

VOLUME 24 NUMBER 1

FREE

MARCH 2016

CYCLING WEST

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A mountain biker wearing a red helmet, a plaid shirt, and a backpack is performing a wheelie on a rocky trail. The background shows a desert landscape with red rock formations under a clear blue sky.

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- QUICK NUTRITION GUIDE FOR ATHLETES
- BIKEPACKING GROUP
- A TRIP TO ROAD WORLDS
- RIDING GOOSEBERRY MESA
- BIKE INDUSTRY NEWS
- IN MEMORY OF JOHN WEIS
- FAST ACT AND CYCLING
- COMMUTER COLUMN
- SIZING A NEW BIKE
- TOP 5 BIKE TOURING BOOKS
- FAT BIKE PHOTO GALLERY
- FAT BIKE WORLDS

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LETTER FROM THE EDITOR

Cycling Utah Starts its 24th Year With Changes!By **Dave Iltis**

Editor and Publisher

Cycling Utah is beginning our 24th season of bringing the best of cycling in Utah and the Intermountain West. With this issue, we are rolling out some exciting changes. The first will be readily apparent for our readers in Idaho, Nevada, Montana, Wyoming, Western Colorado, Northern Arizona, and Southwestern Montana – in those states, we will now be distributing as Cycling West! In Utah, we will continue as Cycling Utah. The new name reflects the news and information that we print regarding those states. Notably, our calendar of events lists every event that we know of in the region.

Careful readers will also note that you can reach us through cyclingutah.com or cyclingwest.com.

Currently, we the majority of our articles are intended to appeal to an audience of cyclists everywhere. We print touring stories, bikepacking articles, tech stories, book reviews, essays, and more. We also have a large focus on Utah content. Over the coming year, look for a gradual increase in regional content both in print, and on our website.

Cycling Utah also has a new publisher, Dave Iltis. David Ward, the founder of Cycling Utah is stepping down after 23 years in the role. He and Bob Truelsen (Cycling Utah's editor from 1993 to 2000) started the paper in 1993 with the goal of providing news and information to the Utah and Intermountain cycling communities. Little did they expect that 24 years later Cycling Utah would still be thriving and at the center of those communities.

Cycling Utah would like to thank David Ward and Bob Truelsen for their incredible contributions to growing cycling in the state of Utah and the region and for their vision in starting the publication. Cycling Utah has helped countless cyclists find events, stay informed, stay ener-



Cycling Utah's first issue was published in March of 1993. David Ward and Bob Truelsen started the paper. It has thrived for 23 years as the voice of cycling in Utah and the Intermountain West.

gized, and take part in the great sport and activity of cycling.

David Ward will still be involved with the magazine as a consultant, and will continue to write his most enjoyable column, Speaking of Spokes.

In our March 2013 issue, David Ward chronicles the history of Cycling Utah. Started on a shoestring budget of \$700, the magazine, and later website have provided event information, news, and stories of cycling for the last 23 years. This has been solely possible because of the support from the cycling community and from our advertisers.

David Ward states this nicely in the article on the history of Cycling

Utah,

"Cycling Utah has had excellent support from the cycling community. Bike stores, event promoters and, as Cycling Utah has grown, other businesses and persons have supported us with their advertising dollars. In the end, they are the lubrication that makes this publication successful.

It is in thanks to these people and these resources that Cycling Utah is still around. Frankly, a lot of stars have lined up to make Cycling Utah a successful and thriving publication.

Finally, it has been very personally satisfying to me. Cycling Utah was my personal brain child. I am more widely known for being the founder and publisher of Cycling

Utah than for any thing else I have done. But beyond this notoriety, I am mostly proud of the fact that, not only is Cycling Utah still around, but it is thriving. It is one of the very few successful regional cycling publications in the country. Above all, it serves the local and regional cycling community well, and is helping it to grow." (For a complete history of Cycling Utah, see our March 2013 issue online at: <http://www.cyclingutah.com/issues/2013/march-2013/cycling-utahs-march-2013-issue-is-now-available/>)

With the change in name outside of Utah, Cycling West is looking for contributors in the western states. We hope to provide additional news for each of the seven states that we reach. Our goal is to bring together the entire cycling community from racers to commuters, mountain bikers to triathletes, and fat bikers to skinny tire riders.

Cycling Utah's continuing mission is to *Grow, Connect, and Inform the Cycling Community in Utah, Wyoming, Nevada, Idaho, N. Arizona, W. Colorado, and SW Montana*. Please join us in making the world a better place through cycling.

Editor's Note: If you would like to contribute to Cycling Utah and Cycling West, please email dave@cyclingutah.com. We look forward to hearing from you.

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Cycling Utah and Cycling West is published eight times a year beginning in March and continuing monthly through October.

Annual Subscription rate: \$15
(Send in a check to our address above) **No refunds on Subscriptions.**

Postage paid in Tooele, UT

Editorial and photographic contributions are welcome. Send via email to dave@cyclingutah.com. Or, send via mail and please include a stamped, self-addressed envelope to return unused material. Submission of articles and accompanying artwork to Cycling Utah is the author's warranty that the material is in no way an infringement upon the rights of others and that the material may be published without additional approval. Permission is required to reprint any of the contents of this publication. Cycling Utah is printed on 40% post-consumer recycled paper with soy-based ink.

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Cover Photo: Trent Stallard rolling the Dead Apprentice on Guacamole near Zion National Park.

Photo by Lukas Brinkerhoff

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BICYCLE POLO

Les Beehive Boys Compete at the World Bike Polo Championships in New Zealand



The Beehive Bicycle Polo Club at Bike Prom in 2015. Photo by Dave Brewer, DAVEBREWERPHOTO.COM



Les Beehive Boys at the National Championships. Photo by Jennifer Kutzleb

By **Gabe Mejia, Jimmy Araneda, David Barthod**

Les Beehive Boys: Gabriel, Jimmy and Dove are back from Timaru, New-Zealand after 11 days spent riding their polo bikes on the roads and on the courts. This is the story of Salt Lake City's major bike polo team.

Beehive Bike Polo Club (BBPC) 801

Everything started about 15 years ago when a group of mountain bikers decided to build mallets with ski poles and gas pipes to hit a ball around on some grass. Chuck, Danny and Mark were the pioneers of the Salt Lake grass bike polo scene (Editor's note: See page 28 of our July 2007 issue online: www.cyclingutah.com/july/July2007Issue.pdf).

After some Seattle bike messengers reinvented the sport by playing on asphalt in the late 90's, our local group started to play Hardcourt Bike Polo by the tennis wall of Liberty Park. Jimmy, Tate, Gabriel and more bikers started to show up weekly

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Tuesday, Thursday (Women's night) and Sunday in a kindly and friendly atmosphere. Chuck, Danny, Gabriel, Tate and Jimmy are still at it with a bunch of local bikers and people from all over the U.S. who joined the club to make those nights fun and intense!

Les Beehive Boys

In 2014 – we created The Beehive Boys with Gabriel, Tate and Jimmy to represent Utah and Salt Lake City at tournaments. We drove to our first tourney in Vegas for Desert Bike Polo and played a year later in Fresno, CA for Smack In Da Middle IV. A great way to improve our skills by competing against new players.

In spring 2015, David - who just moved from France to Utah for his job – subbed in for Tate at the South West qualifiers. We had as a main goal to get a spot to play the North American Championship in Lexington, KY.

We drove a total of 20 hours to Folsom, CA and took 4th place. The top 5 got to represent the region at the North American Championship!

3 months later and after raising funds selling shirts, we flew to Kentucky for the NAHBPC and made it to the final day taking 13th over 50 teams from all over North America. The Cherry-on-top was to get a spot to play the World Hardcourt Bike Polo Championships in New Zealand!

In Timaru - We want to GO!

After we came back from Lexington, we had to decide to go to the Worlds or not. The only fear was the price of the tickets (\$1,500 each). After a first team meeting,

and then found a new spot for the winters playing in a parking garage downtown.

Today BBPC is a group of about 30 diverse people training every



Les Beehive Boys at the National Championships. Photo by Jennifer Kutzleb

we finally agreed to do whatever we could to make it to New-Zealand. Financial sponsoring in bike polo is today reserved to only few teams as the sport still a niche – growing though! We were lucky enough to gather support from local companies Saturday cycles, Velo City bags, and from DZR shoes in SF

We started to raise funds thanks to an online crowdfunding campaign - preselling shirts, hoodies, stickers and offering a French dinner at David's house for 5 people! Few weeks later the strategy was paying for itself and we bought our tickets for Timaru.

In order to finalize the budget, we organized an Alley Cat race downtown "The Hive" including a raffle at The BeerHive with prizes from sponsors - Velo City Bags, Saturday Cycles, Mavic, Mission Workshop, Ogden Made, LedByLite, etc. 30 riders raced and celebrated in January

to support our team before the trip. January 28th we traveled 'down under'.

Bike Polo Touring Trip:

It will have been too bad for us to travel so far without catching a bit of this amazing country. That's why we decided to go for a 'bike-polo-touring-trip' in the south island. After figuring out the best way to do long a tour on a polo bike, we were ready to see New Zealand the best way possible. By bike.

Day 1: After we took the shuttle from Christchurch we started our bike trip at Lake Pukaki – a magical place where Mt Cook and the lake seem unreal! 32 miles – riding on the "wrong" side of the road - for the first day. We spent the first night

[Continued on page 22](#)

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COMMUTER COLUMN

Stephanie Tomlin and Aggie Blue Bikes: A Big Win for Utah State University

By Lou Melini

Utah State College may be the younger sibling to the University of Utah, but when it comes to bicycle programs, USU is the leader with the Aggie Blue Bike program. I had the pleasure to write a commuter column about the program coordinator, Stephanie Tomlin.

Cycling Utah: Stephanie, tell me about your connection to USU and Aggie Blue Bikes.

Stephanie Tomlin: I am the program coordinator of Aggie Blue Bikes, as well as a graduate student at Utah State University. I am pursuing an M.S. in Bioregional Planning, which is large-scale, regional planning and analysis, from the College of Landscape Architecture and Environmental Planning. My thesis work is on alternative transportation connectivity. I am working to understand the importance of connecting bicycle, pedestrian and public transportation networks on a regional scale, such as the Cache Valley region that includes the city of Logan and the surrounding cities of the Cache Valley.

C.U.: Given your association with Aggie Blue Bikes I assume that you are frequently seen riding the roads of Logan. Tell me about your bike commute to USU and bike commuting in Logan.

S.T.: I live a few miles from campus and commute on my bike every day. I have never had a University parking pass for the 3.5 years I have been here. Similar to the University of Utah, Utah State is located on the foothills of surrounding mountain range, making the commute uphill on the way to school and downhill on the way back. I commute year round and have learned through experience about the bike friendly roads in the area, as well as those that are less bike friendly. Logan and all of Cache Valley has very little road cycling infrastructure to speak of. However, we have very wide roads and a network of low traffic streets that make bicycle commuting rather enjoyable. We have a few multi use paths as well, that are good for commuting and leisure riding. I use one of those paths, the Boulevard trail, to get to work every day. The Logan city council just passed the first Bike and Pedestrian Master plan for the city of Logan. That plan makes recommendations for more on street bike lanes,



Stephanie Tomlin takes on the sub-freezing temperatures while winter commuting.

Photo by Sam Warrick

as well as multi use paths.

I find it easy and enjoyable to commute in Logan, however, I would bike commute just about anywhere, so I'm not sure if I am a good spokesperson for whether Logan is a good place to bike commute. Not all roads are bike friendly, but many are. The wide roads, short distances between most major destinations and relatively limited traffic (on key roads) make it manageable! I always avoid Main Street as it is the main thoroughfare though Cache Valley. There is no shoulder and 5 lanes of traffic to contend with. There are also many really beautiful road rides throughout the valley. The wetlands just west of town create a maze of visually stimulating views with low traffic roads. Ideal conditions for a good road ride.

C.U.: In my humble opinion, it takes a special person to be a dedicated bike commuter. Was there anything that sparked your choice to commute by bike?

S.T.: I started commuting by bike due to a class I took on the history and future of oil in the U.S. in the sophomore year of my undergraduate degree, at Westminster College in Salt Lake City. I was struck by this class and was genuinely concerned about this country's addiction to oil... I had always enjoyed leisure bike riding and decided I would lessen my personal addiction to oil by trying to bike commute. I was surprised by how much I enjoyed bike commuting and as a result, I never looked back. In fact, from there I became

interested in bike advocacy and in bike planning. I wanted to show others how great bike commuting could be. I became Westminster College's first bike coordinator and helped Westminster start a bike collective.

C.U.: What keeps you from bike commuting?

S.T.: My boyfriend and I commute primarily by bike and only have one car between the two of us. There are very few things that keep me from bike commuting. I even commuted today (Ed. Note- December 14th., 2015) with 5 inches of new snow on the ground. Traffic doesn't usually deter me, although I'll avoid busy roads, if possible. I do have a dog, so sometimes I can't ride my bike if I need to transport her. I find bike commuting to be more efficient than car commuting in Logan. Even with my busy schedule, I bike commute to save time while getting exercise. I joke about how I bike commute because I am lazy - when I ride my bike I don't have to wait for a bus or try and find parking, which means that I can leave my house a little later in the morning.

C.U.: Logan is quite a bit colder than Salt Lake City most winter days. Do you have any tips for cold weather riding?

S.T.: I love winter riding; it's a whole new adventure. Layering and visibility are the two major trips for winter riding! I make sure to wear layers of clothing that I can take off

if I need to. My great winter gloves are my favorite piece of clothing, as my hands get very cold easily. Good gloves keep me in good spirits. I use Black Diamond Impulse gloves for commuting in the winter. Visibility is also a key, which includes being seen by drivers and being able to clearly see the road with a set of good lights. Winter means shorter days, often making both my morning evening commutes in the dark. The lights I use are the Spaceship 3 (front) and the Radbot (rear) from Portland Design Works I have also come to terms with the fact that I will probably fall in the winter, and that's OK. Fortunately it is an uncommon event. I try to approach winter riding as a learning experience-what is the best way to stop in snow, and how does snow really effect my bike handling.

C.U.: What amenities does USU have to accommodate bikes?

S.T.: USU allows bikes throughout campus. Right now we don't have many bike specific paths throughout campus. We do have USU specific sharrows that were designed in-house to help delineate areas where bikes should be and where they should not be. We will be launching a pilot program to experiment with different ways to create bike specific pathways throughout campus, which will be an exciting improvement. USU is a primarily walking campus (34% of the transportation mode split, as opposed to cycling at 7%) so the USU planners are making sure that we maintain a robust sidewalk network for pedestrians. There is a bike lane to get onto campus from the west side of campus, and we are working on putting in bike lanes on the other major entry points to the campus as well. USU has ample bike parking throughout the campus, however we could have more covered bike parking and storage.

C.U.: I looked at the website for Aggie Blue Bikes (www.usu.edu/abb/) but tell me the history of the program and your involvement.

S.T.: ABB started in 2005, by a group of individuals at the university concerned about Cache Valley's air quality. I got involved with ABB when I was hired as the program coordinator in 2012. As the website states, Aggie Blue Bikes' mission is to get more people on more bikes more often. We do this through bicycle education, lending and advocacy. We lend bicycles out to students, faculty and staff for up to three

months at a time. We also offer day rentals, aimed more for specific uses (mountain bikes, tandems, unicycles, competition road bikes). And finally, we have 5 tool boards available for students to use to maintain their personal bikes - we can walk students through repairs if they need assistance.

ABB started in 2005 with seven rentals bikes, one mechanic and zero student tool boards and since has grown to over 345 rental bikes (of which 85% are rented out at any given time including the winter), five student tool boards, 4 part time mechanics, one 75% shop manager and one 75% time program coordinator. We are primarily student fee funded - every student pays \$2.75 per semester into the Aggie Blue Bikes fund. We are an important resource for the USU community and we are always looking to expand and improve, we never have been able to keep up with demand! All of our rental bikes are donated that we refurbish, powder coat blue and upgrade (if needed). In order for students to rent a bike from us they have to complete a bike safety quiz and get a 90% on it, which indicates to us that they will ride properly and respectfully.

We recently received a \$90,000 shop remodel grant. We just completed the remodel and some much-needed upgrades (new floors, work benches, lighting, bike stands, etc.). Additionally, Aggie Blue Bikes is the lead sponsor of the USU Open Streets Festival. This is a one-day event where we close down 7th North, the main thoroughfare on campus, to vehicular traffic and open it to active transportation. The Open Streets festival encourages people to examine a public space in a new way.

C.U.: Is the Aggie Blue Bike program a unique program or are there other similar programs in Utah or the U.S. How does the program stand out?

S.T.: I think ABB is very unique. I have not encountered another bicycle program that rents bikes out to students to use for three months - free of charge! We are also unique because we have a dedicated student fee supporting our efforts.

C.U.: Where on the USU campus is ABB located?

S.T.: ABB is located in between

[Continued on page 16](#)

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ENDURO MOUNTAIN BIKE RACING

Scott Enduro Cup Announces 2016 Schedule



Macky Franklin at the Scott Enduro Cup race in Moab, Utah in 2015. Photo by Mike Schirf

Salt Lake City, Utah (February 2, 2016) - The Scott Enduro Cup presented by Vittoria is expanding the series to four stops in 2016 by adding Angel Fire, NM (June 11-12) to the 2016 schedule. The remaining three stops include Moab, UT (May 7), Sun Valley, ID (June 25-26*) and a final stop in Park City, UT (TBA).

"We are excited to expand our series by adding a fourth stop in

Angel Fire, NM," said Scott Enduro Cup Event Director Ben Nelson. "The terrain at Angel Fire will greatly complement the existing variety of trails offered at the other three races. Angel Fire also puts a second two-day race on the series schedule in addition to Sun Valley."

The Scott Enduro Cup presented by Vittoria will award \$12,000 cash to the open class throughout the series. Amateur racers will also be

awarded with product. New this season, Vittoria is sponsoring a prime (preem), the Vittoria Bolt, at each race location for the fastest downhill time of a designated stage. One male and one female racer will win the prime awarding each \$100 cash prize. Winners can only win the prime one time and the prime is only eligible to the open category.

"We're really happy to see the Scott Enduro Cup grow into four

events," said Scott SPORTS Bike Marketing Manager Zack Vestal. "Our partners at MSI have done a terrific job of building this series while maintaining the quality of each event. Having our brand associated with these high-caliber competitions in iconic locations is a tremendous 'win' for Scott."

Scott Enduro Cup registration is open to men and women, professional and amateur adults and juniors ages 13-18. Riders can choose to participate in a single race or purchase a season pass. All registration fees include a T-shirt and lunch in addition to the race entry. The Angel Fire, Sun Valley and Park City registration fees will also include lift tickets for resort race days, which are not applicable to the Moab stop.

2016 Scott Enduro Cup presented by Vittoria Schedule

May 7 — Scott Enduro Cup at Moab, Scott Enduro Cup Series, Moab, UT, The first stop of the 2016 Scott Enduro Cup presented by Vittoria will take place on the world famous red rock trails of Moab, Utah. This is a great place to kick off your racing season.

June 11-12 — Scott Enduro Cup at Angel Fire, Scott Enduro Cup Series, Angel Fire, NM

June 25-26 — Scott Enduro Cup at Sun Valley, Scott Enduro Cup Series, Sun Valley, ID, Two days of full throttle enduro racing on the best of Sun Valley backcountry and resort single track.

August Date TBA — Scott Enduro Cup at Canyons Resort, tentative for 2016, Scott Enduro Cup Series, Park City, UT, Last year's race featured a stacked pro field and enthusiastic crowd.

Athlete capacity is limited and racers are encouraged to register early to secure their place in the competition and to receive early bird pricing. Registration opened February 16 at 11 a.m. MST on endurocupmtb.com.

In partnership with Sierra Nevada Brewing Company, the Scott Enduro Cup presented by Vittoria is dedicated to the progression of enduro mountain biking. Every event will showcase athletes from all experience levels, stunning scenery with unique trails and high quality partner brands to provide an authentic and robust experience for athletes and spectators. The Scott Enduro Cup offers a premier racing experience with professional timing, course marking, event staff, signature post-race lunch, stacked prize raffle and more.

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COMMUNITY

In memory of John Weis, Utah Bicycle Advocate

John Weis speaks for the need for the 3 foot law in 2005. Photo by Dave Iltis

By Ken Johnson

Utah's cycling community mourns the loss of one of its most energetic and effective bicycle advocates, John Weis, PhD, professor of pathology at the University of Utah. John was a founding member of Utah's statewide bicycle advocacy group, the Utah Bicycle Coalition (UBC) now Bike Utah, and was instrumental in working with state legislators to pass the "Three foot law". He passed away in December of 2015 after a courageous fight with

was a graduate student in the molecular biology program at the University of Utah named Josie Johnson. At that time Josie's death, John served as director of her graduate program. As an avid outdoorsman, cyclist, and mentor to one of those recently killed, John along with others became deeply concerned by the senseless loss of life and the lack of action by law enforcement.

John had a unique talent to see beyond the present crisis and visualize a path to address unmet needs. He was an effective leader in organizing people within the cycling community

pass several laws that improve safety for Utah cyclists.

John was instrumental in developing the legislation that would become the "three foot law". He worked closely with representative Carol Moss of the Utah House of Representatives to write the bill text and promote it. He organized a rally at the state capital promoting the bill, attended legislative committee meetings, and campaigned to educate legislators regarding bicycle safety conditions throughout Utah. At the end of the 2005 legislative session, this bill was signed into a law that prohibits a driver from operating a motor vehicle within three feet of a vulnerable user of a highway.

This law was accompanied with a \$20,000 grant from the Utah state legislature to be distributed by the Utah Highway Patrol. Highway patrol leadership reached out to the UBC seeking guidance on how to spend these funds. The UBC asked the highway patrol to work with the Utah Department of Transportation to purchase and put up "Share the Road" signs throughout the state.

John was also one of the founding organizers of a memorial ride to honor those cyclists who had been killed while cycling in Utah over the prior year. This ride continued annually for 5 years. Under his leadership and guidance, the ride provided an opportunity for community outreach to local civic and transportation leaders as well as families who had lost loved ones to auto versus bicycle accidents. The ride featured speakers from government, law enforcement, and prominent cyclists just before the ride started and an opportunity for family members of fallen cyclists to memorialize their loved ones at the half way point of the ride.

Last October, John was recognized at the 2015 Bike Utah Awards with an advocacy award. At that event, he spoke of the importance of being involved and encouraged people to use their passion to make



John Weis (just to Governor Huntsman's left) at the signing of the 3 Foot Law. He was instrumental in the passage of this protective measure for cyclists. Photo by Dave Iltis

brain cancer.

In the summer of 2004, three cyclists were killed in Utah over the span of 37 days. One of those killed

to work together to improve cycling in Utah.

In 2005, he teamed up with other cyclists and civic leaders to form the UBC whose mission is to work for laws and legislation that encourage and promote safe cycling in Utah. The legacy of the UBC lives on today as "Bike Utah" (see bikeutah.org). It is in its 10th year as a non-profit 501c organization working with state legislators and transportation agencies such as the Utah Department of Transportation and the Utah Transit Authority. As of today, it has worked closely with numerous legislators to

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John Weis (right) talks with Butch Adams at the 2007 Josie Johnson Memorial Ride. Photo by Dave Iltis

their voices heard.

The next time you ride past a "Share the Road" sign, remember

John for his advocacy work and be inspired to get involved and make a difference.

The Utah Bike Summit



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UTAH BIKE INDUSTRY

Selle Royal to Open New Facility in Ogden



Selle Royal will be opening a new facility in Ogden, Utah in 2016.

Salt Lake City, Utah — November 2015 – Selle Royal, an Italian bike saddle and bike parts manufacturer, will be opening a new facility in Ogden, Utah, with a plan to generate 65 jobs in the next 7 years.

“Utah is truly a global hub for outdoor products,” said Val Hale, executive director of the Governor’s Office of Economic Development (GOED). “It’s wonderful to see an established international company

like Selle Royal group recognize this and join the ranks. We look forward to the contributions they will make to our outdoor recreation industry.”

Founded in Italy in 1956, Selle Royal group is an innovative leader in bicycle parts manufacturing, focused on bicycle saddles and footwear, with iconic brands like Fizik and Brooks. The company acquired Crank Brothers in 2008, expanding its product base to mountain bike parts like pedals, wheels, tools and

pumps. Selle Royal group employs more than 1,000 people worldwide, distributing in over 70 countries with a predominant position among professional athletes.

“Our group is made of product-driven brands,” said Gaspere Licata, general manager of Selle Royal North America. “We have the ambition with this investment to be able to develop the greatest products in the bicycle industry. The state of Utah, and Ogden in particular, is becoming

a great area for outdoor industry, and we think we can attract great talent here. We thank the city of Ogden for being such a committed partner to build this important pillar for the growth of our group.”

Selle Royal group has indicated that the expansion will create up to 65 jobs over the next seven years. The total wages in aggregate are required to exceed 110 percent of the Weber County average wage. The projected new state wages over the life of the agreement are expected to be approximately \$16,195,500. Projected new state tax revenues, as a result of corporate, payroll and sales taxes, are estimated to be \$1,360,515 over seven years. The project is expected to generate up to \$4 million in capital investment.

“We are excited to have Selle Royal group join the thriving cycling manufacturing industry in Ogden,” said Jeff Edwards, President and CEO of the Economic Development Corporation of Utah. “Being surrounded by the beautiful Wasatch Mountains and other successful cycling companies will provide Selle Royal group an ideal place to expand and grow their North American presence.”

Selle Royal group may earn up to 20 percent of the new state taxes they will pay over the seven-year life of the agreement in the form of a post-performance Economic Development

Tax Increment Finance (EDTIF) tax credit rebate. As part of the contract with Selle Royal group, the GOED Board of Directors has approved a post-performance tax credit rebate not to exceed \$272,103. Each year as Selle Royal group meets the criteria in its contract with the state, it will earn a portion of the total tax credit rebate.

Ogden has developed a network of bicycle companies in addition to Selle Royal, including TRP Brakes, Mercury Wheels, Mavic, Scott Sports, Rotor Chainrings, and Enve Composites.

For more information on Selle Royal, visit selleroyal.com

What’s on your mind? Send your feedback and letters to the editor to: dave@cyclingutah.com

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BIKE ART

Florence Bike

By Steve Stauffer

As a painter, I get the incredible opportunity to travel and paint wherever the wind may blow! Painting “En Plein Air” means, painting onsite and painting from nature and what life puts right in front of me. Like road biking there is no better way to experience a landscape than to put yourself right in the middle of it.

My wife and I were on a trip to Italy. We walked out of our motel in Florence to find this incredible scene just outside our doorstep! The moment I saw it, I knew it would be a wonderful painting.

Angel’s Hands Foundation has a ride each year and we thought it would be a great way to thank our ride sponsors and staff for assisting us each year. The painting was completed and prints were made. If you are interested in one of these prints you can contact us at www.angelshands.org. Prints are \$45.00 + \$10 shipping and handling. 100% of the proceeds goes to Angel’s Hands Foundation and the families they support.

Angel’s Hands Foundation continues to be one of the most incredible blessings in my life. As a current board member, I am inspired and driven by these very special Angels. Each year I do a special painting and create prints for our fundraising. The original painting was auctioned off at our annual “Angel’s Hands Friendraiser”. Please take a moment and visit our website to learn more about Angel’s Hands Foundation, their mission and how you can join their wonderful ride this year.

To view this or my other work please go to www.stevestauffer.com

Steve Stauffer

801-330-3799

stevestauffer@outlook.com



Florence Bike by Steve Stauffer

Ride for the Angels details:
May 21 — Ride for the Angels, Copperton, UT, 7th Annual. Start: 8:30am; 8655 West 10390 South Copperton Park;

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ADVOCACY

The 2016 Utah Bike Summit is Bringing Copenhagen to Utah



Mikael Colville-Andersen will give the keynote address at the 2016 Utah Bike Summit on April 5, 2016. Photo by Erika Huffman

By Phil Sarnoff

On April 5, 2016 Bike Utah will host the eighth annual Utah Bike Summit at the Salt Palace Convention Center in Salt Lake City.

The Utah Bike Summit is the statewide bicycle conference. The theme of the 2016 summit is Shifting Into High Gear. The summit brings together everyday riders, bicycle and trail advocates, representatives from Utah's bicycle industry, planners, engineers, representatives from

Utah's tourism industry and health fields, and government officials in order to make Utah more bicycle friendly. Regardless of your interest in bicycling (transportation, recreation, road, mountain, commuter), the Utah Bike Summit is for everyone. The summit features international, national, regional, and statewide speakers who provide information and ideas about how to make Utah more bicycle friendly.

The keynote speaker at this year's summit is Mikael Colville-Andersen. Mikael is based in Copenhagen, Denmark where bicycles outnumber residents and 50% of citizens commute by bike every day. He is an urban mobility expert and one of the leading voices in global urbanism. Mikael is the founder of Copenhagenize Design Company, which works with cities and governments around the world in coaching them towards becoming more bicycle friendly. He is known for his philosophy about simplifying planning for bicycling and how communities should be designed instead of engineered. Mikael has given multiple TED Talks that can be found online.

A closing address will be given by Andy Clarke. Andy Clarke is the Director of Strategy for Toole Design Group. He has three decades of experience promoting active trans-

portation and livable communities as a consultant, trainer, advocate, and policy analyst. Andy has held leadership positions in a number of national organizations over the years, including serving as the President of the League American Bicyclists, the first Executive Director of the Association of Pedestrian and Bicycle Professionals, a Vice President with the Rails-to-Trails Conservancy and the Deputy Director of the National Center for Bicycling and Walking. He served as Chair of the Transportation Research Board's Committee on Bicycle Transportation and as Secretary General of the European Cyclists' Federation.

In addition to the keynote address, there will be multiple other updates and breakout sessions. Utah Department of Transportation Director Carlos Braceras will give an update on efforts within UDOT to support bicycling. Breakout sessions will include topics in the following areas: the Utah High School Cycling League; Developing Healthy Communities; Active Transportation Wayfinding; Bicycle Tourism; Selecting Must-Have Bicycle Projects; and Road Respect Communities.

2016 Utah Bike Summit sponsors include: Point B; TravelWise; UTA; SOAR Communications;



Andy Clarke will speak at the 2016 Utah Bike Summit. Photo by

Toole Design Group; Amer Sports; Durham, Jones & Pinegar; Ski City; Downtown Salt Lake City Alliance; Parametrix; Alta Planning + Design; Mountainland Association of Governments; Wasatch Front Regional Council; HNTB; HDR; AECOM; WSP Parsons Brinckerhoff; Wilson & Company; Horrocks Engineers; and Cycling Utah.

Registration for the 2016 Utah Bike Summit is open now and includes all sessions over the course of the day, networking opportunities, and a catered lunch. Register at www.bikeutah.org.

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HEALTH AND NUTRITION

Knowing the Fuel You Need: A Quick Every Day Nutrition Guide for Athletes

By Breanne Nalder, MS, RDN; PLAN7 Endurance Coaching Dietitian and Nutrition Coach

We all have experienced being “hangry,” feeling so hungry you get angry, right?! Well, its not surprising considering cyclists and other endurance athletes need more nutrients than most people. And I’m not only talking about calories. Our bodies demand more vitamins and minerals to keep up with the massive hours of exercise we put them through, so we must compensate with nutrient dense foods or supplements to keep performance and recovery at their peak. The wear and tear of intense activity necessitates increased intake of micronutrients, so choosing nutrient dense foods can help us perform better, feel stronger, and lend to our long-term health. Here is a list of essential vitamins and minerals we should all be sure to incorporate daily, along with food examples for snacks and meals. So, in no particular order of importance, here are 10 crucial nutrients to put on your daily menu.

1. Vitamin B

Lacking the energy to push out those last few intervals? Chances are you’re low on this group of micronutrients, which includes vitamins B6 and B12, thiamin, riboflavin and folate. The body uses these to convert protein and sugar into energy and to produce red blood cells.

*Foods to Fuel with: Tuna, black beans, lentils, and peanuts. Add a few to sandwiches or tacos!

2. Calcium

Excessive training may cause hormonal declines that can compromise bone formation, possibly leading to premature, irreversible osteoporosis. Recent research shows that endurance athletes of all ages and gender experience testosterone deficits that also can cause osteoporosis. All athletes should make sure they get 1,200 to 1,500 mg of calcium daily from food or supplements.

*Foods to Fuel with: dark leafy greens, dairy products, beans, fortified cereals, and broccoli. A little of each in every meal!

3. Vitamin C

This antioxidant is abundant in many foods so you likely don’t need to supplement. It is crucial in tissue regeneration and helps the body absorb Iron, so be sure to get lots in your fruits and veggies.

*Foods to Fuel with: Oranges, strawberries, bell peppers, and kale. Sounds like smoothie time!

4. Vitamin D

Soaking up some sun doesn’t just boost your mood - it can pump up your power, too. Why? Sunlight helps your body make vitamin D. Without enough vitamin D, the mitochondria in muscle fibers can’t adequately regenerate energy after your muscles contract, making you feel tired more quickly. It also helps the body absorb calcium and has many other uses, so get your sunshine!

*Foods to Fuel with: Milk, salmon, trout, egg yolks. All while recovering on the beach!

5. Vitamin E

Athletes have an increased need for this vitamin because their cells undergo more oxidative damage. Aerobic exercise places additional demands on the molecular free radical scavengers of the body, and vitamin E is a well-known scavenger.

*Foods to Fuel with: Sunflower seeds, almonds, and peanuts. Sprinkle on salads!

6. Iron

To help your muscles work efficiently, you need to pump some iron — literally! An hour of working out could deplete 5.7 percent of your level of this mineral, which helps red blood cells carry oxygen to muscles. It is rare in healthy athletes, but it can result in iron-deficiency anemia, which causes fatigue and reduces endurance. The recommended dietary allowance (RDA) for iron ranges from 10 to 15 mg/day—an amount easily acquired from food. In the absence of anemia, athletes shouldn’t take any supplemental iron because it raises the risk of heart disease and colon cancer.

*Foods to Fuel with: Beef, eggs, spinach, broccoli, and fortified cereals. Hearty foods for bigger meals!

7. Magnesium

This mineral is a powerhouse for

weekend warriors to pro endurance athletes alike. Magnesium is a component of more than 300 enzymes involved in energy metabolism, plus it plays a role in bone formation. You lose magnesium through sweat, so munch on some good sources of it before and after a hard workout. The recommended intake for endurance athletes is 500 to 800 mg daily.

*Foods to Fuel with: Dark leafy greens, almonds, halibut, and quinoa. Great dinner options!

8. Potassium

Another electrolyte present in intracellular fluid with sodium and magnesium, Potassium is responsible for regulating total body water and stabilizing muscle contractions. It is lost through sweat and urine, so when you are properly hydrating, it works with sodium to help your muscles and nerves work properly.

*Foods to Fuel with: Sweet potatoes, bananas, avocados, tuna, and pistachios. So many ways to get these gems into breakfast, lunch, or dinner!

9. Sodium

It seems like “sodium” is a swear word in the health-o-sphere, and with its prominence in processed and take-out food, it’s true that many people need to cut back. But athletes must replenish salts as they are lost to avoid cramping and/or hyponatremia (see previous articles I have written such as my July 2015 nutrition column or contact me directly for specific recommendations)

*Foods to Fuel with: Electrolyte drink mixes, pretzels, and other salted foods. We crave chips and soda around workouts for a reason!

10. Zinc

Aiding in tissue repair and in the conversion of food to fuel, athletes have lower serum zinc levels compared with sedentary individuals. Those who train without days off lose zinc even more quickly. Athletes should take 30 to 60 mg zinc daily to keep stores at appropriate levels and avoid compromising the immune system. We all know being sick ruins or training!

*Foods to Fuel with: Red meat,

chickpeas, pumpkin seeds, and quinoa. Mix together with some spices and make a tasty dish... Yum!

A well-fueled body will undoubtedly perform better. But, going overboard with some nutrients can be as detrimental as skimping on them, so talk with a dietitian (like me!) or your physician before changing your diet or reaching for any supplements. Figure out the right balance for you, and you’ll be able to reach your true athletic potential with a well fueled machine of a body.

Breanne Nalder, MS, RDN has a Master’s degree in nutrition with an emphasis in sports dietetics at the University of Utah. She is a Registered Dietitian, the nutrition coach at PLAN7 Endurance Coaching, and races for Visit Dallas DNA Pro Cycling team. For individual custom nutrition coaching, you can reach Breanne at 801-550-0434 or breanne@plan7coaching.com.

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SPEAKING OF SPOKES

Snow to Road



David Ward enjoying a cross country ski outing near Island Park, Idaho over President's Day weekend, 2016. Photo by Jerry Allred

By David Ward

We finished 7.5 miles of cross-country skiing around the Brimstone and Antelope Loop trails, had finished our dinner and were relaxing in front of the fire playing a game of Quiddler. It was then I recalled I needed to write my article for this year's first issue of *Cycling Utah*. Bicycling, I thought? But I am still in the midst of my winter mode.

In the Intermountain West, we have the luxury of four truly distinct seasons: Spring, as we and our surroundings emerge from the blanket of snow and cold that has been enveloping us; summer, to luxuriate and sweat in the sun and heat; fall, as the leaves turn brilliant colors and we scent the approaching winter; and winter, where we can choose to either hibernate or engage in the activities that make winter a sensational season.

Frankly, I have always loved winter best. I was raised on a dairy, and summers usually meant days, including Saturdays, washing bottles and bottling milk (in addition to fixing fence, digging out ditches and cutting thistle). But winters meant skiing. Sure, I had school Monday through

Friday, but that was only to get me to Saturdays when we would arise very early, get our day's work done, and by 8 - 9 a.m., be on our way to the local ski area.

I distinctly remember 3rd grade. Our classroom was on the east side of the school, and I could see the mountains out the window. I would spend long periods of time just gazing at the mountains, gauging the snow fall, and looking forward to Saturdays.

My love of skiing and winter became so intense, that in my teens I decided there was no way I could take two years of my life to serve as a missionary for my church when I



Karma Ward (right) and friends cross country skiing near Island Park, Idaho. Photo by David Ward

turned 19. For a good Mormon boy, that was heresy.

Well, I matured, thankfully and, also thankfully, did my missionary service. But my love of winter and skiing persisted, and the rest of the year was really just filler between winters and ski season. Until, that is, I took up cycling.

As a child, I biked a lot. I couldn't drive, and living in the country meant long distances to get anywhere. My bike was my key to freedom and exploration. But as a teenager, that was replaced by a car. While serving my mission in France, though, a bicycle again became my main mode of transportation, and the fun of cycling returned.

In college, I bought a bicycle for transportation and recreation, and over time, cycling began to occupy a larger part of my life. A few years later, I learned that bike racing existed in Salt Lake, and thereafter training and racing filled the other three seasons of the year.

Now, I no longer spend the time between ski seasons pining for win-

ter. I do not race anymore, but my love of cycling has endured, and those months between ski seasons are spent on the saddle of a bike. Still, spring brings an overlapping of the ski and biking seasons, and for me a tug of war. As winter begins to wain, and the smell of spring starts to freshen the air, I find myself torn between the call of my skis and board, and that of my bike.

Here it is late February, and already spring is springing. For several months, I have been biking indoors on a stationary bike to maintain fitness, and now the weather is drawing me outside. The itch is asserting itself, and I will soon be biking up and down my beloved Emigration Canyon. I will also be perusing *Cycling Utah's* Calendar of Events to plan out my biking season. Yes, biking season I nearly here, and the excitement of a new cycling season is upon me.


But, I will also still be gazing at the mountains, and feeling the urge to be at a ski area, stepping into my


skis and strapping on my snowboard. The spring time struggle will be seething in my soul.

Though not really. Biking is a wonderful sport. It has brought me a lifetime of fitness, and has made the period between ski seasons another exciting season for me, cycling season. I now have two passions that span the entire year. But the spring struggle will always be won by my skis and board.

Skiing has been a part of my life for as long as I can remember, and the love of winter is ingrained in my very nature. Bicycling is also now a part of my soul, but the spring time choice between hitting the slopes or the road will always be won by the slopes.

But make no mistake. I am feeling the urge to be on the bike, turning the pedals and enjoying the freshness and excitement of the outdoors as I ride my bicycle. I am excited for the upcoming cycling season, and while still on the slopes, will be looking forward to many months and miles on the road.

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THE CYCLIST'S BOOKSHELF

My Top 5 Bicycle Touring Books

By Lou Melini

I wrote my first book review for Cycling Utah in 2002. Since that time I have read a half dozen books per year with bicycling as a significant or complete subject of the book. The subjects of the books had a variety of themes that included racing, touring, urban cycling, and some that were simply good literature. Since bicycle touring is what I enjoy most, I have summarized my top 5 touring books. Each of these books listed had been reviewed in Cycling Utah. My first book review, *Catfish and Mandela*, is included in the list. To narrow the quantity of bike touring books to a "top 5" took some time. My criteria for selection was that the book had to be well written, entertaining, read like a novel (and not a travelogue) and with one exception, tell about a bike tour from the beginning to the end of the book. I did not include books that were a collection of short touring stories such as Willie Weir's; *Travels With Willie*, though I would recommend that book. So if you enjoy reading, choose any from the below selections.

Miles From Nowhere

1983

Barbara Savage.

Mountaineersbooks.org/Miles-From-Nowhere-P3.aspx

I will be succinct in saying that this is the one bicycle-touring book that everyone should read. It is iconic. Put it alongside your Steinbeck or Hemingway collection. It is well

written. You will also obtain a very good sense of what bike travel is about.

Barbara and her husband Larry set out for an around-the-world-adventure. Two years later they returned. In between are adventures in North America, Europe, Egypt, India, Nepal, Southeast Asia and New Zealand. The strain of travel at times negatively affected their relationship but mostly cemented it. There were joyous moments of hospitality by complete strangers, as well as hardships such as the never-seen-before poverty of Egypt. The adventure took place in the 1970's, before computers, bicycle specific maps, books or even decent touring bikes and accessories.

There were other books about world travel from the 70's that I tried to read. They tended to read like a diary. *Miles From Nowhere* is more like an adventure travel novel in which the reader looks forward to the next chapter. The cultural insights that Barbara includes in the book are especially welcome and entertaining. These insights are what make this a classic book. Her interactions with the various populations are described well, and would be told no differently than if she did the trip today. And finally her relationship with Larry and the emotional toil of another couple that they met and rode with are written well.

I've always dreamed of a long around-the-world tour. After reading the book I still dream but then had to reflect on whether I could do the ride. The stark reality of one passage in the book stuck with me when Barbara wrote upon entering New

Zealand; "We'd return to "civilized" bike touring. Everyone spoke our language, and we were no longer forced to communicate with people in some awkward mixture of grunts, hand motions, and a few foreign words. There was no need to hassle with purifying water or to worry about getting sick on it or the food we ate. We camped out anywhere we pleased without a thought about cobras, bandits, crowds of staring faces, or government regulations."

Though published in 1983, the book is as relevant and entertaining now as it was then due to the manner in which it is written. You won't be disappointed.

Catfish and Mandela

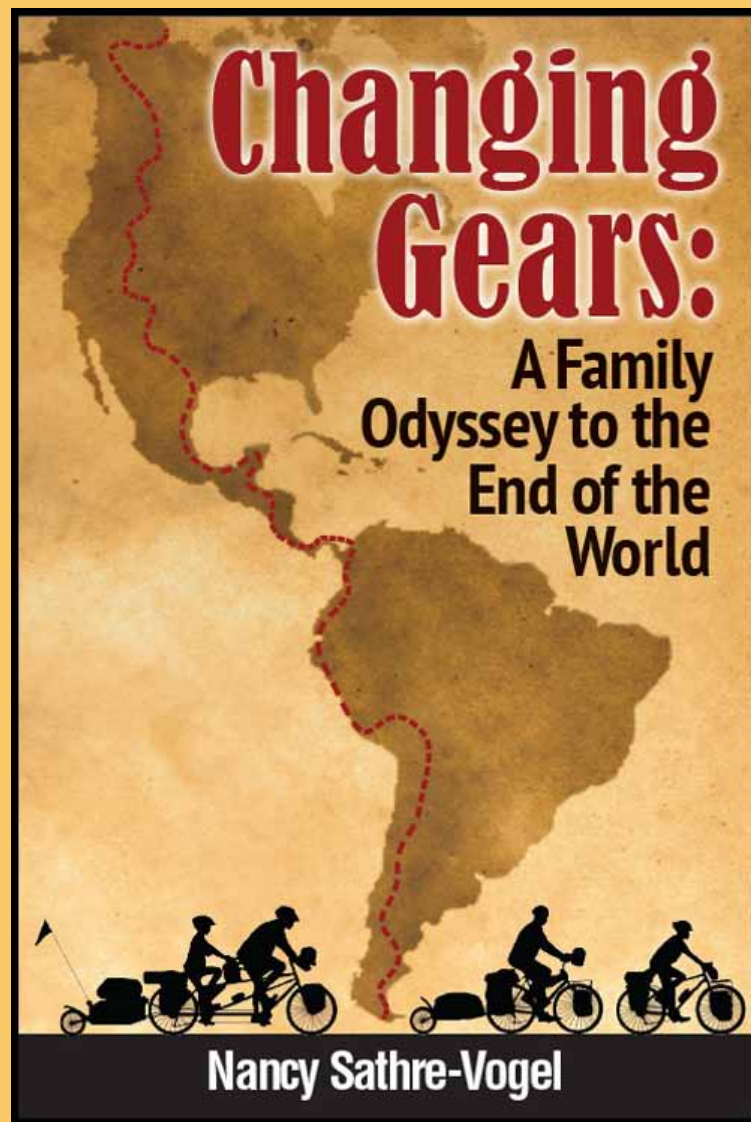
1999

Andrew Pham.

Farrar-Straus-Giroux

Andrew Pham came to America at age 10 after he and his family made a harrowing escape from Vietnam after the war. His father, a survival of the "re-education" camps for South Vietnamese soldiers, took his family to America to improve their lives. Leaving Vietnam was not easy, nor legal. Andrew's family paid a fishing boat to take them initially to Malaysia. With time, the boat ran out of food, nearly out of water, and then started leaking, badly. Despite their desperate plight, a French vessel ignored the occupants of the boat. They were rescued the next day, eventually making their way to America.

Twenty years later, Mr. Pham



The book *Changing Gears: A Family Odyssey to the End of the World* by Nancy Sathre-Vogel is one of Lou Melini's top 5 bicycle touring books. Photo by

returned to his home country, traveling by bicycle. His return to Vietnam is a fascinating journey and gives him time to self reflect on the reception that he receives from the citizens of his former country. "Only 20 years" but much has changed as Andrew struggles to find his past. Soon he realizes that "it isn't the same place I left". He is treated and preyed upon as a "rich American" rather than a returning citizen.

Throughout the book we learn about Mr. Pham's family and the changes that occurred being in America. These passages, though not a part of the bike journey, make the book a true novel. Despite the book not being a "cover-to-cover" bike tour, it made my "Top 5" due to the quality of the writing. You will have a hard time putting this book down.

Catfish and Mandela was recognized for excellence with 10 different literary awards.

Once Upon a Chariot

2008

Iris Paris

Tate Publishing (also found on the Adventure Cycling Association website)

In 1947 there was a famous Norma Jean that went by the stage name of Marilyn Monroe. There was another Norma Jean in that year, less famous, with the last name of Belloff. As a near 20-year-old, she decided to ride across the United States on a single speed bike with her possessions stored in a handlebar basket with additional gear strapped to the top of the rear rack. She carried little in the way of money, hoping to find work along the way. She ends the first phase of her journey during a snowstorm at her aunt's house in Connecticut. In between her start and arrival in Connecticut are countless small adventures.

Norma Jean leaves Connecticut and returns to her California home

also by bicycle. She happened to meet a leader in the bicycle-racing scene in New York during her first crossing of the U.S. She is given a “proper” bicycle to return to her home by the racing organization. With her new bike, also a single speed, she sets the women’s record for riding across the U.S. This book is truly an amazing journey that will rivet you to your seat.

Norma Jean’s daughter, Iris Paris, authors once Upon a Chariot. Ms. Paris never knew the history of the bicycle that sat unused in the garage as she grew up. She apparently was unaware of her mother’s accomplishment, “locked in the hearts of certain family members until 1989”. As part of the inheritance from her deceased grandmother, Ms. Paris received, “5 trunks full of documents including my mother’s trophy”. The trophy was for finishing 3rd in the 1948 Women’s National Bicycle Championships. From the trunks, Iris Paris wrote her mother’s story.

While reading the book I kept thinking about how this was a story about a 19 year-old girl in post WWII America that rides alone for nearly 18 months. She is using a single-speed, balloon-tired bike, with all of her possessions strapped to a rack. She leaves with the intent of finding work along the way to pay for her trip. She is helped immensely by the kindness of strangers, sleeps along the road, eats very little at times due to lack of money, and shows a sense of perseverance that would stop the average person. Would any of us do this? Once upon a Chariot is a wonderfully inspiring story of a girl seeking adventure and self-understanding. For anyone contemplating a bike tour or just wants to read an inspirational book, this is it.

The 2 Norma Jeans’ did have one thing in common. In 1962, Norma Jean Baker (AKA Marilyn Monroe) was found dead at the age of 36. Officially listed as a suicide, there are multiple theories, including homicide, for her death. In 1971, at the age of 44, Norma Jean Belloff also committed suicide. She was diagnosed with an undisclosed mental illness at age 28. Coincidentally, her daughter and author Iris Paris, was 19 at the time of her death, the same age when Norma Jean Belloff rode off on the adventure of her life.

Mud, Sweat, and Gears: A rowdy family bike adventure across Canada on 7 wheels.

Joe “Metal Cowboy” Kurmaskie
2009
Metalcowboy.com

Joe Kurmaskie has written a number of very good books, including 2 books about his cross-country travels with his children. I have read 4 of Joe’s books. In Mr. Kurmaskie’s earlier book, “Momentum is my Friend”, Joe rides across the U.S. with his 2 sons. In Mud, Sweat and Gears, Joe rides across Canada with his wife Beth, the 2 sons and the new addition to the family, Matteo. Put yourself in Joe or Beth’s shoes. Two parents, 2 boys aged 9 and 7 and a 1-year-old in a trailer riding across Canada, an adventure sure to bring a lifetime of memories. You will share these adventures and memories throughout the book. You will read about the

kindness of strangers, mixed with the reality of a family riding on 2 wheels, or should I say 7 wheels. (The tandem pulling a trail-a-bike and a trailer, plus Beth’s single bike)

You will put the book down every few pages to let out a good laugh. Here is an example of their welcome to a Canadian park. “Not 50 yards through the entrance, Ranger Selwin blocked our path. My greatest fear was that this grandfatherly-looking type would tell us his campground was full, overrun by bears, closed for repairs, or most crucial, suffering a tainted water supply. In an act of good will he extended a baseball cap full of thimbleberries. I started to ask him something but he waved me off. Eat first, then we’ll get to the questions.”

Of the books by Joe Kurmaskie, I chose Mud, Sweat and Gears for my top 5-book selection mostly due to the inclusion of his wife’s little footnotes that are in response to Joe’s writing that are simply hilarious. Initially Joe and Beth considered a triplet for the journey. When Joe decided that the triplet wasn’t working out and thought Beth should ride his single touring bike, Joe wrote; “She was stunned”. Beth’s footnote reply was “I was relieved. No matter how hard it was to wrap my head around soloing across Canada, I would have taken a bullet before getting back on that beast”.

Mud, Sweat and Gears is a very good read. It’s about bike touring, it’s about family, and mostly it’s about what can happen when a family of 5 ride across Canada. All of Joe Kurmaskie’s books are deserving of space on your bookshelf. If you can’t make up your mind about which book by Joe Kurmaskie you want to read, this is the book.

Changing Gears: A Family Odyssey to the End of the World.

Nancy Sathre-Vogel
Familyonbikes.org
2013

This book chronicles the 2-year, 9-month and 18 days that the Vogel family traveled from Prudhoe Bay in the northern part of Alaska to the southern most city in Argentina. The family included Nancy, husband John and their twin 10 year-old boys. Changing Gears details the geography, culture and logistics of traveling for that length of time and distance. Add the boys and one really ramps up the logistics. Just the plane trip to Alaska was an ordeal, transporting one tandem for John and son, Daryl and 2 single bikes for Nancy and the other son, Davy. In addition there was one BOB trailer and an Extra Wheel trailer. These were shipped along with 3 very large containers for all of the equipment that was to be stuffed into panniers and trailer bags.

Their start in Prudhoe Bay was less than auspicious. An oil worker helped them with their baggage after arrival who stated: “For the record, I drive this road on a regular basis, and I think you’re nuts”. On the day of departure, with 17,000 miles to go, Davy was brought to “the verge of tears” when he crashed moments after leaving the hotel parking lot onto the gravelly Dalton highway. After that mishap, they had 240 miles to the first town on the

Dalton highway. The Vogel’s thought they were prepared by packing 50 pounds of food. With two hungry boys they ran out of food, or would have had a “road angel” not helped out. Obviously, no matter how much experience and planning one does, things happen.

The road angels are mentioned frequently in the book. When in Mexico, they met a motorcyclist. He had his motorcycle club escort the Vogels into the town they were entering. The club then escorted them out of town. The Vogels were then escorted into and out of a lot of towns by a number of motorcycle clubs from a “telephone tree” that was started on their behalf.

Nancy Sarthe-Vogel does a fantastic job of chronicling the journey. The encounters with the local people along the way were inspiring. Interestingly, or perhaps strangely, they were “stalked” by a small group of women (from the U.S.) that would contact any media or non-profit that publicized the Vogel’s trip and say that the Vogel’s were “abusing their children”.

And so went the travels of the Vogel family. I had a hard time putting the book down. It is very well written. It’s a ‘novel’, an adventure book, a travelogue and a “how-to” cycling book. It is additionally a book chronicling what families are supposed to be doing, though in this case the family is outside the bell curve by choosing to travel on bicycles.

So, after 2 years, 9 months and 18 days, Daryl and Davy became the youngest to cycle the Western Hemisphere. They have all of the documentation. Unfortunately Guinness World Records dropped the “youngest category” during their travels after the rescue of a young

UTAH BIKE INDUSTRY

QBP To Move Ogden Distribution Center To Denver; Reno Center Now Open

By mid-2016, QBP will be moving its Q-West operations from Ogden, Utah to the Denver area. With this change and the opening of their new Reno location, QBP is making significant service improvements for many their customers by reducing ground service transit times.

“With the December 9th opening of our Reno location, we’re now able to get to all of the major metro West Coast locations in one day,” says Kim Brown, QBP Director of Distribution. “And by moving operations from Ogden to the Denver area, QBP will be able to reach the entire state of Colorado in one day.” She continues, “The Denver area will also help us to provide greater service to our Texas customers by decreasing our shipping time to them from three days to two. The footprint of all of our distribution centers now puts us in a better position to deliver one and two-day coverage to a larger percentage of our customers than ever.”

Operations from the Ogden location will be moving to the Denver area in or around April/May of 2016.

QBP has had a significant impact on the community of Ogden. In five short years, its bike community has undergone an amazing transformation. QBP is proud of their involvement in those changes and would like to thank Ogden for its partnership in growing cycling in the region.

QBP has also opened a distribution center in Reno, Nevada. Q-Reno is not only excited to support Western U.S. bike shops, it’s looking forward to making an impact on communities in the Reno area and beyond. Through its Advocacy, Community, and Environment (ACE) program, QBP will support several initiatives to help boost Nevada’s cycling development.

“We’ll be working with the Nevada High School Cycling League, the Reno Bicycle Project, and the Bijou Bike Park by offering financial support to these great organizations so they can continue their work getting more people riding in the area,” says QBP’s ACE Director Seth Nesselhuf. “Additionally, we’ll be helping the Tahoe Area Mountain Bike Association with a number of mountain bike trail projects and organizational capacity building.”

For more information on QBP, visit qbp.com

teen trying to be the youngest to sail around the world. You as the reader will watch the boys grow-up during their journey, an achievement worthy of an award despite the Guinness organization’s rejection.

For my bike tours I have the 4 “R’s” for each day’s ride; Ride, Relax, Read and Repeat. (It would be 5 “R’s” if eating started with the letter R). I hope the above reviews inspire to pick up one of the books and stuff it into your pannier for your next tour.



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BIKEPACKING**Epic Local Adventure Awaits with SLC Bicycle Touring & Bikepacking Meet-Up**

The Salt Lake City Bikepacking Meetup Group on the Arizona Trail, Kaibab Plateau at the North Rim of the Grand Canyon.

Photo by Becka Roof



The Salt Lake City Bikepacking Meetup Group meets monthly to plan trips and socialize.

By Becka Roof

We've pedaled through desert basins, traversed mountain ridges, and explored deep forests and volcanic landscapes – carrying all our camping gear. We've camped on high ledges, next to alpine lakes, near desert rivers, and in many spectacular places where we were the only humans for miles.

While this is often the stuff of epic quit-your-job adventures, these are mostly overnight or long-weekend trips, hosted by the SLC Bicycle Touring & Bikepacking Meet-Up group. We're the only group in the area that focuses exclusively on loaded bicycle touring.

Meet-Up is a website that turns

on-line connections into real-life adventures. It's less formal than traditional "outdoors clubs" but more formal than just connecting on Facebook. We have monthly meetings and socials at Saturday Cycles, and frequent overnight and weekend trips. Participants have both road touring and bikepacking interests, but this article focuses on bikepacking, the ultra-light mountain bike camping approach usually with frame bags instead of panniers.

Bikepacking is different than road touring. More like backpacking, there are often no services. We wild camp, pack in our food, and treat drinking water from springs, ponds, or mud puddles – or carry water for the weekend when there is literally none along the route. Any type of

mountain bike will do; we've ranged from sub-\$100 used hardtails to carbon-fiber 29+ wonder machines, even on the same trip!

These are not guided trips: the trip host provides a route but participants carry their own gear, navigate using map or GPS, and generally take self-responsibility for the adventure.

Join us in exploring Utah's diverse landscapes – and bring your sense of adventure!

Want to Try Bikepacking?

If you're interested in trying bikepacking, the Lifelong Learning Program of the University of Utah is offering a class this April, taught by the lead organizer of the SLC Bicycle Touring & Bikepacking



Bikepacking can take you to beautiful places such as Capitol Reef.

Photo by Becka Roof



Bikepacking in Lockhart Basin, southwest of Moab, Utah.

Photo by Becka Roof

Meet-Up. Four Wednesday evening classes will draw on lessons learned from our 4 years of trips, and walk you through everything you need to know for your first bikepack adventures, including overview of essential gear and organization, bike selection, route finding and map making, carrying water (for desert trips), and safety and preparedness.

Find out more: <http://www.meetup.com/SLC-Bicycle-Touring-and-Bikepacking/>

Becka Roof is the lead organizer of the SLC Bicycle Touring & Bikepacking Meet-up. Her day job is the Bicycle/Pedestrian Coordinator for the Salt Lake City Transportation Division.

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FAT BIKE RACING

Utah's Rob Squire Crowned Fat Bike World Champion



Robbie Squire wins the Fat Bike World Championship in the Elite Men's race. The inaugural race was held in Crested Butte, Colorado on January 30, 2016. Photo by Dejan Smaic, sportifimages.com

Crested Butte, Colorado - The inaugural Borealis Fat Bike World Championships presented by Odell

Brewing Co. in Crested Butte was held from January 27-31, 2016. Through nothing short of a mira-

cle, the impending 'Snowpocalypse' forecasted for Saturday's Fat Bike World Championship race held off.

The race kicked off at 11am. The start line was jamming with over 255 racers. It was an awe-inspiring scene

as the gaggle of riders took off on Crested Butte Nordic Trails with Mt. Crested Butte as the backdrop for a very competitive race. Participants raced 6.5 miles laps that came right through the heart of the Village packed with enthusiastic spectators.

Utah's Rob Squire topped the men's race over Taylor Sheldon and Travis Brown. Amy Beisel won the women's race.

Despite over 12" of freshly fallen snow, Sunday's downhill race went off for committed fat bike enthusiasts that chose bikes over skis that morning. There were over 25 riders that experienced the thrill of downhill fat biking at Crested Butte Mountain Resort/EVolution Bike Park that day. A lucky few even had the opportunity to load the chair lift with their fat bikes despite skeptical looks from confused skiers. Though we anticipated far greater participation during Sunday's event it was enjoyed by those that were in no rush to get home before the inevitable road closures outside of Crested Butte.

The inaugural Borealis Fat Bike Worlds Championships by Odell Brewing was an event packed with excitement from start to finish. It was an unforgettable event for everyone that came out to be part of it, including the organizers. The Crested Butte/ Mt. Crested Butte Chamber of Commerce is excited, planning, and looking forward to doing it again in 2017!

For full results, see: cbchamber.com/events/fat-bike/



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COACH'S CORNER

Size Matters! ...when it comes to acquiring a new bike...

By John Higgins

Spring is in the air, the sun is warming your back, and you've got the hots for a new bike. It won't have the smell of a new car, but it will have the feel of speed, joy and freedom. That's assuming it is adjusted to fit you, and fitting starts with sizing. Which is why size matters.

A bike of the correct size offers a "fit window" to allow for adjustments to the saddle and handlebar position to suit your body and riding needs. If the bike is too big or too small for you, then it's going to be a stretch (or a shrink) to get it close, and close will not be good enough for all day riding comfort.

Frame Size is a one dimensional measure of the height of the bike, as an actual or theoretical seat tube length. It may be expressed in inches or centimeters, or as a small, medium, large, etc. There is not a consistent agreed way to express a bike size, and so the same frame label size between different brands can vary significantly.

While size matters, you should also know that Shape does too. Two bikes labeled with the same frame size may be a very different shape, and therefore feel quite different. Frame Size does not take into account the length of the bike or the height of the front end, both influencing where the handlebars can be. These are important because they affect your reach and drop from the seat to the handlebars which determines your upper body position, which influences your back, neck and hand comfort. Seat tube angle is also an aspect of shape that influences where your center of mass and balance can be located.

Shape is two dimensional, and is defined in the frame geometry charts for each model, which show lengths and angles. Shape can be expressed descriptively. For example as race, competition, sports, or endurance for road bikes and as XC race, trail, all mountain or freeride for mountain bikes.

Shape can also be described as frame "stack and reach" co-ordinates, which defines where the head tube is in relation to the bottom bracket. These are useful numbers for comparative purposes.

Shopping for Size

When going into a store to buy a bike, you now know it is important to get the right size and shape. How is this determined? You can measure the geometry of an existing bike you ride that feels good for you, and use those specs. But if you don't have an existing bike, or if it is not a good template, then it's in the interest of the bike shop to help you out. There are 4 main sizing methods:

The eyeball. This is when the sales person runs their eye up and down you, and pronounces a number with confidence. It's good for their ego, but not necessarily a quantifiable, evidence based approach. Move on...

Stand over clearance. This is useful, as no one wants to knock themselves straddling a bike, but it only takes into account one aspect of sizing, and ignores the rest. Move on...

Body measurements. Hard data like inseam length, height, torso length or sternal notch height, arm length. Now we are getting some evidence of skeletal proportions which are very useful for accurately recommending a bike size and shape, in conjunction with information about riding style and intentions, and physical factors like strength, flexibility and injury history. Be mindful that inseam length on its own is only a predictor of bike size and not bike shape. Two people with the same inseam length but different upper body portions may well be better off on different bikes. There are a number of body measurement systems available to bike stores, including the Fit Kit System which has been in use for over 30 years. This sizing is usually free if you are buying a bike at the store.

Pre-purchase fitting. This top shelf option has you riding on a size cycle (bike simulator) to determine a final fit position, and from this a recommendation of suitable bikes and components can be determined. This will typically have a cost because of the time and technology involved. The Guru Fit System is one such option, with integrated frame finder software, but there are a range of low tech to high tech size cycles around.

Buying Online or Used

If you are buying online, some websites offer a sizing guideline. These vary widely from totally useless to quite thorough. You can also go into a local bike shop that uses a sizing system, but convey your honest intentions of shopping online, and expect to pay for the sizing service. This also applies if you are buying a used bicycle, which is by far the easiest way to get a bike that will not fit. A great deal off KSL doesn't make for a great ride if the bike is the wrong size. Measure twice, buy once. Size matters. So does shape.

John Higgins is an imported local cycling enthusiast who used to sell bikes, but now offers bike fitting services through BikeFitr and is a partner in Fit Kit Systems. He keeps a low profile, but you can find him if you want to.

Bikewagon Acquired by L9 Sports

January 26, 2016 - Woods Cross, Utah - North Salt Lake City's Bikewagon, one of the country's biggest online bicycle retailers, has been acquired by winter sports retailer L9 Sports. The joining of the two companies enables Bikewagon to continue the healthy growth in revenue and net income that it has experienced since its inception in 2004.

L9 Sports sells skis, snowboards and winter sports gear through their online store and through multiple retail stores along Utah's Wasatch Front. The company's goal is to provide as much value as possible to the middle-market outdoor enthusiast.

The management team of Bikewagon, led by co-founder and CEO Dale Majors, will continue indefinitely with L9 Sports and will be responsible for all bike operations. It is anticipated that L9 will

maintain both websites (bikewagon.com and levelninesports.com) simultaneously and fulfill all orders from L9's distribution center in Woods Cross, Utah.

"L9's fantastic customer service reputation, paired with their executive team and strong financial backing, made this deal very attractive," Majors said. "The union will enable Bikewagon to offer a wider range of products, and our customers will benefit from the added resources through more product deals and categories."

With humble beginnings and nearly identical growth trajectories, the two companies have much in common. These commonalities, along with similar customer bases, will allow both stores to benefit from operational redundancies while continuing to provide excellent customer service.

"We've been looking for an opportunity to expand our product offering, but we weren't willing to compromise on service standards and overall commitment to our

customers," L9 Sports CEO Mitch Lamb said. "That is why this acquisition was so appealing to us. The Bikewagon team has done a great job of offering a product mix that provides tremendous value to their customers while maintaining great service levels. They will be a great fit with our team."

Within the next month, Bikewagon will move their warehouse, retail store and operations from their North Salt Lake, Utah, location into L9 Sports' nearby Woods Cross building. Bikewagon will begin selling bikes and cycling gear in L9's physical retail stores in Salt Lake City and Lehi, Utah this spring (See the Bicycle Shop Directory for location information).

Bikewagon was established in Salt Lake City in 2004 when Dale and his father, George Majors, began selling overstock bike parts in their garage. Over the following decade, Bikewagon grew to employ 25 people and ship over 15,000 orders each month to its global customer base.

Signs of a Concussion

The topic of concussion has been in the news a lot lately. With the release 'Concussion', the new Will Smith movie, I have been getting more questions about the signs and symptoms of a concussion. It is important to get those who are suspected of a concussion immediate help. Here is a list of physical, cognitive and behavioral features related to a concussion. Physical features can include loss of consciousness, headache, pressure in the head, neck pain, nausea, vomiting, blurred vision, dizziness, prolonged or greater than expected fatigue. Cognitive features can include confusion, feeling slowed down, sensitivity to light, sensitivity to noise, impaired balance, feeling in a fog, difficulty concentrating and difficulty with memory. Behavioral features can include more emotional, irritability, restlessness, drowsiness, sadness, anxiety, nervousness, sleep disturbances and personality changes. Even if the cyclist is able to continue with their activities, the athlete with symptoms of a concussion or any other concerning changes in their health should get immediate medical attention and avoid any activity that can exacerbate the symptoms listed above.

For more information, see www.cdc.gov/concussion

-Wayne Hansen, DC, CCSP, Chiropractic Physician, Certified Chiropractic Sport Physician

Commuter Column - Continued from page 4

the Military Science building and the Fieldhouse at USU.

C.U.: Where is the source of most of your donated bikes and parts- from USU students, the surrounding Logan community, or further away from Logan. How would you describe the response for donations?

S.T.: We get our bikes through a few different sources: The USU campus police, the Logan City Police and private donations. The police departments donate bikes to us if they have been abandoned for over 90 days. We are also pleasantly surprised with the number of private citizen donations. I have done very little advertising that we accept donations, but we still receive more donations from private citizens annually than we can turn into Aggie Blue Bikes each year. It's a great problem to have an overly generous community! We save any kids bikes we receive throughout

the year and refurbish them for the annual sub for Santa drive that happens in the community.

C.U.: Are the volunteers that staff Aggie Blue Bikes mostly from campus or from the community?

S.T.: We actually pay our mechanics, but we also have volunteers. We use an AmeriCorps grant to hire all the paid mechanics, which are usually USU students, but not always. Our volunteers are usually USU students, and we have anywhere between 2 - 6 mechanics at a time.

C.U. Thank you Stephanie for your participation in this column.

For more information on Aggie Blue Bikes, visit: www.aggiebluebikes.org

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

Riding the Goose is not a Euphemism.



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FAT BIKE RACING

Frosty the Fat Bike Series Photo Gallery by Kent Sanchez



Chris Stuart (#1 Overall Series in A Category) at Big Springs in Provo on 1-9-2016. This is the first turn, and A Riders did multiple laps. Chris took 1st place that day. Photo by Kent Sanchez



Geoffrey Montague in the A category at the Alpine Loop Endurance Race on 2-6. He finished 4th in his category. Photo by Kent Sanchez



Chris Jenkins (#2 Overall Series in A Category) at Big Springs in Provo on 1-9-2016. Photo by Kent Sanchez

See results on page 18.



Ami Stuart in the Womens Endurance race at the Alpine Loop Endurance Race on 2-6. She finished only 2 minutes behind 1st place. Photo by Kent Sanchez



Racer Chris Bingham in the B category at the start of the Alpine Loop Endurance Race on 2-6-2016. He finished 1st that race. Photo by Kent Sanchez

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Start of A Racers at the Sundance Nordic Center race on February 10, 2016.
Photo by Kent Sanchez



Jason Christensen at the Nordic Valley Resort Cross Country Race on 1-23-16.
Photo by Kent Sanchez



Kodey Myers in the A class at the Night Time Sundance Nordic Center race on 2-10-16. Kodey finished 2nd that night in the tricky night time fast paced race.
Photo by Kent Sanchez



All smiles after a crash at Wolf Creek Race on 1-16-16.
Photo by Kent Sanchez



Jeff Thornton won the Downhill Mass Start race at Nordic Valley Resort in Ogden on 1-23-16.
Photo by Kent Sanchez




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Made in Utah

Les Beehive Boys - Continued from page 3

by lake Benmore where we were suddenly awoken in the tent by the owner of the private land where we were sleeping - we must have missed the sign. The only unpleasant kiwi we met.

Day 2: 49 miles which started with a portion of the 'Alps 2 Ocean' trail before a long ascent we will

never forget. But thankfully followed a descent along Lake Aviemore. After riding as much as possible we found a secret spot to set up camp and rest while drinking a warm bottle of red wine and eating some leftovers.

Day 3: Another 50 miles to the final destination Timaru which started with a bunch a hills where sheep and cows were looking at us the whole way. We finally joined the main road by the ocean and met the

'couple of the year' - a 65 year old man and his wife who invited us over to their estate for some coffee, pastries and a chat! Definitely the nicest kiwis ever! The last miles were not the easiest especially with the trucks and cars passing us pretty fast. Timaru here we are!

World Hardcourt Bike Polo Championships:

After 3 days of riding together as a team we had time to discuss the upcoming Worlds. For the first time in bike polo history, a city from the south hemisphere hosted the major event, bringing a lot teams from NZ and Australia.

Our strategy was pretty clear. We were the outsiders and by consequence we had to surprise our opponents by playing our strengths: speed and defense.

Day 1: Came into the tournament a little nervous and didn't do too well. We progressively got more comfortable on the court as the hot day went on, and by game 5--after having played against teams from 3 different continents including the wildcard winning team Golem and the Australian champions Huntsmen--at the end of the day we played a very intense and fast paced game against Los Bigotes, who would later rank 5th in the tournament.

Day 2: In order to qualify for the final day, we needed to do well. And we started the day well, with two wins. The next challenge would be to play the current world champions Call Me Daddy from France. We knew our level of play was not at the level of Call Me's, so our strategy was simple: stay on your bike and defend. Even though we lost 3-0 we feel it was one of our best games. After all that's the reason we go to tournaments, to play the best out there. We finished the day with a loss against Fully Torqued from Sydney, Australia. Our chances of making it to the Final 16 were very slim at best. Or so we thought.

After the announcement of our name over the speakers we were ecstatic, and also happy for all our friends who made it to the final day with us. What's notable is that among the 16 teams that played the final day, 3 of them are from our Southwest Region. The Control, who finished 3rd, Thunderfart and us.

Day 3: We had surpassed our goals for the tournament so we decided to not put too much pressure on ourselves. We would play at our best and see how that stacks up against the best in the world. We played The Control (3rd place), Sentinels from Australia, and our friends Los Bigotes (5th). We did not make it to the next round of games, but we



The bicycle polo bikes doubled as touring bikes. Photo by Gabe Mejia



Gabe Mejia during the Les Beehive Boys tour before the World Championships. Photo by David Barthod



Jimmy Araneda on tour. Photo by Gabe Mejia

came out of those games very happy with our performances. And after examination of our individual and collective plays, we will apply all we learned in Timaru.

After 3 intense days we took 15th over the 54 teams who played the 7th Worlds in Timaru. This experience was all we were hoping for and more. We consider this, our first season, a success!

This trip has been a beautiful collective experience after riding through the south island and playing the best bike polo teams! Huge congrats to Timaru for hosting this championship. No doubt that it was the best one ever and it gives good recognition to bike polo.

What's next?

The future looks bright. We have a great group of motivated people playing bike polo in Salt Lake. We

want to send three teams to the next SW qualifiers and make Utah known in bike polo.

To make this happen we need a reliable, evenly paved, lit place to play and train, and for that we need Salt Lake City and our friends behind us. We already started discussions but they are going slowly. The winter is especially hard because of the rain, snow and cold. But week after week we are always there ready to play.

We also want to get kids on their bikes and trying bike polo by organizing a kids program with the Salt Lake Bicycle Collective. This is how we will build the future of bike polo in Utah.

We are working towards hosting an interstate tournament this spring.

If you want to join us, to watch us or to help us - feel free to join the club on Facebook or to email us beehivebikepolo@gmail.com.



Les Beehive Boys arrive in Timaru. Photo by Gabe Mejia



The Hive Cat helped raise funds for the trip to New Zealand. Photo by Gabe Mejia

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David Barthod Photo by Gabe Mejia



One of the games at the World Championships. Photo by Gabe Mejia



Bikes and gear - ready to play! Photo by Gabe Mejia

BIKE POLO

The Basics of Hardcourt Bike Polo

By David Barthod

History: Hardcourt bike polo is the modern version of grass bike polo. The original version was born in Ireland at the end of the 19th century and was included as a demonstration during the Olympics in London, 1908. Hardcourt bike polo was reinvented by Seattle messengers who had downtime in between deliveries in the late 90's. They built mallets with ski poles and gas pipes and rode their fixed gear bikes while smashing beer cans (used for the ball)!

Today: Hardcourt is now played all over the world in every major city. NAH (North American Hardcourt) is the American organization leading the sport and supporting the events in NA. Since 2009, we have North American Championships and World championships. USA, France, England, Germany are the countries where the major teams come from but Asia, South America and Oceania are also into it!

Equipment: A 700c or 26" single-speed bike, a mallet and a helmet are the main gear needed to play. Then, it's all about the players' choice: wheel covers, frame pads, knee pads, flat or clipless pedals, disc or V-brake (mostly front), etc. The ball is identical to the street hockey one made in PVC.

Court: Most of the clubs play on street hockey, tennis or basketball courts. Sometimes a parking garage is used. Court size does vary a bit but should have boards to keep the ball inside the court. A smooth surface is of course nicer!

Rules: 3 vs. 3 players play against each other. 10 minute games or the first team to 5 goals. There is not fixed goalie and body checking is authorized only to the ball carrier. The rules are evolving year after year making the sport faster, cleaner and more attractive to watch. For more details, check the NAH ruleset: <http://www.nahardcourt.com/wp-content/uploads/2012/11/2015Ruleset-V4.5.pdf>

Current NAH Champs: Outlawz Birds (France, Hungary)
 Current World Champs: Monster Truck (Portland, Seattle)
 Bike Polo videos: <http://mrdovideo.com/>

Utah Bike Polo Information:

Beehive Bike Polo Club — Salt Lake City, UT, Weekly hardcourt and grass bike polo. Tuesdays at 8pm, Saturday afternoons. Check out the Beehive Bike Polo Club on Facebook for location, Chuck Heaton, 801-688-7268, heatpolocompany@gmail.com, [facebook.com/groups/189631497724953/](https://www.facebook.com/groups/189631497724953/), beehivebikepolo.wordpress.com

Ultimate Challenge Set for August 6, 2016

The Larry H. Miller Tour of Utah is proud to announce that registration for the seventh edition of The Ultimate Challenge presented by University of Utah Health Care will open in mid-March. Look for significant improvements to this 100-plus mile citizen endurance ride that will take place on Saturday, Aug. 6. The event will again take place on the same day and route as Stage 6 of the Larry H. Miller Tour of Utah.

The 2016 Ultimate Challenge presented by University of Utah Health Care will be limited to 750 registered riders. Check for updates by March 15 at the website www.RideUltimateChallenge.com, as well as Facebook (UltimateChallengeBike) and Twitter (UCbikeride). The event is called America's Toughest One-Day Cycling Adventure...plan to make it one of your top adventures for 2016.

Event Details:

August 6 — The Ultimate Challenge Presented by University of Utah Health Care, Salt Lake City, UT, Ride like the pros! Challenge yourself to ride the Tour of Utah's Queen Stage, finishing at Snowbird Ski and Summer Resort. 109 miles., Larry H. Miller Tour of Utah, 801-325-2500, info@tourofutah.com, tourofutah.com, rideultimatechallenge.com

UTAH BIKE INDUSTRY

Ogden's Enve Composites Purchased by Amer Sports

By Dave Iltis

Amer Sports, the parent company of Mavic, Salomon, and Suunto, purchased ENVE Composites for \$50 million in cash. ENVE Composites is based in Ogden and produces carbon fiber wheels and bike parts including stems, bars, and seatposts.

Sarah Lehman, CEO of ENVE, commented on the sale, "After owning the business for over ten years and growing the company to the strong brand that exists today, the ENVE owners felt that Amer Sports would be good stewards of the brand and a great home for our employees."

ENVE will remain in Ogden. They are working on a new facil-

ity in Ogden that will house the company headquarters, as well as manufacturing, research and development, sales, and marketing. The new building will be finished in Fall of 2016.

All jobs are expected to be preserved. Amer Sports, and subsidiaries Mavic, Salomon, and Suunto also have facilities in Ogden.

According to company spokesman Heli Harri, "Both Enve and Mavic will continue as distinct, well-identified brands." The acquisition of ENVE is part of Amer Sports plan for growth in cycling.

Amer Sports company philosophy would indicate that ENVE will continue to grow, "As long as we own an asset, we aim at growing its revenue, make profits, and invest for its future."

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1724, kristy.lintz@rcgov.org, bhfatfestival.com, cparksandrec.org

June 18, 2016 — Beaver Dam 49er Gravel Grinder, Beaver Dam State Park, NV, Ride the Rim and see the park from a different perspective. Pedal down an old churning road that runs along the Park's rim and winds you through Pinyon and Juniper trees. The course then swings around back to the main park road and down into Campground B where we end the ride with a BBQ. The course is subject to change based on weather conditions., Dawn Andone, 775-728-4460, cahdralgorgve@iclubonell.com, beaverdamgravelgrinder.com

June 19-September 25, 2016 — Grand Staircase Escalante Singletrack (MTB), Panguitch, UT, 6-days, The Grand Staircase Lower Canyons provide exploring, camping, and backcountry mountain biking. Secluded Trails, private vistas, high mountain lakes & an abundance of wildlife. June 19-24, July 3-8, July 31-Aug 5, Aug 28-Sep 2, Sep 25-30., Kevin Ford, 800-596-2953 x1, 702-596-2953, info@escapeadventures.com, escapeadventures.com

June 23-26, 2016 — Crested Butte Bike Week, Crested Butte, CO, World's Oldest Mountain Bike Festival celebrates 36 years with an Amateur Film Festival, Chainless World Championships, Fat Tire 40 mountain bike race, Bridges of the Butte townie tour, Gravity Slave downhill race at Crested Butte Mountain Resort and guided mountain bike rides to premiere trails!, Crested Butte Chamber, 970-349-6438, cbinfo@chamber.com, Eliza Cress, 970-349-6438, events@cbchamber.com, cbbikeweek.com

June 24-26, 2016 — Ride Sun Valley Mountain Bike Festival, tentative date, Sun Valley, ID, 4 days of Sun Valley's best singletrack and mountain bike fun for riders of all ages and abilities. The festival features free guided rides, clinics, races, a bike expo, beer garden, entertainment and more. June 26 Sheeptown Drag Races June 26-28 Enduro Cup "Sun Valley Super Enduro" June 26- Downtown Prologue TT, criterium/team relay and opening night party June 27- Sun Valley Super Enduro Day One June 28- Sun Valley Super Enduro Day Two and awards party June 28 Idaho Pumptrack State Championships, Greg Randolph, 800-634-3347, greg@visitsunvalley.com, Jessica Kunzer, 801-349-4612, jkunzer@mtsports.com, Courtney Leonard, 801-349-4616, cleonard@mtsports.com, ridesunvalley.com, visitsunvalley.com

July 3-August 19, 2016 — Crested Butte Singletrack MTB Tour, Crested Butte, CO, July 3-8, July 17-22, July 31-Aug. 5, Aug. 14-19. Covers the immensely beautiful, challenging and remote terrain in the Elk Mountains of south-central Colorado. This 6-day tour covers the singletrack CB's locals love best. This tour does not fool around; it delivers prime singletrack, stellar campsites and the best swimming holes the Elk Mountains can serve up. , John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, lizardheadcyclingguides.com

July 8-9, 2016 — Wildflower Trailfest, Snowbasin, UT, Mountain Bike and Trail Running event just for women. Beautiful courses for all abilities. Ride, or run, or both. Age group cash prizes and Finish Line celebration, Stacie Palmer, 801-644-9940, 801-336-6198, wildflowerpedalfest@gmail.com, wildflowerpedalfest.com

July 9-10, 2016 — Trek Dirt Series Mountain Bike Camp, Park City, UT, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only instructional weekend camp for beginner, intermediate, and advanced riders., Penny Deck, 604-484-6238 (Canada), register@dirtseries.com, Emily Neuman, 604-484-6238, info@dirtseries.com, dirtseries.com

July 11-August 26, 2016 — Colorado Trail MTB Tour, Monroe, CO, July 11-15, July 17-22, July 24-29, Aug. 14-19, Aug. 21-26. You'll explore unspoiled landscapes, rush through cool mountain air, drink in 360 degree mountain views and pedal past carpeted fields of wildflowers (which can be handle-bar high). High altitude campsites offer a canopy of bright stars and deep sleep at night. Your experienced guide takes care of all the route finding, planning and logistics., John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, lizardheadcyclingguides.com

July 21-August 14, 2016 — Glacier National Park Bike Tour, Whitefish, MT, July 21-26, July 31-Aug. 5, Aug. 9-14. Options for cyclists of all abilities. Ride as much as or as little as desired. There are BIG climbs and bonus mileage options available each day. Both parks provide not to be missed hiking options to waterfalls, verdant meadows filled with wildflowers and mountain summits., John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, lizardheadcyclingguides.com

August 11-14, 2016 — BlomFest, Salmon, ID, The Most Unorganized Mountain Bike Gathering in Idaho is back for its 6th year. This year's Gathering is only 4 days, but has an added bonus: an unofficial, self supported bike packing race on the Continental Divide Trail (CDT). So you have a choice: participate in group rides throughout the Salmon area, or participate in the bike packing race, Max Lohmeyer, 208-756-7613, blom@ridesalmon.com, Marc Landblom, 435 260 0991, marclandblom@gmail.com, ridesalmon.com

September 2-5, 2016 — Teton Mountain Bike Festival, Alta, WY, 7th Annual, held at Grand Targhee Resort. Come enjoy endless miles of cross-country, singletrack, dirt road, lift-served downhill, jump park, freeride, and an IMBA Epic Trail. Demo next year's 2017 in an ideal alpine riding climate with unmatched scenery. Clinics, hosted rides, shenanigans, XC & Super D races., Tim Adams, 208-201-1622, tim@TVTAP.org, TVTAP.org, 208-201-1622, BikeFest@TVTAP.org, Celeste Young, 208-709-8564, celeste@tetonbikfest.org, tetonbikfest.org, TVTAP.org

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

September 23-25, 2016 — MECCA Fall MTB Festival, Wedge Overlook (Near Castle Dale), UT, Registration begins Friday at 1pm followed by a "warm up ride" at 3pm. Evening meal is provided as is a prize drawing. Saturday begins with a provided breakfast and then all-day, guided rides, ranging

from beginner to advanced. End the day with a provided BBQ dinner. Finish up on Sunday morning with a provided breakfast and a guided (or on-your-own) scenic ride. Family-friendly (meal tickets only available)., Kim Player, 435-653-2440, meccabikeclub@etv.net, bikethestwell.org

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

October 27-30, 2016 — Moab Ho-Down Mountain Bike Festival & Film Fest, Moab, UT, 11th Annual - Mountain bike festival with dual stage enduro race, group shuttle rides, bike films, townie tour with poker run, dirt jump comp and costume party! The festival is a fundraiser for local trails and the bike park!, Tracy Reed, 435-259-4688, info@chiliebikes.com, moabhodown.com, chiliebikes.com

Utah Weekly MTB Race Series

April 1-August 31, 2016 — Mid-Week Mountain Bike Race Series, Park City, Heber, Deer Valley, Snowbird, Solitude, UT, Races are on Tuesday evenings. Registration begins at 5:00, kids races at 6:00 and main event at 6:30. April to August. Please check website for dates and venues., Brooke Howard, 385-227-5741, brooke@midweekmtb.com, midweekmtb.com

May 4-August 3, 2016 — Weekly Race Series, WRS, Sundance, Wasatch County, UT, Wednesday nights, May-Aug. Venue alternates between Wasatch County sites and Sundance, 6:30 pm. Pros/Experts 1hr race time, Sports 50mins, Beginners 30-40mins. 2016 Dates: Wasatch County: May 4, 18; June 8, 22; July 6, 20; Aug 3; Sundance: May 11, 25; June 1, 15, 29; July 13, 27; Tyson Apostol, 435-200-3239, 801-223-4849, races@euclidoutdoors.com, John Woodruff, 801-223-4044, 801-223-4849, johnw@sundance-utah.com, weeklyraceseries.com

Utah Mountain Bike Racing

February 27, 2016 — USA Cycling Fat Bike National Championships, Ogden/Powder Mountain, UT, The second annual Fat Bike National Championship held on snow! Join us at Powder Mountain for a ton of fun. Races, expo, and bike demos., Micah Rice, 719-434-4200, mrice@usacycling.org, Rachel Leif, 719-434-4200, rleif@usacycling.org, usacycling.org/2016/fat-bike-nationals, visitogden.com/fatbike

March 5, 2016 — Red Rock Desert Rampage, Intermountain Cup, St. George, UT, The XC opener on the traditional Desert Rampage course, with approximately 6 mile lap at Green Valley., Margaret Gibson, 435-229-6251, margaret@spingees.com, Darren Goff, 801-475-5463, darren@intermountaincup.com, intermountaincup.com, ride-southernutah.com

March 12, 2016 — True GRIT Epic Bike Race, National Ultra Endurance Mountain Bike Series (NUE), St. George, UT, Epic ultra-endurance mountain bike race with 100and 50 mile options over tough and technical terrain. Course is a 50 mile loop. Staggered starts at 7am, 9am and 11am - cut off time is 6pm, choose from open category with cash purse. Finish with live music, vendors and beer garden., Cimarron Chacon, 970-759-3048, info@groraces.com, GROpromotions.com, truegritpic.com

March 19, 2016 — Fat Bike Frenzy Snowduro, tentative, Salt Lake County, UT, Fat Bike Enduro!, Chris Austin, 801-943-8502, info@fatbikefrenzy.com, fatbikefrenzy.com

April 2, 2016 — The Cactus Hugger, Intermountain Cup, St. George, UT, XC race #2 in the series, approximately 6.5 mile lap utilizing a completely different course than the Desert Rampage., Margaret Gibson, 435-229-6251, margaret@spingees.com, Darren Goff, 801-475-5463, darren@intermountaincup.com, intermountaincup.com, ridesouthernutah.com

April 9, 2016 — Antelope Island MTB Race, Antelope Island, UT, There will be three race distances: 50k, 25k, and 15k. This is a MTB race on double and single track with varying elevation and some technical stretches on the 50k and 25k distances. , Wynn Hall, 801-941-4255, wynnhall@gmail.com, Matt Hall, 801-648-4659, matt@enduraevents.com, enduraevents.com

April 16, 2016 — 6 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs. Great introduction to endurance racing or a great trainer for bigger races. Categories from solo to 3 person, including single speed categories. , Cimarron Chacon, 970-759-3048, info@groraces.com, GROpromotions.com, 6hoursof-frog-hollow.com

April 16, 2016 — Thaw Massacre at Bar M, Intermountain Cup, Moab, UT, Endurance race #1 in the series. Beginning at the Bar-M in Moab, the course is usually 2 laps, consisting of 35-50 miles. Half distance available., Darren Goff, 801-475-5463, darren@intermountaincup.com, intermountaincup.com

April 30, 2016 — Wild Horse Dirt Fondo, Delle, UT, New Date! 76 miles, 5,000 vertical, zero miles of pavement, county-maintained 2WD dirt and gravel roads around and across the Cedar Mountain Wilderness Area. Little Wild Horse option of 31 miles, 1,800 vertical. Covers many of the same segments as The Wild Horse. Separate start at 10 A.M. Start/Finish in Delle, Utah. The start line is less than one hour west of SLC on I-80. The Wild Horse is a supported Dirt Fondo. This is not a race, but there will be a mass start., Chris Magerl, 801-595-8293, daymag@hofmail.com, RideWildHorse.com

May 7, 2016 — Scott Enduro Cup at Moab, Scott Enduro Cup Series, Moab, UT, The first stop of the 2016 Scott Enduro Cup presented by Vittoria will take place on the world famous red rock trails of Moab. This is a great place to kick off your racing season., Jessica Kunzer, 801-349-4612, jkunzer@mtsports.com

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MOUNTAIN BIKING

Hurricane Mountain Bike Festival Set for March 18-20, 2016



Looking out from Little Creek Mesa during one of the rides in the 2015 Hurricane Mountain Bike Festival. Photo by Photo John, photo-john.net



Riders on the Hurricane Rim Trail during the 2015 Hurricane Mountain Bike Festival. Photo by Photo John, photo-john.net

By Dave Iltis

February 23, 2016 – The Hurricane Mountain Bike Festival will be held from March 18-20, 2016 in Hurricane, Utah. The three-day festival will feature rides, bike demos, and fun activities and socials.

We asked festival organizer DJ Morisette of Over the Edge Sports in Hurricane to tell us about the event.

Cycling Utah: Tell us about the festival. What are the highlights?

Over the Edge Sports: It's a friendly atmosphere where people come from all over the country and world come for a short vacation to ride awesome bikes on amazing trails, socialize, have fun and make new friends.

CU: How do the rides work? Are

there rides for all ability levels?

OTE: We have a ride board where riders put rides they are doing each day. They put the pace of the ride and the technical difficulty to try and create a compatible group. Anyone can add rides to the ride board as this is what a festival is about – riding with others and making new friends. We have riders of all paces and abilities.

CU: How do the bike demos work? What bike companies will be there? Can you just demo a bike and get a shuttle?

OTE: Demo bikes are available from 8am-5pm Friday, Saturday, and Sunday till noon. You must have a festival wristband or a demo-shuttle wristband to take one out. Demo bikes that will be available are: Rocky Mountain, Ibis, Knolly, Niner, Trek, Fuji, Giant Liv, Pivot, Scott,

Guerrilla Gravity, Kona and BMC. You can buy a pass for \$35 if you just want to demo bikes and catch the shuttle for the day.

CU: Tell us about the skills clinics.

Meredith Goss is in charge of the clinics. She is an IMBA Certified instructor and VIDA MTB Series Ambassador. Instructors will help you dial in the bike handling basics and then build on that foundation with a progression of skills to ensure that you have the best possible time on Hurricane's unique world-class trails. All skill levels are welcome. These sessions will be in smaller groups so that you can have plenty of one-on-one time with your coach. They will pack a ton of instruction into a three-hour session for only \$25.

CU: What festivities will you

have?

OTE: We will do our traditional pixie bike barrel race and roping contest if we have any takers, to crown a queen and king of the beer garden. We will also have a foot-down contest, bottle walk, and some other silly fun contests.

CU: Is there anything else that you would like to add?

We have some new things happening this year in addition to the skills clinics and large selection of demo bikes. We will have a talented individual playing the guitar and taking requests Friday night and an awesome band for Saturday night. Club

Ride is doing a fashion show on Saturday night. We will have a skills course at the venue. And keep your fingers crossed, maybe a pump track.

Event Details:

March 18-20 – Hurricane Mountain Bike Festival, Hurricane, UT, Ride with us on some of the most stunning trails in the world with Zion National Park as your backdrop. Fun festivities, awesome demo bikes, skills clinic, beer garden, dutch oven dinner, prizes & more! DJ Morisette, 435-635-5455, hu@otesports.com, hurricanmtbfestival.com, otesports.com

you wish to attend. Below is a list of the regular meeting dates for 2016:

SLCBAC News for March 2016

With a welcome wet winter in effect along the Wasatch Front, no doubt many avid outdoor fans have found ways to get their cardio despite the snow and cold. The Salt Lake County Bicycle Advisory Committee looks forward to a productive and active year as they expect to continue forging new trails for bicycles throughout the county.

A major change for 2016 is that the committee has decided to move monthly meeting days from the first Wednesday of the month to accommodate conflicting schedules and other community meeting dates. Beginning in February, the meetings will be held on the second Wednesday of each month. The meeting will still take place from 5:30-7:30 pm at the County Government Center (2001 South State Street) room N2-800. Please note the adjustment of regular meetings and plan accordingly if

- Wed. Mar. 9, 2016 – 2nd Wednesday in March
- Wed. Apr 13 – 2nd Wednesday in April
- Wed. May 11, 2016– 2nd Wednesday in May
- Wed. Jun. 8, 2016– 2nd Wednesday in June
- Wed. Jul. 13, 2016– 2nd Wednesday in July
- Wed. Aug. 10, 2016– 2nd Wednesday in August
- Wed. Sep. 14, 2016– 2nd Wednesday in September
- Wed. Oct. 12, 2016– 2nd Wednesday in October
- Wed. Nov. 9, 2016– 2nd Wednesday in November
- Wed. Dec. 14, 2016– 2nd Wednesday in December

Thank you for your support, we are excited for a brand new year and hope to see you at our meetings!

-Ian Scharine

Never miss an issue, subscribe to our e-newsletter and print edition at cyclingutah.com

UTAH BIKE BUSINESS

Canyon Bicycles acquires Millcreek Bicycles

Canyon Bicycles recently acquired Millcreek Bicycles in Olympus Hills Mall. Photo by Lou Melini

By Lou Melini

Near the end of 2015, Mike Pratt, owner of Canyon Bicycles (in Draper, South Jordan and Provo) expand-

a few.

1991 was my year with Utah's best over-all rider award, near top ten finishes in stages of Cascades and Redlands and Top 20 GC respectively.



Customers can expect to see most of Millcreek's product lines in the new Canyon Bicycles. Photo by Lou Melini

ed north by purchasing Millcreek Bicycles from Mike Hanseen. The following interview will detail the history of Mike Hanseen and Millcreek Bicycles. Additionally Mike Pratt will give us some insight as to what to expect from the change in ownership.

Cycling Utah: Mike (Hanseen), if I recall correctly, you started in the bike business as a teenager.

Mike Hanseen: I have been in the bicycle industry for 34 years. In 1982 I started as a stock boy at The Bicycle Fair in Sugar House that was purchased by Guthrie's sometime after I worked there.

C.U.: I remember you being one of the top bicycle racers in the state at one time.

M.H.: My racing was far from a career, just passion, fear, angst, love and excitement for the sport. Though I have ridden bikes since age five, I started racing in 1988 with goals to compete in the 1992 Olympics.

I became a Category One in the fall of 1990 primarily racing in the West; Redlands Stage Race, Tour of The Moon stage race, Cascade Classic, Casper Stage Race to name

My most notable victory was 1991 Tour of the Moon where I won the TT by 1:20, second place in the road race and a 2nd overall GC missing first by just one second, damn crits ;).

My most interesting experience racing was the 1990 Cascade Classic Criterium. The Coors Cycling team was there with Alexi Grewal whom I looked up to because of his '84 gold medal in LA. Nearing the end of the crit, single file and Greg Orovitz at the front drilling it to the gutter. Alexi let a gap of a wheel and a half open so I came around Alexi and took his wheel as anyone would do. Next thing I know Alexi is at my side punching me in the ribs yelling at me for his wheels back, he never got it back. After the crit I approached Alexi with cleats off. Needless to say Alexi was removed from my list of mentors.

C.U.: You then went on to open your bike shop in the mid-90's.

M.H.: I opened my shop in 1995 in partnership with Mike Pratt and Canyon Bicycles. A few short years later we decided it would be best to separate the stores financially but keep the name the same to share in marketing. Eventually the two Canyon Bicycles needed even a

further separation due to customer confusion in lines we carried and different policies, hence the birth of Millcreek Bicycles.

During my tenure I was awarded the nations number one Reynolds (wheels) seller in the US in 2008. From 2004-2008 I was the nation's number one Seven dealer and the nation's number one Gunnar dealer in 2007. I took a lot of pride in the final product delivered to my customers. I have established not only a great relationship with many of my customers but have made some great friends with some them as well.

C.U.: What prompted you to sell?

M.H.: My personal life took an unsuspected turn requiring my time at home more than ever. Being an owner of a shop takes a significant amount of time after the doors are locked. I am now able to close the shop and leave it behind to spend some much needed time and attention at home.

C.U.: In an interview I did with Richard Schwinn, owner of Waterford and Gunnar Bicycle Company, he said that you "are one of the country's best bike fitters". Will you continue providing that expertise?

M.H.: I not only will stay on as an expert fitter but will train other Canyon Bicycle employees how to fit so that every customer getting fit at Canyon Bicycles has the best possible fit on their bike at any location.

C.U.: Mike (Pratt), how does Millcreek fit into your business plan?

Mike Pratt: I had owned Canyon Bicycles in Draper for several years so I was in a position to help Mike (Hanseen) open Canyon Bicycles of Millcreek 20 years ago. After a few years we decided to run our businesses independently.

Recently Mike Hanseen decided it would be best if we take over the business side so he can focus on taking care of customers and spend more time with his family. Hanseen and I have been good friends for a long time so I was happy to help him out.

This was a good fit for us because we have had a lot of our customers express a desire to have us further north to be able to shop closer to where they live. The addition of Canyon Bicycle – Millcreek will allow us to fulfill the needs of our customers.

A lot of Utah shop owners are my friends. I'm not one to step on my friend's toes so buying existing shops has been the best way to go. I'm a fan of capitalism, but I also have compassion.

C.U.: Millcreek is primarily a Specialized dealer along with American-made custom bike builders Waterford, Gunnar, Parlee and Seven.

ADVOCACY

FAST Act Transportation Bill Passes Congress – What it Means for Cycling

By Charles Pekow

At least nothing terrible is going to happen and some improvements might. The surface transportation bill signed into law last December did not cut funding for federal bicycle support programs. You may recall the last Transportation Act Congress passed did exactly that. Instead, the Fixing America's Surface Transportation (FAST) Act increases funding slightly. FAST also last for five years -- longer than any of the recent surface transportation extension bills. This will allow states and communities to plan ahead better than they have been.

The Transportation Alternatives Program (TAP) came out reasonably well. Its funding gets increased from \$820 million to \$835 million in 2016 and 2017 and to \$850 million during the next three years. An amendment also allows nonprofits – not just governments – to get grants. This will make it easier, for instance, for private organizations to get funds directly for bikeshare and education programs, the League of American Bicyclists points out. But instead of existing anymore as a stand-alone program, TAP gets blended into the Surface Transportation Block Grant but maintained as a set-a-side.

Cyclists will have to remain vigilant to make sure they get their share of the TAP money that is allocated for metropolitan planning organizations (MPOs). A provision in the law says MPOs can use their share for any surface transportation program – not necessarily TAP.

The act also creates a new safety education program for bicyclists and pedestrians. Grants can go to states not only to educate cyclists, pedestrians and motorists; but also police and for bicycle and pedestrian enforcement programs. But not every state can necessarily get a grant. The states only become eligible if at least 15% of their traffic fatalities include cyclists and/or pedestrians.

The law directs the United States Department of Transportation (DoT) to issue a report within two years on best practices for Complete Street programs. And it gives Amtrak a year to report on the use of taking bicycles on its trains.

The law also directs DoT to report to Congress within eight months on bike path safety, considering factors such as property damage, injuries and deaths. The report would also recommend ways federal, state and local governments can improve safety.

And the new law still allows governors to opt out of the Recreational Trails Program.

Will you be adding or changing these lines?

M.P.: We want to keep the same feel in the shop but at the same time we want to expand some categories. We will broaden some price points and add some categories like hybrids and cruisers. We will keep what's working and eliminate what isn't. We are going to add Scott Bicycles. We intend to increase the inventory by 30%.

C.U.: Millcreek is known for great service, repairs and fittings. Will you be adding any other service?

M.P.: Mike Hanseen has been the go-to fitter in the state. That will stay the same. We plan to have high quality service with a fast turnaround. We are going to add more staff and we will pay top dollar to get the right

people in place. Our staff is our biggest asset and customers are our top priority. We will be adding a bike pick-up service for people that can't get to the shop. This will include a mobile repair.

C.U.: How would you sum up a customer experience that walks into the new Canyon Bicycles?

M.P.: Our creed is to take care of customers by helping people select the right bike to fit their needs and keeping people on their bikes with fast turnaround on repairs. Our investment in our inventory will ensure we will have what riders need.

C.U.: Mike, remind the readers of the address.

M.P.: 3969 Wasatch Blvd, in the Olympus Hills Shopping Center.

Check out our website at Cyclingutah.com for news, events, photos, back issues, and more!

ROAD RACING

The World Road Cycling Championships – A Study In Contrasts

Team Italia at the sign-in for the Elite Men's Road Race, 2015 UCI World Cycling Championships. Photo by Dave Richards, daverphoto.com



The peloton enters the bottom of Libby Hill, Elite Men's Road Race, 2015 UCI World Cycling Championships. Photo by Dave Richards, daverphoto.com



Sheer pandemonium on the 23rd Street climb, Elite Men's Road Race, 2015 UCI World Cycling Championships. Photo by Dave Richards, daverphoto.com



Tom Boonen and his Belgium teammate feel at home on the steep cobbles of 23rd Street, Elite Men's Road Race, 2015 UCI World Cycling Championships. Photo by Dave Richards, daverphoto.com

By Dave Richards

For the first time in nearly 30 years, the annual World Road Cycling Championships were held in the United States. For ten days last September, cyclists representing over 75 countries converged on Richmond, Virginia. The last time the Worlds were held here was in 1986 at Colorado Springs. Foolishly, I passed on that one, so there was no way I was going to make that mistake again.

As I checked in at the press room in downtown Richmond, I knew I was in for something special. When I cover other UCI events such as the Tour of Utah or Amgen Tour of California, thirty or so media folks meet in a relatively small room. Contrast that with the Worlds where there were hundreds of accredited press in a large convention hall. The usual suspects I work with were there; ace photographers Casey Gibson, Brian Hodes, and Darrell Parks. Adding to our ranks were the

was deceptively hard, though mostly flat. Each lap featured two very steep cobbled climbs – Libby Hill and 23rd Street. The Libby Hill climb zigzagged through a small park filled with screaming fans reminiscent of the famous Belgian classics such as the Tour of Flanders. The 23rd street climb featured leg-shattering grades of 20%. All of this over rough, jagged cobblestones.

As I watched the riders out practicing on the course, I noticed the next big contrast – no pro team jerseys. The opening event, a team time trial, featured the pro teams we're used to seeing, but the following individual time trials and road races were contested by the riders representing their home countries. As the teams rode by, I had a hard time identifying individual riders because they were wearing jerseys I'd never seen before. For example, the Italian team had riders that spend the entire season competing against each other for teams such as Cannondale, Astana or BMC. For the Worlds, these riders are thrown together for a couple



Peter "the Hulk" Sagan (Slovakia) gold medal winner on the podium with silver medal winner Matthews (Australia) & bronze medal winner Navardauskas (Lithuania), Elite Men's Road Race, 2015 UCI World Cycling Championships. Photo by Dave Richards, daverphoto.com

icons of Euro cycling photography – Watson, Sirotti, Bettini, deWaele – even Sunada from Japan. Talk about serious photo coverage!

A group of us went out in the media van to preview the road course. It consisted of a 16-kilometer loop through the streets of Richmond. The racers would ride anywhere from 4 laps (64 km) for the junior women up to 16 laps by the elite men for a total of 261 km (162 miles). The course

of weeks which makes for some interesting tactical strategies. I guess a good comparison would be the Olympics. In fact, the awards at the Worlds consist of gold, silver and bronze medals.

Each morning before heading out on the course to shoot photos of the race, I would wander around the start area visiting with the riders. That's where I noticed the biggest contrast of all. The Worlds consists of a number of categories of riders. There are the



USA fans greet Evelyn Stevens (USA) on the cobbled climb up Libby Hill, Elite Women's Road Race, 2015 UCI World Road Championships. Photo by Dave Richards, daverphoto.com



Feeling the need for some "luck of the Irish" on the steep climbs during the Junior Women's Road Race at the 2015 UCI World Road Championships. Photo by Dave Richards, daverphoto.com



My new friends from the El Salvador men's road team taking a team selfie, UCI 2015 Road Worlds. Photo by Dave Richards, daverphoto.com



Elevated train tracks overshadow the peloton along Dock Street, U23 Men's Road Race, 2015 UCI World Championships. Photo by Dave Richards, daverphoto.com

Junior Women, Elite Women (top pros), Junior Men, Under-23 Men and the Elite Men (top pros). That represents a huge range of skills and racing experience. I met the El Salvador men's team on my flight in to Richmond which consisted of Bryan Mendoza, a junior and Salvador Martinez, an U23 rider. I don't think these guys had ever competed outside of Central America. Yet a few meters away stood Tom Boonen, Phillippe Gilbert and the rest of the dominant Belgium squad. Even though they were competing in different races of varying distances, they all were racing on the same course with those brutal cobbled climbs. The strain of that was clearly evident about the time the juniors and U23s rounded lap 6 of 8.

Lastly, I think the courageous effort of Peter Sagan to win the elite men's road race was the ultimate finale to the Championships. The elite men's team sizes are based upon the ranking and results of that country's riders. The dominant Belgians and Italians were allowed to enter the maximum of nine riders each. The USA was allotted six. Slovakia had Peter Sagan, his brother Juraj and



the large field of the U23 Men's Road Race negotiates the narrow, but steep cobbled climb up Libby Hill, 2015 UCI World Championships. Photo by Dave Richards, daverphoto.com

Michal Kolar. Sagan knew he didn't have the team firepower to go head to head against the big teams so he stayed hidden in the peloton for most of the race. Finally on the last circuit up the fearsome 23rd Street climb, he surged away from the Belgians who were led by Greg Avermaet. At the top of the climb, Sagan had a few bike lengths lead. What lay ahead was a twisty, fast descent followed by a long gradual uphill drag to the finish line. Sagan attacked that descent with vengeance, ripping through the turns and increasing his lead substantially. I've never seen a rider build up such a big lead on a short descent like that. Next, Sagan powered up

the long drag to the finish while the pack closed in. Amazingly, he held them off through sheer grit and won the gold medal. What was even more astounding was how the rest of the riders congratulated Sagan on his win. Almost to a man, the other riders lined up to high five Peter and shake his hand. It was an inspiring display of sportsmanship and a fitting closure to the prestigious World Championships.

Dave Richards is a Utah-based photographer. You can find his work at daverphoto.com and in the pages of Cycling Utah.



The peloton rolls past the Jefferson Davis monument at the course turnaround of the U23 Men's Road Race, 2015 UCI World Championships. Photo by Dave Richards, daverphoto.com

MOUNTAIN BIKING

Some Call it February

Kathleen Berglund found the spot.
Photo by Lukas Brinkerhoff

By Lukas Brinkerhoff

Some people call it February. Around these parts, we call it Goose season.

When I was a kid, it had a lot to do with a round ball with black and white pentagons sewn together that we chased around on a big, deep green, grass field. And when we were done with that, we would strip off our jerseys and lay down on the grass that we knew was recently cut because you could smell it. We knew it was going to make us itch and turn our skin red, but we didn't care. The cool feeling of the evening approach-

ing after a long day of playing soccer defined this time of year for me all the way through my teens. The smell of a recently cut field brings me crashing back to that time, shirtless, blown and enjoying the cool grass as I cooled down.

I haven't kicked a soccer ball in way too long.

Now it's more about finding that one perfect spot on the North Rim of Gooseberry Mesa where I can sit and watch the sun set over Zion National Park. It's a spot that just happens to be right next to the Gooseberry Yurts. It juts out past the rim putting you right over the hundred or so foot drop that borders the mesa. It's per-

fect, perfect in the sense that it feels like you have snuck on to god's front porch and are stealing a view from a place too awesome to be real.

It is possible to drive to that place, but you won't find it in all of its perfection, unless you get there the long way.

The long way starts at the Windmill Trailhead around 11. Well, everyone says they will be there at 11, but by the time everyone stops to get gas, food, drinks and actually gets to the trailhead, it's more like 11ish closing in on noon. That's ok because there is nothing that says that if you are punctual you can't have a pre-ride beer while you wait

for the others to get ready. While you drink said beer, the temperature will be hovering just below 60. Cool enough that the warm sun feels really good on your back.

By the time you finish your morning beer, everyone is ready and the slow moving mass that is a group on a group ride will begin to roll out on the singletrack. The most obvious place for the first regroup is just past Mount Everest. No, I'm not suggesting you ride to the other side of the world, although that's not the worst idea, there is a rollover, a cattle guard that is about fifty times higher than it needs to be. We call it Mount Everest because it's tall and just past it there is a great little rock outcropping where you can take your first regroup and watch as those who don't want to ride the rollover attempt to walk it. Trust me, it's easier to ride.

This is also a great spot to talk about playing soccer as a teenager.

Once everyone is over the tallest rollover in the world, you can continue up the North Rim. It would seem that the next spot for a rest is where Bowls and Ledges and the North Rim come together. However, if you go just past that spot and you know where it is, you can experience the Gravity Cavity. This is a steep roller followed by a descent G-out and steep uphill. It really is a cavity. If you play the brakes just right, you can smooth over the bottom and actually air out the other side. It's also fun when done in trains. You'll want to stop because the whole group will look at, contemplate and eventually ride the Gravity Cavity.

Continuing up the North Rim you will be headed toward the Point, which could be confusing because it's not the spot we will be terminating at, not the one that this journey is all about, but rather the point of the mesa and a great place for lunch.



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Heather Gilbert droppin in on the Gravity Cavity.
Photo by Lukas Brinkerhoff



Heather and Kathleen watch as the move is sessioned.
Photo by Lukas Brinkerhoff

After lunch, you turn east and head down the South Rim. With the warmth of the sun at your back and a slight breeze hitting your face, you get to roll down the hardest moves on the mesa. Which is a good thing as your legs are starting to feel a bit burnt. You'll pick off Rattlesnake, the Wall of Considerable Consequences and the infamous Wall of Death. From the latter, with a smile on your face and the feeling that the Goose has been ridden, proper like, you'll make your way back to the Windmill Trailhead.

As the feeling of sweet success surges through the group, there will always be one person coming in hot who after skidding through the parking lot will let the bike go rolling through riderless to crash down to the ground. This person usually immediately demands their adult recovery drink which is waiting ready in the ice chests. The Doritos (which have been scientifically proven to be the

best recovery food) are pulled out along with some olives and usually crackers and cheese. This isn't the first time this rodeo has happened and it sure won't be the last.

And soon the group feels like a bunch of teenagers who just finished a soccer game. Their faces are glowing from the desert's sun that has been roasting them all day long and despite the fact that everyone is an adult with real life problems, real life work and worries, the world seems right. At this spot, this point in time, there is nothing any of us would have rather done.

Yup, it may be February with inverted air and days without sun in some places, but in St. George, it's Goose season.

If you go:

Gooseberry Mesa

Regardless of how many times I ride this trail I always find something

new. It has endless possibilities and views of Zion National Park that are just the cherry on top.

Southern Utah, about an hour from downtown St. George.

Camping on the mesa is allowed in any previously disturbed location or you can reserve some higher class accommodations with Gooseberry Yurts at gooseberrymesa.net.

The Goose isn't long but also isn't a quick jaunt. Plan on spending between 3-5 hours to ride the whole mesa or better yet stay for a few days and really take it all in.

For more information: http://www.blm.gov/ut/st/en/fo/st_george/recreation/trails/non-system_trails/guacamole_trail.html

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



Heading back toward the yurts on the North Rim.
Photo by Lukas Brinkerhoff



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MECHANIC'S CORNER

Four Exciting New Bike Products for 2016

SRAM eTap wireless electronic front derailleur.
Photo by Tom Jow



The Santa Cruz Hightower can run either 27.5+ or 29er wheels.
Photo by Tom Jow



The Shimano Flat Mount Disc Brake System requires a new mounting system on the frame and results in a lower profile fork.
Photo by Tom Jow



The Shimano flat mount rear disc brake.
Photo by Tom Jow



SRAM eTap wireless electronic shifting system charging system.
Photo by Tom Jow



Good Day Cycles 27.5+ bike.
Photo by Tom Jow

By Tom Jow

Whether it's cars, computers or bikes, there is always some new technology to ooh and aah over. This wow(!) factor is one of the things that keeps many of us interested and purchasing products. For the 2016 bike season, there are many new exciting products, as usual. These products often have an industry changing effect on designs of frames and other components. Usually these changes are for the better. One example would be the hydration pack. Because of the hydration pack, mountain bike frame design was suddenly free of needing room for water mounts. However, many riders actually like using a water bottle.

Shimano's new flat mount disc brake is another such example. With the approval of disc brakes for international road racing use, Shimano has redesigned their road disc brakes

to use a lower profile fork mount and a frame direct mount (for 140mm rotors). The benefits of this are lighter weight, better aerodynamics and more powerful braking. The drawback is this new mounting standard is not directly compatible with current brakes. This requires frame builders, other brake manufacturers and the cyclist to adapt to this new standard.

On the other hand, an exciting new product that will make both building and riding bikes easier is the SRAM eTap wireless electronic shifting system. With interchangeable batteries between front and rear derailleurs and proprietary wireless operation the group is pretty impressive. It shifts smoothly and quietly. The batteries are claimed to last for 60 hours of riding. It is also lighter than the Shimano electronic shifting system. Equally as important is its ease of installation. No cables or wires and syncing at the press of two buttons.

There is also cause for mountain bikers to be excited as well. What seems to be the most exciting is the new 27.5+ wheel/tire combo. This new "mid-fat" of 3 inches will offer

perhaps the best of all worlds for many mountain bikers. It is capable in all conditions: sand, snow, dirt, pavement. It is suitable for all types of bikes: hardtails, front suspension,

or full suspension. It is competent for both trail and touring. For bikes with enough clearance, it is interchangeable with 29er wheels..

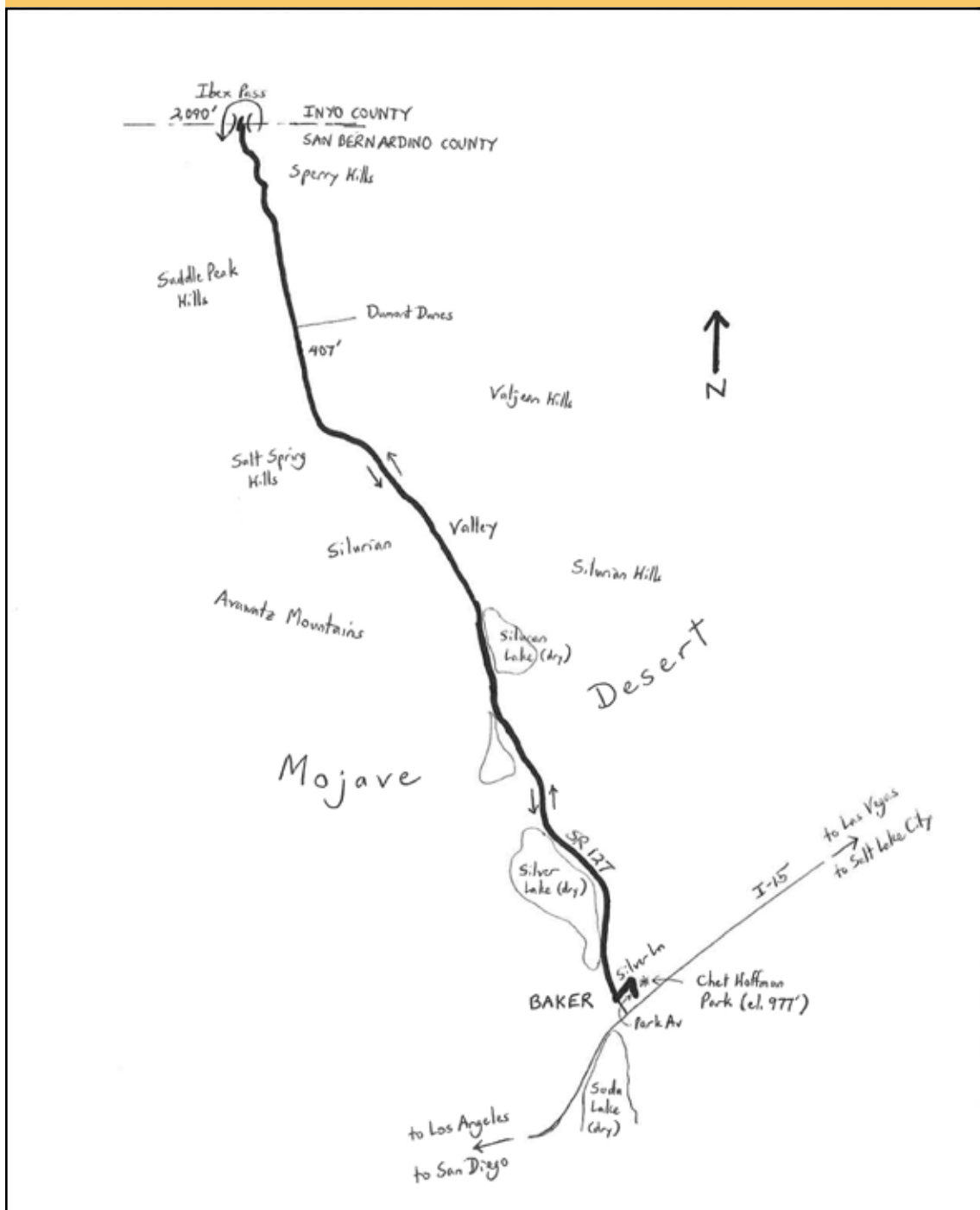
What makes the 27.5+ tire possible are a new frame and fork standard. These two standards, affectionately known as "boost", increase the width of the frame and fork dropouts to 148mm and 110mm respectively. The extra width allows for several improvements. Where 27.5+ is concerned, it allows more clearance for the larger tire. The wider dropout also increases the stiffness of both the frame and fork. In addition, hubs for the boost standard will have wider flanges which, by creating a wider spoke angle between the hub and rim, produces a stronger, stiffer wheel. Wheel stiffness has arguably been a weakness of mountain bike wheels larger than 26 inches, especially for 29 inch wheels.

This time of year is always an exciting time for cyclists. It's a time when many of us are busy planning for the new season. This includes not only places but parts and bikes too. And there is much to be excited about. These four new designs have the potential to have an incredibly positive affect on our riding this year. Until they are widely adopted, however, assuring compatibility of components and bikes will be a challenge. One thing we say in the shop about standards is: "the only standard is there will always be a new standard".

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

RIDE OF THE MONTH

Mojave Desert Death (Valley) Ride



The Mojave Death Ride is a great wintertime ride in the heart of the Mojave Desert. Map by Wayne Cottrell
Photo by Wayne Cottrell

By Wayne Cottrell

Utahns looking for a winter escape might consider continuing south of St. George, past Mesquite, and even past Las Vegas, to Baker in California. This unincorporated community is the first settlement reached by I-15 motorists after crossing the California border, heading south (just over 500 miles from Salt Lake City). Baker's population was 735 in 2010. The community was

founded in 1908 as a stop along the Tonopah and Tidewater Railroad. Once the I-15 freeway was completed between Nevada and southern California, Baker transformed into an important roadside stop for travelers. The community features a few restaurants, motels and gasoline stations. To cement its image, and to attract visitors, Baker is home to the self-proclaimed "World's Tallest Thermometer." Well, it actually is the world's tallest, at 134 feet, built by a Salt Lake City-based electric sign company in 1991. Otherwise, Baker's main attraction – certainly for the purposes of this ride – is that it is a launching point for travel into

the Mojave Desert, to the north and south of the I-15 freeway. This route does not really take you into Death Valley, which is too far to the north of Baker for a one-day bike ride. But, the ride does venture through the Mojave, a visit to which is well worth the trip. In fact, National Geographic listed the Mojave Desert as one of the "100 most beautiful places on Earth." A must see!

The Mojave Desert Death (Valley) Ride is 80.9 miles in length. Paved roads across the Mojave Desert are sparse, such that a loop ride would be hundreds of miles long. The only option for a day ride is an out-and-back course. I once rode this route

as part of an 80-mile, point-to-point road race across the desert. A point-to-point ride is an option for riders who can arrange a pickup at the destination. This ride assumes that you do not have a pickup, though, and will need to return to the origin. Be aware that the Mojave Desert is subject to extreme temperatures that can exceed 120 degrees during the summer. The ride is probably best done during the winter, late autumn, or early spring. Whatever the temperature, the desert is arid and dry – bring plenty of fluids, as there are no facilities (and no easily-accessible water) along the route. Start at Chet Hoffman Park in Baker, from the intersection of Park Avenue and Hillview Drive. To get to the park, exit I-15 at State Route (SR) 127, also known as Kelbaker Road (and as Death Valley Road). Turn right on Kelbaker, and then turn right onto Baker Boulevard. Turn left onto Park Avenue; look for the park on the right.

Head north on Park, and then turn left onto Silver Lane. At the end of Silver, make a hard right onto SR 127, also referred to as Death Valley Road, and head north. Just one mile into the ride, you are already outside of town, aiming for the vast expanses of the Mojave. The stretch of SR 127 that you are about to ride is listed as "scenic highway-eligible" by the California Department of Transportation (meaning that it has not yet been officially designated). To your left, to the north of Baker, is the dry bed of Silver Lake. Silver Lake, along with Soda Lake, which is farther to the south, were once part of ancient Lake Mojave. The lake fills after rainfall that is heavy enough to cause flooding, the most recent of which occurred in 2005. SR 127 follows the alignment of the aforementioned railroad. Evidence of the old railroad still exists, including remnants of the stations – you can search for artifacts as you ride along. Some of the rails were removed in the 1940s, as there was a need for their metallic content during World War II. If the riding seems easy, it is because SR 127 is gradually downhill, from a starting elevation of 938 feet at Silver Lane, to a low point of 407 feet as you cross the Silurian Valley (note that this is not Death Valley). To your far left are the Avawatz Mountains; to your right are the Silurian Hills. Although venturing off the road is not recommended, the neighboring hills are home to bighorn sheep, desert tortoises, kit foxes, burrowing owls, and even golden eagles, all of whom move through the area. As you move through the area, you may catch sight of the odd marker here and there, such as a shoe tree (i.e., an old, possibly dead tree that has been decorated with old shoes – one of several such trees found in the Mojave).

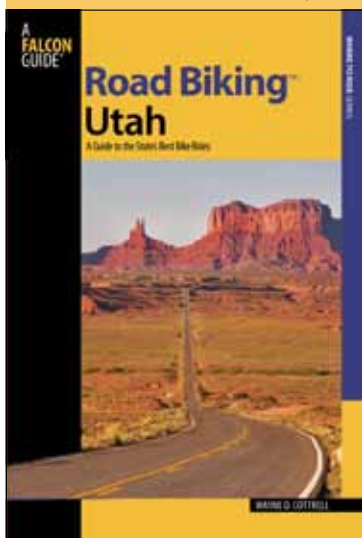
The low elevation of the ride (407 feet) is at mile 29.9, as you cross the

(dry) Amargosa Wash. The southern boundary of Death Valley National Park is to your left, as SR 127 now travels along the edge of the park. Nearby, a well-marked trail leads to the Salt Creek Hills, in which one can find the remains of Ixex Spring, a former mining town that was inhabited until the 1960s. From here, the highway climbs gradually to Dumont Dunes Road (mile 32.9, elevation 488 feet). For those who make it out this far, the Dumont Dunes offer some great off-highway vehicle action. SR 127 then enters the Saddle Peak Hills, and then the Sperry Hills, as part of a 7.5-mile climb to Ibex Pass. The pass is at an elevation of 2,090 feet, at the San Bernardino-Inyo County line. This is the turnaround point, 40.45 miles into the ride. Be sure to soak in the desert aura for a moment before heading back. The return ride begins with a rapid descent into the Silurian Valley. From there, it is a long 30-mile, very gradual climb back to Baker. You will catch sight of the World's Tallest Thermometer from a long distance out, and can use it as a target. Once on the outskirts of town, turn left onto Silver Lane, followed by a right turn on Park Avenue, to return to Chet Hoffman Park.

Start/finish coordinates:
35.274747oN 116.063228oW

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

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



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