cycling utah

OUR 15TH YEAR!

2007 UTAH AND REGIONAL EVENT CALENDAR INSIDE!

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DIRT
PAVEMENT
ADVOCACY
RACING
TOURING
Speaking of Spokes
On Good Behavior
By David Ward
Publisher

I had decided to remain quiet on this, but in the end I found myself frustrated and somewhat incensed. So, instead of staying silent, here goes.

Salt Lake City Mayor Rocky Anderson recently proposed an ordinance to require that bicyclists wear helmets while riding in Salt Lake City. This proposal was sent to Lou Melini, the chair of the Mayor’s Bicycle Advisory Committee (MBAC), an informal ad hoc committee which has functioned in its present form for approximately twenty years. Lou asked for input from committee members and others who are subscribed to the MBAC email list.

A tremendous amount of response and dialogue followed, with nearly all those voicing opposition to the proposed ordinance. Based on the response and MBAC’s own deliberations, the committee recommended against the ordinance for all ages, but gave partial support for an under-18 ordinance.

The details and denouement of this proposed ordinance are addressed in other articles in this issue, so I will focus here on some of the better knowledge and understanding than I can bring to the discussion. Rather, I take issue with two aspects of this whole affair.

First, I oppose laws that seek to enforce “good behavior”. For this reason, in addition to opposing this proposed ordinance, I oppose mandatory seatbelt laws, helmet usage proposed ordinance, I oppose mandating what government should be involved in legislating. My second issue is with Mayor Anderson’s attitude and approach and his own failure of good behavior. We all know how outspoken he is. He has a right to be so, though many will debate the propriety of his actions and words when done under the guise and mantle of mayor. What I find curious, and what really irritates me, is his arrogance toward who disagree with him.

His response to MBAC’s opposition to his proposed ordinance has been to belittle the committee members and to propose to formalize the committee. When first advised of the committee’s opposition, his response was to expand his efforts to include motorcyclists and other using a non-enclosed means of motorized transportation.

Next, he suggested that Lou Melini should be removed as the MBAC chair, and has criticized him and MBAC over the years.

Finally, he has now proposed that MBAC be a formal board for which application must be made and appointment received from whom else but the mayor. Given Mayor Anderson’s track record with most city staffs, it is clear this would result in members who do not independently advise the Mayor, but who support and baffle the approved rhetoric.

The MBAC has functioned well for the past twenty years. It has been an important resource relied upon by mayors preceding Mayor Anderson. As a result, much good has been accomplished. In fact, Mayor Anderson has actually created little of the bicycle infrastructure now in place. Palmer DePaulis and Deede Corradi were the mayors who mandated bicycle pathways network was built up. They were around when the Salt Lake City Transportation Department created positions for Dan Bergenthal and even a dedicated alternative transportation person (Julie Eldredge). They pushed for and dedicated resources to the Jordan River Parkway. It was their original support that encouraged MBAC to assist in seeking funding to get Emigration Canyon widened for bike lanes. They were behind the bike path in Popper Park, supported the airport bike path, and helped with the creation of the first several bike maps. They were around for and strongly supported the Parley’s Crossing project. They supported the establishment of the Cycle Salt Lake week and the first bike races around the City County Building.

All this was done with the input and involvement of MBAC. So, why change a good thing? Why fix something if it isn’t broken? Well, apparently because MBAC does not agree with Mayor Anderson’s narrow vision and he has the power to do so. That is arrogance at its worst, and Mayor Anderson is guilty of it.

Mayor Anderson’s proposed ordinance has been successful in creating nearly complete consensus where it rarely exists: Among the bicycling community. And it has been successful in revealing political attitudes and actions at their most arrogant level. It is an ordinance that should not be passed and should never have been proposed.

Editor’s Note: cycling utah strongly encourages cyclists of all ages to always wear a helmet.
The MBAC rewrote the ordinance to again reflect support for an under 18 law, despite the majority of cyclists opposing this compromise. The MBAC also included language similar to the seat belt law to state that a helmet should not be used as contributory negligence, making the helmet ordinance a secondary offense, and changing some wording to theoretically protect bike shops from liability. The MBAC felt that these changes were necessary as the city has not shown any educational or enforcement plans to coordinate with the helmet ordinance. A MBAC review of the history of helmet ordinances in Washington, Connecticut, Florida, Oregon, Texas, and Maryland all had educational and enforcement plans in place when helmet laws were enacted. This rewrite of the ordinance was submitted at the February meeting of the MBAC.

The city responded to the rewrite of the ordinance, a document titled "Mandatory Helmet Laws: Answers to the Most Common Questions". In addition, the city has stated that the current MBAC is no longer recognized by the city as an advisory committee until it formally meets the city guidelines for volunteer boards. There are a number of questions that still need to be answered before a helmet ordinance is advanced. Only time will tell what effects, good or bad, will occur as a result of a helmet ordinance if the questions are not addressed.

At press time, the MBAC will either be reorganizing itself to meet the requirements of city volunteer boards or stay an independent group focused on lobbying for the cyclists of Salt Lake City.
**Bicycle Motocross**

Battle Boy BMX — (801) 796-8889

Rad Canyon BMX — (801) 824-0099

Desert Peak BMX — deserdeptpeak@netsfr.csms.net, Tocool

**May** — October — Rad Canyon BMX. Practice Tuesdays 6:30-8:30 pm, 9700 S. 5250 W., South Jordan, (801) 824-0099.

May — October — Rad Canyon BMX. Single Point Races Thursdays. Registration 6-7 pm, racing ASAP, 7:30pm, 9700 S. 5250 W., South Jordan, (801) 824-0099.

For more BMX track info, visit cyclingutah.com

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**Advocacy Events**

Mayor’s Bicycle Advisory Committee (MBAC) meeting. Second Wednesday of every month 5:30 p.m. at the Salt Lake County/City Bldg, 1451 S. State, Room 206, (801) 533-8671, (801) 533-8066.

Salt Lake County Bicycle Advisory Committee — Meetings are the second Tuesday of each month, 5:30 p.m. in the City Council office, 351 West Center Street, Provo. Call the City Council offices at 801-852-6102 or email gilbert.bray@provo.com or duncan@csms.net.

Dave Bicyclist Advisory Committee — normally meets on the second Thursday of every month at 7:00 p.m. at the Alta Electric Co-Op, 455 W.) Buckeye Rd., (801) 942-3100.

Mooseknuckles Alliance — St. George’s Advisory Group, www.mooseknucklesalliance.org

Mountain Trails Foundation — Park City Trails Group, (435) 649-6839, (435) 731-0975, carol@mountaintrails.org, www.mountaintrails.org

Urb Bicycle Coalition — Statewide advocacy group, urb.bikeways.org

Volunteer to help build the Bonneville Shoreline Trail (801) 485-6975 or visit www.bonnevilletrail.org.

**2007 Events**

Salt Lake Critical Mass — Last Friday of every month, 5:30 pm.

Salt Lake Critical Mass — Bike to Work Day. Presented by the Salt Lake County Mayor’s Office and the Salt Lake County Bicycle Advisory Committee. Join us for a mellow ride with Mayor Peter Corroon and other city mayors under Shepherd’s escort. Bike from Liberty Park to the Salt Lake County Government Center at 2100 S. State St. Meet at 7:30 a.m. at the northeast corner of Liberty Park, 700 E. 900 S. Cost: free. More info: Dan Fazzaier Jr., (801) 662-2377 www.sclbaco.org

May 15 — UTA Bike to Work Day

**Support Your Local Bike Shop!**

World Class Coaching for Competitive and Recreational Cyclists

Salt Lake City Fast Train...Train! Train!

Tommy Murphy
435.787.8556

tmurphy@trainright.com

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**Calendar of Events sponsored by**

1844 E. Fort Union Salt Lake City (801) 942-3100

705 W. Riverside Rd. Riverton (801) 621-4662 canyonsports.com

Home of the Bike and Wine Swap!

Provo Bike Committee — Meetings are the first Wednesday of each month, 5:00 p.m. in the City Council office, 351 West Center Street, Provo, Call the City Council offices at 801-852-6102 or email gilbert.bray@provo.com or duncan@csms.net.

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**2007 Events**

Salt Lake Critical Mass — Last Friday of every month, 5:30 pm.

meet at the Gallivan Center, 200 S. between State and Main in SLC. Free bike tune ups, advice on how to keep a bike to lend, etc. email scrcitri- catmas@yahoo.com

March 2—3 — Bikes in the Park, 4th Annual, Boise, ID, (208) 343-3782

March 3 — Sports Arts & SportsFest 2007, Annual Bike Swap and Show, Utah State Fair Park, 10th W. and N. Temple, Grand Junction, 10 am, SLC, (801) 563-6281

March 23-25 — Mob MUNF Fest (a mountain unicycling event). Mob1, uta@zenengine.com or Rolf Thompson at (801) 870-7349

April 21 — CANCELLED — 4-H Bike Rodeo, 10 am. 2 pm. young ages 6-13, rain or shine, Bicycle Skills Test, Road Hazards, Helmet Check, Bike Maintenance, Road Safety, Salt Lake County Government Center - Southeast Entrance, 1227 S State Street, (801) 468-3180.

May 5 — GOTS, Bike and Outdoor Toy Swap, Wild Rose, 702 3rd Ave, Morgan City (801) 822-8505.

May 5-6 — Young Riders Bike Swap, Annual White Pine Touring swap to benefit The Young Riders youth based mountain bike program, great time with food and drink. Drop off May 6, White Pine Touring 1790 Boncara Dr, Draper, Robert & Brenda Dungan, (801) 699-1188 or visit www.youngrid-ers.com

May 12 — Canyon Sports Bike and Wine Swap, Ogden Store. (801) 621-4662 or (801) 424-3100.

May 12-19 — Cycle Salt Lake Week, weekly festival with bike races, Bike Bonanza, Cycle Salt Lake, Bike to Work day, and more!

May 13 — Intermediate Mountain Bike Challenge, 10 a.m. at Pappertown Park at 11th Ave. & Virginia St. in SLC. Cost: free. More info: Bluebird brian@bobbikecollective.org

May 14 — Tailwinds Bicycle Touring Bountiful Historic Tour of Salt Lake City, Meet at Papperton Park at 11th Ave. & Virginia St. in SLC on May 14 at 6 p.m. Cost: free. More info: Grant Aagard (801) 566-3290

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**Meet the roadheader of the 2007 SLC Bike Expo,** 200 S. between State and Main in SLC. Free bike tune ups, advice on how to keep a bike to lend, etc. email scrcitri-catmas@yahoo.com

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**May 15 — UTA Bike to Work Day

**Salt Lake Critical Mass — Last Friday of every month, 5:30 pm.**
March 3 — Classic Desert Rampage, Intermountain Cup #2, Hurricane, UT, (801) 942-3498.
March 6 — Snowdown, Intermountain Cup #3, Driver, UT, Ed Chauner at (801) 942-3498.
March 28 — Sundance Super-D Downhill, 9 pm, Sundance Resort, (801) 223-9765.
April 2 — Intermountain Cup #4, Sun Valley, ID, (208) 672-9000.
April 22 — Utah Weekly Race Series, Salt Lake City, UT, (801) 229-6363.
April 29 — Pocatello XC and DH, Knobby Tire Series, Pocatello, ID, (208) 338-1016.
May 6 — Showdown at Five Mile Pass, 13th Annual, Intermountain Cup #5, Draper, UT, Ed Chauner at (801) 942-3498.
May 19 — Hamermfest at the Hobble Creek Canyon, 10k, Hamer, ID, (208) 733-5056.
May 24 — Sundance Kids MTB Race, kids under 12, 5 pm, Sundance Resort, (801) 223-9765.
May 28 — Star Crane Memorial XC Race, Draper, UT, Ed Chauner at (801) 942-3498.
May 28 — Sundance Super-D Downhill Race, 9 pm, Sundance Resort, (801) 223-4849.
June 2 — Draper Family Mountain Bike Race, Starts 9:30am at Driver’s Training Center, Driver, UT, (208) 690-9896.
June 3 — Bouldering Downhill Race, Utah, UT, Series, Bountiful, UT, (801) 294-5484.
June 9 — Deer Valley Pedalfest, Intermountain Cup #6, Deer Valley, UT, Ed Chauner at (801) 942-3498.
June 21 — Sundance Kids MTB Race, kids under 12, 5 pm, Sundance Resort, (801) 223-9765.
June 23 — The 12 Hours of the E100, 12 hour endurance race with site fee to benefit Intermountain Center, Individual and Two person categories, Park City, the100.com, (435) 649-2129.
June 30 — Chris Allaire Memorial, Galena Grinder Whitetail Mountain Bike Race, 100 mile event, Washoe, NV, tmr-unlim ted.com, (702) 277-6536.
July 7 — Driving Schools, Open to the public, in Rutland, VT, (802) 773-5274.
July 7 — Sundance Grind, Endurance XC, Intermountain Cup #8, Sundance Resort, Logan, UT, (435) 752-2326.
July 14 — Blue Mountain Bike Chase, sponsored by Mountain Biking Action, Monticello, UT, (435) 587-0329.
July 15 — Fmtn’ Brian Downhill Race, DH and Super-D, Utah DH Series, Draper, UT, (801) 375-3232.
July 19 — Sundance Kids MTB Race, kids under 12, 5 pm, Sundance Resort, (801) 223-9765.
July 21 — Taming the Teton, Intermountain Cup #10, Jackson Hole, WY, Ed Chauner at (801) 942-3498.
August 18-19 — Pocatello XC and DH, Knobby Tire Series, Pocatello, ID, (208) 338-1016.
August 23 — Cane to Creek XC Race, Mike Yokley Park, Jackson, WY, 4 mile XC Mountain Bike race - points for each race, (307) 733-5056.
August 23-24 — Soldier Mountain DH, Knobby Tire Series, Kellogg, ID, (208) 338-1016.
August 27 — Cache to Creek XC Race, Mike Yokley Park, Jackson, WY, 12 mile XC Mountain Bike race, (208) 683-7630 ext. 470, evanstonwy.org 307-783-6458; or visit www.youngriders.com.
September 23 — NW NORBA Collegiate MTB Conference Race, Open to all riders, Knobby Tire Series, 7, ID, (208) 338-1016.
September 27 — 12 Hours of Bootleg Camp, Boreal, CA, Boreal Bike Park, Boreal, CA, (530) 277-6536.
October 7 — 12 Hours of Bootleg Camp, Boreal, CA, Boreal Bike Park, Boreal, CA, (530) 277-6536.
October 12 — Intermountain Cup #12, Snowmass, CO, Aspen, CO, (435) 884-9173.
October 13-14 — 24 Hours of Moab, 12th Annual, (302) 259-5633.
October 20-21 — USA Cycling, Mountain Recreation, Road Racing (UI.AZ,N.M.CO, WY,ID), George Heagerty, (719) 535-8113.
November 18-19 — Utah Weekly Race Series, Salt Lake City, UT, (801) 229-6363.
November 24-25 — Draper Family Mountain Bike Race, Starts 9:30am at Driver’s Training Center, Driver, UT, (208) 690-9896.
**2007 Road Races**

<table>
<thead>
<tr>
<th>Event</th>
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<tr>
<td>April 7 — Hell of the North, just north of the Salt Lake Int. Airport</td>
<td>May 19-20</td>
<td>Bear Lake Classic</td>
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<td>April 21 — Tax Day Circuit Race</td>
<td>May 25-27</td>
<td>Iron Horse Bicycle Race</td>
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<td>April 26 — Derek Challenge Hillclimb Race</td>
<td>May 29</td>
<td>Treasure Valley Omnium</td>
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<td>May 11-12 — Women’s Road Racing Cycling Clinic, group riding, race skills and tactics, bike safety</td>
<td>June 21-23</td>
<td>Utah Summer Games, Race with overall winner, single-day races</td>
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July 14 — Birthday Century, BRTC South Central, route 18A, road.cap@binnic.net or (801) 573-9970
July 15 — Birthday Century, BRTC Super Series Ride, self-supported century, 36 mile option, road.cap@binnic.net or (801) 573-9970
July 16 — Chalk Creek 100, BRTC Super Series Ride, self-supported century, 36 mile option, road.cap@binnic.net or (801) 573-9970
July 18 — Triathlonz, 100 mile options. Also, Biathlonz, 10K run (8K), 10K run, 10K ski + 10K run, race in its autumn finest during this fun race. The Olympic venues, fundraiser for local kids with disabilities. Contact Bob @ (801) 667-0134, bike2bike.com
September 23-29 — CABLETRAIN, 100 mile options. Also, Biathlonz, 10K run (8K), 10K run, 10K ski + 10K run, race in its autumn finest during this fun race. The Olympic venues, fundraiser for local kids with disabilities. Contact Bob @ (801) 667-0134, bike2bike.com
September 25 — Bike for the Cure, a benefit ride for the Susan G. Komen Foundation. 22, 47, or 100 mile options, fill all miles through Central Utah. Start and finish in Spring City, UT. Register on line at active.com or contact Erka Stover (435) 466-1588 or csnow360@yahoo.com

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No Matter the Season

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- Personal Training
- Cyberx, Nautilus, Ground Zero Circuit
- Water Fitness Tramps, Stair Climbing
- Adults Only Free Weights
- Teen Free Weights
- Indoor and Outdoor Track
- Tennis
- Racquetball
- Squash
- Swimming (All Year)
- Basketball
- Whirlpool, Sauna, Steam
- Massage
- Nursery Facilities

4504 South 900 East Salt Lake City UT 84107

March 24 — TimeTriClub Icebreaker, 10-mile ride, 200, 300, 400, and 500 mile options. July 27 — Blanding Hillman Triathlon, 2-mile Fun Run, 1-mile Kids Run. The race is July 27. Precrest Reservoir, Call: 435-678-1314 or email solen@rennyschools.org

August 4 — TriUtah Cache Valley Classic Triathlon, Hyrum Reservoir, Hyrum, UT (near Logan), UT. Spirit and Olympic distance open water swim triathlons. Speed: 750 Meter Swim/2K/5K Run, Olympic distance: 1.5K Swim/2K/Run. info@triutah.com, triutah.com, 801-631-2614 or 801-631-2624

July 27 — Blending Hillman Triathlon, 2-mile Fun Run, 1-mile Kids Run. The race is July 27. Precrest Reservoir, Call: 435-678-1314 or email solen@rennyschools.org

April 14 — TriUtah Buffalo Duathlon, Antelope lake, 20K bike/5K run or 40K bike/10K run. info@triutah.com, triutah.com, 801-631-2614 or 801-631-2624

April 14 — Legacy Hop into Spring Triathlon, Legacy Center, Lehi, UT. Call (801) 625-6259 or 801-536-3084, leesville@lehi.com

April 14 — 4th Street Clinic Triathlon and Duathlon, 1 mile, 5K, 10K, 15K. Mountain bike triathlon, 5K Run. Hunstman Center, University of Utah. info@3t.com


May 12 — St George Triathlon, San Hollow Reservoir, St. George UT, sights@tech.com, race@sign.com, (702) 401-4044

May 19 — TriUtah Women’s Triathlon, Snow Day Recreation Center, Boulder, UT, 300 yard pool swim, 10 mile bike, and 3 mile run, relay teams are welcome, triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

June 2 — Sesem Spring Triathlon, Sdum, ut, race.com, 041-432-331

June 9 — Desert Sharks Split Giant Triathlon, 1 mile bike, 4 mile run and kids division, Desert Peaks Aquatics Center, Tooele, UT, info@deserts.spt.com, (801) 560-4877 or john.west@deserts.com, (801) 278-3847

June 9 — Peace Grove Triathlon 2009, 1 mile bike, 4 mile run, 25 yard swim, Spirit for all others (1 mile run, 3 bike 25 yard swim), Spirit for all others (1 mile run, 3 bike 25 yard swim). Contact: 801-453-2296 or lm@lmpeacesg.co

June 16 — Telos Utah Valley Triathlon, Salt Lake City, UT, www.13triathlon.com, 801-368-8279 or email triutah@usa.net

June 16 — Utah Summer Games Multisport Classic, Hurricane, Utah, utahsummergames.org/sports/triathlon.html, 435-770-1122 or email paj@sign.com

June 21 — Deep Creek Triathlon, Vernal, UT, 435-789-7720 or efteamz.active.com/DinoLandTri

June 26 — Wild Ride Triathlon, 25K bike, 7K run, Regional Championship Mountain Triathlon, McCall, Idaho, (888) 388-1971

September 8 — Camp Yuba Triathlon, Yuba State Park, CA, race.com, (801) 423-3321

September 15 — TriUtah Ogden Valley Triathlon, Pineview Reservoir, Huntsville, UT. Spirit and Olympic distance open water water swim triathlons. Speed: 750 Meter Swim/2K/5K Run, Olympic distance: 1.5K Swim/2K/Run. info@triutah.com, triutah.com, 801-631-2614 or 801-631-2624

September 22 — Kokopelli Triathlon, San Hollow Reservoir, St George UT, sights@tech.com, race@sign.com, (702) 401-4044
It's 6 in the morning. The alarm goes off. I hit the snooze button... twice. Temperature outside is easily in the lower teens and I'm putting on cycling clothes. What's wrong with this picture? Scrunch that what's wrong with my head? Ok, so I had a few too many cocktails the night before, but besides a small headache I'm all too sober. So, why am I about to drive to Alpine on this frigid Saturday morning to ride my bike? Ah yes, it's time again for the Frozen Hog! I love this race. And I've loved it ever since my wife made me move from warm sunny Arizona so that she could go to grad school. Not sure why, but maybe it's a lemons/lemonade sort of thing or maybe it's because come February in Arizona you're at the height of the cycling season and right now my body is aching to get on the bike, any bike, and ride, or maybe the folks over at Utahmountainbiking.com just know how to put on a really fun event. It's probably a combination of all of those, but whatever the reason it's gotten me out there for the last 4 years in a row.

This year's race, in my humble opinion, was the finest to date. The bitter cold was a little daunting at first, but all agreed it kept the trail nice and hard and the mud non-existent. The trail is such that one has to be on guard at all times. Each new twist and turn through the oaks could reveal a patch of ice, a nice little drop or that guy in front of you who didn't quite make the turn and is scrambling to get back on course as he maneuvers through the snow half on and half off his bike.

The race saw its biggest turnout to date as some 150 plus nut jobs did just as I did and crawled out of their warm beds to line up at the start. To thin the categories out before hitting the tight single track the promoters had us do a short loop. This seemed to work out well and put most everyone out on the trail in single file. Passing on the course though is nearly impossible for the first half unless you get lucky and the racer in front takes a little side trip over the bars. Not a big deal because as soon as the trail turns into double track the room to pass and make up time was plentiful. Besides the ice patches which took this rider out once, the frozen tire runs throughout the course made for some interesting trail obstacles, but in the end only added to the thrill.

Speaking with the racers as they came in I got only good words and big smiles (oh, and one guy puking behind the bushes, but he seemed to be having fun at it). If there was any thing that disappointed at all was that it wasn't long enough. Without the mud and deep snow the course was fast. With experts riding only 3 sub-20-minute laps, they were done before we knew it. True to their form Bruce and his compatriots at Utahmountainbiking.com did a fine job once again. The race was fun, the people were friendly and the schwag was primo. Taking top honors in the categories were the usual suspects with Bart Gillespie (Cannondale) taking the expert 30-39 category and finishing well ahead of his competitors, Kara Holley (Mad Dog Cycles) and Erin Collins (Racer's Cycle Service) battled it out for the women's expert category with Kara taking it in the end by only 20 seconds. Adding an interesting twist to the race was the unusually large number of single speeds in the other categories. Kenny Jones (Racer's Cycle Service) on his single took the expert 40+ category while Brad Keys (Racer's Cycle Service) smoked his competition in the single speed category.

See Results on page 16.

Above: Kenny Jones (Racer's Cycle Service) won the men's expert 40+ on a single speed.
photo: Joaquim Hailer. Find your photo at JoaquimHailer.com
FEATURING 3 DAYS OF ROAD RIDING FUN

- The 7th Annual Cactus Hugger Century, Saturday 4/28
  (42, 65 and 100 mile ride options)
- An Evening Recreational Criterium, Friday 4/27
- A 45 mile Ride through Zion National Park, Sunday 4/29
- Helmets for Kids and safety events

INFORMATION

- Registration at www.Active.com
- Find more information at www.cactushugger.org
- For complete St. George area lodging, camping and touring information, visit St. George Area Convention and Visitors Bureau at www.utahstgeorge.com or call 1-800-869-6635.
- Proceeds from the event will be used to purchase free Helmets for Kids and for local bicycle advocacy and education programs.

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www.cactushugger.org
By Pete Hoogenboom

On October 19, 2006 I returned to Salt Lake City finishing a seven-month bicycle tour during which I cycled to all of the lower 48 states. By the time I was done, I had ridden 9775 miles, had 14 flats — all of them on the rear tire — replaced ten tires due to wear or damage, worn out a saddle, replaced the chain five times, and replaced the cleats on my cycling shoes six times. I had climbed hills and mountains totaling 375,602 feet, and burned an estimated 626,986 calories. A lot of people ask, “Would I do it again?”

Definitely!

My dream of touring the country by bicycle began 20 years ago at a time when I was really struggling with control of the Type 1 diabetes that I’ve had since 1974. It would still be a dream except I was lucky enough to win the 2005 Bayer Diabetes Fund, an annual contest of Bayer HealthCare’s Diabetes Care Division to help people with diabetes achieve a personal dream. This was my personal dream.

On March 18, 2006 my wife, Patricia, and I left Salt Lake City to begin the tour and to share the message that having diabetes doesn’t mean giving up your dreams. We headed south to Arizona, and then began a large counter-clockwise loop around the country.

On the way to Durango, Colorado

Near Page, Arizona, I had my first flat and the only mechanical problem of the tour. The magnet on my rear wheel began touching the cyclometer sensor on the chainstay. Each time I moved it to where it wouldn’t click, it stopped working. I worked on it during the day. That evening, I fixed it permanently by moving the sensor and magnet to an entirely new spot on the rear wheel.

March 27 we camped at the Navajo National Monument. I had my second flat. In the morning, it rained while I prepared for the short ride into Kayenta. This was the first day I rode in the rain. During the 30 miles into Kayenta, it rained off and on and I had my third flat.

I rode through Monument Valley on March 30, then to Bluff, Utah where we camped. We woke up to freezing cold, but the skies were clear. I headed for Cortez, Colorado. The first 42 miles were on highway 163 along the San Juan River and into a strong head-wind. The next day’s ride was short — 43 miles to Durango, but it included an 8450-foot mountain pass. At the summit, there was heavy snow falling. The snow-covered road, limited visibility, heavy traffic, and a bicycle wasn’t a good mix, so this day became the first of just two days when I had to change my plans due to the weather. I rode as far as Mancos, then drove to Durango.

I came back to Mancos the next day to finish the 27-mile ride into Durango.
Her words, “I only ride the Parkway when I want to suffer.”

Kevin is a former Cat 3 racer. He gave me three days worth of route information. warmshowers.org, a web site resource for touring cyclists. Lisa McDonough, who we met overnight at the home of Kevin and Lisa in Monona, Wisconsin. We had four months of touring under our belts, and we were nervous about riding. In Kevin’s words, “I only ride the Parkway when I want to suffer.”

Upstate New York

New York was one of the few states that we visited more than once. Heading north in June, I was within 60 miles of Manhattan and surprised that I could be close to NYC and still be riding through rural areas. In early July I returned to New York heading west from Vermont on Highway 5 which is an official state bike route. Highway 5 rolls up and down as it parallels the Mohawk River and the Erie Canal. We had beautiful days with tolerable temperatures and winds.

In Jamestown, New York, I was invited on a club ride with the Hollyhott Ski and Bike Shop cycling team. It was a 30-mile cruise around Lake Chautauqua with about 20-30 club members. Although I had four months of touring under my belt, I was nervous about riding with a bunch of racing cyclists. They were easy on me, and I enjoyed their company for one day out of the 159 days of riding on the tour.

The Midwest

Riding through Ohio, Indiana, Illinois, and Wisconsin was the most challenging riding of the whole tour. Temperatures were in the high 90’s and low 100’s with very high humidity day after day. I would start riding between 7 or 8 in the morning. An hour later, my jersey would be soaked with sweat, and it never dried out. But the terrain was very flat, and the roads were good, wide, with usable shoulders.

In early August, we were in southern Wisconsin. One of my favorite rides of the tour was the ride from Mount Horeb to Boscobel, Wisconsin. It started with much cooler temperatures and about five miles of riding on a well-paved gravel trail. In the village of Banneville, I had another flat – the twelfth of the tour. After I replaced the tube, I turned onto County Road T, a well-maintained farming road through beautiful Wisconsin farm lands and eventually to the banks of the Wisconsin River. I followed the Wisconsin River for about 40 miles to the town of Boscobel.

Northern Idaho

We reached Montana in early September and we were enjoying the much cooler temperatures. Eastern Montana offered early glimpses of mountains, daily increases in elevation, beautiful landscapes, and some of the most remote areas that we traveled through. A cycling friend Larry Newman from Bozeman joined me for four days of riding to Missoula. It was lack of the draw for Larry that he joined me in riding the four coldest and wettest days of the tour.

By the time we reached Missoula, the weather was drying out and warming up. I continued west on Highway 12 towards Lewiston, Idaho. There’s a 133 miles stretch on Highway 12 with no towns and few services. We split this section into two days. It was a beautiful ride through lush forests alongside the Lochsa River. Traffic was light and after reaching Lolo Pass there was 100 miles of mostly downhill riding.

On September 20, I rode from Kamiah, Idaho to Lewiston, Idaho. I had to choose between a flat road that was dangerously busy with traffic and another quieter route with more climbing. I chose the latter, and I’m glad I did because after many ups and downs totaling about 5000 feet of climbing, I was treated to the Winchester Road. It starts just outside Winchester, Idaho. In the course of 15 miles, it drops 2700 feet. It winds back and forth along the edges of steep valleys. The area had few trees allowing a clear view of the upcoming road and any traffic that might be headed up the canyon. I only encountered a couple cars during the entire descent. It was a great reward for the extra climbing.

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We have really fast bikes.
Cotton Bottom Loop, A Salt Lake Classic Road Ride

By Gregg Bromka

“March Madness” has become synonymous with a soft couch, a big screen TV, a bottomless bowl of Jolly Time Blast O Butter, and watching the NCAA basketball championships. But what I find most maddening about March, other than the fact that my hometown Syracuse Orangemen haven’t cracked the top 25 this year, is waiting for the snow to melt up high so I can romp on my favorite singletracks again.

In the mean time, I’ll be hitting the road, not on mountain bike trips to Moab or St. George, but with my road bike on rides leaving straight from my house. Although I’ve been a mountain biking purist for 20 years and have written nearly a dozen books about fat-tire trails, road cycling has always been a passion, if not a necessity, and Salt Lake County abounds with dozens of classic routes ranging from flatter-than-Kansas spins on the valley floor to dead lift climbs on the Wasatch Mountains to the east from the Basin and Range to the west. Right above the road are vestiges of the conspicuous wave-cut shoreline of ancient Lake Bonneville. The Great Salt Lake, the evaporative offspring of Lake Bonneville hides to the north behind the city’s modest high-rise district.

To return to Sugarhouse Park, you can either take 3900 South downhill to 2000 East and retrace your tracks, or you can link to the paved Parleys Crossing section of the Bonneville Shoreline Trail to cross over I-80. For the latter, jog right at 3300 South then immedi-ately left onto Wasatch Boulevard. You’ll find the trailhead at the road’s end a half mile away. There’s a sharp descent on the south end and short stiff climb on the north end. Ride the side walkalongsidewith Thunderbird Drive and turn right onto Thunderbird Drive. Make a left onto Wasatch Drive (different than Wasatch Boulevard) and cruise through the eastside neighborhood. Lastly, turn left onto 1700 South and glide downhill all the way to 1500 East. Another left onto 1500 East takes you back to Sugarhouse Park via a roadsidelane.

You’ll find this and 22 more road rides in Gregg Bromka’s forthcoming guidebook Bicycling Salt Lake City, due May 2007.

Get a copy of Gregg’s other Utah guidebooks Mountain Biking Utah, Mountain Biking Utah’s Wasatch Front, and Mountain Biking Park City & Beyond. At your favorite bike shop.

March 26 - March 31

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May 5 Nine Mile Point, Draper, UT
May 19 Soldier Hollow Hammerfest, Heber City, UT
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May 28 Sitka Grade Memorial XC, Draper, UT
June 9 Deer Valley Pedalfest, Deer Valley Resort, UT
June 30 Chris Allaire Memorial/Utah Open State Championships, Solitude, UT
July 7 InterMountain Cup Mountain Bike Race, Soldier Hollow, UT
July 14 The 20th Annual Mountain Bont, Snowbird, UT
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All races are Cross Country Events. No License Required!
Cyclocross
Utah Cyclocross Series Race #9 at Ft. Buenaventura in Ogden

Above: Bart Gillespie won race 9 and the overall series for the 11th time in 12 years. Photo: Dave Iltis. See more photos on cyclingutah.com’s photo gallery. See race and series results on page 16.

Tour of Utah Update
Utah will once again host the best in American professional cycling, as the 2007 Larry H. Miller Tour of Utah brings major U.S. stage racing to the Wasatch Front July 1-7. The 2006 event was the area’s first venture into major stage racing, and was a huge success, with its final stage, from Deer Valley to Snowbird Resort being awarded the year’s best stage by VeloNews magazine in its annual ‘Best Of’ issue. For 2007, the race has been elevated by the UCI to 2.2 status, and is part of the ProTour Series, with riders competing for valuable UCI points. The race is seeking UCI 2.1 status for 2008, which would allow the major top tier teams from around the world to compete.

Also new for 2007 is a change in the race’s organizational structure. Ownership has passed to the Larry H. Miller Group, and the race is now a non-profit 501c3 event, with proceeds going to benefit the Larry H. Miller Charities. A Board of Directors has been formed that includes former Salt Lake City mayor Ted Wilson, Olympic Gold Medallist and US Professional Cycling Champion Eric Heiden, Greg Miller of the LHM Group, and Jason Preston of Three Peaks Promotions, who originated the event. Preston commented, “I’m very pleased with the growth and direction of the race. There is a great team in place, everyone is excited and I’m confident that the race will be great this year and for years to come.”

The courses for this year’s race are still tentative, but the stages tentatively include a Park City prologue, road races from Lehi to Miller Motorsports Park and Ogden to Snowbasin/Wolf Mountain, a stage in Provo in conjunction with the Freedom Festival on July 4, an individual time trial at Kennecott Land’s new Daybreak community, nearly 17,000 feet of climbing and 114 miles in a Salt Lake City to Snowbird Resort stage, and finishing with a downtown Salt Lake City circuit race that will also include the Freedom Peloton fundraiser citizen ride along the same course.

The signature stage from 2006 is being expanded to include even more climbing, starting in Salt Lake City, instead of last year’s departure from Deer Valley, and climbing to Park City, continuing through Midway, Snowbasin, SunCrest and to the finish in Snowbird. The lengthened course adds several thousand feet of climbing and more than 20 miles to an already legendary day of racing.

For more information on the race and how to become involved, either as a volunteer for the event or in the fundraising efforts in conjunction with the race, visit the tour of Utah website at tourofutah.com. Full coverage of the 2006 Tour of Utah is available in our September 2006 issue online at cyclingutah.com.

-Greg Overton

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-Greg Overton
**SOUTHERN UTAH**

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Brian Head, UT 84719
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brheadpark.com

**Cedar City**
Cedar Cycle
38 E. 200 S.
Cedar City, UT 84720
(435) 596-5210
cedarcycle.com

**Moab**
Chile Pepper
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Moab, UT 84532
(435) 259-4888
(866) 677-6888
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**Moab Cyclery**
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**Sunrise Cyclery**
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Logan, UT 84321
(435) 753-3294
suncyclery.net

**Wimmer’s Ultimate Bicycles**
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Logan, UT 84321
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Silver Lake Village
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christysports.com

**Cole Sport**
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(435) 649-4806
colesport.com

**Dharma Wheels Cyclery**
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**Jans Mountain Outfitters**
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(801) 394-7700
skylinecycling.com
MECHANIC'S CORNER

Shopping for a New (Used) Bike

By Tom Jow

Each spring in our shop, we go through the ritual of pouring over bike catalogs, searching for and bantering about what bike we are going to purchase for the season. New or used, everyone likes to get a new (used) bike. Purchasing a new bike is easy because it is new and it comes with a warranty. Buying a used bike can be a little more challenging because the buyer is responsible for judging its condition. There are two factors to consider. First, will the bicycle fit? If it fits, then it is the bicycle in good working order so as not to require major unseen repairs? Here is some basic information to help you find a new ride.

First, check to see if the prospective bicycle will fit. If it does not fit, checking over the rest of the bike is a waste of time. Measure the seat height and reach from seat post to handlebars. Next, stand over the top tube of the bike. A traditional frame should have about one to two inches of clearance. A mountain bike should have approximately two to four inches. However, sloping top tube road or mountain frames will have more clearance and long travel mountain bikes have less. Tall riders may have a little more clearance. Then try adjusting the seat. The proper seat height should be adjusted so there is approximately a 20-degree bend in the knee at full extension. Next, stand from the saddle to the handlebars should be comfortable. For casual recreational riding, the angle of the back should be at least 45 degrees high with the hands on the tops of a road bike handlebars, or on the grips of a mountain bike bar. The height of the handlebar in relationship to seat is also important. A handlebar lower than the seat means a lower back angle. If you have never had one, a professional bike fitting is a good idea.

Check the frame for cracks, bends or dents. Bends and dents are often a result of crash damage. Inspect the handlebars, stem, saddle, and seat post carefully. Chips in the paint are easily sealed but cracks in paint, especially near tubing joints, often indicate a current or future crack in the frame.

Second, inspect the drive train, suspension, brakes and wheels. Checking the wheels over is pretty easy. Just give 'em a spin. If they are straight and true, and the spokes are tight, chances they are probably in good shape. For good measure, remove the wheels from the bike and give the axles a spin with the fingers. They are in good condition if they feel smooth and quiet with a hair of resistance. Loud, rough spinning axles indicate the need for an overhaul or new bearings.

Did the brakes rub during the spin portion of the wheel inspection? Cable brakes, are, like wheels, easy to diagnose. Do they operate smoothly? Look for kinks and cracks in the cable housing. Cable ends are often frayed, but when individual strands are broken the cable ends are often frayed, but when individual strands are broken the cable need to be replaced. Brake pads just plain wear out. If they look worn, they probably are. Hydraulic brakes may not be so easy to diagnose. Brake hoses should be free from oily dirty residue and kinks. Oily brake hoses should be free from oily dirty residue and kinks. Do they move easily and silently? Next, check oil and dirt around the seals. Are the upper tubes scratched? Damaged upper tubes cause leaky seals, and these tubes are not replaceable. In this case a new fork is required. Hold the front brake on and wiggle the bike forward and back. If there are clunking sounds or visual movement at the upper/lower leg junction the bushings may be worn. This is an expensive and time-consuming repair. Rear suspensions have bushings or bearings to facilitate movement of the swing arm. Test these parts for wear also. Grasp the rear wheel and give it a good yank back and forth horizontally.

Finally, inspect the drive train. Is it clean? Spin the crankshaft. The chain should move freely, with no kinks, bends, or twists. Likewise the chain wheels should also be free of bends. Sometimes individual teeth may be damaged which may cause the chain to jump off. Bent rings will need to be replaced. Remove the chain from the chain wheels and spin the crank. Similar to the wheel axles, is, should rotate freely and quietly. Grasp one of the arms and try to wiggle it sideways. A good one will have no movement. The derailleur also should be free of excessive movement in their pivots. Wiggle them too. Remember, components of the drive train continue to work well together even when extremely worn. Replace one part, however, and you may end up replacing the whole thing.

An inspection like this is quick and easy to do. If you can, combine this inspection with a test ride. The test ride reinforces if the bike may fit and the condition of the moving parts. Really, a bicycle’s appearance is usually indicative of its condition. It is rare that a bike that looks well cared for is a money pit. If the bike passes these criteria and the price is right, it may well be worth purchasing.

Tom is manager at Wild Rose Sports in Salt Lake City. He has done sales, repairs, race team support and bicycle fitting for nearly 30 years. Tom also has a difficult time keeping his wallet closed at bike swaps and yard sales.
### Utah Cyclocross Series Race #7, November 19, 2006, Wheelie Farm, Salt Lake City

#### Juniors
- **1. Travis Thompson; DNA**
- **2. Jared Inouye**
- **3. John McKone; CCB**
- **4. Jared Nelson**
- **5. David Cole**
- **6. Sam Moore; Porcupine**
- **7. Sam Sloan; Revolution**
- **8. Ryan Merkley**
- **9. Walter Ross**
- **10. Foosball Peters; White Pine**
- **11. Mark Pasternak**
- **12. Jack Worth**
- **13. Gary Dastrup; VMG**
- **14. Mark Olsen**
- **15. Mark Miller**
- **16. Jared Nelson**
- **17. Sean Hoover; VMG**
- **18. Doug Smith; BM**
- **19. Sam Sloan; Revolution**
- **20. Brad Paster**

#### Women A
- **1. Karen Apple**
- **2. Jennifer Kues**
- **3. Karen Peterson**
- **4. Kelly Meyer**
- **5. Nancy Alcabes; VMG**
- **6. Amy Andrews**
- **7. Lynda Fitzpatrick**
- **8. Kendall Peterson; Revolution**
- **9. Dedria Kuester**
- **10. Lisa Lloyd**
- **11. Lina Muth**
- **12. Jennifer Counts**
- **13. Dorothy Cawthon; Cole Sport**
- **14. Lisa Lloyd**
- **15. Karen Peterson**
- **16. Jennifer Kues**
- **17. Jennifer Counts**
- **18. Dedria Kuester**
- **19. Kendall Peterson; Revolution**
- **20. Amy Andrews**

#### Men 16-35
- **1. Dan Nelson; Y Cycling**
- **2. Will Nesse**
- **3. Jock Cooper**
- **4. Seth Bradley; DNA**
- **5. Micheal Yount**
- **6. Nick Ekdahl; Revolution**
- **7. Jon Milner; Canyon Bicycles**
- **8. Rich Kendall**
- **9. Amy Andrews**
- **10. Scott Toly; Cole Sport**
- **11. Foosball Peters; White Pine**
- **12. Matt Swink**
- **13. Ryan Miller**
- **14. Rich Caramadre**
- **15. Sam Sloan; Revolution**
- **16. Rich Caramadre**
- **17. Sam Sloan; Revolution**
- **18. Ray Killeen**
- **19. Steve Miller; Cole Sport**
- **20. Steve Miller; Cole Sport**

#### Women B
- **1. Lisa Lloyd**
- **2. Lyna Saffell; Revolution**
- **3. Sandra Branby**
- **4. Sandra Branby**
- **5. Karen Williams**
- **6. Nancy Alcabes; VMG**
- **7. Amy Andrews**
- **8. Nancy Alcabes; VMG**
- **9. Jennifer Counts**
- **10. Lina Muth**
- **11. Jennifer Counts**
- **12. Jennifer Counts**
- **13. Dorothy Cawthon; Cole Sport**
- **14. Lisa Lloyd**
- **15. Jennifer Counts**
- **16. Jennifer Counts**
- **17. Dedria Kuester**
- **18. Kendall Peterson; Revolution**
- **19. Amy Andrews**
- **20. Amy Andrews**

### Utah Cyclocross Series Race #8, December 2, 2006, Farm, Salt Lake City

#### Juniors
- **1. Sam Roberts; Porcupine**
- **2. Rich Caramadre**
- **3. Mike Mathews; Salt Lake City**
- **4. Ryan Miller**
- **5. Erik Jeppson**
- **6. Ken Swink**
- **7. Erik Jeppson**
- **8. Tucker Macdonald; Cole Sport**
- **9. Sam Roberts; Porcupine**
- **10. Tucker Macdonald; Cole Sport**
- **11. Josh Cooper**
- **12. Sam Roberts; Porcupine**
- **13. Ryan Miller**
- **14. Erik Jeppson**
- **15. Sam Roberts; Porcupine**
- **16. Sam Roberts; Porcupine**
- **17. Sam Roberts; Porcupine**
- **18. Tucker Macdonald; Cole Sport**
- **19. Sam Roberts; Porcupine**
- **20. Tucker Macdonald; Cole Sport**

#### Women A
- **1. Jenelle Kremer; Revolution**
- **2. Jenelle Kremer; Revolution**
- **3. Collin Curtis**
- **4. Jared Inouye**
- **5. Dana Winterton; Salt Lake Bicycle Co-op**
- **6. Kris Arnott; VMG**
- **7. Chair Ehrlich; Revolution**
- **8. Rich Kendall**
- **9. Amy Andrews**
- **10. Lisa Lloyd**
- **11. Jenelle Kremer; Revolution**
- **12. Jenelle Kremer; Revolution**
- **13. Collin Curtis**
- **14. Lisa Lloyd**
- **15. Kris Arnott; VMG**
- **16. Adam Shumate; Salt Lake Bicycle Co-op**
- **17. Dave Bessey; Diamond SD**
- **18. Chair Ehrlich; Revolution**
- **19. Jenelle Kremer; Revolution**
- **20. Lisa Lloyd**

#### Women B
- **1. Karen Apple**
- **2. Jennifer Kues**
- **3. Karen Peterson**
- **4. Kelly Meyer**
- **5. Nancy Alcabes; VMG**
- **6. Amy Andrews**
- **7. Lynda Fitzpatrick**
- **8. Kendall Peterson; Revolution**
- **9. Dedria Kuester**
- **10. Lisa Lloyd**
- **11. Lina Muth**
- **12. Jennifer Counts**
- **13. Dorothy Cawthon; Cole Sport**
- **14. Lisa Lloyd**
- **15. Karen Peterson**
- **16. Jennifer Kues**
- **17. Jennifer Counts**
- **18. Dedria Kuester**
- **19. Kendall Peterson; Revolution**
- **20. Amy Andrews**

#### Men 16-35
- **1. Jace Summer; Diamond SD**
- **2. Jace Summer; Diamond SD**
- **3. Ken Swink**
- **4. Erik Jeppson**
- **5. Bruce Hanks; Revolution**
- **6. Erik Jeppson**
- **7. Erik Jeppson**
- **8. Tucker Macdonald; Cole Sport**
- **9. Sam Roberts; Porcupine**
- **10. Sam Roberts; Porcupine**
- **11. Tucker Macdonald; Cole Sport**
- **12. Josh Cooper**
- **13. Sam Roberts; Porcupine**
- **14. Sam Roberts; Porcupine**
- **15. Erik Jeppson**
- **16. Erik Jeppson**
- **17. Tucker Macdonald; Cole Sport**
- **18. Sam Roberts; Porcupine**
- **19. Tucker Macdonald; Cole Sport**
- **20. Tucker Macdonald; Cole Sport**

#### Women A
- **1. Jenelle Kremer; Revolution**
- **2. Jenelle Kremer; Revolution**
- **3. Collin Curtis**
- **4. Jared Inouye**
- **5. Dana Winterton; Salt Lake Bicycle Co-op**
- **6. Kris Arnott; VMG**
- **7. Chair Ehrlich; Revolution**
- **8. Rich Kendall**
- **9. Amy Andrews**
- **10. Lisa Lloyd**
- **11. Jenelle Kremer; Revolution**
- **12. Jenelle Kremer; Revolution**
- **13. Collin Curtis**
- **14. Lisa Lloyd**
- **15. Kris Arnott; VMG**
- **16. Adam Shumate; Salt Lake Bicycle Co-op**
- **17. Dave Bessey; Diamond SD**
- **18. Chair Ehrlich; Revolution**
- **19. Jenelle Kremer; Revolution**
- **20. Lisa Lloyd**
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<thead>
<tr>
<th>Overall Men</th>
<th>Overall Women</th>
<th>Individual Standings</th>
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<tbody>
<tr>
<td>23.189 Connor O’Leary</td>
<td>49:57 Jenelle Kremer; Revolution</td>
<td>Overall Women A</td>
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<tr>
<td>20.204 Aaron Luptak; Porcupine</td>
<td>10.292 Jared Inouye</td>
<td>Overall Men A</td>
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<td>17.211 Kulani Fisher; Racer’s Cycle Service</td>
<td>9.129 Jenelle Kremer; Revolution</td>
<td>Overall Individual Standings</td>
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<td>11.277 Connor O’Leary</td>
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<td>15.218 Phil Pattison; Inertia</td>
<td>10.292 Jared Inouye</td>
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<td>12.229 Neale Schiffman</td>
<td>7.314 Matthew Pederson</td>
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<td>11.25 Margaret Douglas; VMG</td>
<td>6.324 Kelly Glenn; Contender Bicycles</td>
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<td>8.35 Nicky Wangsgard</td>
<td>4.354 Sean Hoover; VMG</td>
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<td>25.5 James Berry</td>
<td>24.20 Louis Melini; Canyon Bicycles</td>
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<td>23.26 Linde Smith; Raleigh</td>
<td>20.42 Glen Adams</td>
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<td>3.287 Darren Cottle; Porcupine</td>
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Racing, crossed the finish line in 9:55:06—the fastest female on the field. The ‘phantom’ record was posted by a citizen male rider, and a Category IV woman rode the women’s category course at 10:00:24. Details are already being discussed. The Salt Lake project has received enthusiastic support from USA Cycling, the sport’s governing body in the U.S. Steve Johnson, USA Cycling’s CEO and former Salt Lake City resident, “This is a wonderful project for the sport and for the Salt Lake community.”

Track racing has a rich history in Utah, and has brought champions here in the past. In the early 20th century, the original Salt Palace in downtown Salt Lake City housed a track that was part of the international racing circuit and hosted the sport’s brightest stars, including Major Tom and F. Kramer. The altitude of the Salt Lake Valley, at just over 4,000 feet above sea level, creates a most attractive venue for world record attempts, since it provides much of the benefits of high altitude racing but is not high enough to be considered a high altitude venue for record attempts. This offers an advantage to riders who would attempt to set world records since high altitude records are typically awarded with an asterisk, and the “real” records are considered to be the ones set at lower altitudes. Individuals interested in helping with the committee can contact Ryan Miller at (801) 661-1947 or rmiller@azteca.com.

Cycling Utah will continue to provide information on this project and will publish updates as they become available.

I-80 Frontage Road Still Closed in SLC

The I-80 frontage road from 5600 W to 2720 S in Salt Lake will remain closed to all traffic until late June to mid-July. Previously, the contractor had indicated that the project would be done by spring. Salt Lake City Transportation is working on alternative routes and safety measures for cyclists in this area.

Cyclists may ride on the shoulder of I-80 if necessary. This is not a good situation and cyclists are encouraged to use extra caution.

Pack, MAinor had fastest times at 24th LoToJa Classic

Last October’s report on the 24th Annual LoToJa Bicycle Classic overlooked two important highlights: the fastest time for the overall race was posted by a Category V male rider, and a Category IV woman rode the 206-mile course over 30 minutes faster than the Category I-II Women’s winner.

Note Pack, MAinor, Utah posted the fastest overall time of 9:15:11 in the Citizen Men’s 27-34 category. The Team Brute Force racer’s time was one minute and 45 seconds faster than Category I, II Men’s winner Kirk Eck (9:15:11) of Logan Race Club.

Category IV Women’s rider Tiffany MAinor of Las Vegas’ Red Burro Racing, crossed the finish line in 9:55:06—the fastest female on the course.-pack, MAinor, the Category V rider from Kuna, Idaho, came in nearly 32 minutes slower at 10:26:43. Such recordable finishing times, in which a lower category rider can post the fastest finishing time, are made possible because of the LoToJa’s staggered category starts.

-David Bern
COMMUTER OF THE MONTH

Riding for Those Who are Disabled

By Lou Melini

This month’s commuter column features Sarah Grant, an occupational therapist. She has previously been employed as program director for SPLORE and most recently commuted to her job at St. Mark’s Hospital.

Cycling Utah: What is SPLORE?
Sarah Grant: SPLORE provides outdoor activities for people of all ages with various disabilities such as multiple sclerosis, cerebral palsy, brain and spinal cord injuries, blindness, or deafness among others.

S.G.: I was definitely inspired by your clients at SPLORE?

C.U.: I assume riding to work is easy, compared to the challenges of your clients at SPLORE?

S.G.: I was definitely inspired by some of the people I have met who live with a disability. The people that will give it their all even when the odds are against them or who will try something new even when others around them doubt their ability. I enjoyed helping them in their challenges. One can say that commuting to work can also be challenging, though to a lesser degree. Commuting by bike will help changes to oneself (improved energy and release of stress), and society (less congestion and pollution). Not many people commute to work by bike so others will put doubt in your ability to ride to work or make negative comments about your choice of transportation.

S.G.: Did you challenge yourself further by bike “commuting” across the United States to raise money for SPLORE last year. How was that challenge?

C.U.: I understand that you challenged yourself further by bike “commuting” across the United States to raise money for SPLORE last year. How was that challenge?

S.G.: I did ride across the U.S. over the course of 50 days. It was great! I rode with 45 others, all strangers before the ride. I was the only one raising funds for SPLORE. The ages of the riders ranged from 14-69. In addition to U.S. riders, there were folks from the United Kingdom, Australia, and the mainland of Europe. Two of the 4 teens rode on a triple with their mom who has since set a master’s world hour record.

S.G.: Did your bike commuting help in preparing for the ride across the U.K.? How so?

C.U.: I assume riding to work is easy, compared to the challenges of your clients at SPLORE?

S.G.: Did your bike commuting help in preparing for the ride across the U.K.? How so?

C.U.: How can others help SPLORE?

S.G.: Part of the reason for this ride rather than a more “traditional” fund-raiser was so that I could challenge myself rather than challenging others to push to their limits. Despite not being a super athlete I never doubted that I could do the ride because I see other people accomplish that is defined as “impossible” by doubters. A lot of things may seem “impossible” like riding your bike to work or across the U.S., but in the end it comes down to a simple desire to make a change and believing that you can do it.

S.G.: Preparing for the mental, physical and emotional fatigue that sometimes occurs on long days in the saddle is different than a 12 mile round trip commute. However, commuting helped with dealing with the various weather conditions one may encounter on a long trip. Wet weather, no problem, I had fenders while the others did not. Hills and varying temperatures were also not a problem as I dealt with both while commuting. The one thing I learned to deal with was to take a daily <15-minute ritual with creams and lotions to avoid burning and chafing. Something not appreciated on a short bike commute.

S.G.: How can others help SPLORE?

C.U.: Why did you choose to ride across the U.S. to raise funds?

S.G.: I was definitely inspired by some of the people I have met who live with a disability. The people that will give it their all even when the odds are against them or who will try something new even when others around them doubt their ability. I enjoyed helping them in their challenges. One can say that commuting to work can also be challenging, though to a lesser degree. Commuting by bike will help changes to oneself (improved energy and release of stress), and society (less congestion and pollution). Not many people commute to work by bike so others will put doubt in your ability to ride to work or make negative comments about your choice of transportation.

S.G.: Did your bike commuting help in preparing for the ride across the U.K.? How so?

C.U.: I assume cycling will be different than a 12 mile round trip commute. However, commuting helped with dealing with the various weather conditions one may encounter on a long trip. Wet weather, no problem, I had fenders while the others did not. Hills and varying temperatures were also not a problem as I dealt with both while commuting. The one thing I learned to deal with was to take a daily <15-minute ritual with creams and lotions to avoid burning and chafing, something not appreciated on a short bike commute.

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C.U.: How can others help SPLORE?

S.G.: Get on the website (splore.org), and simply see where you can help the most.

If you have a suggestion for a commuter profile, please send an email to lou@cyclingutah.com.

Jordan Parkway Enhancements

Salt Lake County is wrapping up a project of placing a bicycle and pedestrian bridge over 3900 South and the Jordan Parkway. Over 5 years of planning went into this project. The project cost was $700,000 - $140,000 from the County and the balance from Federal Transportation Enhancements funds. Once officially open in the spring, it will provide safe access for trail users over the busy roadway. The slopes on both sides are gentle with wide curves making it ideal for all users.

Last fall the County with the help of a $19,000 matching grant from State Parks & Recreation paved the one-mile section of trail near 3900 South. The Jordan Parkway is now paved from I-80 all the way to 11500 South. In addition, the County is in the process of removing non-native species and will be replacing them with indigenous species in the spring. Riverton has also been in the process of enhancing their section of the trail which picks up again 1/2 mile south of the above break around 11800 South. Just north of Bangerter Highway, a new wildlife habitat is being engineered along with an uncovering and outlet of some previously uncharted hot springs right along the trail. The Main trailhead for this area is about 1 mile west of the Prison on 14600 South.

Photos and more information are available at www.safe-route.org.

- Dan Fazzini Jr.
Reynolds Makes Top Quality Carbon Fiber in Utah

By Greg Overton

For the latest installment in our ongoing series featuring Utah manufacturers of cycling equipment, I paid a visit to Reynolds Composites in West Jordan, makers of carbon fiber forks, wheels, handlebars and other components. Reynolds is a subsidiary of MacLean Quality Composites, which manufactures other things such as body panels for the Chevrolet Corvette, the Hans Device used in auto racing to protect drivers from head and neck injuries in a collision, and windsurfing masts, to name a few.

We'll stick to bike stuff here.

MacLean-Fogg purchased Quality Composites, a major supplier of composites to the cycling industry, six years ago. A year later it purchased Lew Wheels and Reynolds, enabling the company to offer several leading composite products to consumers in addition to those it already offered to manufacturers. It was given the tour of their 90,000 square foot facility – of which about 60% is used to produce cycling products - by Jonathan Geran, Reynolds' Director of Sales and Marketing; and afterward we sat down to talk about the company's products and history.

For those of you who've been around cycling for more than a few years, you know the Reynolds name as one of the oldest in the sport, manufacturer of the venerable manganese based tubsets, 531 and 753, that were used to build the finest steel frames since the 1920's. Thousands of races have been won on bikes with the famous 'Reynolds Butted Tubes' logo, and an overwhelming majority of professional racing victories have been aboard Reynolds-tubed frames.

Things have changed a bit. Reynolds is now a leading carbon fiber composite manufacturer in the world. The company still supplies tubes for bike frames, including frames with impressive professional victories, but instead of steel tubes, they now provide the carbon fiber tubes for brands such as Trek, Serotta, Colosseum, Parlee, Seven and Specialized. And the tubes are no longer forced into shape over a red-hot mandrel inside a dirty and noisy steel plant, they’re instead wound or layered and then kept in a freezer until shaped and then cured in an oven.

Reynolds also manufactures its own brand of carbon fiber forks, wheels, handlebars and accessories for bicycles. It’s Ozo Pro fork has been a mainstay of quality road and triathlon bikes for nearly a decade, and new for 2007 is the lighter Ul (Ultra Light) fork, created with design input from legendary designer and builder, Tom Kellogg.

Since the company's purchase of Lew Wheels, Reynolds has become a leader in carbon fiber wheel design and construction, and with its refinement of resin technology has developed the Attack wheel, an all carbon fiber clincher rim that will withstand the heat and pressure that a rim’s sidewall is subjected to during hard riding. Geran explained that carbon fiber clincher rims have an extremely tough challenge to develop because the available resins would soften and deteriorate under the heat generated by the brakes-to-rim friction on a mountain descent. But Reynolds has developed a resin and sidewall design to withstand higher temperatures and braking forces. This also helped in the development of Reynolds first, and new for 2007, all carbon mountain bike wheelsets, providing stronger and stiffer rims that are destined for off road punishment.

This talk about wheels brought us to the testing area of the Reynolds facility. Geran told me that the company has specified the highest quality thresholds in the industry, and each Reynolds product design must pass these thresholds before being offered to consumers. He explained that Reynolds randomly tests five of each hundred forks manufactured to ensure consistent quality and processes. A typical fork testing apparatus will “cycle” the fork for a prescribed number of times (usually approximately 250,000). Simplified, this means that the fork is clamped into the device in a similar manner that it would be on a bike with a wheel installed, and then it’s shaken and flexed and vibrated to exaggerate the deformations and loads that will affect it during your Sunday ride.

Each movement counts as a cycle. It’s a torture chamber for bike forks, and Geran told me that their forks are so durable that they rarely incur damage in testing, and the engineers executing the testing typically give up before the fork does.

Reynolds wheels are similarly tested for consistency, with ten of every one hundred being randomly tested with drop tests, a rolling “bump” test and for proper spoke tension, trueness and dish. While the company markets only complete wheels under the Reynolds brand, it manufactures about three thousand carbon fiber rims per year for other brands in the cycling industry. All are tested in the same manner and must meet the Reynolds standard for quality and durability. The manufacturing process for rims is different from tubes and other products in terms of the heat and time used to cure the resin. Since wheels are more sensitive to deformations and must be perfectly straight and true, it’s a much slower process and the heat is controlled more diligently as the oven is brought up to temperature and then cooled to prevent slight deformations from occurring.

Geran commented that typically it takes the company 12-18 months to design and develop a product and have it ready to place in the market. The design process is crucial, in part, because of the material’s anisotropic characteristics. This means that an item made with carbon fiber can be designed to be stiff in one direction or plane, and compliant in another, as opposed to a material like aluminum, which is isotropic, having the same characteristics in each direction. This creates more opportunities in the concept and design stages, since there are variables that can be manipulated with the material, and therefore more options to consider and design in or around. The new Ul fork was an exception, being developed over a compressed 12 month process, with all of the company’s efforts dedicated to it, as opposed to the normal process of several products being developed concurrently.

Reynolds is carrying on the tradition of carbon fiber technology that has been strong in the Salt Lake City area for three decades. Even the industry standard bladder molding technology, which provides optimum compaction of the combined layers of fiber cloth while eliminating excess air and resin deposits was developed and introduced in Salt Lake City nearly thirty years ago. Now, nearly every carbon fiber product available is manufactured using this process. Many of the innovations to bike and new carbon fiber cycling products from the past two decades can be traced to or through the folks at Reynolds Composites, and certainly many of those in the coming decades will originate there as well.
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