cycling utah

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DIRT
PAVEMENT
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RACING
TOURING

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On Holy Ground - Riding the Climb of the Tour de France Part II

The Pyrenees

The journey from Bédoïn to Quillan, the second and final stage in the transition from the Alps to the Pyrenees, necessitated another long drive. Again, it was midnight when we arrived at Quillan. We found the only open hotel, a one-star affair with a noisy, smoky bar on the main level. The room was comfortable enough, and it did have a nice bath- tub, but the smell of smoke infiltrat- ed our room. By the second night, I could tell it was affecting my lungs. So, I stopped the crack under the door with a towel and opened the windows, and that seemed to allevi- ate the situation.

Dawn brought clear blue skies, a warmer temperature, and a rise in our spirits. Except for the day we climbed the Col du Galibier, each day had been overcast, moist and cold. So this morning brought a wel- coming change. In fact, this day’s ride up the Port de Pailhères remains my favorite of this trip.

We rode straight from our hotel. Unlike most days, where the climb- ing starts after a few short kilo- meters, or right out the door, on this day we had flat or very gradually sloping roads for over 30 kilometers before it turned steep. It felt good to just cruise a considerable distance, though I began to worry we had missed the turn to this climb.

The climbing finally came, though, with the changed condi- tions, we felt refreshed and reju- venated. At the turn where the real climbing began, we were at the base of a high promontory on which was perched an old castle. It was fun to mark our elevation as we climbed in relation to this castle. We quickly gained elevation on it, drew even, and then rose on above till, at the top of the Port de Paillères, the castle was a small speck way down in the distant valley.

The last 12 kilometers of this climb were stunning. We left Mijanes and climbed to the base of a ski resort whose slopes were already snow-covered. From here, the road narrowed and kicked up again. It had been plowed from the snowstorms of the previous day or two, and the road was wet with snow piled on the sides. Further on we were free-ranging horses graz- ing in the green- and snow-patched meadow, soaking up the sun. Behind them rose a steep, rocky mountain slope flocked with snow, with high, snow clad mountains in the distant background.

Just past this meadow, the road

Continued on page 12
ADVOCACY

St. George Works on Stepping Up Cycling Options

By Ryan Dionne

When the weather is blustery or sloppy in northern Utah, the opposite end of the state is prime for cycling.

And when the weather is prime for cycling in southern Utah, it’s usually … well … all year long. It’s true. The days of bad-weather riding in the desert area around St. George are few and far between. Sure it gets scorching hot in the summer, and the area seems to be crawling with people who drive slower than you can ride, but what better place to train with consistent conditions.

The riders in or around Utah’s Dixie have likely noticed a change in the ridership over the last five years. There seem to be more cyclists and the city of St. George is working to keep up with its biker population.

Whether it’s locals, tourists or riders from throughout the state making the trek south, bicyclists expect more.

“We can’t get by with what the average town has for on-street facilities,” said Ryan Gurr, and avid St. George cyclist and co-owner of Red Rock Bicycle.

Luckily, the city is listening – to how tricky they are to create doesn’t have when we do a road project,” he said.

Hence the city’s goal: To create alternative means of transportation suited for commuters and recreational riders alike.

But it’s not easy.

Thurber said St. George created a bicycle master plan around 2002 and he’s tried to advance it since he’s been employed with the city.

“We do the best we can,” he said. “I think we’re doing a good job now compared to four or five years ago.”

One setback, though, is the same problem associated with many other community goals: Money.

However Gurr thinks the city has too much of a “small city mentality” in regards to not having money to make general improvements. Thurber disagrees.

“Visibility and power in numbers is what we have to use,” the engineer said. “It’s gotta start somewhere.”

And Thurber disagrees.

He said the main corridors that leave Dixie – Bluff Street, state Route 18, St. George Boulevard and Sunset Boulevard – are state roads.

Sunset Boulevard – are state roads. Route 18, St. George Boulevard and Dixie Drive are state roads, Thurber said the city has maintained and owned by the city. He said the main corridors that leave Dixie – Bluff Street, state Route 18, St. George Boulevard and Sunset Boulevard – are state roads.

So there’s some limits that we have when we do a road project,” he said.

Because of that, the city has created some alternative routes – which Thurber admits isn’t an ideal route – to help move cyclists.

One alternative route is two blocks south of St. George Boulevard and runs parallel to it.

“Trying to create alternatives can be tricky,” Thurber said.

And Gurr, as well as many other cyclists throughout the state, know it has to start with advocacy.

“Visibility and power in numbers; it definitely helps out,” he said.

It’s nearly impossible to drive around St. George without seeing a biker lane or path to utilize.

“What they could really do better is go back and retrofit or redo existing roads,” Gurr said.

Thurber said the city’s trying to do just that.

Most old roads, though, don’t have a wide enough shoulder to accommodate a bike lane – which is typically four-feet wide.

“That’s been our big problem,” he said.

To fix the dilemma, the city has two options: Decrease the size of either the travel lane or the median.

Tonaquint Drive as well as 1450 South are two recent examples of that. Besides trying to retrofit old roads, Thurber said the city has plans for new improvements as well.

Lanes or routes on Bloomington Hills Drive are towards the top of the list – the two-year plan – while Red Hills Parkway Dixie Drive and others are on the five- to ten-year plan.

“We’re gettin’ there,” the city engineer said. “It’s gotta start somewhere.”

And Thurber, as well as many other cyclists throughout the state, know it has to start with advocacy.

“Visibility and power in numbers; it definitely helps out,” he said.

With cycling questions about the St. George area contact Ryan Gurr, co-owner of Red Rock Bicycle, at 439-674-3185. For more city-specific questions, e-mail Monty Thurber at trafficinfo@sgcity.org.

The seventh Annual Nevada Bike Hike, Bike and Walk Conference will be held on May 15-18 at Stateline, Lake Tahoe. This year’s theme is: Economic Benefits of Bicycling and Walking in Communities. The conference is being held in conjunction with the Nevada Trail Builder and Crew Leader Training. Last year’s conference was a tremendous success. Visit www.bicyclenevada.com/Conf_08_home.htm to learn more.

-League of American Bicyclists

The love of cycling begins early.

UTA Rideshare’s 2008 Bike Bonanza

Friday, May 16th | Gallivan Center, 4:00-8:00 p.m.

Young, old, beginner or hard-core, you’ll find plenty to celebrate during National Bike Month and Cycle Salt Lake Week.

Other Bike Week events include:

Live Green Festival
Downtown Criterium
DMV Criterium
Mayo's Bike to Work Day
Historic Tour of Salt Lake City
Road Home Bike Tuning
Intermediate Mountain Bike Tour
Bike to Work Wednesdays
5th Annual Pedal Pusher Film Festival
Rocky Mountain Raceway Criterium

For times and locations, visit utarideshare.com or cyclesaltlakecentury.com

Cycle Salt Lake Week is May 10 to May 17
AMERICAN R.A.D.D. presented by AGREL
Sponsors - American RADD, Agel, Edge Composites, Rucergainer Bikes, Ware IT, Podium, Mountain, Larsen Group, Sun Valley Mortgage, Biker’s Edge, Speedplay, Suunto, Giordano, Pacotino
Contact - Bryson Perry, 801-878-4066, Bryson@thegoodideagroup.com
Website - www.americanradd.com
Type of Cycling - Road, Mountain, Cross, Recreational, all cyclists welcome
Location - Sandy, Utah
Club Statement - American R.A.D.D. presented by Agel is a newly formed club/team for 2008 and we are growing fast. R.A.D.D. stands for Racers Against Drugs and Doping. We live to ride and we love our sport and the pureness of it. We will help to make our sport clean and to make it fun for everyone involved. Please come join us and make a difference in our sport.

Autoliv Cycling Club USCF P493, USCF and Whitman sponsor/club
Sponsors - Autoliv, The Bike Shoppe, Total Rebate, Peterson’s, Milikens, Drawform, GMAC mortgage, Dow Corning, Dr Naylor’s Udder Balm, BatterySpace.com, Trail Tech, Dr. John Pobanz, DDS
Contact - Kurt Gammill, 801-625-9370, kurt.gammill@autoliv.com
Website - livcycling.com
Type of Cycling - Recreational and training rides for mountain bike (MTB) and 24hr racing, Cat 4/5 road racing
Location - Ogden, Utah
Club Statement - In 2008, our goal is to again increase charitable work by donating our time, talents, and resources to help cure disease and relieve suffering. In 2007, ACC raised more than $65,000 for local charities. Secondly, bicycling improves the overall fitness, health, and well-being of participating Autoliv employees and other club members throughout the community. And finally, our mountain and road bike racing teams are there for those who want a bigger challenge, not to mention the legendary noon ride, now in its 14th year. Autoliv is also the sponsoring club of LOTTOJA.

Bad Ass Cycling
Sponsors - Bad Ass Coffee Company, Envision Lending, Prudential Real Estate, Park City Ski Boot and Pedorthic, Spectra Capital, Fiddler’s Elbow, Alta Vista Chiropractic, Working Rx, HyperSpice
Contact - Ann Hoffman, 801-706-2237, ann.hoffman@comcast.net
Website - www.badasscycling.org (Site under development)
Type of Cycling - Recreational road cycling with a cause
Location - Salt Lake City, Utah
Club Statement - Bad Ass Cycling was formed for the purpose of raising funds and awareness to combat devastating diseases. The team consists of friends and family of all ages and abilities. We lead organized rides twice weekly throughout the cycling season starting as soon as weather permits. If you share our mission to Stomp Out Pain and Suffering Through Cycling or just want to be with great people please join us.

Biker’s Edge/Destination Homes
Sponsors - Destination Homes, Edge Composites, Giro, ALG Worldwide, John Henry Smith Insurance, Mountain Composites, Giro, ALG Worldwide, Sponsors - Destination Homes, Edge Composites, Giro, ALG Worldwide, Sponsors - Destination Homes, Edge Composites, Giro, ALG Worldwide, Sponsors - Destination Homes, Edge Composites, Giro, ALG Worldwide,
Contact - Jonny Hintze, 801-544-5300, jonny@bebikes.com
Website - www.bebikes.com
Type of Cycling - Road Racing/Mtb Racing
Location - Kaysville, Utah
Club Statement - Our love and dedication to cycling is the driving force of team Biker’s Edge/Destination. We enjoy the cycling community and try to support it through racing. We’d like claim that we are a competitive team with top athletes and in some instances this may be true. No matter the outcome we enjoy competing and cycling none the less.

Bonneville Cycling Club, or BCC
Formerly Bonneville Bicycle Touring Club, or BBTC
Sponsors - Bad Ass Coffee Company, Envision Lending, Prudential Real Estate, Park City Ski Boot and Pedorthic, Spectra Capital, Fiddler’s Elbow, Alta Vista Chiropractic, Working Rx, HyperSpice
Contact - John McCool 230-5472 president@bttc.net
Website - www.bttc.net
Type of Cycling - Road rides with a pace rating system ranging from “A” race pace to “D” pace. Mountain bike both beginner and advanced, tours, and Ultra-marathon.
Location - Central Utah
Club Statement - We are celebrating our 30th year with an update in name and vibe. We are Utah’s largest and oldest cycling club — an umbrella club for all cyclists in Utah with members from St. George to Logan, and even France. We have rides all year long, and every day through the season, as many as five some days. We average about 80 per month during the season. Bonneville has members of all levels from novices, to racers, tourist, and Ultra-marathon riders. We have 2 event rides, The Little Red Riding Hood, and ULCEER, and several ride series. If you ride a bike in Utah, you should be a BCC member! I invite you to join us.

Bountiful Mazda Cycling Team
Sponsors - Bountiful Mazda, State Fish, Healthy One / Armour Eckridge, The Preserve at Mapleton, Covington Capital, Satori Homes, Gossner Foods, Johnsonville, Bountiful Bike Center, Specialized and Bike
Contact - Mark Zimbelman, (801) 764-9355, mx@byu.edu
Website - www.bmcyclingclub.com
Type of Cycling - Road Racing
Location - The Wasatch Front
Club Statement - We are a group of Masters Men and Women road racers who enjoy one another's friendship and want to have fun racing together and be

Plumas Bicycle Club
Sponsors - Bountiful Mazda, State Fish, Healthy One / Armour Eckridge, The Preserve at Mapleton, Covington Capital, Satori Homes, Gossner Foods, Johnsonville, Bountiful Bike Center, Specialized and Bike
Contact - Mark Zimbelman, (801) 764-9355, mx@byu.edu
Website - www.bmcyclingclub.com
Type of Cycling - Road Racing
Location - The Wasatch Front
Club Statement - We are a group of Masters Men and Women road racers who enjoy one another's friendship and want to have fun racing together and be a part of the cycling community.
competitive at local and regional races.

Contender Bicycles
Contact - Allison Littlefield, 801.364.0344, club@contenderbicycles.com
Website - www.contenderbicycles.com
Type of Cycling - Road Racing, Mtb racing, road touring, mtm recreation or any combo of the above
Location - Salt Lake City, Utah
Club Statement - The Contender Bicycles Cycling Club provides an opportunity to participate in all aspects of the sport of cycling from racing to recreational riding to advocacy. Along with our partners, we are excited about the future of the club and we invite you to join for 2008!

Color Country Cycling Club
Sponsors - Cedar Cycle
Contact - John Stavros 435.885.5648 johnudes4fun@hotmail.com
Website - www.colorcountrycycling.org/ (undergoing a major facelift)
Type of Cycling - Road Racing, Mtb racing, road touring, mtm recreational or any combo
Location - Cedar City, Utah
Club Statement - Founded in 1996, our club is active in many aspects of cycling from technical tricklock riding to touring to racing, as well as trail maintenance, and local event support. We support an IMBA affiliated National Mountain Bike Patrol group and work closely with local National Forest and BLM officials on trail access issues. We have adopted and maintain many miles of trails in our area, and as the leading cycling advocate in southern Utah, we are always looking to expand riding opportunities in our area.

Cutthroat Racing
Sponsors - Unita Brewing Co., Breweries Co-Op, Legal Messengers Inc., Total Body Pilates & Yoga, Light & Motion, Maxxis Tires, Feltish Framers, Hayes Brakes, Genuine Innovations, ProLink, Chain Lube, Ryders Eyewear
Contact - Steve Wasmund, 801-824-6063, cutthroatracing@gmail.com
Website - www.cutthroatracing.org
Type of Cycling - Cross Country - You name it. We’re a home for racers (MTN, CX, RD) and also lots of ‘fun only’ riders, cyclonutters, etc.
Location - Salt Lake City, Utah
Club Statement - Founded in 2005, we have grown every year and currently have around 60 members. Our primary goal is to provide a fun team for folks who want to be on a team, but don’t really want to be on a ‘team’. Make sense? :-)
We have organized trail work days, some camping trips and nice big camps at 24hr races. We really are a team of the people. Come join us and see for yourself. Team meetings: First Wednesday of each month at the Uinta Brewpub.

Dharma Wheels Cycling Team
Sponsors: Dharma Wheels Cycles, Silver Creek Dental, No Name Saloon, Chez Betty, Hammer Nutrition, Moot, On One, VeloDOO Bicycles, Fox, Chris King
Contact Person, Phone and Email: Carmen Espinoza, shop phone 435.658.0032, Shop email, ridensmile@gmail.com
Website: www.dharmawheelscycling.com
Type of Cycling: Mostly recreational riding with some rippers who race.
Base location: Park City
Club Statement: A cycling team based on the joy of riding. No formal meetings, rides or mandatory racing. A group of cyclists who love to ride together, alone or in any combination.

Dirt Betty Social Society
Sponsors - Bicycleworks, 640 E Main, Peter, 435.658.4050
Contact - Dondra Nance, 435.613.5243, dondra@dirtbetty.com
Website - www.dirtbetty.com
Type of Cycling - Recreational Mountain and Road Biking
Location - Price, Utah
Club Statement - Riding with the Dirt Betty Social Society is unlike any other riding or social experience you’ve had.
First, it is a safe, accepting environment where every woman, lady, and girl regardless of age or riding skill, is welcome. Second, many rides exclude our male, testosterone-driven counterparts. Lastly, Dirt Betty’s take every opportunity to ride and just hang out with the girls. New in 2008, we will have opportunities to become a Road Betty.

Evanston, Wyoming Cycling Club
Sponsors - Titanium Title Sponsor: Crook-Sandwiches Associates, Inc. Professional Engineers & Surveyors. Other Platinum, Gold, Silver and Bronze Beneficiaries are listed on the benefactor’s page of the Evanston Bike Club. Contact: City of Evanston Liaison to the Evanston Cycling Club; 307.783.6438, pikeasa@evanstonwy. org. Ed Lyles, President; Debra Eastman, Vice President.
Website - www.evastoncyclingclub.org or www.evastonicycling.org
Type of Cycling - Road Racing. Mtb racing, road touring, mtm recreational or any combo
Location - Evanston, Wyoming. The City of Fresh Air, Freedom, and Fun!
Club Statement - The Evanston, WY Cycling Club is a 501(c)(3) charitable non-profit organization. Primary purposes of the Cycling Club include promoting community education of Bicycle related issues, establishing partnerships with the local school district; encouraging the development of pathways for bicycle and pedestrian use; and advocating the sport of bicycling as healthy outdoor recreation. The Cycling Club promotes bicycle education and safety through community programs with the Safe Kids Coalition. Each spring, the Club awards four $5000 FEDAL (Promoting Educational Development & Learning) scholarships to graduating Evanston High School seniors for post-secondary education. The Club coordinates an annual bike safety poster contest for elementary age students. In partnership with the City of Evanston, the Cycling Club helps to coordinate the annual High Unitas Classic stage race and the Wolverine Ridge XC mountain bike race.

Intermountain Financial/JR Smith Coaching
Sponsors - Intermountain Financial Group, JR Smith Coaching, Revolution Cycles, Cliff Bar
Contact - Jill Wilkeson-Smith, 801.805-2570, jilleybean99@yahoio.com; Darci Strong, 801.815.4848, darci4strong@hotmail.com
Website - www.wasatchwomenscycling.org
Type of Cycling - Road Racing and recreational road riding
Location - Salt Lake City, Utah
Club Statement - WWCC was founded in 1999 by Jill Wilkeson-Smith and Daphne Perry. The purpose of our club is to provide an educational and encouraging environment for women to achieve their racing or recreational cycling goals. WWCC has both an elite and a developmental racing team, as well as a recreational riding club. WWCC proudly supports the Bikes for Kids event. The Bikes for Kids event provides bikes to Salt Lake area underprivileged kids. For more details, please visit the event website: www.bikesforkidsutah.com

KUHL/Scott
Sponsors - KUHL Clothing, Scott USA
Contact - Ryan Krusemark, 808 252 3185 ryannkuhl-usa.com
Website - www.kuhi.com
Type of Cycling - Mountain and road racing
Location - Salt Lake City
Club Statement - Scott is a first year team. The team was founded by a few friends that wanted to race together. After finding great sponsors things began falling into place. We now have 30 racers, who race road, mountain, and cross. We will focus on races in Utah but will likely travel out of state for some events. We are not exclusively a race team. We will attend the Tour De Cure in Bingham city this year. Our goal is to have a great time at every event we attend. Swing by our tent to take a rest on our travel couch or share in a cold beverage.

Mad Dog Cycles Race Team
Sponsors - Mad Dog Cycles, Powerbar, Trek, Tifosi, Maxxis, AniBank, Stonehaven Dental, Doug Smith Subaru, Crank Bros, Turner Industries, MountainView Hospital, Techniq, Mustang Engineering, S&B Construction, Worthy Parsons, Zachry, Contact - Keith Payne, 801.368.5321, keith@maddogcycles.com
Website - www.maddograceteam.com
Type of Cycling - MTB Racing, MTB and Road group rides
Location - Orem, Utah
Club Statement - We are a Utah-based team with all levels of riders, from Pro to Beginner. Most of our riders partici- pate in MTB racing, some just like to ride. While we are organized to race, we also work hard to give back to our community. We organize two trail building days each year, offer free guided rides monthly for the community (3 Thursday Women’s Ride, 4th Thurs. Group rides). We also organize, promote and run the Race for Everyone at Sundance each August to benefit the Kids on the Move organization. All levels of riders are welcome to come join the team and get riding, racing and helping improve and maintain the cycling community.

Mt Duode
Sponsors - Barbacoo, Keystone, Spin Cycle, Bodyworx, South Mountain Rehabilitation, Durhammer/Pinegar Contact - Chris Peterson, peterson-活動@yahoo.com
Website - www.mtduodecycling.com
Type of Cycling - Road racing and some mountain bike racing
Location - Salt Lake City, Utah
Club Statement - Mt Duode roughly translates from Italian as “I suffer.” Mt Duode is one of the oldest racing teams in the Intermountain West, hav- ing formed in Salt Lake City in 1984. Alumni include one of the founding members Marty Jenkinson, previously with
Continued on page 21
For more information log on to: www.sports-am.com or call 801-583-6281
May 1-4 — IMBA Trail School, Flagstaff, AZ. Anthony Quintile, anthony@absolutebikes.net

May 15-16 — IMBA Trail School, Durango, CO. Mary Monroe, mary@trails2000.org

May 16-18 — San Rafael Swell Mountain Bike Festival, 22nd Annual, Emery County, (435) 637-0086

May 22-26 — Black Hills Fat Tire Festival, rides, races (hill climb, XC, Super-D), Film Festival, and more, Rapid City, South Dakota, (605) 394-5225, bhffattirefestival.com

May 24 — 2nd Annual Amazing Earthfest, in Kane County, Utah. 5 pm Trail Ride, Joy Jordan Woodhill Trail, 12 mile, non-technical, hard-packed loop on BLM, featuring expansive views of the Kolob Plateau and the colorful cliffs of the Grand Staircase. Meet at the Fredonia Welcome Center on US 89-A, Fredonia, AZ. NOTE: Utah is on daylight savings time, Arizona is on standard time. Rich Csenge, 435-644-3735, jiw@gwi.net, www.amazingearthfest.com


June 15 - September 5 — Great American Bike Ride, Boise to Idaho City (camp overnight) and back to Boise, Darren Lightfield 208-388-1971, wildrockies.com

June 18-21 — IMBA World Trails Summit, IMBA Summit will bring mountain biking advocates, land managers, ski resort professionals, trailbuilders, tourism officials and the bike industry together for collaboration, planning and celebration, Trail Care Crew too. Patt Bonnet patt@imba.com, 303-545-9011, IMBA.com

July 14-15 and July 17-18 — Rocky Mountain Bicycles Dirt Series Women’s Mn bike Camp, Park City. Contact (604) 955-8177 (Canada) or info@dirtseries.com for more info.

July 21-22 — Rocky Mountain Bicycles Dirt Series Women’s Mn Bike Camp, Sun Valley, ID. Contact (604) 955-8177 (Canada) or info@dirtseries.com for more info.

June 15 - September 5 — Great Divide, Canada to Texas, dirt, Adv. Cycling Association, (801) 755-2453

July 9-13 — Friends Go Tours: Park City Mn Experience. Mountain Bike Clinic & Summer Camp for Women. All inclusive 5-day bike camp. For more info, www.girlstangbike.com or Lynn, (435) 960-3931


September 27 — Endurance Festival, run, trail run, road cycling, mountain biking, duathlon and off-road duathlon events, entertainment and more, Old Town Provo, ID. www.Endurancelfestival.com, info@endurancelfestival.com, (866) 9-ECO-FUN or 208-233-3798

October 4 — Take Your Kid on a Mountain Bike Ride, Boise, ID, byrdscycling.com

October 24-26 — Chile Ho-Down Bike Festival, 3rd annual festival includes group rides, a dirt jump contest, Halloween costume party, prize giveaways and just an all around good time, possibly a DH race, Chile Pepper Bike Shop, 435-259-4688, www.chilebikes.com

2008 Utah MTB Races

April 12 — Cholla Challenge, Intermountain Cup #2, Hurricane, UT. XC, Jerry Simmons, (435) 674-3185, intermountaincup.com

May 3 — Showdown at Five Mile Pass, 14th Annual, Intermountain Cup #3, Lehi, UT, XC, Ed Chauner at (801) 942-3498, intermountaincup.com

May 10 — Wimmer’s Bicycle Race XC, Intermountain Cup #4, Sherwood Hills Resort, Logan, UT, (435) 752-2332, intermountaincup.com

May 17 — Hammerfest at the Hale, Intermountain Cup #4, Soldier Hollow, Midway, UT, Ed Chauner at (801) 942-3498, intermountaincup.com

May 24 — Sundance Parks Sportsman Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4121

September 27 — Endurance Festival, run, trail run, road cycling, mountain biking, duathlon and off-road duathlon events, entertainment and more, Old Town Provo, ID. www.Endurancelfestival.com, info@endurancelfestival.com, (866) 9-ECO-FUN or 208-233-3798

October 4 — Take Your Kid on a Mountain Bike Ride, Boise, ID, byrdscycling.com

October 24-26 — Chile Ho-Down Bike Festival, 3rd annual festival includes group rides, a dirt jump contest, Halloween costume party, prize giveaways and just an all around good time, possibly a DH race, Chile Pepper Bike Shop, 435-259-4688, www.chilebikes.com

General Info

Intermountain Cup information (Utah) (801) 942-3498.

USA Cycling, Mountain Region, (UT, AZ, NM, CO, WY, SD, (719) 866-4581

Weekly Series Races

Tuesdays TBD — Solitude Full Throttle Midweek Mountain Bike Race Series, June 24, July 1, 8, 15, 22, 29, August 5 Registration at 5:45, race at 6:30, 4, 6, and 12 mile options, Solitude Mountain Resort, Entry 1 (Moonbeam Lot), 435-565-9010.com or call Nick or Jay at (801) 536-5784

Wednesdays — May 7, 14, June 4, 18, July 2, 16, 30 August 13, 27, Soldier Hollow Training Series, (alternates with Sundance) 6 p.m., (801) 358-1140

Wednesdays — May 21, 28, July 11, 25, July 29, August 12, 20, Sundance Resort, (801) 223-4121

EnduranceFestival.com, info@endurancelfestival.com

Intermountain Cup #4, Lehi, UT, XC, Ed Chauner at (801) 942-3498, intermountaincup.com

Intermountain Cup #2, Hurricane, UT, XC, Jerry Simmons, (435) 674-3185, intermountaincup.com

Start Time 7:30 AM, Utah State Fair Park, 155 North 1000 West Three Mile Lengh 368, 67 and 100 Miles. For More Information or Online Registration go to www.cyclesaltlakecentury.com or Call Jon R. Smith 801-396-8450 Fax 801-322-5056

www.cyclingutah.com

cycling utah
The "X" Rides - The Road is Out There
May 3-4, 2008
Russia, NV
2008 Nevada Bicycle Classic
May 16-17, 2008
Salt Lake City, UT
2008 Salt Lake City Park City Classic
May 16-17, 2008
Park City, UT
2008 Mountain Bike Classic
May 16-17, 2008
Salt Lake City, UT
2008 Salt Lake City Classic
May 17-18, 2008
St. George, UT
2008 St. George Classic
May 17-18, 2008
Las Vegas, NV
2008 Las Vegas Classic
May 17-18, 2008
Carson City, NV
2008 Carson City Classic
May 23-24, 2008
Salt Lake City, UT
2008 Salt Lake City Classic II
May 24-25, 2008
Reno, NV
2008 Reno Classic
May 30-31, 2008
Nevada County Fairgrounds, Carson City, NV
2008 Carson Classic
May 31-6, 2008
Las Vegas, NV
2008 Las Vegas Classic II
Road Racing
General Info
U.S. Cycling Championships
June 21-22, 2008
Salt Lake City, UT
2008 Salt Lake City Classic III
July 5-6, 2008
Las Vegas, NV
2008 Las Vegas Classic III
July 5-6, 2008
Park City, UT
2008 Park City Classic
July 11-12, 2008
Reno, NV
2008 Reno Classic II
July 18-19, 2008
Salt Lake City, UT
2008 Salt Lake City Classic IV
July 18-19, 2008
Las Vegas, NV
2008 Las Vegas Classic IV
July 18-19, 2008
Reno, NV
2008 Reno Classic III
July 25-26, 2008
Carson City, NV
2008 Carson Classic II
July 25-26, 2008
Las Vegas, NV
2008 Las Vegas Classic V
July 25-26, 2008
Carson City, NV
2008 Carson Classic III
August 22-23, 2008
Las Vegas, NV
2008 Las Vegas Classic VI
August 22-23, 2008
Reno, NV
2008 Reno Classic IV
August 22-23, 2008
Carson City, NV
2008 Carson Classic IV
August 29-30, 2008
Salt Lake City, UT
2008 Salt Lake City Classic V
August 29-30, 2008
Reno, NV
2008 Reno Classic V
August 29-30, 2008
Carson City, NV
2008 Carson Classic V
September 5-6, 2008
Salt Lake City, UT
2008 Salt Lake City Classic VI
September 12-13, 2008
Las Vegas, NV
2008 Las Vegas Classic VII
September 12-13, 2008
Reno, NV
2008 Reno Classic VI
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Carson City, NV
2008 Carson Classic VI
September 26-27, 2008
Salt Lake City, UT
2008 Salt Lake City Classic VII
September 26-27, 2008
Las Vegas, NV
2008 Las Vegas Classic VIII
September 26-27, 2008
Reno, NV
2008 Reno Classic VII
September 26-27, 2008
Carson City, NV
2008 Carson Classic VII
October 3-4, 2008
Salt Lake City, UT
2008 Salt Lake City Classic VIII
October 3-4, 2008
Las Vegas, NV
2008 Las Vegas Classic IX
October 3-4, 2008
Reno, NV
2008 Reno Classic VIII
October 3-4, 2008
Carson City, NV
2008 Carson Classic VIII
November 7-8, 2008
Salt Lake City, UT
2008 Salt Lake City Classic IX
November 7-8, 2008
Las Vegas, NV
2008 Las Vegas Classic X
November 7-8, 2008
Reno, NV
2008 Reno Classic IX
November 7-8, 2008
Carson City, NV
2008 Carson Classic IX
Murdock at (801) 205-3700.
June 14 — Little Mountain Road Race, UCA Series, Sugarhouse Park, SLC, UT, (801) 533-8671.
June 14 — MTB Tour of Bear River, 100 mile ride, Time Trial, Hill Climb, Crit, Stationary, Rattlesnake Trail, Rattlesnake Island, Bear River Mountain, North Ogden, UT, 801-748-9227 or ccr@summitvelo.com.
June 14 — New Mexico Triple Crown #3, 75 km, 100 km, 107 km, 50 mi, 100 mi, 120 mi, Nine Mile Dam, Fruitland, NM, 505-359-4500.
June 15 — The Climb—TUCO Classic Series, TUCO, Ogden, UT, 801-621-4454 or tuctri.com.
September 13 — The Climber—TUCO Classic Series, TUCO, Ogden, UT, 801-621-4454 or tuctri.com.
November 15 — Capital City Energy Challenge, 100 mile ride, Time Trial, 58 mi, 100 mi, 103 mi, 60 mi, 29 mi, Union, WA, 425-481-2920 or jracerace.com.

Calendaryou can find on the UCA Series home page at www.summitvelo.com or tourofutah.com or georgescycles.com.
Bike Swap Young Riders

May 3-4 • Park City, Utah
 Held at 'The Yard' 1251 Kearns Blvd. (Old Anderson Lumber Building)

Days of swap: May 3 (8am-5pm), May 4 (11am-3pm)
Pick up unswapped bikes or checks (3pm, May 4th)

Drop off bikes to be sold: Thursday May 1st 3-8pm
Friday May 2nd 3-8pm

YR takes 20% of sales to benefit the program.
(435) 649-8710 or (435) 659-1188 or visit www.youngriders.com

Epic Finish Highlights XTERRA Winter World Championship

MARCH 8, 2008 – Brian Smith, 32, of Gunnison, Colorado jolted past Josiah Middaugh, 29, of Vail, CO, less than 20 meters from the finish line creating an epic finish. The finish line was marked in 1:58:31.21. Josiah Middaugh right behind in 1:58:31.21.

Species research, 40, 75, or 100 mile options. Registration opens at 6:00 AM., (801) 596-8430 AM Mass start time. Registration fee includes park entry, t-shirt and refreshments. For more information contact Nekia Roundy, Davis Cancer Center in Park City, (801) 648-3264 or tour@co.davis.ut.us.

July 19 — Bryce Canyon 200 K, self-supported brevet ride, check point will be at 6:15am, ride at 7:00 am., Garfield County Fairgrounds at 800 North Main St. in Panguitch Utah. (856) 586-7567

July 20 — Upland Rider 100, BBTC Super Series Ride, self-supported century. Park City to Ciddekle and back, roadac

July 24?? — Pedal Away for Wellness, (800) 565-2704, 1400 miles, Genoa NV, (800) 565-2704, bike trails tour for the

July 27- Aug. 1 — Bicycle Washington, Methow Valley, as andven@trhs.

August 2 — Felt Tour de Park City, Fully Supported Century Road Bike ride starting at Park City, 52, 108, 160 miles options. The ride will start at the Park City Mountain Resort, Coeur d'Alene, ID, bike trails tour for the

August 9 — UCLER, BBTC Super Series Ride, self-support-

August 10-16 — Idaho Bicycle Tour, 7 day self-supported brevet, 60-100 miles a day. Tour De Sarro Roadway and the Nez Perce, 1400 miles with over 12,000 feet of

August 10-16 — Stanley Challenge, 7 day self-supported brevet, 60-100 miles a day. Tour De Sarro Roadway and the Nez Perce, 1400 miles with over 12,000 feet of

August 10-12 — R.A.N.A.T.A.D (Ride Around Nebo And Tim in A Day) Bike tour, 150-200 miles, 4,200 feet of climb, 4,200 feet of

August 10-12 — Road Idaho, 7 day supported bicycle tour, Focleto, Cimarron Valley, and the Nez Perce, 1400 miles with over 12,000 feet of

August 16-18 — Oregon Bicycle Ride XXII, Cave Junction to Elma, CA and back, (541) 385-557 or bike@oregonbicycleride.com.

August 16 — R.R.A.T.A.D. (Ride Around Teton And Arapaho) Bike tour, 150-200 miles, 4,200 feet of climb, 4,200 feet of

August 16 — Stanley Challenge, Bike to Stanley, unsupported, Boise, ID, (208) 874-2488, georges

Stop Global Warming, Ride Your Bike!
One, September 13 — Tour de Vins 4
September 7-13 — Southern Utah
September 7 — Tour de Tahoe,
August 23 - September 7 — BRA
August 23-24 — Bike MS Road,
Pony
August 16 — Sawtooth Century
APRIL 2008
Foundation, (435) 259-2698,
benefits the Lance Armstrong
Moab to La Sals and back,
420 miles from Lake Tahoe to
ing the Legendary Pony Express
contact@fsalliance.org
Sarah Leeds, (208) 232-0742, con-
ID, more info: FSAlliance.org,
16.5, 32 and 60 mile options,
Bike Tour and Wine-Tasting Event,
Lake Tahoe, NV, (800) 565-2704,
food and support, 72 miles,
line, spectacular scenery, great
BBTC Super Series Ride,
Utah, (800) 629-0294, bccutah. net or (801) 598-0294, bccutah.org
BBTC Super Series Ride, self-
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turned sharply right and switch-backed several times up a steep slope from where it ran for a kilometer to a higher meadow situated in a broad bowl at the base of the final slope to the Port de Pailhères. As I approached this second meadow, I saw a cow, girded about the neck with a large leather strap from which hung a burnished bell, taking up the left side of the road. It paid no attention to me but focused only on licking the road. It wondered at this, till it struck me that the cow was licking the road for the salt that had been put down when the road was plowed.

As I passed her and rounded the bend, I saw the rest of the herd, with many of the cows also seeking their share of the salt. I had to wind my way through them as they were more interested in the salt than in moving for me, and made the final climb to the top.

At the summit, we were poised on a high ridge with snow-covered mountains leading off into the distance, meadows of patchwork green and white rolling out below us to the warm and snow free canyons below, all under the brightest blue sky we could hope for. It was stunningly and magnificently beautiful.

After another fast and exhilarating descent down the mountain, we had fun cruising back to town. Except for the fact that I had a chain link begin to stick, and my chain was skipping regularly during the last 30 kilometers. Given our steady pace, I could even time the skip, easing up for it so it was not so jarring. This ended up being our longest ride of the trip, 99.25 kilometers. We climbed 1600 meters (5249 feet).

During this ride, we notice writing on the road in the higher slopes stating, “Non aux ours”, or “no to bears”. Another writing said, “150 brebis morts en sept jours”, or “150 sheep dead in 7 days”. Such scrawled messages were a constant upon the Pyrenean roads we rode. Upon inquiry, I learned that bears had been reintroduced to the high Pyrenees. The lady of whom I inquired said that the locals were pretty much opposed, for obvious reasons, but that those in far off Paris thought it a good idea. That sounded more than vaguely familiar with its parallels to Washington and the western United States.

The next day consisted of climbing to Plateau de Bonascre (Ax 3 Domaines) followed by a climb to Plateau de Beille. We first drove over the Port de Pailhères, through Ax-les-Thermes, where we would spend the night, and to the small town of Les Cabannes. From there, we rode back to Ax-les-Thermes and started with the shorter and easier climb to Ax 3 Domaines. I had been here four years earlier for the Tour de France, and had ridden to within two kilometers of the top before stopping to watch the oncoming race on a Frenchman’s small television in his travel trailer. So it was nice to finally go all the way to the top.

After a quick descent and a fast ride back to Les Cabannes, we took on the longer and steeper climb to Plateau de Beille. It had become overcast and, by the top, fairly cool. Upon arriving at the top, I was greeted by a large, lumbering dog (which I dubbed “the sale bête”) who apparently did not take to my...
Dave arriving at the top of the Col d’Aubisque

APRIL 2008
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being there. I was quickly cooling off and headed to the lodge to await Elliot inside. The place was virtu-
ally abandoned except for a few cars in the lot. The sale bête berated and growled at me all the way to the
toys up to the lodge. Finding several small stone handy, I soon let him know two could play his game, and
he backed off, allowing me entry into the building.

Elliot, who had bonked on this climb, thus allowing me my third victory of the trip, finally arrived.
We put on our cool weather garb for the descent, and then I again had to confront the sale bête to get back to
my bike and out of the parking lot. Our total elevation gain for the day was 1816 meters (5958 feet).
We had debated whether to drive on before finding a hotel, but the charms of Ax-les-Thermes proved
so tempting. As it turned out, we would do the climb to Luz Ardiden, with Elliot going as far as he felt
able.

Dark, and so I took my camera and headed out for an extremely refresh-
ing stroll while experimenting with my nighttime photography.

Two things marked our stay at Ax-les-Thermes. First, we discov-
ered the next morning that someone had severely scratched the finish on a car parked just two spaces away
from ours. While I certainly felt for the owner of that car, I also felt
fortunate it had not been our rental car on the receiving end of this
vandalism. Second, after arriving back home, I discovered I had left
behind a pair of nice cycling shorts purchased in Bourg d’Oisans that
matched my Alpe d’Huez jersey. I had retained a card from the hotel,
came too fast into a rock wall. Then in taking off, he

would have been able to recover something left at a hotel.
Not only was it a nice hotel, but the
customer care was outstanding.
A great lesson in courage and tenac-
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reached the next morning that someone
had stopped to look at a small memorial to Casartelli that
identified this building as the old
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Gillespie and Emmett Win Rampage

By Brad Pilling

With this past winter, you may have been afraid that the Desert Rampage race held March 1, 2008 in St George, UT would be snowed out or at least have snow banks on the sides of the trail. Mercifully, snow gave way to sun and the Desert Rampage race did not disappoint. Well over 300 racers showed up to battle the 7 mile course and get some biker tan lines started. Racing this early in the season is not always the best feeling, but with record race attendance and packed classes, racing was better than ever. 24 Pro Men racers lined up for the start with nationally ranked Bart Gillespie (Mona Vie/Cannondale), Travis Brown (Trek as well as ‘99 NORBA Series XC Champion and former Olympian), Cale Redpath (69er), Adam Snyder (3D Racing) and Troy Wells (Tokyo Joe’s) among the other area locals.

The sight of 25 Pro Men burning the first lap must have been great to see. My vantage point of this spectacle was seeing the group strung out on the first climb as I sat in 18th place. I could see a group just up from me that I initially mistook as the lead group. I then realized that there was a faster group that was further up ahead on the initial climb that already had a sizeable gap on the rest of the field and were pulling away.

Local phenom Bart Gillespie (Mona Vie/Cannondale) was in the front group. He summarized his race, “This is a good early season course as the climbs are short and not very steep so you can use momentum to get into a rhythm. The first lap my legs were heavy and without much snap but I rode near the front anticipating they would come around. At the end of the first lap I found myself alone on the front as Troy Wells punctured on the rocky downhill. I forged on alone and got into a pretty good rhythm with what felt like a pretty fast 2nd and 3rd lap. By the 4th lap my legs were getting tired but I still had pretty good energy and worked the momentum game.”

With a 2008 race time of 1:50:14 and a 2007 race time of 1:50:52, Bart’s momentum game”. Amazingly, Sherwin took 8 minutes off her race time from last year. “Most people are laying down groundwork for the core of the season which means no resting for the race. With a heavy block of training leading up to the race I was certainly toasty out there, but after it was all said and done, I was psyched to be that much faster”.

Other classes were bulging with enthusiastic competitors. The Sport Men 40+ class had 28 finishers with Dave Smith (Red Rock/Mega Pro) winning in a time of 1:05:03. Jay Griffin (utahmountainbiking.com) was 2nd at 1:07:47 with Doug Rock (Red Rock/Mega Pro) in 3rd at 1:10:25. These 40+ were hauling and without much snap but I rode near the front anticipating they would come around. At the end of the first lap I found myself alone on the front as Troy Wells punctured on the rocky downhill. I forged on alone and got into a pretty good rhythm with what felt like a pretty fast 2nd and 3rd lap. By the 4th lap my legs were getting tired but I still had pretty good energy and worked the momentum game.”

With a 2008 race time of 1:50:14 and a 2007 race time of 1:50:52, Bart Gillespie’s characteristics of greatness is his consistency. Frankly, it’s unbelievable. 2nd place was Durango resident Cale Redpath (69er) at 1:57:01 with fellow Durango resident Troy Wells (Tokyo Joe’s/Clif Bar) coming back from a flat tire in 3rd at 1:58:33.

The Intermountain Cup continues April 12 with the Cholla Classic held just outside Hurricane, UT. For the complete race schedule, see cycling utah’s calendar section.

See results on page 24.
Little did I know what was in store. I held my tongue and said nothing.

Swim lessons but, for some reason, he should come see me for some. I was about to shout out to him that me. It was Richard Barnum-Reece.

In the water I noticed a familiar figure. Scofield Triathlon. As I gazed at the swim leg of the newly revamped watch participants warm-up for the great race!

By Scott Kelly

Remembering Richard Barnum-Reece, Publisher of Utah RunnerTriathlete


On the morning of July 22, 2006 I was standing on the floating dock just below the Mountain View campground on Scofield Reservoir watching participants warm-up for the swim leg of the newly revamped Scofield Triathlon. As I gazed at the water I noticed a familiar figure feebly doing the sidestroke below me. It was Richard Barnum-Reece. I was about to shout out to him that he should come see me for some swim lessons but, for some reason, I held my tongue and said nothing. Little did I know what was in store for Richard just a few short minutes later after the start of the swim leg of the race. He never made it back to the dock on his own. Richard was fished out the water, not far from the end of the dock where he had been found floating, face down and unconscious.

Richard lay on the end of the dock where emergency personnel administered CPR in hopes to resuscitate him. He was rushed to the nearest hospital in Price and later airlifted to Utah Valley Regional Medical Center in Provo. Attempts to revive him were successful, however, lack of oxygen had caused extensive brain damage affecting both his cognitive abilities and short-term memory. Richard would never again be able to function on his own. He spent the next 18 months in a nursing home and passed away on January 29, 2008 as a result of complications from the heart attack he suffered on that fateful day. Richard was 62 years old.

To say Richard lead an interesting life would truly be an understatement. He was a self-made man who “marched to the beat of a different drummer” and liked to do things his way. His gruff personality often put people off, however, once they got to know him it was easy to discover that he had a huge heart. He wrote his own obituary, from which I’ve culled a few facts about his life for this article.

Richard was a 1964 graduate of Hillcrest High School where he was an all region football player. He fostered his love of the written word as the sports editor for his high school newspaper, the Hillcrest High Sentry. Richard’s prowess on the high school gridiron earned him an athletic scholarship to the University of Utah where, as a freshman, he was on the U of U football team that won the 1964 Liberty Bowl, 32 to 6 versus West Virginia. He was later sidelined with a knee injury that would plague him for the rest of his athletic career. While in college, Richard continued to develop his penchant for writing, eventually working his way up to being sports editor of the Daily Utah Chronicle and editor of the University Magazine. He graduated from the University of Utah in 1974 with a Bachelor’s in political science and continued on to earn a Master’s in journalism in 1975.

After working and traveling for a few years, Richard attended law school at Hamline University in St. Paul, Minnesota. He was forced to drop out after experiencing heart trouble and was treated at the Mayo Clinic. According to his brother, Brent Barnum, he was then diagnosed with an enlarged heart. Richard had known about his heart troubles way back in his teenage years. He would subsequently have four other heart attacks (or mini strokes) in addition to the one that ultimately incapacitated him.

Due to the unusual nature of his heart ailment, the Mayo Clinic wanted him to be part of a heart study they were conducting. Richard politely declined. He didn’t like hospitals or doctors!

Richard was also an avid skier. He was a ski patrolman at Stowe, Sun Valley and later became a ski instructor at Park City Mountain Resort. He combined his love of skiing with a journalism career, working for the Wood River Journal in Hailey, Idaho, the Ogden Standard Examiner and the Deseret News. He even had a short stint as an on-air reporter for KUTV. His work was published in the Baltimore Evening Sun, Minneapolis Tribune, Las Vegas Sun, Skiing Magazine, Ski Racing Magazine, Utah Holiday Magazine and numerous other publications. He published three books: “Poetry for Mysha and the Windy Day”, “Once Before I Die” and “The Gonzo File” along with a host of articles and ruminations all of which had to do with his life and impending death.

Next to writing, Richard’s other passion was ultra distance trail running. He completed 29 marathons and seven 50 miles races over the course of his endurance athletic career. Richard later became interested in race directing starting the, now famous, Wasatch 100 Endurance Run. He was also the originator of Crazy Bob’s Haute Stumblechase, both popular events on the local trail running scene.

“Richard came to believe that he had nurtured from its infancy. Richard to participate in the race to improve the event. This enabled Jones, younger men with big plans to ownership of the Scofield Triathlon to Burke Priest and Justin Antrim. Richard had handed the reins of the Scofield Triathlon to Burke Priest and Justin Jones, younger men with big plans to improve the event. This enabled Richard to participate in the race he had nurtured from its infancy. Unfortunately, it was to be his last great race!

Richard’s life and work was

Continued on page 23

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RIDE OF THE MONTH
A Trip to Bountiful
By Gregg Bromka

Last month, I took you to the south end of the Salt Lake Valley on several road tours originating out of Draper. This month, we’ll make a 180-degree turn and visit our neighbors in North Salt Lake and Bountiful on two rides that cross over to Davis County.

North Salt Lake Loop (20.5 mile-loop, 300-foot gain, moderately easy, poor to fair margin of comfort)

This north valley loop links Salt Lake City with North Salt Lake on a tour of striking “downtown.” The bulk of the loop follows busy city streets and highways where shoulders are absent and high-speed traffic is heavy. You’ll pedal past residential complexes, gravel pits, airports, and oil refineries. And there is nary a hill to speak of. So why bother? Despite these blights of civilization, the first and last legs of the loop follow bike lanes through quaint ethnic neighborhoods and across open spaces where cattle graze. The miles are respectable, you can spin at tempo pace the whole way, and the last mile on the Jordan River Parkway is a pleasant way to wind down.

“Back to the bit about oil refineries, gravel pits, and high-speed traffic,” you say? There is one caveat to this ride. You must pedal 1.5 miles along busy US 89 Beck Street north of Salt Lake City. This stretch of six lane highway is unnerving, but it’s the only way between here and there. New bike lanes from 600 North on 300 West/Beck Street help calm the nerves. Even so, hold your line, stay single file, wear obnoxiously bright clothing, and count your blessings.

The starting point for this loop is Constitution Park (300 North and 1200 West) just northwest of the Utah State Fairpark. Head east on 300 North (bike lane), cross 300 West/US 89, and turn left onto 200 West (bike lane). You’ll exit out an extra mile of safe riding before inevitably joining the bike lanes on 300 West/US 89. After passing Victory Road, which enters from the right, you enter the danger zone of Beck Street/US 89 where the shoulder all but disappears. Fortunately there are no scenic attractions along this stretch, just industrial complexes and oil refineries, so keep one eye glued to the road ahead and one eye covering your butt to the rear. Four miles into the ride, turn right at 1810 North, opposite Southern Exposure Show Club, and link to the bike lanes on the frontage road at the entrance to the gravel pits. High speed traffic is traded for rumbling dump trucks accessing the gravel pits. Plus, the pockmarked road barriers you like the cobbled lanes of Paris-Roubaix.

From the frontage road, take the new Class I Bike Path for a short distance into North Salt Lake, turn left onto Main Street, and breathe a welcomed sigh of relief. Although you’ll pass more industrial centers and warehouses, traffic is light, and you’ll pretty much have the road to yourself for the next 3 miles. A left turn onto 500 North/UT 68 begins the loop’s “back nine,” and in a mile, the road bends south as Redwood Road. Traffic picks up quickly, and at times the road is a tight squeeze for cyclists. You’ll escape the snarling motorists by turning right onto Center Street. The bucolic ranch lands and placid Jordan River give the road a country lane feel; that is until a jumbo jet roars off the runway near Salt Lake International Airport. Still, you’ll take comfort in the roadside bike lane on 2200 West and enjoy distant sights of Ogquiah Mountains’ 9,000-foot peaks.

A left turn onto 700 North returns you to the hurried pace of our petrol-based lifestyle. There is a designated bike lane along the road’s edge, but it’s laughably narrow at times. Shortly after crossing Redwood Road, you can catch the Jordan River Parkway and return to Constitution Park via the cottonwood-lined, paved bike path.

Bountiful Bench (29.2 miles out-and-back with 1,800-foot gain, strenuous, poor to fair margin of comfort)

Like the North Salt Lake Loop, this trip to Bountiful and back requires doing battle with Beck Street/US 89 north of Salt Lake City. But there is good reason to endure the road’s high-speed traffic and industrial blights. First is the scenery. The loop portion of this ride takes you high onto Bountiful’s east bench, where views of the Great Salt Lake and Wasatch Range are striking, and you’ll ride right past the L.D.S. Bountiful Temple. Second is the ride’s elevation profile. Although there are lots of easy, flat miles where you can spin at tempo pace, you better have ultra low gearing or legs of steel for the sharp climbs up Eagleridge Drive—one of the steepest climbs on the Wasatch Front. The hill is only 1.8 miles, so it’s a no Alp de Huez, but its 12-percent grade is nothing to scoff at. If you can’t hang, then you’ll suffer.

Liberty Park makes for a dandy starting point because you can link to bike lanes alongside 800 South and 200 West for a safe route through the heart of Salt Lake City. Nearly 4 miles into the ride, a jog...
left onto Wall Street leads to the inevitable mayhem of 300 West/US 89. Battle traffic for 1.5 miles; then veer right onto the frontage road at 1810 N. Dodge potholes and dump tracks, merge with US 89 for a short spell, and come to the traffic circle at Eagle Ridge Drive. Up you go.

You’ll exhaust your gears in short order, and your heat rate will ramp up to the red zone instantly. The road curves out of the valley and onto the ancient Lake Bonneville shore. The second part of the trek, passing ritzy custom homes along the way. Whether you’re a little spinner or a powerhouse diesel, you’ll find that the savage is borderline humorous. The hill slacks in a half mile, but only briefly, then it pitches up again to a cruising 12-percent for another half mile. Ouch!

High fives when you reach Eaglewood Golf Course, and relax while rolling along Bountiful Boulevard. The Great Salt Lake can be seen between the trees and Ogden’s Ben Lombodokes his head over the shoulder of Bountiful Peak. Past the Bountiful Temple and ready the brakes for a sharp drop off the foothills, as Bountiful Boulevard bends and becomes 400 North. This is no place to tuck-and-glide because you’ll have to brake hard for the stop sign at 1300 East. A quick left onto Eagle Ridge Drive and you back through an upscale neighborhood for several miles to 3100 South. Another high-speed descent takes you to Orchard Drive, which returns you to the traffic circle at Eagleridge Drive. Another lap? Finish off the day by returning your tracks to Liberty Park, exercising extreme caution along Beck Street/US 89.

Excerpted from Bicycling Salt Lake City, by Gregg Bromka

Get copies of Gregg’s Utah guidebooks: Bicycling Salt Lake City, Mountain Biking Utah, Mountain Biking Utah’s Wasatch Front, and Mountain Park City & Beyond, at your favorite bike shop.

MECHANIC’S CORNER Routine Maintenance By Tom Jow

Routine maintenance is an important and unfortunate part of owning and riding a bicycle. Time spent working on the bike equals less time spent riding. A well-tuned bike, however, performs better and lasts longer. Will you be working on your own bike this year? Maybe you take it to the shop for the annual spring tune-up. Either way, how do you know how much service the bike really needs? Performing regular maintenance on your bike keeps you in touch with what needs service and when. It also makes it easier to communicate with the techs at the shop should you need their assistance.

Your bicycle service should always begin with washing the bike. Nobody likes to work on a dirty bike. First, if it’s a mountain bike, make a mental note if the suspension fork or rear shock is particularly oily and dirty. Then, degrease the chain, cassette and chainrings. Remove the wheels; wash them and the frame with soap and water. Rinse everything with a light spray of the water hose.

Now that everything is clean, begin by inspecting the wheels. Quickly check the tire tread and sidewalls for cuts and other damage. Also look at the rims for any dents or cracks. Next, roll the axles gently between the fingers. They should roll smoothly and quietly. Any roughness indicates a need for adjustment or overhaul. Grasp the axle end and attempt to wiggle it sideways. If you feel movement, an adjustment may be required. Be aware, however, that with cartridge bearings are usually not adjustable. When worn out, cartridge bearings require replacement.

While the wheels are off, inspect the bottom bracket. Deter the chain and examine it using the same procedure as the hubs. The modern bottom bracket uses cartridge bearings. If the axle spins rough or has lateral movement it will need to be replaced for best performance. Next, inspect the chainrings. Worn chainrings have teeth that appear to have hooks. In some cases they may look like the dorsal fin of a shark. Chainrings that are worn or damaged can contribute to an occurrence called chain-suck. Also look for bent or broken teeth.

Prior to installing the wheels is the time to inspect the brake pads. Rubber brake pads that are unevenly worn (it’ll be obvious) should be replaced. Also, small stones and bits of aluminum are often embedded in the brake pad surface. These bits can be easily removed carefully with a sharp pointed tool. Disc brake pads are easily examined by looking into the brake caliper with a flashlight. The disc brake pads should be replaced when the pad material, which is bonded to a metal backing plate, is 2mm thick or less.

When these checks are done, restore the chain, wheels and brakes to their functioning position. Spin the wheels to see if they straight and round. Now inspect the chain for any twisted or damaged links. An easy way to do this is to rotate the chains backward slowly while watching the chain closely. Also look over the cassette and chainrings for damaged or bent teeth. Keep in mind that when replacing any one component of the drivetrain (i.e. chain, cassette, chainring) there is a possibility for a mismatching between the new and old part. This may cause the chain to skip under hard pedal pressure.

A skipping chain may also be caused by worn or dirty derailleur cables. Dirty or worn cables do not allow the derailleur to align properly under the cassette. Cables in good condition slide smoothly inside the cable housing. They will also be free from kinks and broken strands. Remember to check the cable head inside the brake or shifter lever. Also inspect the cable housings and brake lines. These too should be free from both kinks and cracks. It is possible that these housings may be worn on the exterior from the friction of rubbing somewhere on the frame. Replace any housings or brake lines with significant exterior wear.

Before packing up all the tools, remember those dirty suspension parts? Inspect the fork legs and/or rear shock shaft for wear and scratches. When extremely worn, these parts will have aluminum color showing through. It is important to keep these parts clean and scratch free to avoid premature. Wipe the shock and forks clean before every ride.

That’s all there is to it. Including bike wash, this inspection can be performed in less than an hour. In fact, this is similar to the service that team mechanics perform on every bike, every day. Done every couple weeks, or when the bike is so dirty you can’t stand it, this routine maintenance will reduce the chance of problems on the road or trail. It will also keep you and your bike performing tip-top without spending too much time in the shop.

Lecture Announcement

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**PROFILE**

**Jonathan Kolon: Dentist and Bike Shop Owner Storms Park City Armed With a Truing stand, a Dental Chair, and Uncontainable Zeal**

"Good morning, Silver Creek Dental & Bike Shop," says Lorin Tesedci, answering the phone. To be more precise, it's Silver Creek Dental Office and Dharma Wheels Cyclery, owned by the only bike mechanic/dentist I've ever met. That's right, a dental office and bike shop all in one. I soon find out that it's about passion for what he loves and not the high Park City rents that make Dr. Jonathan Kolon practice the unlikely double business.

But why? I am curious, so I sit down with Kolon over tea one snowy evening and hear about how one guy transforms a wild and wacky thought into real.

There's a bottom line and this is it. "I truly love cycling enough to open my own shop and I truly love helping people enough to open my own dental practice," he states, meaning it with the deepest sincerity. When the idea of a bike shop/dental office entered Kolon's creative horizon, he called buddy Troy Rarick, a visionary in the 'making' of the Fruitia destination bike scene. "If you're going to do it, DO SOMETHING 8% radical!'" said Rarick. Well, radical it is and maybe that's just why it works. It felt like it worked the first time I walked into the business. To walk into a dental office and be greeted by colorful bike socks hanging on the wall immediately puts me at ease. It doesn't even smell like a dental office. I can even bring in my bike for a shock overhaul before I sit in the dental chair. Then I can take my happy gas journey into the red rock mural on the wall while Dr. Kolon expertly excises my cavity. Where did this idea come from? Kolon's work ethic, his love of the bike, his mechanic skills, and indeed his life was shaped by a place called Campus Bike and Toy in Ann Arbor, Michigan, where he worked during his eight years as a college student and an aspiring dentist. And, well, an aspiring bike shop owner to boot. He could have chosen one of the other bike shops in this college town, but instead liked the concept of this family run business that had been around since 1932 and had been run by four generations. Notice the theme here? Bike and Toy. Bike and dentist. "Every time I talk about business, I learned at Campus Bike and Toy," he says. It applies in both his dental practice and his bike shop. Kolon's friendly disposition and excitement about what he does is infectious. I almost want to get my old filling replaced. I certainly want to have my bottom bracket replaced.

Dentistry and biking have been connected in the web of Kolon's life for a long time. The story of why he chose dentistry came back around, somewhat unbelievably...to biking. Kolon was trying to decide between medical school and dental school. He laughs as he reminisces, "The University of Michigan not only had a great dental program, but it was right in the middle of town and had covered bike parking." That's right. He could ride his bike everywhere and have it protected from the elements. Sometimes decision-making is simply about priorities. During his time at Campus Bike and Toy between 1993-2001, he earned the spot of service manager most likely because he likes people, he likes to please, and he likes seeing everyone happy on a bike. Simple recipe. During dental school he had very limited time to work at the shop, but the storeowner made it possible. "All I could manage was Fridays from 5-7 at the bike shop," he remembers. They liked him enough that they let him stay on. During those two hours per week, he did shock service, and that was it. He realized how difficult it was for the bike shop to keep employees at such a limited amount of time, but they did it and for that he is still grateful. "It's kind of a mirror of how life is," he says. You get back what you put in. He learned about having employees from being one. And now he can give back to the biking world for the opportunity he got at Campus Bike and Toy.

At Dharma Wheels Cyclery, he employs some of the best mechanics in Park City who moonlight for him after they put in hours at the other local shops. They seem to think in the relaxed atmosphere and the focus on the bike as a healthy yet cub-like icon. And they have a great time doing it. The Dharma Wheels Cyclery race team is made up of this kind of vision. About 30 of them will meet each year at local waterhole for their team meeting and talk about...hmm...new wheels and racing, and pedals and endurance events and frames and new trails and...you get the idea. Because it is their passion and the passion that Kolon envelops himself in, with anything he does. Kolon is big on tying life together with metaphor. He likes going through dental school to owning a business to racing a bike, which he did as a Category 1 racer while in college. Wait, a minute. Then he reveals to me his 'super secret passion' which was track racing. He spent his junior year in college at the velodrome in the Pro I-2 league. "What I love about the velodrome," he says, "is that for a guy my size that normally gets dropped on the uphill, I could demonstrate my sprinting strength." "Also there's something great about knowing that if you lose in this five minute race, you can have another chance to win in the next five minutes." Racing a bike or going through dental school is a display of how life is, he claims. "It's you versus everyone, there are a lot of talented people going for the same thing you want," he says. You make good choices and bad choices and they all affect the outcome. He hopes he learned from those lessons to guide him through this journey he has taken in Park City. "Bike shop mentality has provided a lot for me, and I want to give back." The thing I like about Kolon's demeanor is his intense focus on what he wants out of life and his business, and yet the laid back approach he takes to all of it. He tells me bike shop stories for two hours non-stop with so much enthusiasm my head is spinning and yet by the end, I'm convinced that merging a bike shop together with a dental office is the most natural and logical thing in the world.

Why Utah? Kolon bid farewell to his world in Ann Arbor in 2002 and headed west. Upon his deparure, his ‘family’ at Campus Bike and Toy awarded him the highest of honors — the fabled Campanolino wine opener. This ain’t no ordinary corkscrew... it’s the coveted Campy as well as his symbol to start racing again. "All I could manage was Fridays from 5-7 at the bike shop," he remembers. They liked him enough that they let him stay on. During those two hours per week, he did shock service, and that was it. He realized how difficult it was for the bike shop to keep employees at such a limited amount of time, but they did it and for that he is still grateful. "It's kind of a mirror of how life is," he says. You get back what you put in. He learned about having employees from being one. And now he can give back to the biking world for the opportunity he got at Campus Bike and Toy.

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Lynn Ware Peek is a Park City cycling enthusiast and co-owner of Girlfriends Go Tours. She's not so enthusiastic about getting her teeth drilled.
**COMMUTER OF THE MONTH**

**Scott Martin — Bike Commuting with a Growing Family**

**By Lou Melini**

This Month’s Commuter Profile is Scott Martin of Salt Lake City, who commutes with Snow, Christensen & Martineau. He has commuted from his home in Holladay to downtown Salt Lake City since early in 2006. He is also a road racer.

**Cycling Utah:** Scott, congratulations on the new twins. They will be 9 months old at the time of publishing of this column. Three children impacts time management at home. I assume. How do the children affect your bike commute?

**Scott Martin:** That’s true. I have not been able to commute this winter. The twins have made the morning departure more hectic. On the other hand, the skiing has been too good to resist. I am now off to short lunchtime ski tours. I started commuting to work again the 1st of March.

**C.U.:** So can I presume that you were a more dedicated bike commuter before kids?

**S.M.:** Actually, the bike commute has connected with a reason of my first child. I like to be home with them as much as I can. Getting a bike workout done to and from work makes this possible. Commuting has actually given me more time during my day as it takes 45-60 minutes to get home and it is replaced with about 1 hour of riding, maybe 1.5 hours if I stretch my ride up City Creek or Emigration Canyon. I also arrive at home or work usually in a better mood.

**C.U.:** What are some of the challenges when one has a family? Do you find yourself thinking about safety issues more now that you have a larger family?

**S.M.:** My wife also works so there is some juggling that goes on during the week. The time is the biggest challenge, as there never seems to be enough of it. Getting a ride in before and after work really helps out—especially when the days are shorter in the Spring and Fall. I would not be able to get out for a ride after the family has gone to bed and my tolerance for a trainer has diminished over the years. I tend to need the outside. I am a safe rider, however I am more of a safety junkie now. I try to be in tune with the traffic situation and make sure I anticipate possible “difficult situations.” I have two blinking lights (front and rear) even for the borest of drives. I anticipate possible “difficult situations” and anticipate possible “difficult situations” in the Spring and Fall. I would not say, out on the town. It’s been hit a few times by cars and a bus. It still runs as my all weather commuter and errand bike.

**C.U.:** Anything else you wish to add?

**S.M.:** Bike commuting’s time has come. The reality is I can now get around faster in SLC on bike rather than a car. More people should know this. If you have a suggestion for a commuter profile, have a commuter question you wish me to address, or other comments, please send them to lou@cyclingutah.com.
BOOK REVIEW

Pedal Power Discusses the Politics of Cycling

Review by Lou Meloni

J. Harry Wray Ph. D. is a Professor of Political Science at DePaul University and a serious mountain bike enthusiast. He teaches a course in which his students bike through every part of the city of Chicago to show them how politics, economics, and the environment combine to affect culture and be affected by it. In Pedal Power, Dr. Wray expands the local course he teaches into a national and some international discourse on the politics, economics and the environment of cycling. This book is a rather in-depth somewhat academic analysis of how cultures work within the political systems with regards to transportation choices. In other words, why do we drive a car vs. ride a bicycle? The book's eight data indicates that the book is up to date references are adequate, though I expected more from a professor of political science.

After reading the Introduction and Chapter One, I realized this is not going to be an easy book to read. I was introduced to the term “subjecivity of perception” and I was reminded that the “substance of politics is the allocation of values.” Professor Wray got me hooked with the bike riding discourse on the politics, economics and the environment of cycling. This ten-year study put historical perspective on dramatic mountain bike injuries and helps provide insight in the prevention of injury.

Who is riding mountain bikes?

This study looked at Emergency Room (ER) data from the three major trauma centers in the greater Vancouver BC area. Study inclusion criteria was that the injury resulted in the ER within seven days of injury, admission to the hospital for 3 or more days, had a recordable score of injury severity, and/or died in the hospital. Mountain bike injuries were defined as injuries sustained while using mountain bike trails or commercial mountain bike parks in the greater Vancouver BC area. Bicycle injuries that occurred on the road or areas other than dirts were excluded. This study included patients from ages 2 to 70 years old. The 2 year old was a pedestrian injury which was not a mountain bike injury but rather a backyard bike area. The most common injured age group were males ages 21-30. The 2 year old was a passerby. The most commonly injured group were males ages 21-30. We probably did not need a study to prove that statistic.

Study data demonstrated a threefold increase in injuries over the ten-year period. Data also demonstrated an exponential increase in the injury rate and classified as severe. The study suggested that most mountain bike injuries were sustained while jumping or trick riding. Helmet use data was available for forty-one percent of the studied patients. Of those patients, 85% of these injured mountain bike riders were using a helmet at time of injury. The use of other safety equipment, such as body armor was also noted.

Types of Injuries

The following rank-order priority types of injuries were observed in this population of injured mountain bikers. The population consisted of 398 patients admitted to hospital. They had a recorded 1092 injuries. Mountain bike injuries will not affect ER admission in these three hospitals.

Orthopedic (46.5%)

The majority of the orthopedic injuries were fracture/dislocations (68%) and sprains (26%). The most common bones to break were the tibia (shin) and the radius (arm). Fractures were recorded for 23% and lower extremity 29% of all the orthopedic injuries. Other orthopedic injuries included soft tissue trauma (29%) and nerve/tendon/ligament injuries (3%).

Head (12.2%)

The majority of classified head injuries were loss of consciousness labeled as a concussion and closed head injury. Some of these injuries requiring ER admission required a hospital stay for clinical observation. Head injuries were recorded in brain bleeds or contusions were recorded. It should be noted that these many head injuries occurred even with a fairly high percentage of helmet use. Spine (12%) It is interesting to see that 36 of the 393 spine injuries occurred in the last three years of the study (1999-2002). Spine injury occurrence is not ordered: cervical, thoracic and lumbar. Spinal cord trauma occurred in 24% of the total spine injuries. Injuries resulting in paralysis did occur; four paraplegic and eight quadriplegic. Nearly half of recorded spine injuries required some sort of surgical intervention.

Chest (10.3%)

Trauma to the chest wall was the most common chest injury. Collapsed lung and then bleeding into the lung were secondary diagnoses. None of the thoracic injuries required any sort of surgical intervention. The city of Chicago is featured in this textbook as those that are openly welcomed are from countries that have a culture of biking as those that are openly welcomed are from countries that have a culture of biking. You will learn about Critical Mass, and the SHIFTS, a Portland group who help people learn about mountain biking. You will learn about the Rats, who are an interesting group but too much of a sub-culture for me to describe in the space of this review.

Abdominal (5.4%)

Solid organs were more commonly injured than that of the digestive system (stomach/intestines). Injuries to solid organs were distributed as follows: spleen (49%), liver (15%), adrenal gland (8%), and pancreas (5%). Injuries to the digestive system constitute 23% of all abdominal injuries.

Genitourinary (2.2%)

The most serious injuries sustained were the kidneys (8%) win the popularity contest with injuries to the genitourinary system. The other most injured group were the phallic (8%), scrotum (8%), and testicles (4%). It should be noted from the study that all that “stomach and testicular injuries are not traumatic but (irritative), nothing requiring surgery.

What can you learn from studying injury patterns?

Injuries sustained from mountain biking are different than that of road biking. Differences in terrain, surrounding environment and chosen riding qualities/tracks vs. road) help differentiate these injury populations. The most serious mountain bike injuries are report to include a rapid deceleration (e.g. hit a rock) and being thrown forward off the bike. A majority of these injuries occurred with planned activities, such as jumps, tricks and maneuvering over obstacles.

The classification of mountain bike injury risk should be used to make better activity judgments.

Understanding risk of activity participation and incorporating good techniques and habits will lessen your exposure to injury. Obvious healthy habits should include proper use of body armor for downhill/free ride mountain biking and the utilization of motorcycle woods for skill acquisition.

Go ride your mountain bike!

Reference:

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Erik Moen PT, CSOS owns Corpore Sano LLC. He is a physical therapist who specializes in orthopedics and bicycle-related injury treatment. www.bikept.com.
Road Riding
Sharing Our Urban Canyons: A Guide to Safe and Courteous Riding

By Dan Fazzini Jr.

Urban Canyons are a great place to ride. They usually offer great scenery, generally slower motor vehicle traffic and are close to the areas which we live. The convenience of these canyons also comes with some tradeoffs.

Many hazards and challenges are presented to us when riding these canyons. Some have better shoulders than others, some are narrow, some are wide, some have rock fall and some have intermittent natural light.

Many modes of transportation are frequently used in these canyons. In addition to cyclists other users include: drivers in motor vehicles, runners, equestrians, bikers, motorcyclists, those just on a scenic drive, dogs and the occasional moose. In order for each user group to be safe, we must all respect each other’s right to use the roadway corridor in a safe and thoughtful manner.

Shoulder Use

Many canyons have a useable paved shoulder. The uphill cyclist should utilize these as much as possible (provided that the shoulder is reasonably free of debris and obstacles such as garbage cans, large rocks and parked cars). However, a cyclist should not ride so far to the right as to be “invisible” to residents pulling out of their driveways or being hidden around right bends to other drivers cutting over the fog line (white shoulder stripe).

Utah State Code 41-6a-1105 requires the cyclists to ride as far to the right as is “practicable,” gives some examples as to why the cyclist could or should move from that position, and when it is “legal” to ride two abreast.

Riding Two Abreast

For the purposes of riding in these canyons, law enforcement is currently including the shoulder when determining if riders are riding two abreast. For instance, if one rider is in the traffic lane. To my knowledge, this has not yet been challenged in court. Their opinion is that if it is safe for the rider to ride in the shoulder, then the 2nd rider is unnecessarily “impeding the normal and reasonable movement of traffic.” For canyons such as Emigration Canyon in Salt Lake County, the County installed a widened shoulder striped on both sides of the shoulder which could be taken as being part of the roadway. There are arguments on both sides of this issue which we could discuss, but that is for another forum.

Due to increasing calls to the Sheriff’s office in Salt Lake regarding Emigration Canyon, by both motorists and cyclists, they are increasing their enforcement efforts and citations in the canyon. The Canyon Patrol Deputies will generally watch to see if you were just passing or having an extended conversation while keeping two abreast. If you can both safely keep in the shoulder, you can ride two abreast. If you do get stopped, be polite! And it does yourself and the rest of us no good to lie to them about how long you were riding two abreast.

The Major Issues

In State law, the right to ride to pass, even in single file. Always be on the lookout for motor-ists behind you. Remember you are traveling much slower in this direction. Allow the traffic to pass when it is safe to do so. Avoid riding in large groups which are harder to pass, even in single file.

Riding Down

When riding down a canyon, watch your speed, you can be ticked for speeding. Only ride a speed that you are comfortable with for the given conditions and your riding ability. If riding less than the speed of other traffic, you still must “ride as near as practicable to the right-hand edge of the roadway” as conditions permit, however, your safety comes first.

Use caution when braking and going around turns; you want to do a majority of your braking before the turn. Hard braking during a turn can result in your bike swerving into the oncoming traffic. Use caution around narrow curves, especially where rock fall is common. Utah law allows cyclists to ride towards the center of the lane when: “a lane that is too narrow for a bicycle and motor vehicle to travel safely side by side within the lane.” (Do so sparingly, but your safety comes first)

Obey All Signage

Obey all traffic control devices (stop lights, stop signs, single file signs etc.).

Be Courteous

Remember the roads and trails belong to everyone. Be a “Bicycle Ambassador,” wave to others to acknowledge their courtesy and give you the right-of-way, whether they were required to or not. There is a difference between “right” and “doing what is right.”

Utah and Salt Lake County bicycle related laws can be found at www.safe-route.org/laws in addition to the fact that large packs have a tendency to ride two or three abreast (see above), they are much harder to pass safely on narrow canyon roads due to their extended length. “We all want the same thing, for all users to enjoy traveling the canyon safely,” notes Joel Smolka, Chair, Emigration Township Council.

Rider’s Duty to Share the Road

By being good stewards of the roadway and avoiding riding in large packs two or more abreast when it is not necessary, motorists have less reason to get impatient. This can decrease waiting when it is less safe to do so, either by crossing the double yellow line or passing to closely to the cyclists. Although, an “unsafe” pass by a motor vehicle isn’t excused by an illegally riding cyclist, the cyclist can ease tension by making reasonable efforts to share the roadway when safe. The cyclist has the most at risk as being the more vulnerable vehicle; this includes recognizing when even a single rider may be delaying a long line of motor vehicles due to the terrain.

As for other areas of the can-yons, considerations on the lookout for bottlenecks and other hazards, such as narrow lanes with no should-ers, going around turns, hidden rock fall around turns coming down the canyon, and other incursions by vehicles and pedestrians. Extra cau-tion is needed when travelling down the canyon at higher speeds; at these higher speeds, it is more reasonable to ride further to the center of the lane, so that you’ll be seen more as a vehicle by cross traffic and have a better view of the roadway and debris.

In Salt Lake County, we are working with the County to provide more frequent sweepings of the canyons, re-examining the signage for both motorists and cyclists, evaluating and repairing the shoulder and other portions of the roadway used by cyclists, and working with the Sheriff’s office on reasonable enforcement issues. The Township is also working with the County and residents to make Emigration Canyon safer by keeping obstacles such as garbage cans off the roadway. No one wants you live, communicating with your govern-ment and local officials mends many fences, but it all starts and ends with the cyclist’s behavior on the roads, we must each take responsibility for our actions first.

Here are some general tips to help keep us all safe in the canyons:

Ride Single File

When riding up narrow canyons, riders single file as much as possible. Always be on the lookout for motor-ists behind you. Remember you are traveling much slower in this direction. Allow the traffic to pass when it is safe to do so. Avoid riding in large groups which are harder to pass, even in single file.

Cactus Hugger Festival

The Cactus Hugger Cycling Festival is just around the corner featuring two days of cycling and the whole family through the stunning redrock landscape under our sunny sky blue of Ivins in southern Utah. For adults and teens 12-years and older the festival offers great road rides such as the Cactus Hugger Century, Metric Century and a 42-mile option on Saturday April 26. On Sunday April 27, 2008 there is a 42-mile leisurely ride through Zion National Park. To find out more about our Festival, kids 3-12 at the Festival on Saturday April 26, 2008. Kids must be accompanied by a parent who is willing to learn how to fit the helmet correctly to the child’s head. Other family events are a five-mile family fun ride and a bicycle safety course with ice cream for everyone.

The Cactus Hugger Cycling Festival is sponsored every year by the Southwestern Utah Bicycle Touring Association, the local non-profit club to raise funds to promote cycling, support cycling and biking related laws can be found at www.safe-route.org

SLC Collective News - Bike Safety Classes

Like the changing season the SLC Collective Bicycle Club and the UofU Bicycle Collective satellite are warming up. Get-a-Wrap Bicycle Safety classes have already started. The Community Bike Shop has had a complete face lift for efficiency. Plans for the whole family Festival are under way so save the date, May 10th at the Depot in Salt Lake City. Find out more at www.slcbikecollective.org.

Cyclists have the most at risk as being “unseen” by motor vehicle while being “unseen” to safe-route.org, dan@safe-route.org, Route Connection, Inc. and sits on various cycling and planning boards. www.slcbac.org, www.safe-route.org, dan@safe-route.org.
Club Guide - Continued from page 5
The Utah State Postal team, and Levi Leipheimer, winner of the Giro d’Italia this year for the Astana Team. Currently, the club has members who race criteriums, and others who concentrate on other types of events. Members of the club is to provide a network for a fairly broad range of racers and riders.

Ogden One Cycling Club
Spokes - The Bike Shoppe
Contact - Manny Cypres (801) 603-0887
Manny@cyphers.com
Website - www.thebikeshoppe.com
Type of Cycling - Road and Mountain
for beginners and advanced cyclists who enjoy racing or just a good ride for exercise a couple times a week.
Location - Ogden Utah
Club Statement - Our mission is to help all who want to adventure into the world of cycling.
We offer group rides one evening per week on both the road and the mountain.
At each ride there are more experienced riders as well as beginners who would like to learn how to ride in a group setting. We also offer race reimbursements for the hardcore racer.

P.A.S.S. (Price Area Singleton Track Cycling Society)
Spokes - BicycleWorks in Price, Utah
Contact - Fuzzy - 435-637-BIKE - Fuzzy@B12.com
Website - P.A.S.S. link www.BicycleWorks.com
Type of Cycling - MTB riding & Trail Building
Location - Price, Utah & Carbon County
Club Statement - PASS was founded in 2003 to support mountain biking efforts in the Price River Valley. The club has a fun, tight-knit group and are oriented towards off-road racing and recreational riding. All skills levels are welcome and the club is oriented towards off-road racing and recreational riding.

Pedro’s Salt Lake City
Spokes - Cannondale Bicycles, Etc. Piquette & Center St.
Contact - Doug Potterson (801) 523-6100
MTB-DT@modentinele.com
Website - www.pedroSLC.com
Type of Cycling - Mountain XC & DH / Road
Location - Salt Lake City, Utah
Club Statement - The Salt Lake City/Utah Premier Cycling Club atmosphere will enrich the Ski Utah Cycling Team/Utah Premier Cycling Club statement - Purpose: To provide individuals for motivation and inspiration. Member benefits include access to a core group of like-minded individuals for motivation and inspiration.

Rocky Mountain Bicycle Club
Spokes - Porcupine Pub & Grille, Finns Restaurant, City Pet Cat Restaurant, 5058 N. Highland Dr., 8.2 miles east of Pocatello.
Contact - nick_ekdahl@hotmail.com
Website - www.rmcncouline.com and Google Groups at google.com/group/rmcncouline
Type of Cycling - Mountain biking
Location - South Lake City
Club Statement - While we are primarily a road club, we have several members riding and racing in almost every type of two wheel event. MTB, cyclo-cross, touring, triathlon, etc. We get a pretty laid back, fun group and encourage anyone who is interested to join. We run a good group to come on by Cyclesmith and join us for our rides.

Southwestern Utah Bicycle Touring Association
Spokes - None
Contact - Lucy Omsdorf, 435-229-1404
chemyq@skyviewmail.com
Website - SWUTA.com and Cyclesmith
Type of Cycling - road touring, mountain biking
Location - St. George, Utah
Club Statement - Purpose: To provide weekly group rides and day tours for club members; to promote bicycling as an alternative transportation form; to provide resources for education and advocacy for the local community. Proceeds from the Fun Ride Cactus Mugging Charity enable the club to buy 200 new bicycle helmets to give to kids in the community.

Spin Cycle Racing
Spokes - Spin Cycle, First Bike West Benefits, Ken Garff West Valley, Fitness, Workman Floor Coverings, Hoy Engineering, De Rosa Bicycles, Zerti Motorcycle, Triflare
Contact - Jeff Mori (801) 277-2626 sales@spincycleut.com, Aaron Rennert aaron@farmhouseholdings.com
Type of Cycling - Predominantly road racing and road touring. However we have Rob Westerman and Ellen Guthrie, who are expert in shuttling up the n'th bike side.
Location - Salt Lake City
Club Statement - We at Spin Cycle Racing strongly believe in a team oriented environment, we are a group of 'they' ride together,and win together. Spin Cycle Racing is a small group of racers who strive to do their best in both their training and their everyday lives. We are a race team that promotes the magic of the game in a community atmosphere.

Team In Training
Spokes - Team In Training National Sponsorship - Sponsors: Mountain Bike, Powerbar, Scagetti, American Adventure a newly added cycle sponsor of Schwinn!
Contact - Meg King (801) 519-6600
megking@earthlink.net
Website - www.teamintraining.org
Type of Cycling - road touring - training for Century rides.
Location - Salt Lake City, Utah
Club Statement - The Leukemia & Lymphoma Society's Team In Training® (TNT) program began in 1988 and has grown into the world's largest endurance training program. TNT offers various endurance events to help you reach your goal. Team In Training's cycling training is designed to take on the challenge of 100 miles and make a difference in the lives of 785,929 American cancer patients. Along with a customized training program and expert coaching, participants train with a local team of like-minded individuals for motivation and inspiration.

Team Fast Lane
Spokes - SPIN Cycling, West Valley Auto Plaza, Woolfooter, Focus Health & Fitness, Morgan Wright
Contact - Scott Kelly (801) 558-2280, scott@fastlaneflyer.com
Website - www.teamfastlane.com
Type of Cycling - Triathlon, duathlon, off-road, and mountain bike racing, adventuring racing
Location - Salt Lake City
Club Statement - Team Fast Lane is a USA Triathlon sanctioned club sanctioned to individuals of all fitness and ability levels. Members benefit includes access to a team of coaches, dedicated training sessions, support services, equipment discounts, racing, fellowship, and FUN!
Although our primary purpose is a training program for those interested in endurance sports, many members also train & compete in other sports like duathlon, road and mountain bike racing, alpine, telemark, & cross country skiing, long and short distance running, cycling, kayaking, adventuring racing, etc.

Team Revolution
Spokes - Revolution Mountain Sports, Peak Performance, Barnum-Reece - continued from page 15

Barnum-Reece - continued from page 15
reminded in articles in Tri Magazine, The Utah Daily Chronicle and the Deseret News. There were also over 40 posts on www.legacy.com with tributes to Richard from family members, friends and athletes. Although Richard’s work is not done, he will always be remembered in the hearts and minds of endurance to athletes whose lives he touched throughout the state of Utah and beyond.

Saturday, May 24 Garden Creek Gap Road Race
A classic, 25-mile, rural course with little traffic and a spectacular 3-mile climb through the gap. Neutral water provided!

Saturday, June 28 – 29 10th Annual Phil Meador Memorial Twilight Criterium
Join us in memory of Allan for a downtown criterium in his hometown of Idaho Falls!
RACE RESULTS

The Last Call Cross Race, Wheeler Farm • January 5th, 2008

Men C
1. Michael Anthony
2. Jep Oneil
3. Brad Nylinder

Men B
1. Marc Divall
2. Ryan Ashbridge
3. Brandon Wall
4. Stephen Wasmund

Sport/Expert 16-18
1. Bobby Cannon
2. Brad Thurgood
3. Stephen Larson
4. Tanner Allen

Junior 14 & Under
1. James Harper
2. Shanna Matheson
3. Cameron Larson; Revolution/Peak Fasteners
4. Cale Pilling; Revolution/Peak Fasteners

Junior 15-18
1. Trever Einerson; Timberhawk
2. Jeff Sorenson
3. Christian Hancock
4. Greg Ross

Women B
1. Lisa White; Kuhl/Scott
2. James Harper
3. Anna Rose; Revolution/Peak Fasteners
4. Phyllis Ehrlich; Revolution/Peak Fasteners

Women A
1. Meri Bruin; UtahMountainBiking.com
2. Meri Bruin; UtahMountainBiking.com
3. Morris Capponi; Revolution/Peak Fasteners
4. Emily Hawkes; ylime


Raceways Criterium, West Valley City, March 8, 2008

A Flite
1. Brandon Lenard; Canyon Bicycles
2. Ryan Lutefisk; Canyon Bicycles
3. Scott King; Revolution/Peak Fasteners
4. Ben Birkel; Proposition Specialized Racing
5. Ben Birkel; Proposition Specialized Racing

B Flite
1. Sam King; Canyon Bicycles
2. Ryan Lutefisk; Canyon Bicycles
3. John Mooney; Canyon Bicycles
4. Ryan Lutefisk; Canyon Bicycles
5. Matt Campbell; Canyon Bicycles
6. Anna Rose; Revolution/Peak Fasteners
7. Steve King; Proposition Specialized Racing

C Flite
1. Andrew Van Sault
2. Chad Snyperman; Canyon Bicycles
3. Tyler Smith; FFKR/SportsBaseOnline.Com
4. Jordan Huntington; FFKR/SportsBaseOnline.Com
5. Michael Kelsey; Canyon Bicycles
6. Ryan King; Tooele Valley Cycling
7. Brent Williams; Porcupine Cycling
8. Brian Wells; Tooele Valley Cycling
9. Jack Wells; Porcupine Cycling
10. Troy Houston; Team Red Rock/Mega Pro

Cyclomoose Rocky Mountain Racers Criterium, West Valley City, March 15, 2008

A Flite
1. Brian Moore; Canyon Bicycles
2. Mike Jung; FFKR/SportsBaseOnline.Com
3. Jordan Huntington; FFKR/SportsBaseOnline.Com
4. Ben Birkel; Proposition Specialized Racing
5. Ben Birkel; Proposition Specialized Racing

B Flite
1. Grant Chvat; Ski Utah
2. Jared Heath; Canyon Bicycles
3. Gary Lott; Ski Utah
4. Scott King; Revolution/Peak Fasteners
5. Scout Mical; Ski Utah

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On Holy Ground - Continued from page 13

restaurant where we had a delicious bowl of soup and hot chocolate. While the weather was temperate, at this time of year these high elevations are always cool, especially in the breezes that are usually blowing about. And being tired from climbing, a food and hot beverage break in the cafe was almost always a welcome respite.

We then returned to the car and drove back to the top. As I love descending, and as descents are a necessary evil from Elliot’s perspective, he agreed to drive the car to Luz St. Sauveur while I rode there from the top of the Tournamet. This is a great road for descending and I arrived more than five minutes before Elliot. When he did show up, we found a spot to park the car and began our ascent to the ski resort of Luz Ardiden.

I have a special affinity for this climb. It was in 2003 that Lance Armstrong, an exceedingly vulnerable, took a tenacious 2nd place lead over Jan Ullrich onto this slope. It was here that his infamous hooking of a young fan’s swag bag and resultant fall precipitated a blistering attack which saw him blow past Ullrich on his way to the top of this climb to win the stage, regain his grasp on the Tour, and virtually insulate his victory.

And I was there. Preceding the arrival of the fan. I had ridden to within a kilometer of the top before being stopped by the French Gendarmes, i.e. police, as the road was now closed (even though the race, and the publicity caravan were still a couple of kilometers away). So the two times I have been back, I have made it a point to do this climb. Besides, it is a tough and challenging climb, and the view from the top of the switchbacks snapping up the side of this massive cirque is incredible. By the time Elliot and I made the top, we had amassed 1,745 feet of elevation gain, the most of any one day of this trip.

It is a winding, twisting 13 kilometers from Luz St. Sauveur to Luz Ardiden, and so the descent is fast, technical and exciting. I arrived nearly ten minutes ahead of Elliot. These downhill victories helped assuage my basic guilt from the battering administered by Elliot on the way up. After his arrival, we decided to ride up the road about a kilometer to the Pont Napoléon, a well-paved and maintained, unique experience each ride brought. As such, I have tried to avoid too much repetition regarding the innate beauty of the setting, and what is happening around you at the current altitude, and the slope for the next kilometer.

The Alps do not, though the climb up Alpe d’Huez does have a sign at the corner of each switchback with the name of the winner of the Alpe d’Huez stage. Finally, almost every pass has a restaurant at or near the top, a nice reward for a strenuous climb.

This, as all the climbs, was beautiful, but the view past the treetops ten feet is a photo opportunity. While riding through the town of Eaux Bonnes, I managed to miss a turn and ended up taking a side road to a dead end. This was actually a serious mistake as I could not find an exquisitely scenic little corner of this town containing a beautiful old but well-kept home nestled into the canyon slope and a bright green, moss-covered creek.

After correcting my route, I continued up to the resort town of Gourette, and then the final five kilometers to the summit. These are the same slopes that saw Levi Leipheimer, in this last Tour, battle Cadel Evans and Michael Rasmussen to the top, with Evans dropping off, and Rasmussen finally putting a few meters between him and Leipheimer to win the stage. Of course, it was also right after this stage that Rasmussen’s team pulled him and his yellow jersey from the Tour.

As you do these climbs, it is incredible to look back down and often see your starting point way below in the distance. You are always amazed at how high my bike and I can climb. Our bodies and their synergy with the bicycle are a wonder indeed.

After another exhilarating descent, we cruised from Larens to Bielle, where we turned left up head up our final slope of this trip, the Col d’Aubisque. The first part of this climb was quite steep. I knew the total elevation gain on this col, and quickly I realized we were gaining most of it in these first few kilometers. Sure enough, I soon came over a rise and onto a plateau that extended for several kilometers before the final two kilometers rose up to the top of the climb. It was now late afternoon. We rested briefly, surveying what was apparently a film crew at work, and then turned and headed back down. The temperature was comfortable and the air fresh, and while riding back to Larens, we watched the sunshine disappearing up the slopes of the Pic de Ger, a huge and beautiful mountain peak towering over the Col d’Aubisque, as the sun set on this day and our exciting trip.

We made the drive back to Lourdes to visit the actual grotto where Bernadette saw the Virgin Mary, and upon which Notre Dame de Lourdes is built. We then stopped on the walk back to our car for a final serving of “frites” (authentic French fries) before embarking on a grueling 36-hour return home. We first drove to Toulouse, where we were to catch our flight, checked into a hotel upon our arrival at 11:30 p.m., and spent the next two hours packing our suitcases and bikes. We were finally able to sleep a couple hours of sleep before being awakened at 3:30 a.m. to drive to the airport, return the car, check in, catch our flight at 6:30 a.m. and spend the next 20 hours flying back home.

Postscript

Writing an article on one’s experiences obviously involves a lot of recollection and reflection. This article was no exception and as a result I want to share some general observations and comments.

First, in trying to describe these climbs, it is hard to distinguish them. They are all beautiful in their natural mountain settings, and yet each is unique in its particularity. I can visualize each one. However, space, and the challenge of actually trying to articulate their differences, makes an attempt to do so in an article such as this unfeasible. This article is probably too long as it is. For a trip of this nature, though, it is the experience and awareness of what is happening around you at that particular moment, along with the innate beauty of the setting, that makes each ride memorable and unique. As such, I have tried to avoid too much repetition regarding the natural splendor, and rather have focused on the particular circumstances and events to express the unique experience each ride brought.

Second, I find these French mountain roads fun to ride. They are usually narrow, but almost always paved and maintained. The bend in our mind when they have mostly all closed.

Of course, in my case, speaking French is a big help with my independent travels in France.

Fourth, I am a slow climber. Always have been. But I find climbing satisfying. It feels good to get into a rhythm, be able to hold it for a long time, and feel the synergy between the bike and me and our combined ability to ascend steep roads. Of course, nothing is more exhilarating than flying down such a road with a smooth, steady and smart-handling bike beneath me. Indeed, descending is one of the primary perks of all those hours spent struggling up steep slopes. And nowhere is descending more fun than on these French roads.

Finally, I love the Tour de France and its lore. I relish the stories of famous cyclists who have labored up these legendary climbs. They have indeed made this ground holy. And that, above all, is why I so enjoy going to France: To ride these great, mythical climbs, and thereby pay homage to those who have made them famous.

Sculpture at the top of the Col d’Aubisque. It symbolizes the mountain jersey leading the way at the top with the yellow jersey right on its wheel, and the green sprinter’s jersey a greater distance behind.
MANHATTAN BIKING
Trans-Wasatch Traverse an Epic Ride

Story and Photos by Tom Diegel

Everyone knows that our beloved Wasatch range is veritably polluted with great singletrack, and there are a myriad of awesome destination riding areas: Ben Lomond, Lewis Peak, Mormon Trail, Park City, and some well-positioned and hospitable friends, a Trans-Wasatch traverse could someday be destined as a classic.

With Labor Day looming and a busy summer schedule and the blistering heat putting a bit of a crimp in our abilities to get out for some good adventures, the concept of not only going on a bit of an epic but doing so by never being more than 50 miles from home and not dealing with holiday traffic was very appealing. Turning up the heat on possible new adventures that exist locally is – with gas at $3 a gallon and ever-present guilt over too much driving anyway - very appealing. So with a little help from Gregg Bronnka’s book (Mountain Biking Utah’s Wasatch Front), the Wasatch100, (ultramarathon) website, and a bit of scouting, we realized that we could put together a ride of epic proportions that not only pushed 200 miles but – most importantly – was about 70% singletrack across the virtual top of the Wasatch. Like a lot of adventures, I thought that I was the originator of the great idea to ride the true “crest” of the Wasatch from Ben Lomond to Timpanogos, but most certainly plenty of other people have considered it. Then, out of the blue, well-known local photographer Scott Markewitz invited me on a Bike Magazine trip of the same last July. Due to scheduling conflicts I couldn’t join, but Scott and his crew did it in 5 days with a pretty heavy focus on getting his trademark stellar photos (with Scott lugging a lot of heavy camera equipment). We didn’t get the details, but we got the word that it was awesome, so we decided to follow suit.

Scott’s crew had enlisted a van and a driver and jumped along the way, but since we couldn’t find anyone willing to sacrifice their job and drive us, we decided to go light and take advantage of the necessity to drop into Layton and stay in a motel there, some good friends who had lived in Summit Park, and another set of friends who had a house at Alta to use as our overnights. This minimized the amount of gear we had to bring with us, but also not only committed us to making the distances each day but also shaving a day off of the Bike Mag’s crew. However, although the distances were relatively far for a day of mountain biking with some decent hike-a-bikes, we were confident that a summer’s worth of decent riding and good (albeit hot) weather would enable a successful 4 day traverse.

The ride starts off with a bang with the hour and a half, 3000 foot climb up the north side of Ben Lomond. An alternate start (and possibly more of a “true” traverse could be going up the north side of the Skyline trail from Mantua to Willard peak and traversing the ridges, but for a variety of reasons (not the least of which is the very aesthetic singletrack climb) we elected climbing Ben Lomond. Lynn Ware Peek (a frequent Cycling Utah contributor) joined us for day one and was thrilled for the opportunity to ride the Ben Lomond/Lewis combo, which she hadn’t done before.

On our way down the epic south ridge of Ben Lomond we almost piled into local SLC hardman Steve “Zeus” Cook, who was practicing fleeing his brain near the top of the searingly hot climb from North Ogden Divide. However, I think that as we left him Steve felt he was still in better shape than us, because he had just come down the notorious Ogden Divide. Fortunately, the northerly aspect of this section protected us somewhat from the unimaginably hot temperatures, and when we remounted for a traverse over to the beginning of the Best Descent In the World (the south side of Lewis Peak) we weren’t too blown.

At Pineview Reservoir we reluctantly bid adieu to Lynn, who had graciously offered to ride back to North Fork and then drive our car home, while we headed across the dam and into Wheeler Canyon, where we began another ascent up to the two Snowbasin access roads on nice double and singletrack. We gained another 1500 or so feet knowing that we would lose it all and more on pavement, something that most mountain bikers hate, but for the good of the ride we accepted it and coasted down to Mountain Green and I-84.

It is here that the Trans-Wasatch Traverse makes a bit of a painful detour. While the slope of the hills heading south from the freeway look ripe for some nice trails, and there is a double track that rides the crest from Francis Peak to the Weber River Overlook, there is not that (we could see on either maps or Google Earth) a viable way to climb up to the ridge. The Wasatch 100 climbs the Great Western trail out of Kaysville but conversations with bike-savvy munches who have done the race assured me that the 600+ foot mile trail was not only too steep but also too loose and rocky to ride. So we were forced into riding the glass-filled shoulder of 84 to the mouth of the canyon (with a slight detour around the Scrambled Egg Bend section of the Weber river, which avoids a virtually-shoulder-less section of the fruit’s done before then traveling the valley to the Farmington Canyon climb.

At the end of a long day of glorious singletrack the last thing we felt like doing was stumbling around the suburban hell of Layton trying to find a motel amongst the chain restaurants as the sun was setting. When we finally found a Comfort Inn within a stone’s throw of I-15 and the Layton Hills Mall our surprise at $80 for a room was tempered by the knowledge that if they’d said it was $200 we’d have taken it at a moment’s notice. We inquired if there were any locally-owned restaurants nearby or even anything with any soul the perky receptionist said “The Training Table is right there!” We accepted and for a moment were eat a marginal but filling meal (clearly very “filling”, by the looks of our fellowsmart diners) that was within terrifying (due to traffic) walking distance from the hotel.

In retrospect, a quick side outing from a northern-bound road trip to scout the Layton/Kaysville/Fruit Heights...
Well known and super fun descent of this section of the Great Western is a possible compromise of a true "traverse" given the opportunity to ride the fun – but challenging and time consuming – continuation of the Great Western Trail along the ridge above Little Dell towards Parley’s Summit, but after 10 hours in the saddle we had no problem with our decision, and given the fatigue we felt in climbing past the Jeremy ranch golf course and from Jeremy to Summit Park we were pretty much done for the day. We stumbled into our friends’ house just as their birthday party for their two year old was getting into swing, but with a shower and copious birthday barbeques and cake we were rejuvenated enough to last until we collapsed into bed.

The next day was a welcome change (after our previous day’s hikefest) to flying along familiar buffed singletrack. Joined by two of our gracious hosts, we ground up through the maze of Pinebrook and then tore across on the mid-mountain trail to PCMR, where we climbed easily up to Scott’s pass and raced down Guardsman to Brighton. A quick refuel at the store was necessary before making our way slowly up the Middle Ride in the book to the Twin Lakes dam, where we caught a hiking trail up to the traverse to Twin Lakes Pass. This involved a bit of hike-a-biking, but relative to the previous day’s antics it seemed trivial.

We bounced down Grizzly Gulch to Alta, and were again welcomed with open arms into our friends’ home, and this time we not only had more time to socialize but were a bit more coherent after a far-easier day. Our last day started with a nice cruise up into Albion Basin and then a short stout climb to Catherine’s Pass. A short sandy hill brought us to the glorious view of the entire central Wasatch and the Timpanogos massif, and we began the relatively treacherous descent into Dry Creek; the uppermost drainage of the American/Tibble Fork Drainages. As we picked our way down the steep, loose, and rocky descent I once again marveled at the Wasatch 100 runners who – in a week’s time – would be negotiating this not only at mile 75 or so, but also most of them would be in the dark. Quite impressive. An inauspicious left turn back onto the Great Western brought us to the last notable hike-a-bike of our journey of about 15 minutes to the top of Ant Knoll, where amazing cruising would lead us to Pole Line Pass and beyond on the 157 trail (which has definitely been hammered lately by motos).

Once on the 157 it’s possible to have multiple excellent finishes to a trans-Wasatch. Our original intent had been to drop down to Timpanooko and do the awesome Timp Traverse, finishing with a final gas-basting climb up to Bald Knoll and a finger/forearm-cramping 3500 foot technical singletrack descent to the Provo river, but we ran out of time and instead dropped down the equallly hoot-raising Tibble Fork singletrack, and then the road down American Fork Canyon where we met the Canyon Shuttles driver (who brought us back up to SLC for $100).

There are multiple ways to do this ride, and any/all of them work, but having the support of strategicall-y placed good friends helps a lot. It’s tempting to say it’s “designed to be a classic”, but the difficulty and logistical challenges will probably keep it off the IMBA-Epic list, which is probably just as well. In any case, it’s a grand and unique adventure that looms literally right in our backyard.

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BOOK REVIEW
Terrific Book Recounts Origins of Six-Day Track Racing

By Greg Overton

Peter Jeffrey Nye, along with Jeff Groman and Mark Tyson, has presented a wonderful book for the coffee table or library of any cycling enthusiast, and a must for any track racing or cycling history fan. The Six-Day Bicycle Races, America’s Jazz Age Sport, is a hardcover book containing 300 photographs and illustrations within its 224 pages, and intersperses the visual with wonderful text and captions that give the reader a sense of what the sport was like, especially in the early 20th century, when six-day racers were the highest paid and most famous athletes in sport in the USA. Nye recounts the sport’s traveling spectacle as it covered the U.S., including Salt lake City’s Salt Palace track, where John Chapman and Iver Lawson set the 5-mile tandem record in 1901, at more than 30mph. Chapman later returned to manage the Salt Palace track and went on to become one of the sports most influential promoters. Other names that factor prominently in the book can be looked upon as the grandfathers of American racing, Fred Kramer, Jack Simms Sr. and Jr., Major Taylor, Bobby and Jimmy Walthour, racers who were being paid up to $20,000 per year at a time when baseball players were paid hundreds and original NFL franchises were offered for $100. There were bad times, too, and the book covers the dark period in the middle of the century, and then the rebound, mostly in Europe as top road racers used the six-days for winter training. Some American racers also competed, culminated by Olympic and World Champion Marty Nothstein teaming with Ryan Simes Oelkers winning the 2002 six-day World Championship in Moscow.

The 8 ½” x 11” format offers large photographs and illustrations worthy of a coffee table flip-through just for the visual, but the text will undoubtedly draw your interest as it’s placed in and out of the illustrations and photos of the riders, event posters, tickets and newspaper accounts. The book is a winning full-fillment of a daunting task of gathering historical data and organizing it to give an interesting and fun retrospective of this once mighty sport. It’s a $39.99 investment that will have you returning again and again, a wonderful accomplishment that is recommended to more than just the hardcore cycling aficionado. Published by Clyde Publishing, 2006.

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