation continued to evolve. To create a richer, more satisfying experience, it is becoming more acceptable, and even advised (by other males), to add an

OTC (off-the-couch) designation to your adventure. While an OTC designation is often applied to ones lack of adequate training for organized events like LOTOJA, RAGNAR and Leadville,



The Teton Picnic started at 1:30 am in order to be able to finish in time for pizza at Caldera Pizza in Jackson, Wyoming. Photo by Brad Peterson



Mike Morris climbs the Grand Teton. Photo by Brad Peterson

intended to be an OTC event.

I’d read bits and pieces about David Gonzales Teton Picnic since he first completed it 2012. The basic idea, as I understood it, was to ride your bike from the Jackson Hole town park to Jenny Lake, swim across the lake, climb the Grand (via the Owen Spalding route) and then reverse the entire process. But I also understood that David had designed the picnic for his purposes and I had mine.

For the last 25+ years the Tetons have been my favorite August mancation destination. Having summited the Grand T. almost 50 times, including four times already this year, I’m always eager to explore to new options, routes and ideas.

At 1:30 am I took a photo of my watch and started pedaling toward Moose Junction and the Lupine Meadows trailhead. Instead of riding straight to Jenny Lake and swimming all night I opted to start by climbing the Grand via the Direct Exum route. If speed isn’t part of the equation, then why not redesign the course to include a more challenging ascent that links 6-pitches (5.8) of the lower Exum ridge with the easier and more traditional upper Exum ridge? My climbing partner, Mike Morris, had agreed to meet me at the Lupine Meadows trailhead at 2:30am.

As I crossed the old wooden bridge and rode down the washboard laden dirt road two giant bull elk stood on the side of the road and

there is a growing movement to simply design your own adventure, then not train sufficiently for all or part of it. The best part about designing your own OTC adventure is that you can cater it to you own abilities, training schedule (or lack thereof) and goals. In most cases PR’ing (personal record) or winning are irrelevant when you’re simply focused on surviving. The Teton Picnic was

stared at me. It was 42-degrees and nearly a full moon as I pulled in to meet Mike.

By 3 am I had changed into my running shorts and La Sportiva Bushido approach shoes and was heading toward the summit. Our packs full of a small selection of BlackDiamond ultralite cams, a thin 7.3 mm x 60 m rope, my TC Pro



Brad Peterson and Mike Morris on the summit of the Grand Teton. Photo courtesy Brad Peterson

heart rate is racing from climbing at 13,000', there is a lot of exposure, and everyone around you is roped up. We proceeded to scramble around several parties, then took Ted Wilson's recommendation to climb the Unsoeld layback thus bypassing the infamous V-pitch. That put us on the summit at 11 am where we proceeded to have our picnic. An Exum guide asked us if we climbed up from the parking lot to which I replied that I'd started in Jackson. "So you're doing the PICNIC? And you came up the Direct Exum Ridge? I bet that you'll have the record, because you're the only one who has probably done it that way." I wasn't interested in a record, I was only interested in a new adventure, like doing the Grand Traverse, the WURL or White Rim in a day. I never get tired of the view from the summit.

By 11:30 am we'd finished our



A picnic at the summit of the Grand Teton. Photo by Brad Peterson

climbing shoes, a Petzl SITTA harness, layers of warm clothes, a couple of ProBars and Infinit Nutrition in my 1-1/2 liters of water. After 50'ish ascents I know exactly what to expect: six switchbacks, 4 miles to the Meadows campground, 8.25 miles to the summit, 3-1/2 hours to the lower Saddle and then it quickly gets windy and cold. The lower Saddle is also where we would be able to refill with water for the summit and descent.

What we hadn't anticipated was that the wind on the lower saddle was a consistent 40mph and that the spring had virtually dried up. We sat and shivered while the small hose trickled a liter of water into each our hydration bladders. Shivering is always a required part of the experi-

ence, with bonus points if it's too cold to talk or move your fingers.

By 8 am we're roped up at the bottom of the first pitch and I am heading up into the first chimney. Mike and I continue to swap leads, while the other person froze, up the next 800' until emerging onto the ledge below the Golden Staircase. This is the section where Wall Street intersects the ridge and distinguishes the upper and lower Exum routes. Two parties were surprised to see us come from nowhere. It's 10:30 am by the time we coil the rope and start soloing toward the summit via the upper Exum ridge.

As a whole the upper Exum ridge is easy. If it were 15' off the ground people would never consider a rope a requirement, but it's windy, your

picnic and were starting the 7,600' descent back to the parking lot. I had still completed less than half of my adventure. We down climbed Sergeant's Chimney then rappelled off the lower anchors by partnering with Jackson Hole Mountain Guides. I'm sure that David advocates down climbing the Owen Spalding route, but I happen to be 20' away from the Exum guide, Gary Falk early this summer, when he fell 2,400' down the west face to his death. I'm not going to take unnecessary risks today.

Mike and I split up at the moraine when I decided to start jogging back to the car. I wanted to finish before Caldera Pizza closed back in Jackson. Mike was not in a hurry and decided to take his time.

By 3 pm I'd arrived back at the parking lot and was riding towards the Jenny Lake ranger station with my wetsuit in my backpack. This is about as far as I had planned ahead. I had no idea where I was going to swim or any additional logistics. I also hadn't realized that much of the eastern shore was under construction and that the southern wind was strong enough to blow me significantly off course. Apparently this is where the OTC, lack of planning, and foresight designation was earned.

As the official event organizer I made an executive decision to start at a small rocky beach just past the boat dock where tourists can get shuttled across the lake. As I changed into my wetsuit and waded into the water several Asian tourists decided that I made for a good photo subject. It



Brad on the 22 mile bike leg of the Teton Picnic. Photo by Brad Peterson

was windy and waves were quickly crashing into my face as I set out without a definitive plan. Swimming directly across the entire lake was not an option at this point, so I swam out a couple of hundred yards off-shore then started following the shoreline before cutting straight across the southern tip. 45-minutes later I'd reached the southwestern shore and started back. The swim was surprisingly fun and ended up being about 1-1/2 miles.

As I emerged from the water another family from New Jersey was now playing on the small beach. We talked for 10-minutes while I changed out of my wetsuit, before hopping back on my bike for the final 22-mile ride back to Jackson. Completing the picnic seemed incomprehensible to them. I assured them that it wasn't as challenging as it appeared. They didn't believe me.

The same southern wind was now a much stiffer headwind. It was a little after 5 pm when I started down the bike path toward Moose Junction.

I was on autopilot. I could bike for hours. As I rounded the corner from Moose Junction and headed toward Jackson I started to consider what additional activities I could add to future picnic'esque adventures. At this point I was sure that I'll finish in the light which leaves me feeling a little unfulfilled. "What if next time I brought my kayak or paddle board and added a section on the river?"

Finally, at 6:39 pm, after 17-hours and 9-minutes I rode through the Jackson Hole traffic and back through the elk antler arch. I was sure that someone could complete it in half the time that I did but for that day I had the winning time and an amazing adventure. It's amazing what people are capable of completing with a little creativity. Go design your own picnic.

Brad Petersen can be found on [Instagram.com/OutdoorBrad](https://www.instagram.com/OutdoorBrad) or www.MoonflowerExpeditions.com



Brad Peterson on the swim leg of the Picnic mountain triathlon at Jenny Lake. Photo by Brad Peterson.



After 17 hours and 9 minutes, Brad completed the Teton Picnic. Photo courtesy Brad Peterson

TOUR OF UTAH

Morton Wins 2016 Tour of Utah in Dramatic Fashion

Kristofer Dahl (Silber Pro Cycling) pumps his fist celebrating his win of Stage 1, 2016 Tour of Utah. Photo: Dave Richards daverphoto.com

By Lyne Lamoureux, Bill Roland, Mark Deterline, and Dave Iltis

What a bike race! The 2016 Larry H. Miller Tour of Utah could not have had more drama or better bike racing had it been scripted in Hollywood.

The seven-day international caliber stage race saw six different stage winners, and four different leaders. The race, which featured many of Utah's classic climbs, was a battle between Lachlan Morton and Andrew Talansky. One of the two led the race in Stages 3 through 7, with the lead traded between the two mountain goats several times.

The Larry H. Miller Tour of Utah was held from August 1-7, 2016 with stages throughout the Beehive State. Branded as "America's Toughest Stage Race," the tour is a week-long professional men's cycling stage race featuring many of the best teams in the world.

The 2016 edition marked the event's 12th year, having been elevated in 2015 to the Union Cycliste Internationale's (UCI is the original European/French acronym for the federation) **2.HC** stage race rating, making it one of the top three stage races in North America. The race has been owned by Larry H. Miller Sports & Entertainment since 2007, and was started in 2004 by Jason Preston.

In 2016, the Tour of Utah would cover 705 miles of racing and 52,825 vertical feet of climbing through some of the most beautiful terrain in the world. Last year's men's champion was Joe Dombrowski (USA) of Cannondale-Drpac Pro Cycling Team. He returned this year saying, "I'm looking forward to coming back to the Tour of Utah and hopefully

successfully defending my title. It's a beautiful state and a beautiful race, and I have fond memories there."

While Dombrowski rode well, it was his teammate Andrew Talansky who would be the go to rider for Cannondale-Drpac, battling it out with Lachlan Morton and young gun Adrien Costa in a dramatic duel that wouldn't be decided until the final 20 miles of the 705 total.

This year, sixteen men's pro teams with a total of 122 athletes from twenty-three countries competed, with 31 of those riders having previously raced in one or more of the Grand Tours (Tour de France, Vuelta a España, and the Giro d'Italia). This year's race passed adjacent to or through two national parks, two national monuments, four national forests and two state parks. Opening day's start left from Zion's Canyon Village on August 1, with the race finishing on August 7 in Park City for the eighth time, this year on historic upper Main Street.

Cycling West presents a complete recap of the race; we hope you enjoy reading it as much as we enjoyed covering it.

Kris Dahl Takes Sprint Win in Stage 1 presented by Workers Compensation Fund

Zion Canyon Village to Cedar City: 84 miles and 6,679 feet of climbing
Pocatello's Joyce 2nd, Utah's Putt 10th

This year's Larry H. Miller Tour of Utah got off to a rip-roaring start as Silber Pro Cycling's Kris Dahl (Canada) survived two hectic categorized climbs and burst away in a hectic sprint in Cedar City to claim victory in Stage 1. Dahl crossed the finish line in front of the Southern Utah University campus ahead of Axeon Hagens Berman's Colin Joyce (Pocatello, Idaho) and BMC Racing's Rick Zabel (Germany).

"For the Silber Pro Team, it's an amazing victory today," Dahl said, whose Continental team, comprised of all Canadian riders, was making its inaugural appearance at the seven-day event. "To end up in the yellow jersey our first year at the Tour of Utah, that's really special. Everybody can expect the Silber Team to be very active the rest of this race."

Dahl surprised the disorganized

peloton by launching his sprint early along the downtown circuit in Cedar City to capture the biggest victory of his career. The 24-year-old Canadian relied on a long windup after his team protected him over the final climb and then moved him to the front over the short finishing circuits in town. "Coming into the finish it was pretty hectic," he recalled. "There were all sorts of things happening. There were attacks and leadout trains that were overtaken. It was a little bit of a gong show in the sprint. There were a lot of guys trying for it, and I went early – just put my head down and pedaled as hard as I could. I was back a little bit, so I pretty much went from one kilometer. I went up to the side and then punched it with like 300 or 400 meters to go. It was early and a long sprint, but somehow nobody came around me and I kept going. I started early and just hung on for the win."

Runner-up Colin Joyce admitted in the post-race press conference that he left it too late to overcome Dahl at the finish. "With one kilometer to go, I was fighting for fifth wheel as we swung into that last left-hand turn," explained Joyce. "It is a long straight to the finish, so there was a little bit of swarming. I knew that with how fast of a sprint it was, you definitely wanted to leave it a little late. Unfortunately, I left it a little too late. At the same time, I am stoked to get second."

The 135-kilometer opening stage from Zion Canyon Village to Cedar City started with a 20-kilometer neutral rollout through Zion National Park, an accomplishment that required three years of effort on behalf of the Tour of Utah organizing committee. The 120 riders began the stage beneath the shadows of the jagged spires of The Watchman, one of the most prominent peaks in Zion National Park. This year's Tour coincided with the National Park Service's Centennial, providing a once-in-a-lifetime opportunity to promote the goal of connecting with and creating the next generation of park visitors, supporters, and advocates. Without a doubt, the riders appreciated the opportunity and had some complimentary comments following the stage.

Cannondale-Drpac Pro Cycling's Ben King (USA), who has participated in six editions of the Tour of Utah, was voted America First Credit Union



Carpenter (Holowesko/Citadel Hincapie) and Campanioni (Jamis) hammer the final climb out on Teasdale Road before the finish of Stage 2, 2016 Tour of Utah. Photo: Dave Richards daverphoto.com

Fan Favorite for Stage 1 in the category of Best Ambassador. King had the following to say about the start, "Since it was a neutral start, we were actually able to look around. It was all uphill and a lot of people were happy that it was neutral. The scenery was beautiful. I come from the East Coast and we do not have anything like that. I would like to thank the Tour of Utah and the National Parks for giving us the opportunity to ride there. A lot of riders come from Europe and will take this memory back with them."

Racing began in earnest after the peloton exited the East Entrance to the park. Four riders broke away 10 kilometers into the 84-mile stage and managed to get a five-minute gap en route to the first King of the Mountain (KOM) climb at Duck Creek. UnitedHealthcare's Daniel Jaramillo spent most of the day in the breakaway, earning the race's first KOM points for his efforts. Meanwhile, IAM Cycling's Simon Pellaud won the only intermediate sprint of the day, although Dahl's victory put him at the top off that competition for the day.

The gap started to evaporate on the second KOM climb of the day at Bristlecone, where the riders reached a peak of 9,600 feet above sea level near Cedar Breaks National Monument, diminishing to 2:45. Jaramillo again took maximum KOM points over Bristlecone, ahead of Adrien Costa (Axeon Hagens Berman), Matteo Dal-Cin (Silber) and Pellaud to claim the first KOM leader's jersey of the race. The effort up Bristlecone cost Jaramillo and Costa, however, as Dal-Cin and Pellaud jumped away on the descent, leaving Jaramillo and Costa to chase ahead of the bunch, which BMC was now driving.

"Matteo Dal-Cin got in the super tuck and I was doing everything I could to go down as fast as I could," Costa said. "But Jaramillo and I – the two lighter guys – meter by meter fell back. On the slight downhill, the three or four percent stuff, it favors the big and more powerful guys. So those two pulled away pretty quickly."

The peloton caught those final chasers, leaving Dal-Cin and Pellaud alone out front. The two leaders entered the three finishing circuits with a 1:30 advantage, but their margin was down to 24 seconds with two laps remaining. The peloton reeled them in on the penultimate lap, so it would come down to sprint finish. Dahl credited his teammate Dal-Cin's escape with helping set up his stage win.

"That was awesome. It was perfect that he was up the road," Dahl noted. "Matteo being in the break – you get a lot of TV time out of it, but he's the

type of guy who can sprint, time trial, climb, do everything – so we knew that with him up the road, he was the strongest guy there for the win. If it went, that was perfect, if it didn't go then that's fine, we have the sprint set up well."

A victorious Kris Dahl was at a pinnacle so far this year in a season that had already been filled with breakout performances and top results for the four-year-old Canadian Continental team. "This is the cherry on top," Dahl exclaimed. "We've done a lot of great things on GC. We've had a lot of solo wins, especially Ryan Roth. He seems to just be able to ride away from anybody. We've had time trial wins, but we've yet to really have one big sprint win. And this kind of justified all the work we put in this season building a sprint team."

So far in 2016 the team had notched wins at the Redlands Bicycle Classic, the Winston-Salem Classic, a stage and the overall at the Grand Prix Saguenay, the Canadian time trial championship with Roth, the White Spot Delta Road Race, and the stage 1 victory in Cedar City.

Larry H. Miller Tour of Utah Award Jerseys and Standings After Stage 1

Larry H. Miller Group of Companies Overall Leader jersey – Kris Dahl (CAN), Silber Pro Cycling
Utah Sports Commission Sprint jersey-Kris Dahl (CAN), Silber Pro Cycling
Utah Office of Tourism King of the Mountain jersey - Daniel Alexander Jaramillo Diez (COL), UnitedHealthcare Pro Cycling Team
Subaru Best Young Rider jersey – Colin Joyce (USA), Axeon Hagens Berman
Larry H. Miller Dealerships Most Aggressive Rider jersey – Matteo Dal-Cin (CAN), Silber Pro Cycling
America First Credit Union Fan Favorite jersey – Ben King (USA), Cannondale-Drpac Pro Cycling

Stage 1 presented by Workers Compensation Fund - Top 10

1. DAHL Kristofer (CAN), SILBER

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2015 Tour of Utah Winner Joe Dombroski, Utah rider Rob Squire, and Joey Roskopf climbing Mount Nebo. 2016 Tour of Utah, Stage 3. Photo by Steven L. Sheffield

- PRO CYCLING - 3.07'19"
 2. JOYCE Colin (USA), AXEON HAGENS BERMAN - 3.07'19"
 3. ZABEL Rick (GER), BMC RACING TEAM - 3.07'19"
 4. McCABE Travis (USA), HOLOWESKO/CITADEL - 3.07'19"
 5. OWEN Logan (USA), AXEON HAGENS BERMAN - 3.07'19"
 6. CASTILLO SOTO Ulises Alfredo (MEX) - JELLY BELLY pb MAXXIS 3.07'19"
 7. TANNER David (AUS), IAM Cycling - 3.07'19"
 8. LEDANOIS Kevin (FRA), FORTUNEO-VITAL CONCEPT - 3.07'19"
 9. NAUD Pierrick (CAN), RALLY CYCLING - 3.07'19"
 10. PUTT Tanner (USA), UNITEDHEALTHCARE - 3.07'19"

American Carpenter Wins Stage 2 After Day-Long Breakaway

Stage 2 Escalante to Torrey
 99 miles - 9,435 feet of climbing

American Robin Carpenter of Holowesko-Citadel Racing Team presented by Hincapie Sportswear accelerated away from his breakaway companion to win Stage 2 presented by America First Credit Union. Carpenter, who finished second in last year's stage 2 in northern Utah, covered the 99-mile course from Escalante to Torrey in 3:56. Ruben Companioni (Cuba) of Team Jamis finished second, just six seconds behind Carpenter. Travis McCabe (USA), also of Holowesko Citadel Racing Team presented by Hincapie Sportswear, opened his sprint early to take the field sprint for third.

"Cycling is a funny sport. I was thinking maybe something could go wrong and I did not deserve the win. Those are just my own personal insecurities coming out. Coming into the finish line after riding hard all day, I was so excited," said Carpenter, who claimed the Larry H. Miller



Morton, Costa, and Talansky on the Mt. Nebo Climb. 2016 Tour of Utah Stage 3 Photo: Catherine Fegan-Kim

Dealerships Overall Leader's yellow jersey.

"The cliché words of happy does not even do it. I would have been okay just winning the stage. Taking the overall lead can't really be described. It was a combination of a lot of hard work and a lot of determination," added Carpenter, who plans on defending the lead Wednesday on Stage 3. "I am climbing really well this year. We'll make the call to see what will make sense tomorrow. We are just proud that we took the jersey in a decisive fashion."

"Today worked out as a good as could be," McCabe said. "We are in the yellow jersey now, and I podiumed as well. I think we were a little disappointed about the way yesterday played out. It was a hard stage. I ended up fourth yesterday. Today during the race, we had a pretty good idea he was going to take it. It was going to be a battle between these two. The three of us have been racing together for the past year. We knew how strong Robin and Ruben were in the break. We knew the break was going to stick, so we just took a seat back and saved it for the sprint. It was a tailwind again, just like yesterday. I opened up a little early and held it to the line."

Active in every break attempt of the day, including the 100-kilometer break with Carpenter, Companioni was awarded the Larry H. Miller Dealerships Most Aggressive Rider jersey. "The strategy today was to get into the break. I was not sure if the break would finish. It was a hard day, but I am very happy," the Team Jamis rider said.

Attacks flew from the start as the 117-rider peloton rolled out of Escalante, traveling along Scenic Byway 12, an All-American Road that rolls past scenic sandstone formations of the Grand Staircase-Escalante National Monument.

Carpenter recounted, "It was a pretty hard start. There were a lot of riders trying to get into breaks. This put Cannondale on edge. There were a couple of big breakaways. Cannondale

shut everything down. I attacked, but mostly to try to set up something for one of my teammates. It wasn't really my intention to get into the breakaway. The course wasn't super suitable for it. I got into the break with Ruben. We rode conservatively at first. The group gave us a too big of a time gap. This made our day pretty easy. It was a hard race, but there was no question in the last hour that we would not get caught.

McCabe added, "It was so hard to get into the break that you can see the last few breaks, guys rolling off the front. People were just fatigued and tired because it was so hard. Robin was out there. He put his head down and just went. Ruben and he just got away, and people didn't think anything of it. It was perfect."

The unrelenting course challenged riders with 9,435 feet of elevation gain punctuated by the Utah Office of Tourism KOM climbs of Hogsback and Boulder Mountain. Carpenter and Companioni gained over seven minutes on the peloton after their escape on the lower slopes of Boulder Mountain.

Carpenter stated that he didn't know why the other teams weren't chasing. "It's hard to know what the other teams' strategies were. We saw BMC and other WorldTour teams go up the road. I believe it was to put pressure on Cannondale and to make them work, because they have won this race for several years. They are the favorites with the defending champion. It made the race real tough. We had Travis in one really dangerous move with all of the teams represented, so we were happy with that. Things kept reshuffling and reshuffling. It's funny because, after a day like this when everyone wants to be in the break, it ends up with just two of us in the break."

Companioni was feeling the effort of getting into the breakaway attempts. "We talked that the time we had was good and that I was tired. I asked him if he could help me more because I was very tired." The duo held a four-minute lead as they started the second 17-mile finishing circuit in Torrey.

Larry H. Miller Tour of Utah Award Jerseys After Stage 2

Larry H. Miller Group of Companies Overall Leader jersey - Robin Carpenter (USA), Holowesko Citadel Racing Team presented by Hincapie Sportswear
 Utah Sports Commission Sprint jersey - Robin Carpenter (USA), Holowesko Citadel Racing Team presented by Hincapie Sportswear
 Utah Office of Tourism King of the Mountain jersey - Matteo Dal-Cin (CAN), Silber Pro Cycling
 Subaru Best Young Rider jersey - Colin Joyce (USA), Axeon Hagens Berman
 Larry H. Miller Dealerships Most Aggressive Rider jersey - Ruben Companioni (CUB), Team Jamis
 America First Credit Union Fan Favorite jersey - Ryan Roth (CAN), Silber Pro Cycling

2016 Tour of Utah Stage 2 Top 10

1. CARPENTER Robin (USA), HOLOWESKO/CITADEL P/B HINCAPIE SPORTSWEAR - 3.56'48"
 2. COMPANIONI Ruben (CUB), TEAM JAMIS - 3.56'54"
 3. MCCABE Travis (USA), HOLOWESKO/CITADEL P/B HINCAPIE SPORTSWEAR - 3.58'55"
 4. REIJNEN Kiel (USA), TREK-SEGAFREDO - 3.58'55"
 5. TANNER David (AUS), IAM CYCLING - 3.58'55"
 6. ZABEL Rick (GER), BMC RACING TEAM - 3.58'55"
 7. CANOLA Marco (ITA), UNITEDHEALTHCARE



Lachlan Morton wins! 2016 Tour of Utah Stage 3 Photo: Catherine Fegan-Kim

PROFESSIONAL CYCLING TEAM - 3.58'55"

8. OWEN Logan (USA), AXEON HAGENS BERMAN - 3.58'55"
 9. JOYCE Colin (USA), AXEON HAGENS BERMAN - 3.58'55"
 10. FILOSI Iuri (ITA), NIPPO-VINI FANTINI - 3.58'55"

General Classification (After Stage 2) - Top 10

1. CARPENTER Robin (USA), HOLOWESKO/CITADEL P/B HINCAPIE SPORTSWEAR - 7.03'51"
 2. COMPANIONI Ruben (CUB), TEAM JAMIS - 7.04'03"
 3. DAHL Kristofer (CAN), SILBER PRO CYCLING - 7.06'03"
 4. JOYCE Colin (USA), AXEON HAGENS BERMAN - 7.06'08"
 5. MCCABE Travis (USA), HOLOWESKO/CITADEL P/B HINCAPIE SPORTSWEAR - 7.06'10"
 6. ZABEL Rick (GER), BMC RACING TEAM - 7.06'10"
 7. PELLAUD Simon (SUI), IAM RACING - 7.06'11"
 8. HUFFMAN Evan (USA), RALLY CYCLING - 7.06'13"
 9. TANNER David (AUS), IAM CYCLING - 7.06'14"
 10. OWEN Logan (USA), AXEON HAGENS BERMAN - 7.06'14"

Australian Morton Launches from Slopes of Mt Nebo to Take Stage 3 Win and Overall Lead

Stage 3 Richfield to Payson
 119 miles - 6,337 feet of climbing

Lachlan Morton (Australia) of the Jelly Belly Cycling Team presented by MAXXIS powered away from his two breakaway mates for a thrilling win on Stage 3 presented by America First Credit Union. The victory in downtown Payson put the 24-year-old in the Larry H. Miller Group of Companies race leader jersey. Morton covered the 119-mile course, the longest of the week which began in Richfield, in 4:24.

Stage 3 transitioned from the red rock panoramas of southern Utah to the Wasatch Mountains of northern Utah for the longest stage of the week. Richfield, the seat of Sevier County, was the start for this 119-mile (191.5 km) road race. The first two-thirds of the route took the riders north through the rural communities of Sevier, Sanpete and Juab counties, with points sprints in Manti and Fountain Green.

Continued on page 36

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

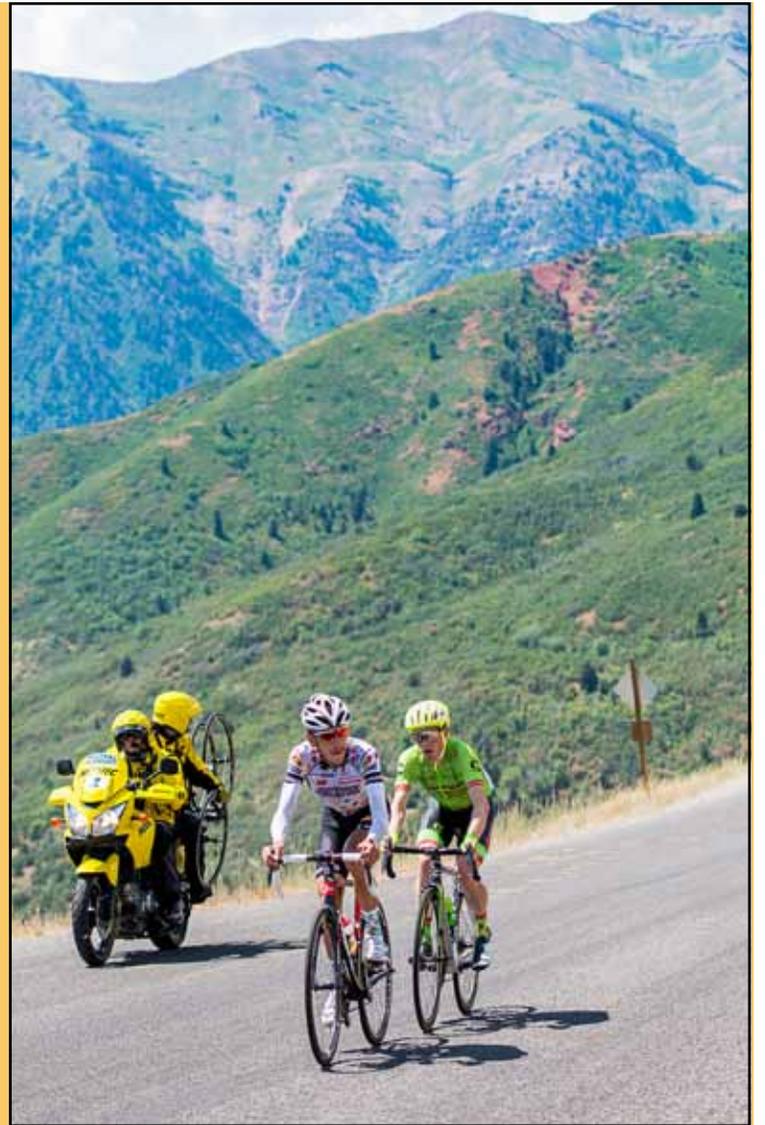
The peloton climbing up through Zion National Park, Stage 1, 2016 Tour of Utah. Photo: Dave Richards daverphoto.com



Big, fast sweeper through the sandstone formations above Calf Creek, Stage 2, 2016 Tour of Utah. Photo: Dave Richards daverphoto.com



The peloton travels past a field of sunflowers in stage 3 of the 2016 Tour of Utah. Photo by Catherine Fegan-Kim, cottonsoxphotography.com



Breakaway riders Lachlan Morton (Jelly Belly Maxxis) and Andrew Talansky (Cannondale Drapac) climb the steep grade up Mt. Nebo, Stage 3, 2016 Tour of Utah. Photo: Dave Richards daverphoto.com



The peloton rolls along the Mountain View Corridor in stage 4 on the west side of the Salt Lake Valley in the 2016 Tour of Utah. Photo by Catherine Fegan-Kim, cottonsoxphotography.com



Riders and shadows along the shores of East Canyon Reservoir. Stage 6, 2016 Tour of Utah. Photo: Dave Richards, daverphoto.com

The riders would crest Mount Nebo's pass, the mountain's highest peak sitting at 11,928 feet above sea level, the southernmost and highest in the

second General Classification (G.C.) lead over Costa and he held nine seconds on Talansky. BMC Racing Team's Darwin Atapuma Hurtado



Lachlan Morton signs in for stage 4 wearing the yellow leader's jersey he earned the day before. Photo by Catherine Fegan-Kim, cottonsoxphotography.com

Wasatch Range. The cyclists would summit the road's highest point at 9,300 feet for the only Utah Office of Tourism King of the Mountain points of the day, which would be followed by a twisting and exhilarating 22-mile descent into the classic western town of Payson.

Morton attacked on the steep, lower slopes of Mount Nebo. He was soon joined by American Andrew Talansky of Cannondale-Drapac Pro Cycling Team. Adrien Costa of Axeon Hagens Berman made a huge move to bridge to the two. The trio worked well together to hold off hard-charging chase groups over the pass that would lead to a three-man showdown.

"I came here wanting to do a good race. As a domestic rider, this race is as big as it gets," explained Morton. "Everyone is really motivated. I won this stage (Richfield to Payson) last time, so I knew it really well. This morning we just said, 'Let's go for it.' We hadn't really planned for it before today. It all worked out pretty much how we wanted it to, which rarely happens," said Morton about his Jelly Belly Team strategy. Morton soloed to victory on this same stage 3 at the 2013 Tour of Utah.

"The team came here with one big goal, and that was to help me out. So far, my team has ridden above themselves. It's going to be exciting," added Morton regarding the team's plan to defend the overall leader's jersey. We raced in the Tour of Gila this year. We defended the jersey the whole race. I know this race has a different level of competition, but it's the same principal. We are gonna try."

Runner-up Costa, the youngest rider in the race at 18 years of age, took over the Subaru Best Young Rider classification jersey and the Utah Office of Tourism King of the Mountain jersey. Talansky finished third on the stage.

"Honestly I was not expecting to be climbing with these guys. It was really fun," said Costa, who turns 19 on August 19. "I may have done too much work in the beginning, something I have to learn about. Lachlan, at the end, showed his experience. Every day I am learning, hopefully getting stronger."

Costa, who will be riding with the WorldTour Etixx-QuickStep team as a stagiaire for the rest of the season, added, "Coming into the race I knew we had three or four riders that could ride for the GC. This was my first race back from a good mid-season break. I was not sure personally how I would be going. I was really focused on helping the team. I was feeling pretty good on the climb, and focusing on the climb. I was able to catch these two."

The win gave Morton a seven-

(Colombia) was in fourth and Taylor "T.J." Eisenhart, of Lehi, Utah, moved from 75th to seventh overall. American Robin Carpenter of Holowesko Citadel Racing Team presented by Hincapie Sportswear dropped from first to eighth overall.

"This race has grown a lot since 2009. I was racing for a smaller team and I was really suffering. I don't remember much about the race, but do remember Snowbird being pretty tough. I was really tentative about coming back this year. I knew the altitude would be hard," said Talansky of the first time he raced at the Tour of Utah. Since then, he has raced in seven Grand Tours. "This worked out nicely for my preparation for the Vuelta. So far so good. It has been fun being out here with Adrien and Lachlan. Moves like today, so far from the finish, rarely work. In a race like this, it actually can. It was fun."

All three riders in the break seemed to have enjoyed the day. "I think you saw the whole way we were all working and pulling. We were all working on the descent and to the finish and that does not always happen," Talansky continued. "Coming into the last kilometer, I thought maybe someone would attack. I was suffering a bit. I was hoping I would have a bit of sprint left, but Lachlan made a great move. I was thinking to myself, 'I need to start sprinting.' Up the climb, Lachlan was the strongest. It is fitting that he got the stage."

Simon Pellaud (Switzerland) of IAM Cycling, the last rider from the early breakaway to be reeled in after 80 miles, was awarded the Larry H. Miller Dealerships Most Aggressive Rider jersey.

Pellaud escaped with five other riders in the opening kilometers of the race. "I had no idea what my shape would be. I'm here getting in shape to get ready for the Vuelta. It has been amazing to race in America. I am enjoying every day. I will keep trying to get in the breaks." The young 23-year-old rider had also spent time in the stage 1 breakaway.

Larry H. Miller Tour of Utah Award Jerseys

Larry H. Miller Group of Companies Overall Leader jersey – Lachlan Morton (AUS), Jelly Belly presented by MAXXIS
Utah Sports Commission Sprint jersey – Robin Carpenter (USA), Holowesko Citadel Racing Team presented by Hincapie Sportswear
Utah Office of Tourism King of the Mountain jersey – Adrien Costa (USA), Axeon Hagens Berman Subaru Best Young Rider jersey – Adrien Costa (USA), Axeon Hagens Berman
Larry H. Miller Dealerships Most

Aggressive Rider jersey – Simon Pellaud (SUI), IAM Cycling
America First Credit Union Fan Favorite jersey – Andrew Talansky (USA), Cannondale-Drapac Pro Cycling

Stage 3 presented by America First Credit Union – Top 10

1. MORTON Lachlan (AUS), JELLY BELLY PRESENTED BY MAXXIS – 4.24'49"
2. COSTA Adrien (USA), AXEON HAGENS BERMAN – 4.24'52"
3. TALANSKY Andrew (USA), CANNONDALE-DRAPAC PRO CYCLING – 4.24'52"
4. ROSSKOPF Joseph (USA), BMC RACING TEAM – 4.26'11"
5. BRITTON Rob (CAN), RALLY PRO CYCLING – 4.26'11"
6. ATAPUMA HURTADO Darwin (COL), BMC RACING TEAM – 4.26'11"
7. EISENHART Taylor (Lehi, Utah, USA), BMC RACING TEAM – 4.26'11"
8. REIJNEN Kiel (USA), TREK-SEGAFREDO – 4.28'46"
9. CARPENTER Robin (USA), HOLOWESKO/CITADEL P/B HINCAPIE SPORTSWEAR – 4.28'46"
10. CLARKE Jonathan (AUS), UNITEDHEALTH CARE PROFESSIONAL CYCLING TEAM – 4.28'46"

General Classification (After Stage 3) – Top 10

1. MORTON Lachlan (AUS), JELLY BELLY PRESENTED BY MAXXIS – 11.30'53"
2. COSTA Adrien (USA), AXEON HAGENS BERMAN – 11.31'00"
3. TALANSKY Andrew (USA), CANNONDALE-DRAPAC PRO CYCLING – 11.31'02"
4. ATAPUMA HURTADO Darwin (COL), BMC RACING TEAM – 11.32'25"
5. ROSSKOPF Joseph (USA), BMC RACING TEAM – 11.32'25"
6. BRITTON Rob (CAN), RALLY PRO CYCLING – 11.32'25"
7. EISENHART Taylor (Lehi, Utah, USA), BMC RACING TEAM – 11.32'27"
8. CARPENTER Robin (USA), HOLOWESKO/CITADEL P/B HINCAPIE SPORTSWEAR – 11.32'37"
9. POWLESS Neilson (USA), AXEON HAGENS BERMAN – 11.35'00"
10. GEOGHEGAN HART Tao (USA), AXEON HAGENS BERMAN – 11.35'00"

McCabe Sprints to Win Stage 4 presented by UnitedHealthcare, Morton Stays in Yellow

*IM Flash to Kearns
96 miles – 4,504 feet of climbing
Eisenhart remains in 7th Place*

American Travis McCabe of the Holowesko Citadel Racing Team presented by Hincapie Sportswear edged out his competitors in a chaotic bunch sprint to win Stage 4 presented by UnitedHealthcare.

With a time of 3:23, McCabe scored one of the biggest wins of his career in the township of Kearns, known for the fast finishes in speed skating at its Utah Olympic Oval. A bike length separated McCabe from runner-up Kiel Reijnen (USA) of Trek-Segafredo and third-place finisher Sebastian Lucas Haedo (Argentina) of Team Jamis.

Stage 4 saw the race return to Salt Lake County for the tenth time in twelve years. Starting on the corporate campus of IM Flash in Lehi, the 96-mile (154.4 km) route looked flat on paper, but would traverse a 28-mile stretch of the Mountain View Corridor



Army soldiers cheer on the race near Camp Williams in stage 4 of the 2016 Tour of Utah. Photo by Catherine Fegan-Kim, cottonsoxphotography.com

(MVC) in the foothills of the Oquirrh Mountains. The racers completed two and a half laps of the MVC free-way totaling 70 miles and contested two Utah Sports Commission Sprints along the way, then dropped into the township of Kearns for the first time. The stage finished with three challenging laps of a four-mile circuit that finished adjacent the Utah Olympic Oval, site of the long track speed skating events for the 2002 Olympic Winter Games. The five-acre facility, known as the "Fastest Ice on Earth," is home to more than 100 world records in speed skating.

"Second stage win feels great," exclaimed McCabe, who had finished third in Stage 2 on Tuesday. "Coming into today, our plan was to continue to put someone in the break. We put Joey Lewis out there so it put some pressure off us to have to chase. There are sprint teams that would work. We just sat and let them do all of the work. Trek did a lot of work. Silber was up there. Robin was there. We just sat back and got out of everyone's way. We tried to save it to the end. Robin said he was feeling really good and would give it a go at the end. The last three laps, when we came to the circuits, a small group went. Robin was there, so again it took the pressure off us. We just waited patiently. It was a pretty hectic finish, coming into the finale at 70km/hr (43.5mph), and it was a pretty choppy wind. The road was pretty beat up. It was pretty much a patience game. I stayed in good position, but not too far forward. I think I jumped with 250 meters to go. I was able to hold it. It felt really good."

It was the second stage win for the Holowesko 1 Citadel squad, as teammate Robin Carpenter (USA) had won Stage 2 in Torrey. "This is definitely one of the biggest wins I have had so far," continued McCabe. "There are very few times I beat Kiel in a sprint. This past week has been great for us. The Stage 2 third place was a validation that I had the legs. I can jump and hold it. I was pretty confident coming into the last 500 meters. There were a lot of strong sprinters here. We were

not sure how this was going to play out. You have Sebastian Haedo and Kiel. Eric Young is always such a huge threat. A win like this is big."

Reijnen, who had won stage 1 in the 2015 Tour of Utah, commented, "It was awesome this week to have the team behind me. I definitely came here stage hunting. I have not pulled that off yet. Hard work by the guys today to chase all day long. We were very committed to the sprint. We had a leadout work, though it was a little tragic at the end. I did not get the stage win, lost the points jersey and the fan favorite all to one guy. What are you gonna do? It's always good to be on the podium but when the guys work hard for you, you want to win. We got another shot tomorrow."

Australian Lachlan Morton of Jelly Belly presented by MAXXIS Cycling Team finished safely in the bunch, retaining the Larry H. Miller Group of Companies Overall Leader jersey. "On paper, today was one of the easier stages of the race. We knew it would be really fast. It was just a matter of letting the right breakaway go, which we managed to do after 20-30K," explained Morton. "We held it to about three minutes. We knew the sprinters' teams would want to pull it back. It was pretty straightforward for us. There were a lot of sprinters who were motivated to go for the win, so we just sat back and let them do their thing."

With little change in the overall standings, Morton continued to hold onto a seven-second lead over Adrien Costa (USA) of Axeon Hagens Berman, and a nine-second margin on Andrew Talansky (USA) of Cannondale-Drapac Pro Cycling. The time bonus for second place moved Reijnen into the top 10 in general classification.

Stage winner McCabe took over the Utah Sports Commission Sprint jersey and was voted the America First Credit Union Fan Favorite as Best Sprinter. Costa retained the Utah Office of Tourism King of the Mountain jersey and the Subaru Best Young Rider jersey.



TJ Eisenhart (in blue) rides past his fan club in stage 4 of the 2016 Tour of Utah. Photo by Catherine Fegan-Kim, cottonsoxphotography.com

**Crusher -
Continued from page 36**

The start of the stage was held on the corporate campus of IM Flash in Lehi and would cover 95.7-miles (154 km) before finishing in Kearns. Four riders had slipped off the front by the last of the two and a half laps of the MVC freeway, but their four-minute lead eventually went down to 20 seconds with 12 miles to go.

Fans were treated to an action-packed finish along the four-mile circuit that would finished adjacent to the Utah Olympic Oval. The last survivor of the break, American Matthew Busche of UnitedHealthcare Pro Cycling Team, put in a final solo attack, but it was to no avail. However, Busche was awarded the Larry H. Miller Dealerships Most Aggressive Rider jersey for his efforts.

Busche noted, "It was a pretty hard start. I did not know how long it was going to take. I thought it would go pretty quickly. It dragged on for awhile. Six of us got up the road, and two guys came across. We just rolled and we knew we were not going get a huge lead. I think sprinters wanted their day today. We saw on stage 2 that even two guys could stay away. It was potentially a fruitless effort, but you need to try. I was out there to give it a go."

Larry H. Miller Tour of Utah Award Jerseys after stage 4

Larry H. Miller Group of Companies Overall Leader jersey - Lachlan Morton (AUS), Jelly Belly presented by MAXXIS
Utah Sports Commission Sprint jersey - Travis McCabe (USA), Holowesko

- CYCLING TEAM - 3.23'47"
- 5. YOUNG Eric (USA), RALLY CYCLING - 3.23'47"
- 6. JOYCE Colin (USA), AXEON HAGENS BERMAN - 3.23'47"
- 7. JARAMILLO DIEZ Daniel Alexander (COL), UNITEDHEALTHCARE PRO CYCLING TEAM - 3.23'47"
- 8. RATHE Jacob (USA), JELLY BELLY pb MAXXIS - 3.23'47"
- 9. ZABEL Rick (GER), BMC RACING TEAM - 3.23'47"
- 10. DIBBEN Jonathan (GBR), CANNONDALE-DRAPAC PRO CYCLING - 3.23'47"

General Classification Top 10 After Stage 4

- 1. MORTON Lachlan (AUS), JELLY BELLY PRESENTED BY MAXXIS - 14.54'40"
- 2. COSTA Adrien (USA), AXEON HAGENS BERMAN - 14.54'47"
- 3. TALANSKY Andrew (USA), CANNONDALE-DRAPAC PRO CYCLING - 14.54'49"
- 4. ATAPUMA HURTADO Darwin (COL), BMC RACING TEAM - 14.56'12"
- 5. ROSSKOPF Joseph (USA), BMC RACING TEAM - 14.56'12"
- 6. BRITTON Rob (CAN), RALLY PRO CYCLING - 14.56'12"
- 7. EISENHART Taylor (USA), BMC RACING TEAM - 14.56'14"
- 8. CARPENTER Robin (USA), HOLOWESKO/CITADEL P/B HINCAPIE SPORTSWEAR - 14.56'24"
- 9. REIJNEN Kiel (USA), TREK-SEGAFFREDO - 14.58'41"
- 10. POWLESS Neilson (USA), AXEON HAGENS BERMAN - 14.58'47"



Kiel Reijnen (Trek Segafredo) celebrates his win during a hard fought sprint on Stage 5, 2016 Tour of Utah. Photo: Dave Richards daverphoto.com

The start at Antelope Island State Park, which sits on the largest island in the Great Salt Lake, began with two three-mile circuits on the island before crossing the seven-mile causeway to the mainland. Sprint points were to be had at Hooper, Eden and Bountiful. The two nine-mile circuits in Bountiful were again a part of the route, including a difficult climb up the Bountiful Bench on 400 North each time around. Huge crowds were in downtown Bountiful on Main Street for the finish at Center Street.

Overall race leader Lachlan Morton (Australia) of Jelly Belly presented by MAXXIS finished 26th in the 115.6-mile stage, retaining the Larry H. Miller Dealerships Overall Race Leader jersey. Fourth on the day, Andrew Talansky (USA) of Cannondale-Drpac Pro Cycling moved up to second place overall, nine seconds down.American Adrien Costa of Axeon Hagens Berman dropped to third place and retained the Subaru Best Young Rider jersey.

"Today was definitely a more emotional win for me," said Reijnen, who had finished second in Stage 4 presented by UnitedHealthcare. He had been in contention near the end of Stage 1, but suffered a late mechanical that took him out of the running for the sprint finish. "I didn't really believe in myself for the first 150K today, but the team did. Once we hit the circuits and got to the first climb, I felt my legs. I felt I had a good chance of winning if the break came back. Big thanks to my team for believing in me."

"Last year we were defending the jersey, so it was a very different stage for us," continued Reijnen, who had finished seventh on the same route in 2015. "It was a hard stage today, so hats off to Jelly Belly for the work they did, which is not an easy thing to do. Lachlan kept his lead, so good on them. Our plan today was to save our team's energy by putting a rider in the break. Julian did a brilliant job, and the break looked really strong. If the break stayed away, we were betting on Julian for the stage win. It then came together."

"It's been really cool being on a bigger team having the support of riders," he said about his move to WorldTour team Trek-Segafredo. "Even if I am playing a similar role, it is with a bigger team. I am very happy that the team has given me that chance. I spent a lot of time in Europe this year getting my head bashed in. Hopefully I get off to a good second half this year, and so far so good."

"I got kind of beat up in Europe," explained Reijnen. "I went where I always get good. I went to a cabin in the mountains of Colorado and trained on the dirt roads by myself. It seems to work. I trained in altitude which makes a difference here. I have been working on steady climbing to get over the mountain to be able to sprint. I think one of the biggest differences from last year's Tour of Utah is I feel less drained from my efforts. I am hoping that pays off as well, too. I won't be lying if I say I am going to the Vuelta with some ambition. I like going to races with goals, and not just to survive."

A break of 11 riders escaped early in the stage, as the riders looped around part of the island before traversing the causeway. Working well together, the escapees extended their lead to a maximum of five minutes. Challenges along the way included two Utah Sports Commission Sprints in Hooper and Eden, as well as the day's four major climbs.

Reijnen, Geoghegan Hart and Howes were part of a select group of 30 riders that chased down the last remaining riders of the breakaway along the nine-mile circuits in Bountiful. Attacks flew as the riders sped around the technical loop, which was lined with 4,000 American flags, distributed by the Boy Scouts of America. Ultimately, Reijnen was able to overtake a sprinting Geoghegan Hart in the final meters for the victory.

"I remember last year seeing the video of this stage," Reijnen said of the finishing loop. "Someone missed the right hand turn and went straight into the curb. I knew this was a super technical circuit. I warned the guys how technical it would be. It gives you a breather if you know the circuit. You know that if you make it over the climb you can catch a breather. I did not want to take any risks, and went straight to the front on the descent to make sure I wasn't behind anyone. It does make it exciting for the fans. I have always been a fan of really technical racing, especially if it's on a circuit. If you haven't seen the road before, it can be a bit dangerous. Since you are on a circuit, everyone sees it once. We can really race to the best of our abilities."

This is the third runner-up finish for the Axeon Hagens Berman squad this week in Utah. "Last year Logan (Owen) won here. I think he was putting a bit of pressure on himself this year. He was looking for good results," explained Geoghegan Hart. "I had a puncture in the last 3K. I wanted to

give him a leadout because we knew it could be a messy finish. In the end, he went in the break. Trek and a lot of the bigger teams charged around. Our team has been very attentive. We have been in the breaks we needed to be in. We covered moves. Unfortunately, it did not go our way today."

For the Utah riders in the race, Taylor "TJ" Eisenhart of BMC Racing Team remained seventh overall in General Classification, and Robbie Squire of Holowesko Citadel Racing Team presented by Hincapie Sportswear jumped two spots to 13th. Tanner Putt of UnitedHealthcare Pro Cycling Team was now 83rd in G.C.

Julien Bernard (France) of Trek-Segafredo attacked the break on the first of the two ascents of the Bountiful Bench above the city hosting the finish. His efforts were awarded later with the Larry H. Miller Dealerships Most Aggressive Rider jersey.

"It was a good day for a breakaway. We had a big gap, but were losing time. Tried to attack on the climb. It was not good for me, but it was a good day for the team," summed up Bernard.

Larry H. Miller Tour of Utah Award Jerseys after stage 5

Larry H. Miller Group of Companies Overall Leader jersey - Lachlan Morton (AUS), Jelly Belly presented by MAXXIS

Utah Sports Commission Sprint jersey - Kiel Reijnen (USA), Trek-Segafredo
Utah Office of Tourism King of the Mountain jersey - Daniel Alexander Jaramillo Diez (COL), UnitedHealthcare Pro Cycling Team
Subaru Best Young Rider jersey - Adrien Costa (USA), Axeon Hagens Berman
Larry H. Miller Dealerships Most Aggressive Rider jersey - Julien Bernard (FRA), Trek-Segafredo
America First Credit Union Fan Favorite jersey - Joe Dombrowski (USA), Cannondale-Drpac Pro Cycling

Stage 5 presented by Zions Bank - Top 10

- 1. REIJNEN Kiel (USA), TREK-SEGAFFREDO - 4.22'38"
- 2. GEOGHEGAN HART Tao (GBR), AXEON HAGENS BERMAN - 4.22'38"
- 3. HOWES Alex (USA), CANNONDALE-DRAPAC PRO CYCLING - 4.22'38"
- 4. TALANSKY Andrew (USA), CANNONDALE-DRAPAC PRO

Continued on page 40



Travis McCabe (HOLOWESKO/CITADEL P/B HINCAPIE SPORTSWEAR) wins stage 4 of the 2016 Tour of Utah. Photo by Catherine Fegan-Kim, cot-tonsoxphotography.com

Citadel Racing Team presented by Hincapie Sportswear
Utah Office of Tourism King of the Mountain jersey - Adrien Costa (USA), Axeon Hagens Berman
Subaru Best Young Rider jersey - Adrien Costa (USA), Axeon Hagens Berman

Larry H. Miller Dealerships Most Aggressive Rider jersey - Matthew Busche (USA), Cannondale-Drpac Pro Cycling
America First Credit Union Fan Favorite jersey - Travis McCabe (USA), Holowesko Citadel Racing Team presented by Hincapie Sportswear

Stage 4 presented by UnitedHealthcare Top 10

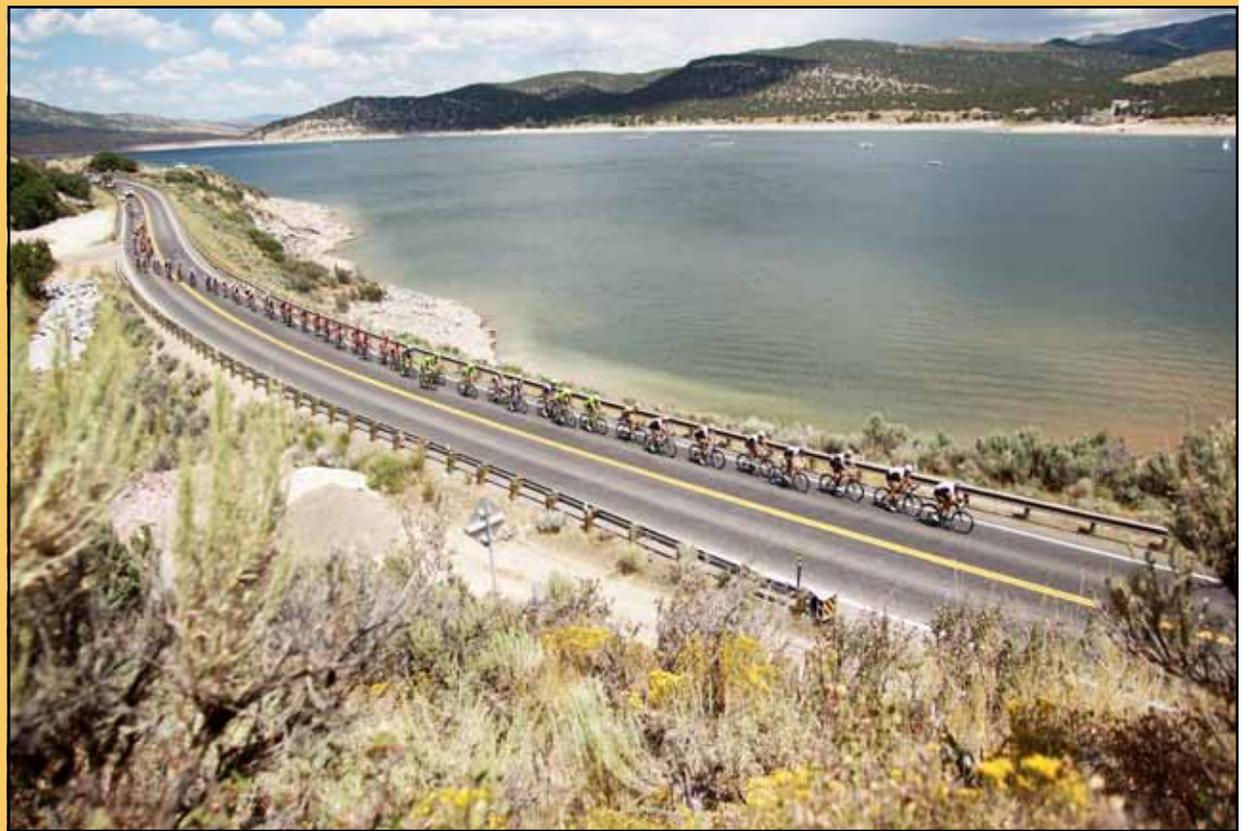
- 1. MCCABE Travis (USA), HOLOWESKO/CITADEL P/B HINCAPIE SPORTSWEAR - 3.23'47"
- 2. REIJNEN Kiel (USA), TREK-SEGAFFREDO - 3.23'47"
- 3. HAEDO Lucas Sebastian (CUB), TEAM JAMIS - 3.23'47"
- 4. CANOLA Marco (ITA), UNITEDHEALTHCARE PRO

Reijnen Takes Sprint Win in Stage 5 presented by Zions Bank, Morton Stays in Yellow

Antelope Island State Park to Bountiful 114 miles - 6,948 feet of climbing

American Kiel Reijnen of Trek-Segafredo climbed onto the top step of the podium after the finish in Bountiful. Reijnen had accelerated away from a select group of riders to claim a second stage victory in Utah in two years, in a time of 4:22. Tao Geoghegan Hart (Great Britain) was second and American Alex Howes (Cannondale-Drpac Pro Cycling) was third, both with the same time as Reijnen.

Stage 5, which would cover 115.6 miles (186 km) from Antelope Island State Park to Bountiful, was a repeat of 2015, with short, but very steep climbs and four Utah Office of Tourism King of the Mountain climbs - North Ogden Divide, Trappers Loop and two ascents of the Bountiful Bench.

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

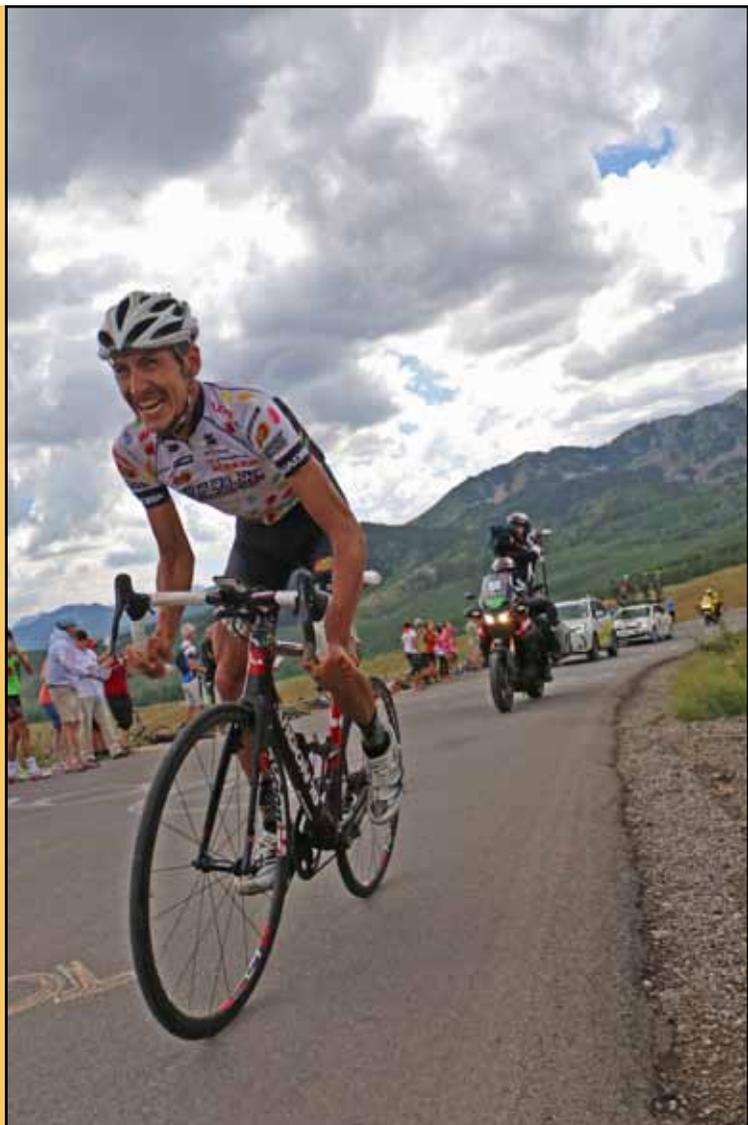
Top: Leaving Antelope Island under overcast skies, the chase is on for Stage 5, 2016 Tour of Utah. Photo by Dave Richards daverphoto.com

Middle: The peloton cruises past Pineview Reservoir during stage 6 of the 2016 Tour of Utah. Photo by Catherine Fegan-Kim, cottonsoxphotography.com

Bottom: The rain came crashing down on Wolf Creek Pass in stage 7 of the 2016 Tour of Utah. Photo by Catherine Fegan-Kim, cottonsoxphotography.com



Taylor (T.J.) Eisenhart and various jersey wearers climbing Guardsman Pass. 2016 Tour of Utah, Stage 6. Photo by Steven L. Sheffield



Lachlan Morton crushing the final climb to Empire Pass in stage 7 of the 2016 Tour of Utah. Morton would go on to win the stage and the overall win; reclaiming the lead from Andrew Talansky on the last day of the race. Photo by Dave Iltis



A sudden thunderstorm pelts the peloton as they near the top of Wolf Creek Ranch Road. 2016 Tour of Utah, Stage 7. Photo by Steven L. Sheffield



Chalk on Empire Pass in stage 7 of the 2016 Tour of Utah. Photo by Dave Iltis



Andrew Talansky and Darwin Atapuma drop Lachlan Morton in stage 6 of the 2016 Tour of Utah. Talansky won the stage and took over the lead. Photo by Dave Iltis

CYCLING – 4.22'38"

[5.JARAMILLO](#)

Daniel Alexander (COL), UNITEDHEALTHCARE PRO

DIEZ

11,165ft of climbing

Eisenhart Remains in 7th

American Andrew Talansky of Cannondale-Drapac Pro Cycling made



Andrew Talansky (Cannondale Drapac) shakes his fist in victory after beating Darwin Atapuma (BMC Racing) to the line to win Stage 6, 2016 Tour of Utah. Photo: Dave Richards, [daverphoto.com](#)

CYCLING TEAM – 4.22'38"

[6.ROSSKOPE](#) Joseph (USA), BMC RACING TEAM – 4.22'38"[7.TEUNIS](#) Dylan (BEL), BMC RACING TEAM – 4.22'38"[8.MEGIAS](#) LEAL Javier (ESP), TEAM NOVO NORDISK – 4.22'38"[9.BRITTON](#) Rob (CAN), RALLY CYCLING – 4.22'38"[10.CUNEGO](#) Damiano (ITA), NIPPOVINI FANTINI – 4.22'38"

General Classification (After Stage 5) – Top 10

[1.MORTON](#) Lachlan (AUS), JELLY BELLY PRESENTED BY MAXXIS – 19.17'18"[2.TALANSKY](#) Andrew (USA), CANNONDALE-DRAPAC PRO CYCLING – 19.17'27"

his move on the signature climb to Snowbird Ski and Summer Resort to win Stage 6. In the process, Talansky leaped to the top of the overall standings and into the Larry H. Miller Group of Companies Race Leader yellow jersey.

The "Queen Stage" of the Tour of Utah was an epic journey that started at Snowbasin Resort, northeast of Ogden in Weber County. After covering 114 miles (183.4 km) and 11,165 vertical feet, the race finished at Snowbird Ski and Summer Resort for a record ninth consecutive year.

From Snowbasin Resort, the course rolled through scenic ranchland in Morgan Valley and through Brown's Canyon, with Utah Sports Commission Sprint lines in Wanship



TJ Eisenhart sets tempo in Little Cottonwood Canyon to set up his teammate Darwin Atapuma (right side of photo). Eisenhart rode a brilliant race in support of his team. Photo by Catherine Fegan-Kim, [cottonsoxphotography.com](#)

[3.COSTA](#) Adrien (USA), AXEON HAGENS BERMAN – 19.17'52"[4.ROSSKOPE](#) Joseph (USA), BMC RACING TEAM – 19.18'50"[5.ATAPUMA](#) HURTADO Darwin (COL), BMC RACING TEAM – 19.18'50"[6.BRITTON](#) Rob (CAN), RALLY PRO CYCLING – 19.18'50"[7.EISENHART](#) Taylor (USA), BMC RACING TEAM – 19.18'52"[8.CARPENTER](#) Robin (USA), HOLOWESKO/CITADEL P/B HINCAPIE SPORTSWEAR – 19.19'29"[9.REIJNEN](#) Kiel (USA), TREK-SEGAFFREDO – 19.21'09"[10.GEOGHEGAN](#) HART Tao (GBR), AXEON HAGENS BERMAN – 12.21'19"

Talansky Wins "Queen" Stage 6 p/b University of Utah Health Care for Overall Lead

Snowbasin Resort to Snowbird Ski and Summer Resort, 114 miles –

and Park City.

The showdown for the true climbers began with an 11 percent gradient Category 1 climb up and over Guardsman Pass, high above Park City. This was followed by a fourteen-mile descent through Big Cottonwood Canyon. The race concluded with the legendary six-mile Hors Catégorie climb up through Little Cottonwood Canyon, passing throngs of fans along Tanners Flat and finishing at Snowbird Ski and Summer Resort.

Talansky surged ahead of Colombian Darwin Atapuma of BMC Racing Team at the line to claim the 114-mile stage in a time of 4:47. He and Atapuma attacked with about 4K to go near Tanner's Flat on the legendary climb of Little Cottonwood Canyon, where they battled it out to the finish at Snowbird.

Another battle brewed behind for third place between G.C. contenders Adrien Costa (USA) of Axeon Hagens Berman and Lachlan Morton (Australia) of Jelly Belly presented by



Superb bike handling skills on display as the riders negotiate a very tight turn in the rain near Storm Mountain while descending Big Cottonwood Canyon. Stage 6, 2016 Tour of Utah. Photo: Dave Richards, [daverphoto.com](#)

MAXXIS. Costa out-kicked Morton for third and retained the Subaru Best Young Rider jersey. Both riders finished 31 seconds behind Talansky.

Morton, who had worn the yellow race leader's jersey on Stages 3, 4 and 5, dropped to second place in G.C., now 22 seconds behind Talansky. Costa remained in third place, 56 seconds back. Atapuma and Canadian Rob Britton of Rally Cycling each moved up one spot for fourth and fifth place overall, respectively. Defending champion Joe Dombrowski (USA) of Cannondale-Drapac Pro Cycling moved up six spots to ninth in G.C.

"It is a great feeling to win again. To win the stage is really special. Sitting here in yellow is great, but we have another day of racing," said Talansky, who had waited until his main competitor, Morton, was isolated before attacking on the six-mile climb to Snowbird. "This morning we thought about different tactics we could take. We thought of trying something different. At the end of the day, we thought the best way was to go head-to-head with [Lachlan Then](#) whoever had the better day would win. I didn't know how Lachlan would be or how he would respond. This would just be one-on-one."

"Almost every day you can count on a tailwind up Snowbird, except for the timing of the storm rolling through today," recounted Talansky, "which made it almost a crosswind, but actually a blocking headwind. When we hit the bottom of the climb it was very frustrating. I looked at Joe and was thinking, 'How are we going to do this?' If you are on a wheel, even if it's steep, it's a bit easier."

"We saw TJ Eisenhart attack, and we pulled him back," continued Talansky. "I then had my guys, Ben King, Joe Dombrowski, Alberto Bettiol all ride. Then Darwin attacked, and I could not go with him. He has great acceleration and is a good climber. I thought if I could get up to him that we could work together and maybe get a gap. I was looking for a spot, hoping the wind would shift, but it didn't. I saw that it was 4K to go and I had to go now. I went and got the gap on Lachlan and drove it all the way to the finish."

"Our plan today was trying to get someone in the breakaway," explained Costa. "We had someone who was pretty high on GC up there, which took off the pressure. The plan was to follow on the two climbs and see what we could do at the end. It went pretty well."

"Talansky was super strong today,"

said Atapuma. "Today was a tough day but I am very grateful for all of the work the team did. Today's climb was comparable to what you find in the Tour de Suisse or the Giro. Tomorrow's stage is complicated and I hope I have good legs."

The Tour of Utah's "Queen Stage" once again lived up to its reputation as one of cycling's most demanding days in the saddle, with 11,165ft of climbing, and two legendary Utah Office of Tourism King of the Mountain climbs.

The early thirteen-rider breakaway riders battled it out for the two Utah Sports Commission Sprints in Wanship and Park City. The eleven-percent gradient, Category 1 climb across Guardsman Pass high above Park City decimated both the break and the peloton. After the 14-mile descent through Big Cottonwood Canyon, there were just 30 riders left to chase down the four escapees, who had a one-minute lead with six miles (10 km) to go.

American Ben King of Cannondale-Drapac Pro Cycling, the last rider of the break to be reeled in, was awarded the Larry H. Miller Dealerships Most Aggressive Rider jersey. Kiel Reijnen (USA) of Trek-Segafredo retained the Utah Sports Commission Sprint jersey.

For the Utah riders in the race, Taylor "T.J." Eisenhart of the BMC Racing Team remained seventh overall on G.C. and Robbie Squire of Holowesko Citadel Racing Team presented by Hincapie Sportswear jumped five spots to eighth. Tanner Putt of UnitedHealthcare Pro Cycling Team is 74th on G.C. Eisenhart was voted the America First Credit Union Fan Favorite in the Most Promising Rookie category. Costa took back the Utah Office of Tourism King of the Mountain jersey.

"I am from Lehi, Utah, which is just thirty minutes down the road," Eisenhart commented. "BMC came out here a week before the race. We did some recon. We reconned parts of this stage. As we were previewing, me and Darwin gave it a little go. We wanted to see where our riding was at. We tried to simulate that again today with me riding in front. I tried to set Darwin up for a good position. Like always Puma went on the attack. He did a great job and couldn't be prouder to work for this guy right here."

"Normally you have a tailwind up this canyon. I think everyone was super frustrated. At the bottom there was a block headwind. It basically dulls everyone's swords and neutralizes quite a bit. Eventually you come to a part of the climb where I had

enough of it. I still wanted to put everyone under pressure and I was hoping maybe the wind would have switched. With the wind it was absolutely brutal. When they brought me back, I did as much as I could up front to let Darwin sit on and save as much energy as possible," said Eisenhart.

Larry H. Miller Tour of Utah Award Jerseys

Larry H. Miller Group of Companies Overall Leader jersey – Andrew Talansky (USA), Cannondale-Drapac Pro Cycling

Utah Sports Commission Sprint jersey – Kiel Reijnen (USA), Trek-Segafredo Utah Office of Tourism King of the Mountain jersey – Adrien Costa (USA), Axeon Hagens Berman Subaru Best Young Rider jersey – Adrien Costa (USA), Axeon Hagens Berman

Larry H. Miller Dealerships Most Aggressive Rider jersey – Ben King (USA), Cannondale-Drapac Pro Cycling

America First Credit Union Fan Favorite jersey – Taylor Eisenhart (USA), BMC Racing Team

Results Stage 6 presented by University of Utah – Top 10

[1.TALANSKY](#) Andrew (USA), CANNONDALE-DRAPAC PRO CYCLING – 4.47'03"

[2.ATAPUMA](#) HURTADO Darwin (COL), BMC RACING TEAM – 4.47'03"

[3.COSTA](#) Adrien (USA), AXEON HAGENS BERMAN – 4.47'34"

[4.MORTON](#) Lachlan David (AUS), JELLY BELLY pb MAXXIS – 4.47'34"

[5.BRITTON](#) Rob (CAN), RALLY CYCLING – 4.47'49"

[6.SQUIRE](#) Robbie (USA),

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Park City local Tanner Putt greets his fans prior to the start. 2016 Tour of Utah, Stage 7. Photo by Steven L. Sheffield

HOLOWESKO/CITADEL pb HINCAPIE- 4.48'04"
7.ROSSKOPF Joseph (USA), BMC RACING TEAM - 4.48'15"
8.ZOIDL Riccardo (AUT), TREK-SEGAFREDO - 4.48'25"
9.DIDIER Laurent (LUX), TREK-SEGAFREDO - 4.48'40"
10.EISENHART Taylor (USA), BMC RACING TEAM - 4.48'40"

General Classification (After Stage 6) - Top 10

1.TALANSKY Andrew (USA), CANNONDALE-DRAPAC PRO CYCLING -24.04'30"
2.MORTON Lachlan David (AUS), JELLY BELLY pb MAXXIS - 24.04'52"
3.COSTA Adrien (USA), AXEON HAGENS BERMAN - 24.05'26"
4.ATAPUMA HURTADO Darwin (COL), BMC RACING TEAM - 24.05'53"
5.BRITTON Rob (CAN), RALLY CYCLING - 24.06'39"
6.ROSSKOPF Joseph (USA), BMC RACING TEAM - 24.07'05"
7.EISENHART Taylor (USA), BMC RACING TEAM - 24.07'32"
8.SQUIRE Robbie (USA), HOLOWESKO/CITADEL pb HINCAPIE- 24.09'29"
9.DOMBROWSKI Joseph (USA), CANNONDALE-DRAPAC PRO CYCLING - 24.10'05"
10.DIDIER Laurent (LUX), TREK-SEGAFREDO - 24.10'05"

Morton Conquers Empire Pass and Stage 7 for Overall Win, Costa and Talansky Round Out Podium

*Stage 7 pb Utah Sports Commission - Park City to Park City
 78 miles - 7,883 feet of climbing*

Australian Lachlan Morton of Jelly Belly presented by MAXXIS Cycling Team attacked on the Hors Categorie climb of Empire Pass to win Stage 7, clinching overall victory at the seven-day 2016 Larry H. Miller Tour of Utah stage race.

Stage 7 presented by Utah Sports Commission followed the same route that had become a classic in 2013, with Park City hosting the Tour for an eighth time. The Sunday finale on August 7 covered 78 miles (125.5 km), with a new start and finish on Upper Main Street in Park City. Kamas and Midway were sites for the Utah Sports Commission Sprints.

Stage 7 would dish out 7,883 feet of climbing, including one of the toughest climbs in the world up Empire Pass, the second of two Utah Office of Tourism KOM's to contend that day. This six-mile section of rough pavement through Aspen trees has a gradient that averages 9 percent, with pitches greater than 20 percent.

At the bottom of a technical descent into Park City, the racers navigated a quick lap using historic Main Street, 9th Street, Park Avenue and Heber Avenue in downtown Park City, finishing on the final grinding climb to the top of Main Street.

An inspired Morton, who lost the yellow Larry H. Miller Group of Companies Race Leader jersey on Stage 6, dropped the entire field including G.C. leader Andrew Talansky (USA) of Cannondale-Drpac Pro Cycling on the Empire Pass climb for the win in Historic Park City. Morton covered the 78-mile course in 3:08. For the overall title, Morton finished with a final time of 27:12 for the week.

Adrien Costa (USA) of Axeon Hagens Berman crossed the finish line 31 seconds behind Morton and moved from third to second overall in G.C., one minute and nine seconds back. Talansky, who was paced on the final climb by his teammate Joe Dombrowski (USA), dropped to third overall in G.C. Darwin Atapuma Hurtado (COL) of BMC Racing Team finished third in the stage, 50 seconds back, and was now fourth in G.C. Dombrowski, the defending Tour of Utah champion, finished eighth overall.

"I have had a few pretty tough years since the last time I raced here," Morton said. "There have been a lot of changes in my life. To get to this top step is very special. There were a lot of things going through my head. Mainly I thought of all of the people that continue to support me. It is easy for people to come around and congratulate you and pat you on the back when you do something good. When you are down and out, that is when you realize who your friends are. I think I have learned not to look too far ahead. I think it's important to take stock of today and celebrate that and enjoy that. It's easy to look to next week, next season, and to the rest of your career. Then before you know it, it's over."

Morton entered the final day of the seven-day UCI 2.HC-rated stage race with a 22-second deficit behind Talansky for the race lead. He captured the leader's jersey on Stage 3 presented by America First Credit Union, a stage he also won in 2013 with a climb over Mount Nebo. He lost the G.C. lead two days later on the "Queen Stage."

"Having the defending champion of this race work for me was pretty special. If anyone saw the Tour de Suisse, you saw what Joe does for me. It was obviously not my best day. It is very motivating to have a world class rider like Joe Dombrowski with you and working for you. The way Joe was riding, he could of easily ridden up to

Lachlan. He could have had a chance for a stage win. He sacrificed all of that to stay with me to help me stay on the podium," stated Talansky, who is headed to race the Vuelta a España. "The climbs in this race, the caliber of the field, the altitude - everything - it really lived up to its reputation. It was a tough week."

The start of Stage 7 presented by Utah Sports Commission showcased dynamic racing from the start in Park City. The 104-rider peloton was still together for the first of two Utah Sports Commission Sprints in Kamas.

A break of 10 riders, who escaped after 25 miles of non-stop attacking, had a lead of three minutes at the bottom of Wolf Creek Ranch, one of two Utah Office of Tourism King of the Mountain climbs. Dramatic attacks from BMC Racing Team shattered the peloton on the Wolf Creek climb. With a break of 4 going up the road, Talansky worked hard to bring the break back on the flats and to contain BMC's Joey Rosskopf before the Empire Pass climb, probably too hard. The main contenders regrouped and hit the base of the Empire climb together. With a 3001 foot elevation gain and an average grade of 9% facing the cyclists, riders settled into a tempo. Morton wanted none of that, and attacked from the point at which the road steepened. The Australian pushed hard and went right through the remnants of the break, flying up the climb.

Back in the Talansky group, Dombrowski set tempo for his faltering team leader. Costa and Atapuma attacked the yellow jersey and set off in pursuit of Morton. Morton held them off and went over the top of Empire with just over a 1 minute lead on the pair, and more than enough to be the yellow jersey on the road. Costa dropped Atapuma on the descent, and closed the gap somewhat to Morton, but to no avail. Morton rolled up Main Street for the win followed by Costa, Atapuma, and Talansky.

Squire and Eisenhart finished 11th and 12th respectively.

Sixth on the stage and fifth in G.C. was Canadian Rob Britton of Rally Cycling. He was awarded the Larry H. Miller Dealerships Most Aggressive Rider jersey. "We came here with the plan for Eric Young to find a stage win and me to get as high on GC as I can. The race is just brutally hard," Britton said.

The BMC Racing Team had four riders finish 11th or better on G.C. and was recognized as the best team after the seven days of racing. One of those riders was Taylor "TJ" Eisenhart, who was voted the America First Credit Union Fan Favorite in the Overall Fan Favorite category. American Kiel Reijnen of Trek-Segafredo kept the Utah Sports Commission Sprint jersey.

"The weather was not on our side," Reijnen said. "I had my fingers crossed that we would stay dry on that descent on Wolf Creek. It is ripping fast with technical turns. It was the wettest part of the race so I won't cross my fingers anymore."

It took a long time for the break to go. I think my riders thought they might have a chance today. There were some brutal crosswind sections. The stage win was my main goal. The sprint jersey was just icing on the cake. I am very happy to finish with it this year."

Costa not only retained the Utah Office of Tourism King of the Mountain jersey after Stage 7, but was also the Subaru Best Young Rider for the week.



Elie Gesber (FVC team) pops a wheelie at the top of Empire Pass in stage 7 of the 2016 Tour of Utah. Photo by Dave Ittis

"This was pretty incredible. I have never done a race with this HC status before. Being on the podium is pretty incredible," said 18-year-old Costa, who successfully defended the Subaru Best Young Rider jersey for four stages. "The climbs were hard, but at least you got the spectacular Utah scenery to enjoy."

For the Utah riders in the race, Eisenhart remained seventh overall on G.C. and Robbie Squire of Holowesko Citadel Racing Team presented by Hincapie Sportswear finished ninth. Tanner Putt of UnitedHealthcare Pro Cycling Team was 71st in G.C., and Pocatello's Colin Joyce finished in 68th.

Larry H. Miller Tour of Utah Award Jerseys

Larry H. Miller Group of Companies Overall Leader jersey - Lachlan Morton (AUS), Jelly Belly by MAXXIS
 Utah Sports Commission Sprint jersey - Kiel Reijnen (USA), Trek-Segafredo
 Utah Office of Tourism King of the Mountain jersey -Adrien Costa (USA), Axeon Hagens Berman
 Subaru Best Young Rider jersey - Adrien Costa (USA), Axeon Hagens Berman
 Larry H. Miller Dealerships Most Aggressive Rider jersey - Rob Britton (CAN), Rally Cycling
 America First Credit Union Fan Favorite jersey - Taylor Eisenhart (USA), BMC Racing

Stage 7 presented by Utah Sports - Top 10

1.MORTON Lachlan David (AUS), JELLY BELLY pb MAXXIS - 3.08'07"
2.COSTA Adrien (USA), AXEON HAGENS BERMAN - 3.08'38"
3.ATAPUMA HURTADO Darwin (COL), BMC RACING TEAM - 3.08'57"
4.TALANSKY Andrew (USA), CANNONDALE-DRAPAC PRO CYCLING - 3.09'58"
5.DOMBROWSKI Joseph (USA), CANNONDALE-DRAPAC PRO

CYCLING - 3.10'00"
6.BRITTON Rob (CAN), RALLY CYCLING - 3.10'10"
7.SENNI Manuel (ITA), BMC RACING TEAM - 3.10'42"
8.DIDIER Laurent (LUX), TREK-SEGAFREDO - 3.11'22"
9.ROSSKOPF Joseph (USA), BMC RACING TEAM - 3.11'43"
10.BETTIO Alberto (ITA), CANNONDALE-DRAPAC PRO CYCLING - 3.11'56"

Final General Classification - Top 10, as well as Joyce and Putt Placings

1.MORTON Lachlan David (AUS), JELLY BELLY pb MAXXIS - 27.12'49"
2.COSTA Adrien (USA), AXEON HAGENS BERMAN - 27.13'58"
3.TALANSKY Andrew (USA), CANNONDALE-DRAPAC PRO CYCLING -27.14'28"
4.ATAPUMA HURTADO Darwin (COL), BMC RACING TEAM - 27.14'46"
5.BRITTON Rob (CAN), RALLY CYCLING - 27.16'49"
6.ROSSKOPF Joseph (USA), BMC RACING TEAM - 27.18'48"
7.EISENHART Taylor (USA), BMC RACING TEAM - 27.19'41"
8.DOMBROWSKI Joseph (USA), CANNONDALE-DRAPAC PRO CYCLING - 27.20'05"
9.SQUIRE Robbie (USA), HOLOWESKO/CITADEL pb HINCAPIE- 27.21'27"
10.DIDIER Laurent (LUX), TREK-SEGAFREDO - 27.21'27"
 68. JOYCE Colin, (USA) AXEON HAGENS BERMAN, 28:33:19
 71. PUTT Tanner (USA) UNITEDHEALTHCARE PRO CYCLING TEAM, 28:34:19

You can find interviews from this year's Tour of Utah of Utah with riders Tanner Putt, Rob Squire and TJ (Taylor) Eisenhart, as well as with Idaho Rider Colin Joyce (Pocatello) at: YouTube.com/cyclingutah.



Lachlan Morton celebrates his win in the 2016 Tour of Utah with his Jelly Belly team. Photo by Dave Ittis

COMMUNITY CYCLING

Mujeres en Bicicletas en Midvale (Latinas Bike Initiative Midvale)

The participants in the Latinas Bike Initiative learn mechanics skills. Photo by May Romo and Mercedes Rodriguez



Mujeres en bicicleta de Midvale. Photo by May Romo and Mercedes Rodriguez

By May Romo

The Latinas Bike Initiative is a concept that seeks to inspire Latina women to bike by teaching them basic bike principals and offering resources and support in their primary language. The initiative's ultimate vision is a network of Latina Bike Clubs throughout Salt Lake County that encourage Latina women to become cycling advocates within the county and in their communities.

In May 2016, the Latina Bike Initiative launched by offering educational sessions in the Midvale area. This endeavor is the first step in helping state bike initiatives reaching ethnically diverse groups—especially Latinas. The riding skills sessions

taught the Latinas about basic bike safety, the mechanics and maintenance of a bicycle, theft protection, bicycle rodeos, and how to form community group rides.

The initiative's original goal was to recruit 10 women and teach them bike safety and maintenance so they, in turn, could recruit others and cultivate cycling in their own com-

munity; organizers were pleasantly surprised in the community's interest in cycling, with more than 30 women registering for the classes in Midvale.

For the Midvale classes, the initiative provided bicycle equipment, including bikes from the Salt Lake City Bicycle Collective and SLCBAC. The women demonstrated varying degrees of riding



Learning to change a tire. Photo by May Romo and Mercedes Rodriguez
confidence, but in the end all the attendees learned to ride a bike. One participant mentioned that the classes would also help her fix her son's bicycle at home, and another said it inspired her to be active in her city and participate in community events.

The Latina Bike Initiative's success in Midvale has created interest in other cities. Initiative leaders plan to expand to West Valley City next year, while continuing to provide support to the Midvale Latinas Bike group.

Organizers look forward to expanding this pilot effort and engaging other communities in Salt Lake

County; the initiative is always looking for bike donations to continue growing the program.

The Latina Bike Initiative is a collaborative effort between Safe Kids Salt Lake County, the Salt Lake County Health Department, and the Salt Lake City Bicycle Collective. In addition, Bike Utah provides essential resources.

The Latina Bike Initiative can be reached by contacting Safe Kids at 385-468-3880.

SLCBAC News for September 2016

It has been another busy summer for the Salt Lake County Bicycle Advisory Committee, and as we greet the fall great news has been announced. Scarcely three months have passed since Salt Lake, Weber, Davis and Summit counties applied for a federal Tiger Grant. These types of grants are challenging to attain with only a handful of communities across the country being awarded funding based on their applications. In a fortuitous instance, all parties from Utah were chosen to receive the funding requested. The combined matching funding from Salt Lake and the surrounding counties amounts to approximately \$80 million in funding which will be invested over the next several years.

What this means for Salt Lake and its neighboring counties and commuters is that improvements to transportation and infrastructure will now have critically needed funding to develop. As these funds are delegated to public resources and projects, residents can expect improvement of roads, walkways, facilities and Active Transportation options. Additionally, it will be critical for citizens to pay attention to announcements during the next several months regarding public meetings and planning strategy announcements. As recipients of this federal grant money it is important that our county administrators have feedback on how and where it will be spent to best serve citizens.

Another encouraging development was announced by Bike Utah as the school year prepared to open. The Youth Bicycle Education and Safety Training Program will offer an informal approach to reaching out to 5th -7th grade students throughout Salt Lake County. This program has SLCBAC's support in assisting efforts to contact afterschool programs, PTA organizations and school administration. We believe that it is imperative that future generations realize the potential and benefits bicycles and Active Transportation offer. Bike Utah's program will target a young demographic to introduce safe and healthy practices in riding and interacting with other traffic on bicycles. If you are involved in school programs or have students at a school and would like to receive training, please contact Bike Utah at info@bikeutah.org.

Below are the remaining SLCBAC meetings for the 2016 year. The public is encouraged to attend these meetings held on the second Wednesday of each month at the County Government Center. More information can be found on our website at: www.slco.org/bicycle

Wed. Oct. 12, 2016— 2nd Weds in October

Wed. Nov. 9, 2016— 2nd Weds in November

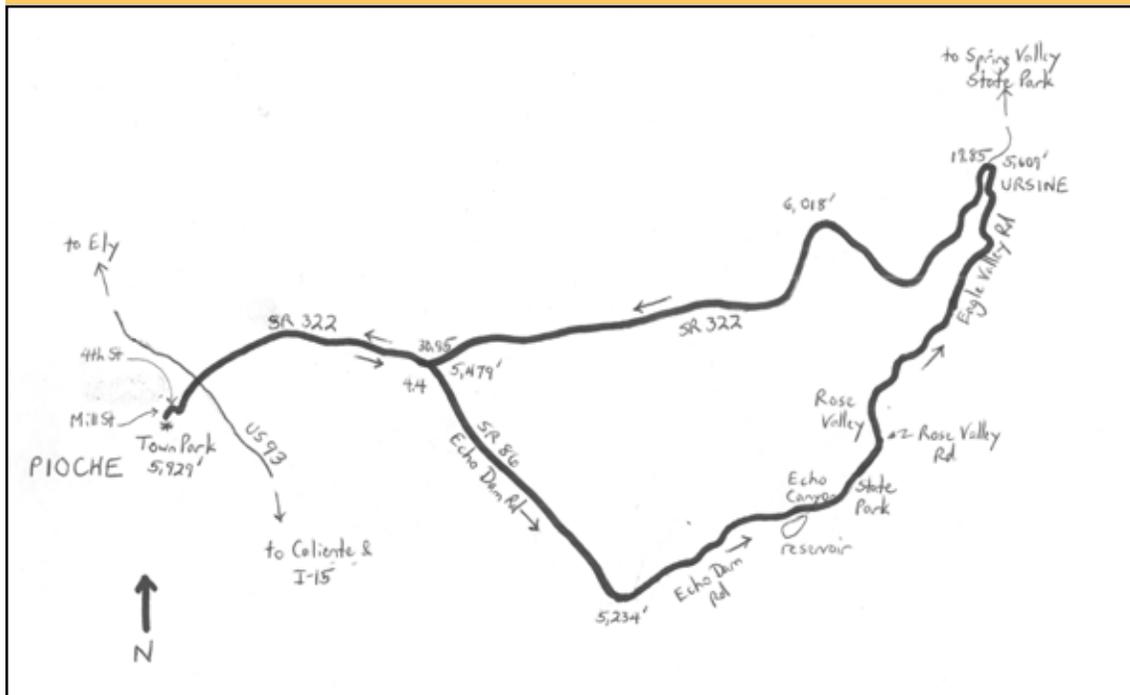
Wed. Dec. 14, 2016— 2nd Weds in December

-Ian Scharine

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RIDE OF THE MONTH

Pioche Backcountry Cruise – A Ride on Some of the Loneliest Roads in Nevada



A map of the Pioche Backcountry Ride in Pioche, Nevada. Map by Wayne Cottrell.

By Wayne Cottrell

For southern Nevada travelers, Pioche and Lincoln County are promoted as getaway alternatives to the glitter and heat of Las Vegas and Mesquite. While those cities are 150 to 200 miles away from Pioche, Cedar City and St. George, in Utah, are actually closer, at 90 to 110 miles away. Pioche is located along U.S. Highway 93, but it is somewhat out of the way; in fact, some annals claim that U.S. 93 is even quieter than U.S. 50, the latter of which is promoted as the “Loneliest Road in America.” If you can get out here, then you have an opportunity to visit one of the old West’s most notoriously lawless towns. Historians put Pioche in the same class as Bodie and Tombstone, as the roughest, most violent old West towns. The town cemetery, Boot Hill, serves as a memorial to all of the rowdies who died in gun battles.

Things are much tamer today – the heydays of silver mining in the mid-19th century, and manganese, tungsten and lead-zinc mining in the mid-20th century, are long past. The population of Pioche maxed at about 12,000 in the 1870s; today’s

population is about 1,000. As one might expect, there is quite a bit of history in town that is worth exploring, such as the “Million Dollar” Courthouse, the Lincoln County Historical Museum, and an aerial tramway (formerly carrying buckets of ore) that is still intact around town. There is also some history at Pioche Town Park, such as some refurbished railroad cars, where the ride starts. The starting elevation is 5,930 feet. So, although Pioche is located at the edge of the Great Basin Desert, the high altitude keeps things cooler than in the cities to the south.

The Pioche Backcountry Cruise is a 35.35 mile “lollipop”-shaped route that starts and finishes at the town park. The scenery is mostly that of open desert, but there are a few pastoral and canyon segments, giving the ride a pleasant variety. There are no long climbs, and the elevation differential is just under 800 feet (highest elevation reached: 6,018 feet). Part of the ride incorporates the Mount Wilson Backcountry Byway; hence the ride’s name. The annual Park to Park Pedal has featured some of the roads in this ride. From the northeast corner of Pioche Town Park (4th and Mill Streets), head east on 4th Street. Turn right onto Main Street, followed by an immediate left onto State Route (SR) 322. This lightly-used highway heads downhill, crossing US 93 to leave Pioche, and on into Lake Valley. Although this is the Mount Wilson Backcountry Byway, the road goes nowhere near Mount Wilson, which is to the north of here. The highway passes a mill, prison (minimum security), and recreational park on the outskirts of Pioche, before entering open, undeveloped high desert. After gradually descending about 450 feet over four miles, the highway levels.

Turn right at Echo Dam Road (SR 86) at mile 4.4, and head southeast. Patterson Wash, usually dry, and an abandoned railroad right-of-way, are to your right. SR 86 curves to the left after five miles, rounding a knoll, to enter Dry Valley. The lowest elevation of the ride is adjacent the knoll, at 5,234 feet.

“Dry” Valley is a misnomer, as the local alfalfa fields are surprisingly green and verdant. The road passes by a few ranch properties as it heads toward Echo Canyon. Enter the canyon at mile 12.4; Echo Canyon Reservoir and an earthen dam are at the canyon’s mouth. This is also the entrance to Echo Canyon State Park, so there is some signing. The next stretch presents a dramatic change in scenery, with 100-foot high canyon walls to your left and right. The white sandstone, eroded pinnacles, and parallel stream are markedly more eye-catching than desert sagebrush! Cross the stream at mile 13.4, and enter pretty Rose Valley. The stretch beyond the canyon is as pastoral as the previous road segment, before you entered the canyon. You are now on Rose Valley Road. At the T-intersection (mile 15.2), turn right



On Highway 322 near Pioche, Nevada in the Park to Pedal Extreme ride in the Fall. Photo by Dawn Andone

onto Eagle Valley Road. The road enters another canyon – not quite as dramatic as Echo Canyon – and then exits to serene Eagle Valley.

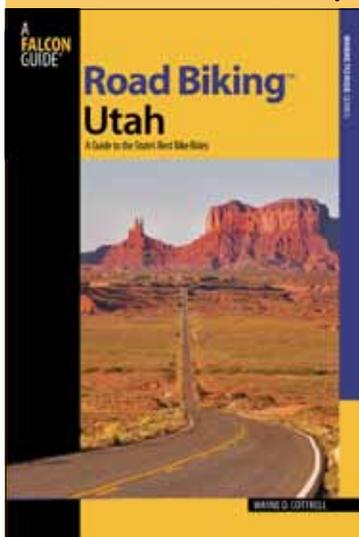
After a sharp curve to the left, turn right at mile 19.05 to remain on Eagle Valley Road. Enter the tiny community of Ursine (population 91). This quaint town has a warm presence, and a few tidy, cozy homes. While it seems remote, you have actually taken the back way to get here, as the town is just off of SR 322 (which is where you are headed). There are some provisions in town, in case you are in need. After making a left at the edge of town, turn left again, onto SR 322 (mile 19.85). Note that, to your right, SR 322 continues into Spring Valley State Park (about two miles away) – a side trip may be worthwhile. Otherwise, head west on SR 322. The highway returns to Pioche. The amazing scenery is behind you, unfortunately. A point of interest, though, is that the road makes a steady, gradual climb out of Ursine (elevation 5,562 feet) to the highest elevation of the ride (6,018 feet) at mile 24.0. SR 322 descends from here to Echo Dam Road (SR 86), which you took on the way out. After crossing Patterson Wash (elevation 5,443 feet), it is a steady, 3.8-mile climb back into Pioche. After

crossing U.S. 93, turn right onto Main Street, followed by a left turn on 4th, and a left on Mill to return to the town park.

GPS coordinates of Pioche Town Park: 37.936925oN 114.452819oW

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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OVERALL CHAMPION
Lachlan Morton
Jelly Belly presented by MAXXIS



Stage 1: Matteo Dal-Cin *Silber Pro Cycling*
Stage 2: Ruben Companioni *Team Jamis — Sutter Home Pro Cycling*
Stage 3: Simon Pellaud *IAM Cycling*

Stage 4: Matthew Busche *UnitedHealthcare Pro Cycling Team*
Stage 5: Julien Bernard *Trek-Segafredo*
Stage 6: Benjamin King *Cannondale-Drapac Pro Cycling Team*
Stage 7: Rob Britton *Rally Cycling*



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