2008 UTAH AND IDAHO EVENT CALENDAR INSIDE!

- Utah and Idaho Calendar of Events - p. 4
- Complete Triathlon Calendar - p. 8
- Riding the Climbs of the Tour de France - p. 2
- Cache Valley Advocacy - p. 3
- Surviving Your First Triathlon - p. 9
- A Colorado Bike Tour - p. 10
- Frozen Hog - p. 12
- Cyclocross Wrapup - p. 13
- Draper Road Rides - p. 14
- 24 Hours of Moab - p. 15
- Commuter Column - p. 17
- Shop Directory - p. 18
- Hamstring Health - p. 19
- Results - p. 20
- A Bicycle Tour of Wisconsin - p. 22
“Because it’s holy ground,” responded Elliot Morris, my friend and fellow cyclist. This was the finish to a conversation about our recent trip to ride famous and legendary climbs from the Tour de France. The conversation began with Elliot telling of our trip. Eventually it led, as such conversations do, to the question, “How do those climbs compare to here?” In truth, we have climbs that are every bit as hard as most of the climbs in the Tour. Little Cottonwood Canyon in Salt Lake rivals most of them, and the climb from Parowan to the Brianhead ski resort can reduce you to walking or standing still.

When riding in the Rockies, you actually climb to higher elevations than you do in the Alps and Pyrenees. Further, these climbs, with a few notable exceptions, will have you grinding and gasping just as much. Explaining this often leads to the query, “Why then travel all the way to France?” And the answer is...
The bikes are blue, Aggie-blue and currently 40 students ride them absolutely free of charge. For the past 2½ years, Aggie Blue Bikes has been providing free transportation to USU students. Adam Christensen, the program’s fearless director, says the program has logged 27,000 miles, with 16,000 being ridden during 2007. That is enough miles to go around the globe a little more than once.

The successful bicycle library uses bikes that are donated or found and then refurbished. The program’s headquarters houses four repair stands and three complete tool kits that are used to repair and tune the bikes. Once the old bikes have been made ride able they are painted blue and made available to students.

According to Christensen, 70 bikes are available and 40 are currently checked out. Once the weather warms up, he expects all the bikes to be in use. The program plans to add another 50 bikes by summer.

At the end of each semester the bikes are returned and tuned. In hopes of expanding its offerings, Aggie Blue Bikes is working with the business and engineering colleges at USU to derive a business model and the technology to provide a Paris-like free-for-all bike check out. Ideally, the bikes would be placed around campus at different stations where students would swipe a credit card or student ID that would take a deposit for the bike. Once the bike is returned, all but $0.25 or $0.50 would be refunded back to the user.

The other project currently being pursued is a grant for computers that would allow Aggie Blue Bikes to more accurately log the miles, as well as when the bikes are being used. Currently the users are asked to estimate their miles and days ridden when they return the bikes. Christensen hopes the computers would allow him to see what keeps students from using bikes as transportation and then be able to tailor his education programs to overcome these obstacles.

Besides the bikes, Aggie Blue Bikes also offers League of American Bicyclist courses to help educate students on proper riding etiquette as well as handling skills. They also offer what they call “Community Weeklies” where they bring in professionals from the community to teach classes on topics such as air quality, commuting and maintenance. Students are encouraged to learn maintenance and repair principles through the program’s one-on-one tutorials. Once students know what is wrong with their bike they are given the opportunity to use the tools to fix their own rides. There is also free air for all. Christensen is adamant about not competing with local shops and insists that complicated repairs be done at one of the six bike shops. He also does not sell anything more than brake cables.

Aggie Blue Bikes is definitely a highlight of Cache Valley advocacy but the Bicycle and Pedestrian Advisory Committee has been making its own progress. Jaynan Chancellor, committee head, says, “We are at the “tipping point” and are quickly gathering momentum with some of our goals. For example, in the past year we have established routes and placement of “Bike Route” and “Share the Road” signs. Signage will be posted this summer.”

She hopes that these routes will be the first to be swept after the snow melts but cannot guarantee anything.

For the past 8 months the committee has been learning the political “lay of the land,” as Chancellor puts it. She says they are currently developing policy they can recommend to municipalities.

Bob Bayn, another member of the committee, says they are also working on education by potentially becoming part of the UDOT/SLC Bicycle Collective which would bring free bike training to Cache Valley. He says, “We have half a dozen certified instructors in Cache Valley now—ready to help cyclists be better, safer cyclists; and help novices become confident users of the street network on a bike. Central to this effort is the Aggie Blue Bikes program on the USU campus.”

Bayn, Chancellor and Christensen all agree that the outlook for bicycle advocacy in Cache Valley is positive. Chancellor notes that the roads are wide, the blocks long and the drivers, for the most part, are friendly. She estimates that 10-12 percent of drivers are annoyed by bikers but the majority, 80 percent, is respectful and friendly.

Bayn agrees saying that most drivers are respectful and cautious and although conditions aren’t bad there is room for improvement. He hopes for better asphalt conditions, cleaner roadways and better stop-light detection systems.

Christensen says there are activists or “terrorists” who think being aggressive will bring change and who expect change to happen now. He says that the Bicycle and Pedestrian Advisory Committee has it right, by taking things a little slower and working within the local government to get things done.

He says he feels good about the future. Looking at his own success with Aggie Blue Bikes he feels that the same energy can be taken off campus and used to implement policies around the valley to create a complete cycling friendly community.

You can reach Aggie Blue Bikes at (435) 797-0964 or at www.usu.edu/ucc/bikes. The Cache Bike/Ped committee meets monthly in the Cache County Building. Usually the first Thursday of the month at 5:30pm in the 3rd floor conference room. For more information, contact Jaynan Chancellor - jchance@cc.usu.edu, 435-797-2553, or visit cachepo.org.
Mountain Bike
Tours and Festivals

2008 Events
March 28-30 — Mobili Mili Fest
Park City, (435) 640-3931
April 11-15 — JDS Sportcoaching Mountain Bike Skills Camp, recre-
ate during the day and relax and recharge at night. Cost: $400 for 6 days. For
more info: Melissa Weisenburger at melissa@jdsportcoaching.com or 801-767-6000
April 18-20 — Bookcliffs Trailfest, for collaboration, plaza, trail-building, and
more, Rapid City, South Dakota, www.bookcliffs.org
May 1-4 — IMBA Trail School, Flagstaff, AZ, Anthony Quintile
May 15-16 — IMBA Trail School, Durango, CO, Gary Moore
May 16-18 — San Rafael Swell Mountain Bike Festival, 22
Park City, 755-2453
June 7 — National Trails Day, Volunteer on Trail Projects, call Bike Council at (435) 649-2100
June 7-9 — National Trails Day, Volunteer on Trail Projects, call Bike Council at (435) 649-2100
June 14-17 and July 17-18 — Rocky Mountain Bicycle Dirt Series Tour of the Rockies, Park City, (604) 905-8177
June 14-17 — IMBA World Trails Summit, IMBA Summits bring mountain biking advocates, land man-
gagers, trailbuilders, tourism officials and the bike industry together for collaboration, planning and celebration, Bike Council at (435) 649-2100
July 15-18 — IMBA World Trails Summit, IMBA Summits bring mountain biking advocates, land man-
gagers, trailbuilders, tourism officials and the bike industry together for collaboration, planning and celebration, Bike Council at (435) 649-2100
July 14-15 — Great Divide , Canada to Texas, dirt, (435) 649-2100
July 14-15 — Great Divide , Canada to Texas, dirt, (435) 649-2100
July 15-21 — Big Wheel of the Rockies, 5-day bike camp. For more info,
www.girlfriendsgo.com or Lynn, 5-304-905-8177
August 16-12 — Cycle the Divide, starts in Steamboat Springs, CO, Adv.
Cycling Association, (803) 755-2453

June 7 — National Trails Day, Volunteer on Trail Projects, call Bike Council at (435) 649-2100
June 7-9 — National Trails Day, Volunteer on Trail Projects, call Bike Council at (435) 649-2100
June 14-17 and July 17-18 — Rocky Mountain Bicycle Dirt Series Tour of the Rockies, Park City, (604) 905-8177
June 14-17 — IMBA World Trails Summit, IMBA Summits bring mountain biking advocates, land man-
gagers, trailbuilders, tourism officials and the bike industry together for collaboration, planning and celebration, Bike Council at (435) 649-2100
July 15-18 — IMBA World Trails Summit, IMBA Summits bring mountain biking advocates, land man-
gagers, trailbuilders, tourism officials and the bike industry together for collaboration, planning and celebration, Bike Council at (435) 649-2100
July 14-15 — Great Divide , Canada to Texas, dirt, (435) 649-2100
July 14-15 — Great Divide , Canada to Texas, dirt, (435) 649-2100
July 15-21 — Big Wheel of the Rockies, 5-day bike camp. For more info,
www.girlfriendsgo.com or Lynn, 5-304-905-8177
August 16-12 — Cycle the Divide, starts in Steamboat Springs, CO, Adv.
Cycling Association, (803) 755-2453

June 7 — National Trails Day, Volunteer on Trail Projects, call Bike Council at (435) 649-2100
June 7-9 — National Trails Day, Volunteer on Trail Projects, call Bike Council at (435) 649-2100
June 14-17 and July 17-18 — Rocky Mountain Bicycle Dirt Series Tour of the Rockies, Park City, (604) 905-8177
June 14-17 — IMBA World Trails Summit, IMBA Summits bring mountain biking advocates, land man-
gagers, trailbuilders, tourism officials and the bike industry together for collaboration, planning and celebration, Bike Council at (435) 649-2100
July 15-18 — IMBA World Trails Summit, IMBA Summits bring mountain biking advocates, land man-
gagers, trailbuilders, tourism officials and the bike industry together for collaboration, planning and celebration, Bike Council at (435) 649-2100
July 14-15 — Great Divide , Canada to Texas, dirt, (435) 649-2100
July 14-15 — Great Divide , Canada to Texas, dirt, (435) 649-2100
July 15-21 — Big Wheel of the Rockies, 5-day bike camp. For more info,
www.girlfriendsgo.com or Lynn, 5-304-905-8177
August 16-12 — Cycle the Divide, starts in Steamboat Springs, CO, Adv.
Cycling Association, (803) 755-2453

June 7 — National Trails Day, Volunteer on Trail Projects, call Bike Council at (435) 649-2100
June 7-9 — National Trails Day, Volunteer on Trail Projects, call Bike Council at (435) 649-2100
June 14-17 and July 17-18 — Rocky Mountain Bicycle Dirt Series Tour of the Rockies, Park City, (604) 905-8177
June 14-17 — IMBA World Trails Summit, IMBA Summits bring mountain biking advocates, land man-
gagers, trailbuilders, tourism officials and the bike industry together for collaboration, planning and celebration, Bike Council at (435) 649-2100
July 15-18 — IMBA World Trails Summit, IMBA Summits bring mountain biking advocates, land man-
gagers, trailbuilders, tourism officials and the bike industry together for collaboration, planning and celebration, Bike Council at (435) 649-2100
July 14-15 — Great Divide , Canada to Texas, dirt, (435) 649-2100
July 14-15 — Great Divide , Canada to Texas, dirt, (435) 649-2100
July 15-21 — Big Wheel of the Rockies, 5-day bike camp. For more info,
www.girlfriendsgo.com or Lynn, 5-304-905-8177
August 16-12 — Cycle the Divide, starts in Steamboat Springs, CO, Adv.
Cycling Association, (803) 755-2453
mountain bike race. Happy Jack, (928) 526-2271, happyjackbike.com

July 22 — 32nd Annual Salmon Run 102.7FM, 209-343-2043, kmzutour.com

August 2 — 24th White Knob Challenge 229-308.00, 208-890-3118 or 208-338-1016, knobbytireseries.com

August 8 — Durango MTB 100, Durango, CO, (701) 259-7711, durango100.com

August 10 — Triple Valley Stage Race, Coalville, UT, 801-424-9216, porcupinecycling.com

August 11 — Idaho State Championship, Pocatello, ID, Sam Krieg, (208) 652-3532 or steve@newcastlebicycles.com or ferg@natca.net, 801-476-9476 or 801-205-3700.

August 13 — Bear Lake Classic, UCA Series, Antelope Island, UT, 801-209-2479, utahcycling.com

August 15 — Tour of Utah, UCA Series, Pocatello, ID, (208) 652-3532 or steve@newcastlebicycles.com or ferg@natca.net, 801-476-9476 or 801-205-3700.

August 16 — Silver Creek Pedal and Pole XC, Knobby Tire Series, Idaho, (208) 338-1016, knobbytireseries.com

August 16 — Rendezvous Hill Climb, Twin Valley, NV, 760-615-4231, vtwv@yahoo.com or 801-583-6281

August 29-31 — Tomarack Iowa State NMBS XC Championship, Tomarack, ID, 801-765-8007, tomarack.com or (801) 338-1016 or (808) 232-1035, knobbytireseries.com

August 23-24 — 24 Hours of Grand Targhee, New Canaan, CT, Grand Targhee and Ski, XCC, DHR, Duals. For info call: (307) 742-2200 or (307) 745-3877, tomarack.com or (808) 232-1035, knobbytireseries.com

September 14 — Boise to Bogus Challenge, (208) 343-3782, georgescycles.com or (208) 652-3532 or steve@newcastlebicycles.com or ferg@natca.net, 801-476-9476 or 801-205-3700.

September 16 — Silver Creek Pedal and Pole XC, Knobby Tire Series, Idaho, (208) 338-1016, knobbytireseries.com

September 19-21 — Cactus Cup MTB Race, Logan, (801) 569-6632, cactuscup.com

September 20-21 — Wild Rockies Conquer Mountain Challenge Race, Great Basin National Park, 17 mile circuit, 8.0 miles, 7,500 vertical feet, (307) 690-9984, uchc.org

September 22 — 22nd Annual Salmon Run 102.7FM, 209-343-2043, kmzutour.com

September 24-25 — Black Diamond Cauterium Series, Big Cottonwood Canyon, UT, 801-476-9476 or 801-205-3700.

September 26 — 4th Annual Big Bear Lake Classic, Pocatello, ID, Sam Krieg, (208) 652-3532 or steve@newcastlebicycles.com or ferg@natca.net, 801-476-9476 or 801-205-3700.

September 27 — Tour of Utah Hill Climb, A Hill Climb, registration from 6-7:30 am, 10.2 miles from Shopko on 9400 E. 2000 E. to Snowbird, (801) 933-2110, snowbird.com

September 28 — Tour of Utah Hill Climb, A Hill Climb, registration from 6-7:30 am, 10.2 miles from Shopko on 9400 E. 2000 E. to Snowbird, (801) 933-2110, snowbird.com

October 7 — 20th Annual Salmon Run Race, Boise, ID, (208) 343-3782, georgescycles.com or (208) 652-3532 or steve@newcastlebicycles.com or ferg@natca.net, 801-476-9476 or 801-205-3700.

October 11 — 4th Annual Great Divide Mountain Race, 150 miles, 6000 vertical, race start at 8am, Kootenai County, (208) 233-0951

October 15 — Salmon Run for Cancer, Boise, ID, (208) 343-3782, georgescycles.com or (208) 652-3532 or steve@newcastlebicycles.com or ferg@natca.net, 801-476-9476 or 801-205-3700.

October 18 — Juneau 500, 500 mile ultramarathon bike race, Juneau, Alaska, 907-322-2481

October 20 — Tour of Walla Walla, Stage Race, Walla Walla, WA, (509) 520-9179, towalla.com

October 21 — 12th Annual Great Divide Classic, 248 miles, 5100 vertical, race start at 11 AM, contact rodeoracing.com or teameastcoast.com

October 21 — 4th Annual Salmon Run 102.7FM, Boise, ID, (208) 343-3782, georgescycles.com or (208) 652-3532 or steve@newcastlebicycles.com or ferg@natca.net, 801-476-9476 or 801-205-3700.

October 23 — FCA Endurance Time Trial, Boise, ID, 888-7227 or 801-233-0951 or 866-783-6300 ext. 470, evanmurdock.com or 801-205-3700.

October 29 — 7th Annual Three Rivers Mountain Classic, Flagstaff, AZ, 928-214-9398, atlanticbicycles.com or (435) 590.0196 or (435) 671-5053

October 29 — Mountain Bike Base Camps, Boise, ID, 801-628-9352, darik.russell@gmail.com or (208) 233-0951

November 11 — 12th Annual Idaho State Championship, Pocatello, ID, Sam Krieg, (208) 652-3532 or steve@newcastlebicycles.com or ferg@natca.net, 801-476-9476 or 801-205-3700.

November 13 — Mountain Bike Base Camps, Boise, ID, 801-628-9352, darik.russell@gmail.com or (208) 233-0951

November 14 — 32nd Annual Salmon Run 102.7FM, 209-343-2043, kmzutour.com

November 26 — 20th Annual Salmon Run Race, Boise, ID, (208) 343-3782, georgescycles.com or (208) 652-3532 or steve@newcastlebicycles.com or ferg@natca.net, 801-476-9476 or 801-205-3700.

December 12 — 3rd Annual Salmon Run Race, Boise, ID, (208) 343-3782, georgescycles.com or (208) 652-3532 or steve@newcastlebicycles.com or ferg@natca.net, 801-476-9476 or 801-205-3700.

December 13 — 3rd Annual Salmon Run Race, Boise, ID, (208) 343-3782, georgescycles.com or (208) 652-3532 or steve@newcastlebicycles.com or ferg@natca.net, 801-476-9476 or 801-205-3700.

December 14 — 3rd Annual Salmon Run Race, Boise, ID, (208) 343-3782, georgescycles.com or (208) 652-3532 or steve@newcastlebicycles.com or ferg@natca.net, 801-476-9476 or 801-205-3700.
By Scott Kelly

The sport of triathlon has been growing exponentially in the US over the past decade or so. By the last quarter of 2007, USA Triathlon (the governing body of the sport) reported that they had surpassed the 100,000 member mark. Utah has been experiencing this ripple effect with many local triathlons attracting 800-1000 participants. This growing interest in the sport bodes well for people looking to add a new chal- lenge to their lives with a host races to choose from throughout the state.

Preparing for your first triathlon may seem daunting at first. You may ask yourself if you are even capable of turning yourself to train and race in one sport, much less three? Or, “I know how to bike and run but I can’t swim. What am I going to do?”

For many people, swimming and/or open water swimming can be one of the most challenging aspects of triathlon. This is where a swim coach or Master swim pro- gram can be of assistance in helping you with your goals. It is ideal to have a season or two of swimming training so all help refine your swimming technique. Being a part of an organized swim program will provide a pool environment for workouts to help prepare to go the distance.

Getting that you are reading this publication you, no doubt, may have been bitten by the triathlon bug (along with a helmet & cycling shoes) and running shoes. If you are thinking about trying to invest in all this equipment, then you can consider renting some of these items. Many area bike shops rent road/mountain bikes as well as wetsuits.

Equipment Needed for Your First Triathlon

Triathlon requires a wetsuit (if you decide to do it without one with a pool swim), a boat as long as it doesn’t aid your swimming experience a condition called hyperventilation. This condition is brought on by a combination of cold water, adrenaline, a spike in heart rate and the pressure of a wetsuit around your chest lead- ing to what feels like a smothering effect every time you try to put your face in the water. This can happen right off the beach or after swimming for a few minutes. Should you experience this condition, avoid panic and keep moving forward doing the breaststroke with your face out of the water. Relax your breathing and think calming, posi- tive thoughts. Once your heart rate slows down, you should be able to get your face back in the water and resume the freestyle swimming. If your heart rate is extremely taxed, then look for the nearest boat or person on a surfboard and swim over to that object and grab hold until you get your breathing under control. Most triathlon officials will not disqualify you from the event for holding onto a boat as long as it doesn’t aid your progress in the water.

The Transition

The “art” of the transition can take years to perfect, however, here are a few key points to keep in mind when moving from swim to bike (T1) and then bike to run (T2).

Transition 1 (T1) Swim to Bike

- Be sure to buckle your helmet before approaching the bike exit or you may incur a penalty.
- Move swiftly to the bike-out exit.

Transition 2 (T2) Bike to Run

- Decrease speed as you approach the end of the bike segment.
- Know the location of the aid station where you must dismount your bike.
- Don’t cross this line while riding or your race number/number on your bike (T2). You could be penalized (time pen- alty) or disqualified.
- Move swiftly to your designated spot within the transition area (you may want to consider removing your shoes. You don’t want the bike as it can be difficult to run and/or walk with cycling shoes on.
- Remove your helmet, put on socks (if you choose to use them), slip on your running shoes, clip on race belt (your run attaches to this)! Move swiftly to Run-out exit.
- Observe all signs designating multi-looped run course (Sprint vs. Olympic).
- Make sure you Run and head swiftly toward the finish line!

The Triathlon, a sport for all!

Triathlon is not always won by the fastest swimmer, cyclist or runner but by the person who is well trained and/ or experienced. A winter version of triathlon, a road race, snow, cross country skiing and/or ski triathlon is the most important consideration for any race director in planning an event.

There are typically seven stan- dard distance variations of triathlon, to choose from as follows. Keep in mind that you can combine many other sports. A winter version has now become popular combin- ing skiing and sometimes more sports such as running, mountain biking on snow, cross country skiing and/or ski mountaineering and snowshoeing.

Sprint Triathlon: [swim: 200-500 yards (Post), Bike: 9-11 miles, Run: 2-3 miles]

Olympic Triathlon: [swim: 5K, Bike: 13 miles, Run: 3-4 miles]

Half-Ironman (Sprint) [swim: 1 mile, Bike: 56 miles, Run: 13.1 miles]

Ironman (Iron) [swim: 2.4 miles, Bike: 112 miles, Run: 26.2 miles]

Bike Xterra: [Swim 350 yards (Pool), Bike: 9-11 miles, Run: 6-8 miles]

XTERRA (Long Course) [Swim: 8 miles, Mtn. Bike: 18 miles, Run: 6-2 miles]

Obviously, if you are new to the sport, it would make sense for you to start with a shorter distance triat- hon. If open water swimming scares you, start with a Sprint distance triat- hon with a pool swim.

Familiarize Yourself With the Race Course

Once you have selected the appropriate distance triathlon and have registered for the event, it makes good sense to go on a course ride in advance of the race. With the abundance of triathlons that we now have, such as the Wastach Front, it’s easy to go visit and train on the course you have selected. Most triathlons provide race course profiles complete with statistics like elevation gain, blah, blah for you to study. If visiting the course is not possible you can then train on roads with similar profiles that mimic the course you will race on.

Above: The transition from swim to bike at the TriUtah Xango Echo Park Triathlon on July 14th, 2007. Photo: Brett Pelletier

Open Water Swimming

Even for experienced swim- mers, the start of a triathlon with an open water swim can be downright scary! Most swim starts are sepa- rated by age groups or combined age groups (i.e. 20-24, 25-29, etc.). Wave assignments are assigned the night before or on the morning of the event and are often defined by the color of swim cap (provided by the race.) Find your wave start time. Get your wetsuit on (highly recom- mended if not often required) and head to the water. If you are a beginner you would be best advised to enter the water at the back of your wave so you don’t get swum over. The swim course should be marked with large, brightly colored (reflectable) buoys. An announcement should be made before the start of the swim starts as to which way you will swim the course (clockwise/counter clockwise.) Depending on the length of the swim you may be required to swim two loops of the same course.

With this in mind, pick some fixed points on land (in line with those buoys) that you can use to sight on (large rocks, buildings, parked vehicles, etc.) Often, once a race starts it can be hard to see these buoys from the water level due to glare from the sun, fogged goggles, waves, etc. That’s where these larger corresponding, fixed points come in handy because they are much more visible. Sight often so you don’t swim off course. You should practice in the pool raising your head slightly, looking forward and sighting on those fixed points and buoys, while continuing your normal freestyle arm movement.

Everyone will be trying to swim as tight a line between buoys as pos- sible. Beginners should avoid cut- ting the buoys too close because you will get knocked around. If you stay 20 yards wide on each buoy turn you will have a much more pleasant swim experience.

Also keep in mind, that unless you are in the last wave or two there will be other faster swimmers com- coming from behind. Don’t panic! They will quickly pass you and be gone.

Many triathletes new to open water swimming experience a condi- tion called hyperventilation. This condition is brought on by a combination of cold water, adrenaline, a spike in heart rate and the pressure of a wetsuit around your chest leading to what feels like a smothering effect every time you try to put your face in the water. This can happen right off the beach or after swimming for a few minutes. Should you experience this condition, avoid panic and keep moving forward doing the breaststroke with your face out of the water. Relax your breathing and think calming, posi- tive thoughts. Once your heart rate slows down, you should be able to get your face back in the water and resume the freestyle swimming. If your heart rate is extremely taxed, then look for the nearest boat or person on a surfboard and swim over to that object and grab hold until you get your breathing under control. Most triathlon officials will not disqualify you from the event for holding onto a boat as long as it doesn’t aid your progress in the water.
TOURING

On Holy Ground - Riding the Climbs of the Tour de France

(Continued from page 2)

easy. “Because it’s holy ground.”

Indeed, if it is the strain and challenge of climbing you are seeking, you might as well stay home. You can find it here. What you cannot find here is the rich history of legendary cycling icons laboring up these sacred slopes trying to shed their challengers and be the first to the top.

Unlike Luz Ardiden, Little Cottonwood Canyon has no history of Lance Armstrong being hooked and jerked down by a fan’s souvenir bug, only to rise like a phoenix to catch, pass and barn Burnet Craft and nail down his fifth Tour victory. Unlike Tom Simpson on Mont Ventoux, no one has died racing the Tourmalet. And unlike Tom Simpson on Mont Ventoux, no one has died racing the Tourmalet. And unlike Tom Simpson on Mont Ventoux, no one has died racing the Tourmalet.

There is a richly woven fabric of Tour history spread across these famous climbs. You cannot play baseball in Yankee or Dodger stadium. You cannot play football on Lambeau Field or basketball in The Garden in Boston. But you can climb the Galibier. You can beat yourself up on Mont Ventoux.

These climbs have history, in mythical measure, and you cannot find such history involving the greatest cycling heroes anywhere but on the cols of the Tour de France. And that is why we fly to France to ride these legendary and holy slopes.

The Pilgrimage

So it was that in the fall of 2005, I took, with my friend, Rick Wallin, my ultimate dream vacation: A two week trip to France to ride legendary climbs of the Tour. When it was over, I knew I would have to do it again.

So early last year I approached Rick, but he could not go. However, Elliot had succumbed to the cycling addiction, so I asked him if he would like to join me. It took very little time or talk to convince him.

For both trips, I chose to go in late September following my participation in the LOTOJ Classic. This time frame puts us there when there is little traffic or tourist activity, and allows us much freedom. We do not need reservations because we can find hotels as we go along, and we are free to deviate from our planned itinerary. For me, it is also my time of top conditioning. The downside is that in late September the weather can be unpredictable.

Two years ago, we began our tour in the Pyrenees and moved on to the Alps. So I planned this trip in reverse. The weather is probably more questionable in the Alps, so it seemed reasonable to hit it a week earlier, though the difference of one week is more than anything. Additionally, most Tour climbs can be done from either direction, so by traveling in the opposite direction, we would be correctly positioned to ride many of them from the other side.

The Alps

On September 22, we found ourselves in a rental car on the road from Lyon to St. Jean de Maurienne (“St. Jean”) a small town in the Alps perfectly situated for access to numerous famous climbs. We located a nice, 2-star hotel and checked in. When doing so, the desk clerk said, “You are cyclists. I looked at Elliot and myself, and saw no way he could have divined that. When I asked how he knew, he touched his nose and said simply, “I can smell them.” I discovered his secret when I later realized I had on a Campagnolo belt buckle.

You can ride right from St. Jean to climb the Col du Télégraphe, Col du Galibier, Col du Mollard, Col de la Croix de Fer, Col du Glandon, and Col de la Madeleine. With a fairly short climb, you can begin climbing the Col de l’Iseran, Col du Mont-Cenis, Col du Lautaret, Col de l’Izoard, Les Deux Alpes and l’Alpe d’Huez.

We stayed in St. Jean three nights, riding on day 1 the Col de l’Iseran and Col du Mont-Cenis, on day 2 the Col du Télégraphe and Col du Galibier, and on day 3, the Col du Mollard and Col de la Croix de Fer. At 2770 meters, the Col de l’Izoard would be the highest point during our trip. We had been watching the weather reports. The forecast was iffy at best and the weather was deteriorating, so it made sense to do our highest ride while the weather still held. So on our first morning, we drove about 60 kilometers to Lanslebourg to start our ride.

Except for a short, stiff climb near our start, the first 19 kilometers were a mostly flat ride to the ski resort town of Bonneval-sur-Arc where the climbing really starts. We quickly ascended above tree line and crossed into the scenically stark Parc Nationale de Vanoise, and then onto the top of the Col de l’Iseran. Though we started in sunshine, close to had gathered by the time we reached the top. With the loss of the sun, we quickly began to cool, so we hurriedly posed for pictures by the summit sign before donning our warmer clothing for the descent back down. It was a screaming descent as there were not too many switchbacks to slow us down and we were soon enough back to Lanslebourg.

We then turned to our left and headed up the Col du Mont-Cenis. Our “scent-sive” desk clerk had told us this was a short, easy climb of 10 kilometers and so we thought it would be a good way to finish off the day. He was right about short, but seriously wrong about easy. We had to grind all the way to the top, where I out-sprinted Elliot to be the first to arrive. Unfortunately for him, I had not told him we were racing. In the process, we gained 661 meters of elevation in the process and bucked a vicious headwind for the last two miles. We were foggy, moist and cold. Nevertheless, the descent was great fun, as are all descents and we were soon enough back in the heater with on.

In the process, we gained 661 meters of elevation in the process and bucked a vicious headwind for the last two miles. We were foggy, moist and cold. Nevertheless, the descent was great fun, as are all descents, and we were soon enough back in the heater with on.

To our right, as we stood on the first checkpoint of the LOTOJA Classic. This day was 2097 meters, or about 6600 feet.

The next day dawned clear and cool. We rode right from our hotel, and we were soon on the road which climbs gradually from St. Jean to St. Michel-les-Mines (Maurienne”) where the hard climbing starts. As
you leave St. Michel, the road immediately pitches up, and you switchback through lush forest for the next 12 kilometers to the top of the Col du Télégraphe. It is a quick 5 kilometer descent to the town of Vallon where we began the upward push to the top of the Col du Galibier which sits at an elevation of 2660 meters. Our total climbing for the day was 2045 meters (6710 feet). Our clear and sunny climb up the Col du Galibier was a sharp contrast to my climb of two years ago, where I pedaled through 5 inches of snow and ice on the last steep kilometer to the summit. While the latter makes a great story, I much prefer the sun and clear roads.

The descent is long, with a fun mix of long, slow curves intermixed with three sections of winding switchbacks. Being our last day, I was getting more confident on the descents, to the point where I actually scared myself with the speed I took into some of the switchback turns.

Our third day was spent climbing the Col du Mollard and the Col de la Croix de Fer. It took me forever to get Elliot to pronounce Croix correctly ("kwa", not "kroy" or "koors-y"). Our original plan was to take the main road and climb directly up the Croix de Fer. However, on our first day of climbing to St. Jean, we took the scenic route over the Croix de Fer from the opposite side. In doing so, we discovered the main road from St. Jean up the Croix de Fer was closed for construction, and it would be necessary to climb by way of the Col du Mollard. In driving down the Col de la Croix de Fer, we realized the dawn of both Elliot and me that the climb back up would be a bear. Thus, while the Croix de Fer is higher and more well-known, our route made the Mollard the toughest part of the day. Also, the weather had finally caught up with us. It had been raining most of the night and all morning. Fortunately for us, it stopped just before our departure. In fact, though we experienced some very light rain, we were never subjected to any real rain storms during our trip. We were very lucky. On the way back from our bikes and bread, we were on our bikes and heading down the Col du Galibier, which was clearly the master. So, he would always wait on the top, and we would have to wait at the bottom, of each climb. Today would be no exception as he reached the top several minutes before I arrived.

It is a flat ride for the first couple of kilometers from Bourg d’Oisans, to where the climb up l’Alpe d’Huez begins, and it begins with a vengeance. The road is an obstacle course of rocks, boulders and debris. This, of course, makes descending even more fun. Further down, however, you reach smoother road and then new pavement which comes about halfway up the climb. As you descend, this new pavement can lead to a false sense of security, as with my friend Elliot. He was on a straight stretch of this road and decided to relax and let himself go. Unfortunately, just beyond the slight curve in the road was an unseen, 180° turn. The road was wet from a rain which had preceded us, and when Elliot pulled on his brakes to quickly slow down, his rear wheel slid out and down he went. I had stopped above to take some pictures, and was on my way down when I came upon Elliot lying on the road in apparent agony, his bike ten yards behind. Stopping, I asked if he was alright, to which he groaned. "Yes." So I instructed him to stay put till I could get his picture! Not being the type to move quickly, he gracefully complied.

After we got Elliot back together, we descended down on to the colorful town of Mizoën which is situated on the mountain slopes just above the Chambron dam. The rain preceding us made this town, which prides itself on its abundance of beautiful flowers, crisp and colorful. From there, we crossed the dam and took on the 10 kilometer climb up the wet and cold roads to the ski resort of Les Deux Alpes. I got a jump start on Elliot, and it became a competition, which I won, to see who I could reach the top before he caught me. That was only the second of four times I reached a summit before him. The first time, the Col du l’Alpe d’Huez stage winners on the podium, the famous one up the front, and one up each side. From the top, we descended briefly to the south, and then climbed back up to the top of the south road, the Col de Sarenne. Little used, this road is an obstacle course of rocks, boulders and debris. This, of course, makes descending even more fun. If you have never seen this road, you are already in severe oxygen debt that you are pre-pared to worship the sacred names of Fausto Coppi and Lance Armstrong which appear as the 1952 and 2004 l’Alpe d’Huez stage winners on the sign marking the end of your first of these 21 famous switchbacks. This reverence is expected, though not demanded, for me as I was there for the 2004 time trial up this climb and watched the strength, drive and determination with which Armstrong crested the end of the final switchback, sped on toward victory and inscribed his name in the annals of this historic climb.

The next day started out sunny, but again cool. After our breakfast of hot chocolate, croissants and bread, we were on our bikes and headed for the top of l’Alpe d’Huez. It had become readily apparent by now that Elliot could climb faster than me, which is no great achievement. While I may have been somewhat security, as with my friend Elliot. He was on a straight stretch of this road and decided to relax and let himself go. Unfortunately, just beyond the slight curve in the road was an unseen, 180° turn. The road was wet from a rain which had preceded us, and when Elliot pulled on his brakes to quickly slow down, his rear wheel slid out and down he went. I had stopped above to take some pictures, and was on my way down when I came upon Elliot lying on the road in apparent agony, his bike ten yards behind. Stopping, I asked if he was alright, to which he groaned. "Yes." So I instructed him to stay put till I could get his picture! Not being the type to move quickly, he gracefully complied.

After we got Elliot back together, we descended down on to the colorful town of Mizoën which is situated on the mountain slopes just above the Chambron dam. The rain preceding us made this town, which prides itself on its abundance of beautiful flowers, crisp and colorful. From there, we crossed the dam and took on the 10 kilometer climb up the wet and cold roads to the ski resort of Les Deux Alpes. I got a jump start on Elliot, and it became a competition, which I won, to see who I could reach the top before he caught me. That was only the second of four times I reached a summit before him. The first time, the Col du
The mortal hearts of the UtahMountainBiking.com volunteers must have been filled with dread when faced with the seemingly endless snow of January. The Snow Gods have gone crazy this year, devouring stone, soil, and mountain bike trail with their untrammeled crystalline abundance. When the team showed up in Lambert Park, with every slope on every hillside proclaiming the numinous glory of Winter, they stared deeply into the frozen landscape … then put on their boots, picked up their shovels, and got to work.

According to UMB’s Bruce Argyle, at least 18 individuals contributed over 100 hours helping prep the course before the race. “We were determined that racers would be able to come out and pre-ride. But every time we got the trail ready, a new snowstorm would bury it the next day.”

But the UMB volunteers were unstoppable. Every new storm was followed by a herd of boot stompers, powder trompers and snow mowers. The day before the race saw Bruce himself shoveling fresh powder in the dark at 4:30 am, clearing almost 2 miles of singletrack by 3pm (which, for those math geeks out there, is a “shovel speed” of 0.2 miles per hour).

On February 2nd, race morning arrives with a trail ready to ride and 98 crazy racers (including 4 kids under the age of 12) ready to ride it. There is something incredibly vitalizing about people who bend the categories of intelligence, madness and idiocy with a demonstrative joy of bike … this small shelterless tribe rushing around beneath the pale cold sky attempting to warm up before the race.

“Today I’m riding expert for the first time, and no more than a handful of heartbeats after staring, I hear someone yell, “Go!” Plunging headlong into the race, I might as well be standing still as the true experts around me devour distance in near instantaneous bursts of power, leaving clouds of breath hanging effortlessly in the air behind them. They are gone before my cold muscles have even begun to move.

This year’s race features a longer loop, with more twists, turns and climbing. Sport riders face their longest and toughest Hog yet, in a year when conditions are conspiring to make things even tougher. And experts face an even higher moun- tain add-on with 50% more climbing, designed to slow them down so they won’t catch the sport riders.

The narrow track, flanked with snowy sidewalks at least a foot high on either side, is ripe with lip-over, bobble, and endo possibilities. But the trail is packed nicely thanks to the hard-working volunteers, and the air is filled with the satisfying crunch of tires finding purchase on snow.

Scott Wetzel takes an early lead after the shake-out loop, followed closely by Nate Stowers, and they back and forth for the lead during this first lap – two expert men, who, based on their performances in this race, could easily ride up the side of a building without breaking a sweat. Back in the pack, I have my own exciting moment when I manage to scare a herd of deer with my super-fishtailing fun, with many chances for minor mishaps, or as Tuff Guppy refers, “fishtailing fun, with many chances for minor mishaps, or as Tuff Guppy

After reaching the top of the expert loop, the trail falls down the hillside, winding through scrub oak and maple drenched by winter, boughs stark and skeletal in the icy landscape. Riding a bike downhill in the snow is like a semi-controlled falling. True control is an illusion, with a tendency to correct and over-correct in a weaving manner befuddling a bicycling circus bear. True disaster, however, is generally avoidable if you keep your weight off your hands, feet, level, body loose, eyes forward, and hands off the front brakes. Even with perfect form, however, the ride down this slippery-slope is an adventure in f Hastings of fun, with many chances for minor mishaps, or as Tuff Guppy from the UMB team refers to them, “photo opportunities.”

The second lap starts quickly, but the hundred bikes on the first lap have turned the ride into not so much a frozen hog as a churned-up soft-great-mass-of-slushy hog. Under the wheels, the loose snow moves as unsteady as water, and any vaguer, lingering hint of tire gripiness is soon lost. The second lap becomes a long, winding death march with hike-a-bikers alternatingly running, walking and trudging through the thick sludge of trail. This ponderous trudge, however, works to the advantage of racer Kenny Jones, who noticed that he was flat at the finish line of the expert loop on the second lap. “I was intention- ally riding with very low pressure, which must have caused my tubeless tire to burp out the side wall. I think the Stan’s latex fluid, however, has frozen. But since the rest of the race was mostly a hike a bike anyway, it really didn’t seem to matter much that I was riding a flat. When I was able to ride I just had to stand up and put all my weight on my front wheel to keep my tire from coming off the rim. Before I knew it, I was heading up the road to the finish line … to win the expert men’s 40+ division.

Scott Wetzel pulled ahead of Nate Stowers during the final lap, winning the overall race in a time of 1:00:10. The four-person team com- petition was won by Chosen Frozen, with team members Scott Wetzel, Joe Gardner, Mike Walkenhorst, and Jason Gardner. ADAM WORK woman’s? Well, there were two of us … and my worthy competitor, Kellie Williams, flatted during the first lap, yet still managed to hike her bike across the finish line with a smile on her face. We have both definitely earned our crazy biker bragging rights today.

Mike Engberson, the race coor- dinator, felt the race turned out perfectly. “Not only did the racers have a great time, we raised a bunch of money for some good causes. Thanks to Richard Williams and Race’s Cycle Service, we were able to raise $650 for cancer research by raffling off a single speed bike. We will also be giving Alpine City a fat check to help with trail development and maintenance.” He proclaimed the race “a huge success,” and judging by the smiling faces surrounding me at the finish line, it seems the racers would agree.

See results on page 20.

Heard of us yet? You will.
CYCLOCROSS
Cyclocross Season Wrap-Up

The Utah Cyclocross Series turned 13 in 2007, and what a year it was. Record participation, epic racing, over the top conditions, and, if possible, more love for cross than racing, over the top conditions, and it was. Record participation, epic turnaround 13 in 2007, and what a year in the series.

The season opened in late September. Fort Buenaventura welcomed the series back a few weeks later with “good,” meaning bad, conditions to get things rolling. More bad weather followed a week later at Heber, with Portland style mud sending racers home happy but with lots of bike maintenance to do. This would be the theme for most of the season on Series weekends – race hard, go home happy, clean bikes, repeat. Never had a Utah cross season been blessed with so much bad/good weather.

Bart Gillespie continued to show himself as the once and future King of Utah cyclocross in the Men A field, although Ali Goulet mounted a respectable challenge week in and week out, even getting the better of Bart at Race # 4 at Fort Buenaventura. The Masters 35+ A flight continued to grow as a category, and the depth of the racing benefited. Dave Wood saved the best for last and took his only win of the year in the double points final and stole the Overall as a result. The new Masters 35+ B category was probably the most hotly contested category, with 5 different winners splitting the 10 races, before Rich Caramide edged Mike Pratt for the series win.

Sixteen year old Conor O’Leary delivered near weekly beatings to the Men B field and pointed clearly to the future of Utah cyclocross in the Men A category, with 5 different winners splitting the 10 races, before Rich Caramide edged Mike Pratt for the series win.

If there was anything that pointed to the future of Utah cyclocross it would have to be the Junior 14 & Under category. 27 juniors in this category lined up for the State Championship and kept coming out in often wintry conditions to fantastic crowd support. Paden Hoover flew the family colors to another Overall win, with Chelsea Layer taking the Women B category over Fitz Gerald.

For more information, visit utahcyclocross.com. For results, see page 20.

The Utah Cyclocross Series turned 13 in 2007, and what a year it was. Record participation, epic racing, over the top conditions, and, if possible, more love for cross than ever. There were a few new categories this year, lots of new faces and racing right down to the last place on the first day right through to the last. Everything you’d want a cross season to be, other than it was over much too soon.

The season opened in late August with the first annual Worlds Collide CX at the Wasatch County Fairgrounds in Heber. More than 80 riders turned out in sweltering heat but were rewarded with a post race clam bake. Cross was on for 2007 and the community couldn’t wait for the Series to open in late September. Fort Buenaventura welcomed the series back a few weeks later with “good,” meaning bad, conditions to get things rolling. More bad weather followed a week later at Heber, with Portland style mud sending racers home happy but with lots of bike maintenance to do. This would be the theme for most of the season on Series weekends – race hard, go home happy, clean bikes, repeat. Never had a Utah cross season been blessed with so much bad/good weather.

Bart Gillespie continued to show himself as the once and future King of Utah cyclocross in the Men A field, although Ali Goulet mounted a respectable challenge week in and week out, even getting the better of Bart at Race # 4 at Fort Buenaventura. The Masters 35+ A flight continued to grow as a category, and the depth of the racing benefited. Dave Wood saved the best for last and took his only win of the year in the double points final and stole the Overall as a result. The new Masters 35+ B category was probably the most hotly contested category, with 5 different winners splitting the 10 races, before Rich Caramide edged Mike Pratt for the series win.

Sixteen year old Conor O’Leary delivered near weekly beatings to the Men B field and pointed clearly to the future of Utah cyclocross in the Men A category, with 5 different winners splitting the 10 races, before Rich Caramide edged Mike Pratt for the series win.

If there was anything that pointed to the future of Utah cyclocross it would have to be the Junior 14 & Under category. 27 juniors in this category lined up for the State Championship and kept coming out in often wintry conditions to fantastic crowd support. Paden Hoover flew the family colors to another Overall win, with Chelsea Layer taking the Women B category over Fitz Gerald.

For more information, visit utahcyclocross.com. For results, see page 20.
RIDE OF THE MONTH
All Roads Lead to Draper
By Gregg Bromka

Skiing this winter has been, as Food TV star Rachel Ray would say, "Yum-O!" But there is only so much of Utah's deliciously frothy powder I am able to devour. With the arrival of March, my legs long to spin in smooth circles again. Since mountain biking in northern Utah appears to be a very distant dream this spring due to a blanket snow pack, road cycling will be my activity of choice. The Cotton Bottom Loop (the route of the first annual Josie Johnson Memorial Ride) serves as my default fitness ride, but as my base miles add up, it will be little more than a warm up to extended trips to Draper and to the variety of routes radiating from it. Therefore, my standard 20-mile east-bench loop will have the potential to grow to near century length on roads that venture to the very south end of the valley and even into Utah County. Each of these three rides is a great route by itself, but what sets Draper apart is how they can be linked together to suit your cycling needs.

Dimple Dell Loop (12.3 miles, moderately difficult, fair to good margin of comfort)
Bust out this loop during lunch break or whenever you need a quick cycling fix. After the stair step climb up Wasatch Boulevard and the white-knuckle descent on Dimple Dell Road, you'll return feeling like your time was well spent.

Head north out of Draper City Park around the traffic circle, and turn right onto Draper Parkway, which bends north and becomes 1700 East. After a gradual spin, turn right onto Wasatch Boulevard and gear down for the stiff mile-long grind past Hidden Valley Park followed by smaller risers up to the intersection with Little Cottonwood Canyon Road. If you attack this section with gusto, you'll peg your AV and keep it there for 20 minutes or more. Turn left onto LCCR, and then turn left again onto 3100 East. Reward for your previous effort is a quick but thrilling, high-speed descent around S-curves on Dimple Dell Road. Easy cruising thereafter on the country-style lane passes upscale residences, horse ranches, and an open space park after which the route is named. Upon returning to the familiar junction at 1700 East and Wasatch Boulevard, you'll retrace your tracks to Draper City Park with a cool-down spin.

Draper Loop (14.2 miles, moderately easy, fair margin of comfort)
Ask 10 cyclists how they ride the "Draper Loop" and you'll likely get 10 different answers. This core loop links Draper with Sandy via Pony Express Road (1-15 west frontage road) and leaves open several options for lengthening your ride to Riverton, Herriman, or West Jordan. Like the Dimple Dell Loop, it's good for a lunchtime getaway or whenever time is short and you want to stretch your legs. Although you'll battle traffic most of the way, you'll also find sweeping vistas of the Salt Lake Valley and pedal beneath the looming massif of Lone Peak.

Head south out of Draper City Park, and turn right onto Highland Drive. You'll warm up quickly as Highland crests a highpoint that offers a scenic view of the valley's entire length. A fast descent leads to the 1-15 intersection at 14600 South, where you link to Pony Express Road on the west side of 1-15. The shoulder is non-existent here but traffic is generally light, so the margin of comfort is good. Pass the "Pen" (Utah State Penitentiary), and follow alongside the interstate all the way to 11400 South. The first mile on 11400 South is a unnerving because it narrows dramatically at the I-15 underpass and then passes through a busy commercial district, so be aware of traffic behind you and at intersections. Thereafter, the shoulder widens to a comfortable eight feet, although it doubles as a parking lane, too. The loop's only notable climb is the half-mile-long eight-percent pitch that starts at 1000 East. Punch it and max out. You'll recover as you loop back to Draper via I700 East, but the sight of Lone Peak towering overhead may still leave you breathless.

Traverse Mountains Loop (24.5 miles, moderate to strenuous, poor to fair margin of comfort)
The combined climb up Rambling Road and Traverse Ridge Road is the main attraction, or distraction, of this ride. It's perfect for racers in training or for anyone wanting to build power in his/her pedal stroke. A fast glide into Utah County and long rolling miles around Point of the Mountain round out the loop.

Want scenery? This loop is stuffed with eye-candy from panoramic views of the Salt Lake and Utah Valleys, to inspiring vistas of the Central Wasatch Range and Oquirrh Mountains, to shockingly beautiful sights of the Southern Wasatch Range. Not even the blight of two major gravel pits at Point of the Mountain can erase such indelible images of northern Utah.

Head south from Draper City Park, and turn right onto Highland Drive; then turn left shortly onto Rambling Road to begin the inevitable. Rambling tails up quickly, levels, then rises abruptly again. It's a rude little introduction to the two-mile, eight-percent grind up Traverse Ridge Road that lurks ahead.

Suncrest Drive is a high-speed tuck-and-gliss descent off the Traverse Mountains into Utah County, but the regal sight of Mount Timpanogos might stop you dead in your tracks. (If you're a die hard for vertical, then turn around and retrace your tracks for "double the pleasure." Back onto the flats, Highway 92 offers an easy spin westward to the 1-15 interchange. There, you'll have to pick your poison: loop around Point of the Mountain on the east or west frontage roads. Both are downright dangerous due to narrow lanes and fast-moving dump trucks accessing gravel pits, but the Pony Express Road on the west side has a slight edge with less traffic overall. To round out the loop, connect with Minuteman Drive on the east side of I-15 (you'll welcome the comfort of a designated bike lane), and windily through Draper on 300 East, Fort Street (745 East), and 12300 South back to Draper City Park.

"Super size" your ride by tying all three routes together for a 40-mile traverse. First, ride Traverse Mountain Loop around Point of the Mountain, and then link to the middle section of Draper Loop. Finish with a lap around Dimple Dell Loop.

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

Heiden to Open New Park City Clinic
February 22, 2008, PARK CITY, UT — Dr. Eric Heiden, five-time Olympic gold medalist and speed skating legend and his wife, Dr. Karen Heiden will open Heiden Orthopaedics in Park City this spring.

After two highly successful careers in elite sports, the first as a world record-setting Olympic speed skater and the second as national champion and Tour De France cyclist, Dr. Heiden went on to study orthopaedic surgery, earning his medical degree at Stanford University. A few years ago, the Heidens moved to Utah to join TOSH – Utah’s respected Orthopaedic Specialty Hospital in Salt Lake City. The practice is scheduled to open in April in the Saddleview Office Park. For more information visit www.heidenorthopaedics.com.

(See also an interview with Eric Heiden in cyclingutah's September issue online at cyclingutah.com)

Bingham Cyclery is proud to present:

SPECIALIZED Concept Store
Now Open at our new location in Ogden!
The Peloton Café Now Open at the Ogden Location!

Bingham Cyclery
Salt Lake 1500 S. Foothill Blvd. 583-1940

Ogden 1895 S. Washington Blvd. 399-4981

Sandy 1300 E. 10510 S. (106th S.) 571-4480

Provo 187 West Center 374-8990

Sunset 2317 No. Main 823-8632

www.binghamcyclery.com

SALT LAKE COUNTY BICYCLE ADVISORY COMMITTEE www.slcbac.org

Salt Lake County Bicycle Map Now Available!
Pick one up for FREE at:
Salt Lake area bicycle shops
Salt Lake County Recreation Centers
Salt Lake County Libraries
Salt Lake County Parks & Recreation Offices
Salt Lake County Mayor’s Office

Check our website for locations or download and print your own copy
K.C. Holley rips through a corner during the daylight portion of the 24 Hours of Moab. Photo: MoabActionShots.com Find your photo from teh event on their website.

By Adam Lisonbee

Moab, Utah. The name itself conjures up an image of mystery and intrigue. And the actual landscape only furthers that sentiment. Edward Abbey called Moab, “the most beautiful place on Earth. He said that, “every man, every woman, carries in heart and mind the image of the ideal place, the right place, the one true home.” This was never truer than for every man and every woman who rides a mountain bike. Each year hundreds of thousands of sojourners find themselves in Moab, some for the first time, others returning to the slickrock and sand for yet another visit. Moab has become the Mecca of mountain bikes. It is a place every rider must visit at least once in his or her lifetime. And yet, the beauty, the mystery, and the pull of the place lies much deeper than what your typical pilgrim may see on a typical visit. Sometimes it can be discovered in the midst of silence while on a solo ride deep in the forgotten canyon lands. It can also be found in a most unlikely place—one of chaos, noise, and crowds. I am referring of course, to the 24 Hours of Moab.

Each October the pilgrimage to Moab takes on a distinctly focused approach, as thousands of mountain bike racers assault the same place, at the same time. It is a lonely field behind the rocks that for the most of the year, remains quiet and empty. On this particular weekend it is anything but quiet. Four hundred fifty teams and nearly 100 solo riders invade this space, all with one goal in mind: riding a bike as fast and as much as possible in 24 hours.

The race has become an icon of a cultural movement within the sport of mountain biking. It is symbolic of all that is happening in today’s racing world. More riders are racing solo, more are on single speeds, and more people than ever are enjoying the unique challenge of around-the-clock relay racing. It is appropriate that this iconic event takes place in the shadow of Moab’s iconic landscape. The mighty La Sals in the distance and the shifting sand under-wheel make this event an experience of a mountain biker’s lifetime.

From this empty, barren place a city of epic proportions rises out of the dust. Camp trailers, tents, bikes, generators, and more bikes materialize, and in a matter of hours the place becomes a busy, thriving hub of race activity. People are meeting old friends, clearing the land of stickly bushes and cheat grass and setting up elaborate campsites complete with running showers, lights, barbecue grills, bike racks, and stereo systems.

The 24 Hours of Moab has one of the most unique starts of any race in the world. Five hundred riders line up and run, Le Mans style, for about 400 meters and then leap onto their bikes. Other races begin this way, but few boast the sheer numbers of the Moab race. To see 500 bikers running for everything they are worth is a fantastic and...well, hilarious sight. The chaos of the run is out of control, and for a few minutes it seems that at any point, any number of disasters could happen. And then they are gone, and all is quiet.

This year I rode the race on a four-person singlespeed team (Mad Dog #1). It was a welcome change to racing the last three years as a solo rider. I was relaxed and rested going into the event, looking forward to riding and socializing at one of my favorite mountain bike races. We had assembled a competitive team, with Chris Holley, his wife K.C. Holley, Cycling Utah’s 2007 female mountain biker of the year, myself, and Brad Keyes. We knew from the beginning, however, that we would most likely be racing for second place behind our friends, and fellow Utah County residents, “The Jack Mormon Militia.” Over the last season or two the Jack Mormon Militia (Jason Avey, Chucky Gibson, Josh Wolfe, Tim Allen) has set a standard at 24-hour races, not just as a singlespeed team, but as the best overall team. This year they were back at Moab, in defense of their singlespeed title, and also as the fastest team at the event.

Racing on a team is a unique experience. While there is time to relax between laps, the pressure of the race is a constant reminder that soon the team’s position in the race will be squarely on your shoulders. And so, during downtime there is a lingering sense of urgency about that next lap, never far enough away, and yet not coming soon enough. The tension builds as the rotation through the team continues. And almost immediately, it seems, you are at the start house watching anxiously for your teammate to arrive.

The anxiety of waiting for your turn melts away as you start your lap. The chaos of the start house, the noise of the public address system, and the crowds of people are left behind as the lap becomes your only focus. For 15 miles you hammer, pushing your body to its limits. The Moab course is littered with obstacles. There are drops, ledges, sharp rocks, sketchy lines, and of course, sand. Sand is everywhere, where on the course, and one small mistake can pull you off the bike, forcing you to run through a sandy wash. A sense of relief washes over riders as they pedal the final mile into camp. Time to rest, eat, and let the pressure of the race sit on another pair of shoulders.

This year Utah teams did extremely well at the race. Leading that charge was the Cannondale/ Mona Vie team with Utahns Bart Gillespie and Thomas Spannring. They teamed up with former Utah resident Jason Sager and New Mexican Nina Baum to not only win the Coed Pro/Am class, but also to win the entire race. They completed 20 laps, and were the only team to do so. In fact, the top three teams in the entire race were all made up of Utah riders. Across the board Utah teams posted great results, with many finishing on the podium in their respective classes.

When it was over, our pre-race inclinations were correct. We finished in second place in the singlespeed team category behind the Jack Mormon Militia, who finished second in the race for the overall title to Cannondale/Mona Vie, while Cannondale/Mona Vie’s Vet team (Matt Ohran, Isaac Wilson, Todd Hemmen, Kyle Mears) was third overall. After the race I sat and watched the activity around me. Slowly the city of camp trailers, tents, and bike racks started to dis- solve back into the desert. Across the meadow the sandstone fins were soaking in the morning sun, and I thought for a fleeting moment that this was the perfect place, the “one true home.” And then the reality of having to pack up my campsite hit me, and all thoughts of any perfection were gone. And yet, as I started putting my things together, my thoughts already started looking forward to next year.

See full results at GrannyGear.com

EPIC EVENTS ANNOUNCES THE

LOTOJA CLASSIC

26TH ANNUAL LOGAN TO JACkSON BIKE RACE
1000 CYCLISTS / 206 MILES / 3 STATES / 1 DAY
REGISTRATION OPENS TUESDAY, APRIL 8

SATURDAY, SEPTEMBER 6

FOR EVENT INFORMATION AND RACE REGISTRATION VISIT
WWW.LOTOJACLASSIC.COM

762 E. 12300 S. Draper, UT
canyonbicyclesdraper.com
801-576-8844 • M-F 10 - 7:30 • Sat. 10-7

Fit Your Bike! Ride faster, longer and in greater comfort with a Body Geometry Fit at Canyon Bicycles in Draper. Call one of our f1 professionals today!

Demo Bikes Available!
A little more than two decades ago many cycling enthusiasts turned shop entrepreneurs, and the sport was lively and the industry was growing. Many people in the Utah cycling community lived in relative harmony. Growing their own businesses, they respected their neighbors and helped promote cycling…that is the local bike shop. However, in the past few years it seems the upstarts and those stealing into markets that would drastically cut prices to keep a sale. Just like the seat post itself, maintaining it does not seem like a glamorous or complex job. But it’s important when they walk in and because clamping force may be compromised by dirt or debris friction in the seat post tube, a stuck seat post can be a very expensive repair.

The cycling industry in Utah is like many other cities – has become cutthroat and not oriented on becoming a cycling community. With rising crime, rising obesity, and gas prices owners are more worried about their pockets than about people other people out of business or in building a solid life-style community around themselves. Where their custom- ers will go if the shop is shut down isn’t a discount but because they feel important when they walk in and because they feel something positive to live in. In our industry, grows in respect and importance in the lifestyle of Utah, and the rest of the world.

Hiring a small team or club is not common in the retail world. How many school education seminars has your shop become involved in? Do your shop have a person dedicated to working with city planners and city recreation officials and school officials to get bike lanes and kids-only lanes so kids can get to school safely? Being great in terms of being a shop isn’t sitting around waiting for the world to come in to the door. Being great as a shop and as an owner is opening the front door and inviting the neighborhood to come in and enjoy the products. Anybody can take it, it takes greater people to give.

- Crystal Chambers
Owner, Golan Cycles

Salt Lake City Bicycle Collective News

Maybe it was the remodeling, maybe it was the new tools, compressor or sandblasting booth, whatever the case the décor of the Community Bike Shop continued through the winter. Which meant the Salt Lake City Bicycle Collective has maintained their summer hours and not cut back to winter hours. With tremendous support of the growing bicycle community, the Collective has hired a full-time volunteer coordinator, Krista Bowles, to help organize their biggest yet. If you would like to volunteer on a number of different projects from bike repair to working with Special Olympics, please email krista@bikecollective.org. Also, the Collective will be hosting a Bicycle Film Festival on May 10th, 2008 at the Depot. The Film Festival will be just one of many events that are part of Bike Month in May. For more information, visit slcbikecollective.org.

Salt Lake City Bicycle Collective News

— Chris Nida

MARCH 2008

MECHANICS CORNER

The Under Appreciated Component

by Tom Lowe

The Seat Post

Riding high on the frame but in the corner of the eye, stands the seat post. Not too glamorous in appearance it has a big job: supporting the rider. Unfortunately, free component it seems, it may go on for years without a nary a peep or concern. Things do not fail, more often a problem arises when time comes to replace it. Over a lifetime of adjustments, the seat post will become rusted or seized inside the seat tube. A stuck seat post can be a very expensive repair.

Stuck seat posts are caused by a chemical process called galvanic corrosion. The corrosion occurs when two dissimilar metals are in contact with each other as in the case of a steel bicycle frame and aluminum seat post. A chemical reaction occurs in Cycling Utah material, joints, and bond themselves together. This is the reason grease or anti-seize is usually applied to the aluminum seat posts. Some manufacturers of carbon fiber frames do not recommend using grease inside the seat tube. Also, carbon fiber seat post manufacturers do not recommend using anti-seize on carbon fiber seats because clamping force may be compromised. Cleaning the seat post is key to prevent slipping during riding. There are specific products available for carbon seat post maintenance. I doubt, consult the manufacturer’s installation instructions.

Maintenance for the seat post shaft is simple and should be done once or twice yearly. Mark the seat post height with a pen or a piece of tape and remove it from the frame. Wipe the seat post and the inside of the seat tube clean with a rag. For aluminum seat posts in metal frames, apply grease or anti-seize to the post and reinstall to the marked level. If the frame and/or post is carbon fiber, install it clean or with a carbon fiber paste such as Finish Line “Fiber Grip” paste. Finally, tighten the seat post bolt as tight as the proper torque (very important with carbon posts).

Also, the mounting bolts and plates for the saddle should be cleaned. Dirty mounting bolts and plates are notorious for generating annoying creaking sounds. First make the saddle fore-aft position (with a marker or tape). Then mark the angle of the seat post. Remove the mounting bolts. Clean the parts. Lubricate the bolt threads with grease and reinstall in the proper position.

Tom works at Wild Rose Sports in Salt Lake City. He has done sales, repairs, race team support and bicycle fitting for nearly 30 years.

— Crystal Chambers
Owner, Golan Cycles

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

Ogden Cyclist Dies After Being Struck Twice by Same Vehicle

On the evening of December 1, 2007, 73-year-old Marie Gabaldon was tragically killed after being hit by a motor home and then unknow- ingly hit by a second vehicle on 24th Street in Ogden.

According to Lt. Scott Conley of the Ogden Police Department, Marie Gabaldon was walking her bicycle diagonally across the intersection of 24th, when overtaken by a motor home.

A 52-year-old Ogden man was driving his motor home when he heard noise and saw a man walking his bicycle. When he started to slow down what had occurred, the motorist quickly pulled over and in his haste to better see what he had hit, he proceeded to back over the victim which resulted in her being killed.

Police concluded that weather was not a factor in this accident, but that visibility, due to the time of day (early morning), may have been a contributing element.

No citations have been or will be issued to the motorist. After conducting extensive interviews and receiving a clean toxicology report for the driver, Police determined the death to be an accident. The victim appar- ently had failed to cross at the designated crosswalk which police believe could have prevented the accident.

— Chris Nida

The ride organizers of the “X Ride” Road Rally have found out where the U.S. Government is keeping its information on extra- terrestrial sightings. They will be touring their ride in Rachel, Nevada. Based out of the Little A’Le’Inn, this ride is the result of a UFO. This follows the “The X Ride – Into the Twilight Zone” a 40 Mile off-road ride that takes ride the infamous Area 51 Mailbox and back to the Little A’Le’Inn for a party. Sunday morning, May 4, features “The X Ride – To the Outer Limits”, a 27 mile ride that begins at the Mailbox to the actual Security Perimeter of Area 51. For more information visit Bikerideat51.com or call 800-565-2704.

Parley’s Trail Feasibility Study Underway

The bicycle link between Salt Lake City and Ogden through Parley’s Canyon is one step closer to reality. In February, Gary Stam, gstam@xmission.com, and ArcoSite Design, Inc. was selected to conduct a feasibility study on the project, assessing such issues as site qualities, possible alignments, land ownership, agency jurisdiction, environmental impacts, and possible funding sources. The final product of this study will be a Masterplan that will be presented in the fall of this year. With a Masterplan in place this year the project can begin attracting funds and really make progress towards completion.

Although several agencies have taken notice of the project and the implications of its success, a number of potential obstacles remain across the middle of the Wasatch. The idea of a figure eight loop encompassing the Wasatch Front and Provo has been discussed by the agencies involved in the project.

Underway

— Crystal Chambers
Owner, Golan Cycles

— Lynn Ware Peek

Does Area 51 Exist?

The ride organizers of the “X Ride” Road Rally have found out where the U.S. Government is keeping its information on extra- terrestrial sightings. They will be touring their ride in Rachel, Nevada. Based out of the Little A’Le’Inn, this ride is the result of a UFO. This follows the “The X Ride – Into the Twilight Zone” a 40 Mile off-road ride that takes ride the infamous Area 51 Mailbox and back to the Little A’Le’Inn for a party. Sunday morning, May 4, features “The X Ride – To the Outer Limits”, a 27 mile ride that begins at the Mailbox to the actual Security Perimeter of Area 51. For more information visit Bikerideat51.com or call 800-565-2704.

Support Your Local Bike Shop!
OK, I will admit. I didn’t ride every day every month. I used to walk to work 3 times this winter due to snowstorms. Fortunately I like to run and the 1/2 hour walk each way helps prepare for snowshoeing, biking and backpacking. Twice on my walk to work I met up with Nick Rueff riding his bike to work. Nick is an engineer at Black Diamond (BD), a name well known for their quality in the climbing, skiing, and backpacking world. He is responsible for ensuring that the products at BD meet the high standards we have come to expect. I watched him use those engineering skills to smoothly navigate his ride in snowy, nasty weather. Eric Summerhayes is the Manager of Communications at Black Diamond. He has been car-free since May of 2007.

Rueff and Summerhayes are 2 of upward of 50 employee commuters that may be seen during the summer months at Black Diamond.

Cycling Utah: I have to say I was impressed that first day I saw you. Why do you choose to commute by bike? How long have you been doing this?

Nick Rueff: I did a little bike commuting in Kentucky, but when I came to Utah in 2004 I found the mountain biking very good and accessible which drew me into biking. Since then I have started my commute to work, which quickly lead me to a deep interest in the social and environmental effects of cycling. Additionally, as an engineer, I’ve always been captivated by the efficiency and aesthetic simplicity of bike transportation. In Utah I have ridden my bike almost 15,000 miles each year. I have an Xtracycle for errands to the grocery store, Home Depot and other nearby places. I tend to get up late and my truck is to go out of town to climb. I commute for a myriad of reasons: it wakes me up, gets me to work, and gets me back home. On most days it’s faster than driving, gas is expensive, and possibly most important, I enjoy and need the exercise to cut down my role to reduce the amount of air pollution in the valley.

C.U.: You’ve taken transportation by bike to the next level by being car-free since last May. What led to that decision?

Eric Summerhayes: A friend gave me an old 90’s Falcon road bike and I turned it into a fixed gear commuter. I commute to simplify my life, I don’t wear my helmet, my life is no longer weather dependent. I am getting rid of your car affected you?

E.S.: The Pros are a healthy lifestyle, reduce my carbon footprint, save money (to then spend on my bikes) and exercise. This gets me to work and all around good times. Being car-free forces me to really think about everything I do in the car and whether it is worth the effort. The cons are no more spur of the moment road trips which is basically the only con. I can walk to Emigration Market; and my wife is a doctoral student at the U and, thanks to UTA, has been car-free for 7+ years. I used to go on road trips almost every weekend to climb. That at first was very difficult but it has reminded me I live in the Wasatch and there is really no need to leave.

C.U.: Eric, what tips do you have for winter riding?

E.S.: Studded Novara tires! I run a Shimano dyno hub and light set so I don’t need batteries. (No, the resistance is not significant) I would highly recommend this for commuters. With regards to clothing, a light thermal layer and good rain and snow shell. The balacalava is key. If you can breath through cloth it saves your lungs from freezing.

C.U.: Nick, what tires were you using on that nasty day I saw you? What other equipment tips can you pass on for winter riding?

N.R.: Riding in winter is fun-as-long as I know what to expect. If my hands and feet are warm, the rest of me is usually okay. I check the temperature each day before I leave. If the temperature dips below 25°, I usually use a balacalava, ski goggles and some warmer layers. Fenders are also important to keep the snow and junk off the road off of you. I use a variety of tires. I slipped a couple of times last year so I now use small cross tires (700 X 30C I think) for days that are a little snowy and a pair of 700 X 35C studded tires for the really bad days. Because it’s always dark during my winter commute, lights are important. Up front, I use a Cateye HL530 (bright and uses rechargeable AA’s) to see where I’m going and a small blinkie so people can see me. I use the Cateye HL540 in the back. It is convenient and cheaper than an integrated rechargeable lighting system. I use Shimano gear and blinkie in the back. My bag and shoes have reflective strips on them too. I may use a Black Diamond headlamp on my helmet when it is really dark or nasty out. It’s light and bright!

C.U.: I noticed that you were wearing ski goggles through the snow. I found that the loss of peripheral vision was annoying. What are your thoughts?

N.R.: I use the goggles below 25 even though I lose some peripheral vision. I use them to keep my face warm. Also my mouth and nose don’t water and freeze. Companies are doing a better job of making super low-profile goggles.

C.U.: When the temperature drops below 10° I have a problem with my hands, so I now use mittens with a fleece lining. My thumbs still get a little chilly, but otherwise I am fine. My face never gets cold with a fleece helmet liner and I rarely have problems with my feet with neo-prene shoe covers. Do you have any particular problems with fingers? toes? Face? how do you solve that problem?

N.R.: For sure the extremities are the parts that are going to suffer when it gets that cold. I found that I can ride to work quite comfortably below 10° if I dress appropriately; warm socks and a gloves/windproof shoe covers on my feet, fleece leg warmers for my legs, fleece insulated windproof gloves are all I usually need for my hands, full balac- alava and ski goggles for my head. This setup only leaves my nose uncovered. I haven’t had a day when it’s been too cold. If too much cov- ers my mouth and nose, I can have a little trouble breathing, plus the condensation from my breath can freeze and make it worse. I carry a balaclava with all my gear for the day, which keeps my back really warm (i.e. sweaty), so a light fleece- lined jacket is all I need.

C.U.: What products does Black Diamond sell that can be useful in the cycling world?

N.R.: We have a full line of gloves from lightweight liners to down mittens, all of which could work for cycling gloves that are super lightweight and unbelievably bright work great for commuting. We have packs and a single strap messenger bag in a couple of sizes. For touring cyclists we have bomb proof tents that are ultra lightweight. One of the employees at the Great Divide Trail with beta-mid tents. He dis- covered that the position where the poles normally go is equal to the space between two bike wheels. He would flip his bike upside down, drape the tent over it, stake it down and be set. Go to www.bdel.com or stop by our retail store.

C.U.: Nick and Eric, thanks for particip- ating in this column. My wife is wondering if I am going to ride every day next winter in order to not be outdone!

N.R.: I had mentioned last fall that I was going to “retire” my column. To everyone who made compli- mentary comments regarding my commuter column, THANK YOU. I did need a break from dead- lines, but I decided to continue the column. I hope to continue to promote the importance of more cycling to work in a utilitarian manner, which I believe is the most important means of improv- ing the health, safety and happiness of all bicyclists. Make your bike your first transportation choice for biking in every weather.

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

-Lou Melini

Raisin Retires from Racing

The day before Thanksgiving, and just a week before his wedding, Saul Raisin received some bad news. His team, Crédit Agricole, decided that the risks of continuing his career would be too great. Shortly after terraining about the decision Saul called me in tears. Not only had his dream been ripped from his grasp, but his future was suddenly in doubt.

Since that time I’ve been inspired as I’ve watched him piece things together again. His marriage to Aleaza went forward as planned. He’s accepted numerous speaking engagements while continuing his training schedule with an eye on triathlons, and his Raisin Hope Foundation has been named the beneficiary of the Air Force Classic which is a UCI sanc- tioned race to be held on May 4 near Washington D.C.

When I recently asked Saul about his future in cycling he impressed me yet again with his answer: “I’ve always said cycling is a part of my life. Cycling will always be a part, and nothing more. For me my life has just begun with the most beautiful girl in the world. The best is yet to come.”

- Dave Shields

For updates on Saul please visit www.SaulRaisin.com. For infor- mation about his book, which has just been named The Best Sports Biography of 2007 by USA Book News please visit www. TourdeLife.us. For an interview with Saul, see our Fall 2007 issue online at cyclingutah.com.

SARDINE CYCLES

Touring - Commuter Headquarters

Un-sprung Spring Sale
• Sprint On Sale!
• Arkel and Lone Peak Bags
• Fenders from Honjo, Planet Bike, SKS and more
• Brooks Saddles on Sale.
• Racks by Tubus, Jandd, IRD +
• WOOL clothes by Salsa, EWR +

2204 North 640 West, West Bountiful
298-1740 — Open Saturdays 10-6
(watch for expanded store hours in Spring)
(only 10 miles from downtown)

Bring this ad in for 10% off any purchase till 4/1

NO EXIT
© Andy Singer

cycling utah.com
MARCH 2008

BOOK REVIEW

The Northern Tier is Choppy
Review By Lou Melinli

Unless you are a member of the Adventure Cycling Association (ACA), you may not be familiar with the title reference. The Northern Tier is one of 21 routes mapped by the ACA to make the journey of a touring bicyclist a little easier. If you wish to travel overnight by bicycle, you will want to become familiar with the Adventure Cycling Association. The Northern Tier route takes you 4,295 miles from Anacortes, Washington to Bar Harbor, Maine. Lief Carlson and his wife, Mary, shortened the ride by 235 miles by starting in Chelan, Washington. Along the routes, they look for the challenge and adventure the more remote parts of the United States, dealing with weather, logistics of finding lodging and most importantly, learning all over again about being with each other for every waking and non-waking minute except for breaks to a bathroom.

In my opinion, writing a book about bicycle touring that would appeal to a novice audience is a difficult task. Exploring the inner self, which is difficult to translate to others. Miles From Nowhere, a round-the-world bicycle adventure by Barbara Savage (1983, published by the Mountain Bike Review) is 2-year bicycling and hiking adventure around the world by Bruce Jenkin (1991, imageoftheworld.com) would be categorized as “adventure travel” and therefore have a wider appeal. Other bicycle touring books fall into a very narrow category for a very specific audience. In addition, a touring book can read like a diary. Unfortunately For The Northern Tier, it falls into the latter and makes like a diary and will appeal to people like me who want to learn more about what makes a bike tour successful. The book is also written in what I will call a chippy style. In Williston, North Dakota, Lief cannot obtain the size tube he desperately needs so he hopes to find one at a garage sale in Minot, N.D. When they arrive in Minot, there is no mention if he found a tube. Instead he talks about his disappointment of not having a folding solar panel at the post office that he had ordered.

This book is the wording parts of the book that would be helpful to novice and even experienced tourists. For example, 2 people on a tandem for 51 days can produce some mental strains. Lief and Mary have their issues when he says on day 25 “There is more cooperation and less head butting between us than usual. She sure can be sweet when she isn’t pissed off and she hasn’t been pissed in of days. I want to take her hand and walk down the sidewalk. I feel these are the best of times”. You will unlikely find a book about unsuccessful bike tours, but the statement by Lief identifies a seldom discussed, yet large part of any tour, compatibility. Perhaps this is why nearly all bike tourists I meet on the road are solo or with one other person. The fact that they rode 4000 miles over 51 days indicates that they were able to overcome their differences.

I have to think that Lief did a lot of compromising to make things work. On day 26 he writes, “We mailed the trailer and all the camping gear home and will be staying in motels from now on. It has not escaped my attention that surrendering the trailer represents the culmination of a decision made by both Mary and me. And that there has been a source of friction throughout this ride-and Mary’s opinion has prevailed. She has always argued for luxury over frugality...” He later writes, “We did 95 miles and could have done more but this is where the motels are and we’re utterly dependent on them now.”

The Carlsons’ took on quite an adventure for their first bicycle tour longer than 4 days. They talked on the many aspects of bicycle touring, dealing with weather, finding food that is up to one’s standards, finding lodging, taking time to be a “tourist on vacation”, and the daily grind of riding a bike, such as Mary’s perpetual state of saddle soreness. I was somewhat astonished when Lief writes that they carried only one spare tube, which they managed to lose while crossing eastern Montana, a location not known for bike shops.

Did I learn anything from this book? Well, maybe is the best answer I can give. I learned that I would not be doing a long tour with the Carlsons. I have a great touring partner in my wife Julie. I was reminded of the fact that I am not a rider that even does the longest route nearly daily on a bike tour. On the other hand, the Carlsons may not want to tour with us given our “style” of touring. The Northern Tier didn’t cost much more than our two bikes, an endurance bike and a touring bike, and there has been a source of friction throughout this ride-and Mary’s opinion has prevailed. She has always argued for luxury over frugality...” He later writes, “We did 95 miles and could have done more but this is where the motels are and we’re utterly dependent on them now.”

The Norther Tier: One Couple’s Bicycle Ride Across America
By Lief Carlsten, 2007, paperback, available at LuLu.com

HEALTH

Hamstrung!

By Erik Moen PT, CSCS

The hamstrings are important! The hamstrings are a muscle group comprised of three muscle bellies (biceps femoris, semitendinosus, and semimembranosus). These muscles originate at the ischial tuberosity, pass posterior to the knee and travel downwards, below the knee to their attachments on the tibia. The hamstrings primary action is known to be a knee flexor or knee bender. The hamstrings are also known for their important roles in hip extension and rotation-stabilization of the knee. Key functions of most muscles are characterized by their ability to move through a range of motion (flexibility), torque production (strength), and coordination. The hamstrings are often the forgotten entity in the cyclist. Let’s face it, most cyclists when given a choice in the weight room will “show case” their quadriceps development. Not to imply that the quadriceps are not important. The quadriceps, along with the gluteals, are the prime motor for bicycling. Cyclists often neglect their hamstrings in fitness development. Another way of unintentionally neglecting the hamstrings is to assume a low saddle height. Low saddle heights are gentle on the hamstrings. I have found through basic clinical research that most healthy cyclists assume a lower than “standard” saddle height. Low saddle heights do not put much stress on the hamstrings. Low saddle heights put the hamstrings on a disadvantaged length, but this may put too much stress on the leg muscles. I think these are the best of times”. You will unlikely find a book about unsuccessful bike tours, but the statement by Lief identifies a seldom discussed, yet large part of any tour, compatibility. Perhaps this is why nearly all bike tourists I meet on the road are solo or with one other person. The fact that they rode 4000 miles over 51 days indicates that they were able to overcome their differences.

I have to think that Lief did a lot of compromising to make things work. On day 26 he writes, “We mailed the trailer and all the camping gear home and will be staying in motels from now on. It has not escaped my attention that surrendering the trailer represents the culmination of a decision made by both Mary and me. And that there has been a source of friction throughout this ride-and Mary’s opinion has prevailed. She has always argued for luxury over frugality...” He later writes, “We did 95 miles and could have done more but this is where the motels are and we’re utterly dependent on them now.”

The Carlsons took on quite an adventure for their first bicycle tour longer than 4 days. They talked on the many aspects of bicycle touring, dealing with weather, finding food that is up to one’s standards, finding lodging, taking time to be a “tourist on vacation”, and the daily grind of riding a bike, such as Mary’s perpetual state of saddle soreness. I was somewhat astonished when Lief writes that they carried only one spare tube, which they managed to lose while crossing eastern Montana, a location not known for bike shops.

Did I learn anything from this book? While, maybe is the best answer I can give. I learned that I would not be doing a long tour with the Carlsons. I have a great touring partner in my wife Julie. I was reminded of the fact that I am not a rider that even does the longest route nearly daily on a bike tour. On the other hand, the Carlsons may not want to tour with us given our “style” of touring. The Northern Tier didn’t cost much more than our two bikes, an endurance bike and a touring bike, and there has been a source of friction throughout this ride-and Mary’s opinion has prevailed. She has always argued for luxury over frugality...” He later writes, “We did 95 miles and could have done more but this is where the motels are and we’re utterly dependent on them now.”

The Norther Tier: One Couple’s Bicycle Ride Across America
By Lief Carlsten, 2007, paperback, available at LuLu.com

Erik Moen PT, CSCS owns Corpore Sano LLC. He is a physical therapist who specializes in bicycling biomechanics and bicycle-related injury treatment. www.bikept.com.

IMBA’s 2008 World Summit to be held in Park City in June

Mountain biking enthusiasts from around the globe will converge on Park City, Utah, June 18-21 for the 2008 IMBA World Summit. IMBA Summit brings mountain biking advocates, land managers, ski resort professionals and bike industry representatives to Park City for a 4-day conference for the bike community. The 2008 IMBA Summit will be open to the public, and will feature advocacy seminars, trailbuilding workshops, equipment displays, and the chance to meet IMBA’s best speakers and some big surprises. Topics will include the economic power of trails, sustainable trailbuilding, liability and risk management, urban trail networks, building trail clubs and more.

IMBA’s most recent Summit attracted more than 400 delegates from 17 nations for three days of seminars and discussions in Whistler, BC. A compendium of online resources can be found at IMBA’s website (imba.com).
<table>
<thead>
<tr>
<th>Race Results</th>
<th>Utah Cyclocross Race #1, Fort Bobby, October 6, 2007</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Men 35+B</strong></td>
<td>1. Mike Walkenhorst</td>
</tr>
<tr>
<td><strong>Men 25-34</strong></td>
<td>1. Travis Curtis</td>
</tr>
<tr>
<td><strong>Women</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Wmn A</strong></td>
<td>1. Sam Allen</td>
</tr>
<tr>
<td><strong>Wmn E</strong></td>
<td>1. Mark White</td>
</tr>
<tr>
<td><strong>Wmn L</strong></td>
<td>1. Sarah Stites</td>
</tr>
<tr>
<td><strong>Wmn P</strong></td>
<td>1. Sara Robertson</td>
</tr>
<tr>
<td><strong>Wmn S</strong></td>
<td>1. Lauren Bender</td>
</tr>
<tr>
<td><strong>Wmn U</strong></td>
<td>1. Jennifer Thomsen</td>
</tr>
<tr>
<td><strong>Wmn Y</strong></td>
<td>1. Jennifer Thomsen</td>
</tr>
<tr>
<td><strong>Wmn Z</strong></td>
<td>1. Ashley Miller</td>
</tr>
</tbody>
</table>

**Notes:**
- **Race Results** contains information about the 2008 Utah Cyclocross Series, including race dates, locations, and results. The information is presented in a tabular format, listing the top three finishers in each category (Men 35+A, Men 35+B, Men 25-34, Men 19-24, Men 14-18, Women, and Subcategories). The results are from October 6, 2007, to December 7, 2007, in various cities throughout Utah. For more detailed information, it is recommended to visit cyclingutah.com or UtahCyclocross.org.
Wind and Rain Buffet the 2008 Amgen Tour of California — Utah Riders Make Their Mark

Further Utah resident, Rowland Hall’s graduate, and DaTourism team member Levi Leipheimer won the third place and the second consecutive Amgen Tour of California title in convincing fashion. The California stage race was held from February 17th to March 2nd, and was the 6th edition where he led from start to finish, Leipheimer did not show his cards until stage 3. With a superb performance in the toughest mountain stage the stage 6 finale finished second to Rabobank’s Robert Gesink. He then set himself apart in the stage 5 time trial. By winning the stage and the overall competition, an all-time personal best of time trial performance finished second to Rabobank’s Robert Gesink. The powerful Team Astana kept the race under control for the remaining two stages to ensure Leipheimer’s second overall win in as many stages.

How Utah’s Riders fared

David Zabriskie (Slipstream/Chipotle) was at the forefront of the race throughout the entire week. He picked up a bit of a stomach bug that was circulating around the peloton and was slightly off his game. In the race of the mount in the finishing 6th stage to Tom’s Dam in Utah’s only major road trial field ever assembled on American soil. Finishing the week out strongly, Zabriskie garnered an impressive placing overall where his team mate made David Millar and Christian Vandevelde to the second and third steps on the podium.

Eldon Hubert selected a strong 24th overall helping his team to the special most aggressive team award for the week long tour, as well as keeping team mates Matt Nyholm in the Mountains Jersey. Thanks in large part to Jeff’s support BMC team leader Alexander Moos finished 10th overall.

Swindluks /Boozer (Garmin) rode impressively for his team through out the first half of the race. Unfortunately he suffered from hypothermia during stage 4’s frigid slog into San Luis Obispo and was forced to abandon.

—Tyler Servoss

For the complete results and standings, visit the Amgen Tour of California website.

For more information, contact

Amgen Tour of California
2364 Bella Terra Village
480 Ellsworth Drive
P.O. Box 1061
Foster City, CA 94404
Tel: 415-440-4000
Fax: 415-440-4010
info@amgentourofcalifornia.com

www.amgentourofcalifornia.com

Cycling Utah
MARCH 2008

Yoga in the City

Yoga in the City is a yoga class held every Thursday from 7:15-8:15 and every Saturday morning from 9-10 at the Utah Athletic Club at 538 South 700 East in Salt Lake City. The class is taught by personal trainer and Pilates instructor, Michaela Hoffman. Please call the UtAC at 974-7722 to register.

For more information please contact Michaela Hoffman

952-5755

Cycling Utah
801.359.0852
www.cyclingutah.com

For fresh, local road-biking call today.

Cycling utah.com

for rails, event links, photos, blog issues, and more!
ROAD TOURING
Why do the Leaves Change Color?
A Bicycle Tour of Wisconsin

By Lou Melini

“Where should we go on our next long bike tour?”, my wife asked. We decided on a bike tour around the state of Wisconsin. Primarily we went simply because Julie is originally from Manitowoc, Wisconsin which sits along Lake Michigan about 40 miles south of Green Bay. Wisconsin also has thousands of miles of sparsely used county roads, which lead to the multitude of dairy farms throughout the state. The state is known to have bicycle friendly drivers. To navigate around the state, there are statewide and local maps that include perhaps a thousand miles of state trails suitable for bicycle travel (wisconline.com/attractions/bike-rails.html). The state bicycle maps can be obtained from the Bicycle Federation of Wisconsin (bgw.org) to help you travel throughout the state. The maps are color coded for traffic volume and road width. (Non-member price is $18 for the set of 4 maps. Membership is $25, which reduces the cost to $10 plus $5 for shipping for members or non-members.) Our final reason for choosing a Wisconsin tour was to see the changing of the colors of the northern forests.

We started our tour on September 8th and ended it three weeks later. We chose late summer in hopes that it would be cool enough to avoid mosquitoes, see the changing of the leaves, but avoid very chilly October weather. Fortunately there were only two days of mosquitoes.

The Route
We did a clockwise route around the state from Manitowoc. We first went south of and a little west of Milwaukee to Waterford, Wisconsin where we visited with Richard Schwin at the Waterford Bicycle factory where our bicycles were made. We were guided through the Milwaukee suburbs by Julie’s aunt until we picked up Richard’s directions to the factory. Richard also gave us routing information to supplement our travel west to Devil’s Lake State Park, a “very unique natural feature of Wisconsin”, according to Richard. From there we took the free ferry across the Wisconsin River, since there is no bridge to Merrimac, Wisconsin. Shortly after leaving the ferry, we left the roads in Reedsburg to Merrimac and rode the Wisconsin bike trails, which are created from old rail lines. The most famous bike trail, and perhaps the first trail-rail in the nation, is the Elroy-Sparta trail, a section of the ACA maps, supplemented by the Bike Federation of Wisconsin maps, to cross the northern woodlands of Wisconsin to Escanaba, a city along the shore of Lake Michigan in the Upper Peninsula of the state of Michigan.

We had originally planned on traveling on to Mackinac Island. However a large portion of travel would have been on the shoulder of Route 2, a heavily traveled road. Being “spoiled” by the sparse travel on the county roads in Wisconsin, we instead turned back into Wisconsin, doing a loop in the northeast portion of the state before returning to Julie’s hometown. Our travels took us 1500-miles around the state.

Cycling Highlights
Wisconsin may not rate highly with many travelers as a destination highlight, but from a rider’s point of view, it should be on every bicycle touring agenda. We plan on returning to Wisconsin in four or five years for another tour. It was that good!

Riding on the county roads allowed for a lot of side-by-side riding due to the low traffic volumes with approximately 6 cars/hour, less when the Packers were playing. The glout of county roads is due to the need of every dairy farm to have milk picked up at least every two days and Wisconsin has a whole lot of dairy farms. We rode for up to half an hour without any cars. The only down side of low traffic volume is a lack of services. In addition to the lack of traffic, Wisconsin has some of the most bike friendly drivers in the country. Except for the Menominee Indian Reservation and a few places in the eastern part of the state, drivers would (a) not pass you in a posted no passing zone, (b) not pass you if there was an oncoming car, and (c) if they did pass you, the car would give you 6’ or space or more. Many a car simply traveled at our speed until it was proper to pass! Even waved to few cars indicating it was safe to pass within the no passing zone without any takers. Riding in Wisconsin is certainly not boring. Yes, you have vast fields of corn and the scent of Wisconsin clove wafting from the dairy farms. But you also have vast forests in the north, flat lakeside views in the east, rolling hills of trees...
Loe riding on a typical county road some where between Clam Lake and Boulder Junction which are two towns in Northern Wisconsin. This part of the trip followed the Adventure Cycling Association North Lakes map Section 1. Photo: Lou Melini


As I mentioned before, the Wisconsin trail system is an extensive network, supporting cycling, walking, horses in a few areas where a trail is wide enough, and snowmobiles in the winter. For an annual fee of $15 (or $3/day), one can use the state trails in addition to the “400” trail, Elroy-Sparta trail, and the La Crosse River trail, we spent time on in the Military Ridge Trail and the Mountain Bay trail. These five trails alone total 250 miles on which we did about 150 miles. The trails are an easy ride, even with Julie’s 28" tires and 20-25 # of touring stuff – twice partners. The surfaces are primarily crushed limestone, but are paved within the boundary of some towns. Small economies surround the trails. We ate at cafes, camped at campgrounds, and obtained other small services (bike shops) adjacent to the trails or a short ride off of the trail. The Elroy-Sparta depot (the former train depot) even has a shower for trail users. Many of the cities have their own trail network for getting into town which we took advantage of on many occasions, including entering the suburbs of Milwaukee.

“Need to Know” Advice

Services on the lightly traveled county roads are sparse. We carried a total of 6 water bottles, obtaining water at times from churches and motels. In some locales, "grocery stores" were no more than a modified convenience store. We generally over-bought at "real" grocery stores and always had some type of emergency meal, to which a few additions would make a tasty feast. We were also prepared for both camping and motels, as there was not always a choice of camp sites, even in some locales.

20 nights, we camped 12 times. Prices were around $20, minus my 10% AARP discount. All of the campgrounds had showers except for one located in the Stillwater, Minnesota, farmhouse and a Forest Service campground in Michigan. We stayed four nights in motels — twice due to rain, once when we did not have a campground choice in the Stillwater area, and once to meet Julie’s dad. We stayed two nights in the home of friends and relatives of Julie. And, we were pleasantly offered two nights in the homes of complete strangers. Beth, a Warmshower member (www.warmshowers.org) in Sarona, Wisconsin spotted us and made her offer just as we were about to check into a motel to escape the rain. Ron drove along side of us as we were entering Lake City, Minnesota. He and his wife later took us on a sailboat ride.

My experience with Wisconsin roads over the fact that we were told... some what jaded by my in-laws penchant for buffet-style restaurants such as Ponderosa steak houses. We did have a few great cafe breakfasts... and we mostly cooked our own meals. Our only dinner dining experience was at the “best restaurant” in Clam Lake, a small northern Wisconsin town. Our menu selection was mostly choices of some combination of hamburger and fries (deluxe vs. regular). Most people were more interested in the bar portion of this “restaurant”. Like most of northern Wisconsin, many of the businesses in the smaller towns were “For Sale”. Clam Lake was no exception, with half the businesses (2 out of 4) being advertised as “For Sale”.

Leaving Wisconsin — Lessons Learned

The weather was generally excellent for riding with daytime temperatures in the 60-75 degree range. We had two days of rain and several days of cloudy and cooler weather. However one day we almost encountered the mother of all bad Midwestern weather. In addition to our turnaround in Escanaba, Michigan, we made an earlier spontaneous attempt to ride in the Upper Peninsula (U.P.) and the U.P. on Route 45, being pulled along by our only wind on our trip. We had several headwinds.

The road was busy with truck traffic and noisy, with a characteristic being a fairly wide shoulder. We already started not liking the U.P. and its lack of secondary roads. Upon entering the town of Watersmeet, my wife became panicked or fearful. We were not sure of our camping/motel options up the road. Stopping at a Forest Service campsite was not an option, as that not only did we not have any camping options for about 80 miles, but that the main road outside of town was 25 miles more. Mr. Friendly Ranger also informed us that we might have a nasty rain and possibly tornados in the direction we were heading. My wife went into a nervous mode over the tornado thing. I tried to reassure her that only trailer parks seem to get hit by tornados. Also I had never heard of a bicyclist being swept away by a tornado. My second, and naturally better suggestion was the motel across the street from Mr. Ranger’s place or the Casino motel. We chose the family owned motel with grumpy at the registration desk.

We had previously stayed at two Motel 8’s on our travels that were $55, minus my 10% AARP discount. We also stayed at one motel for $40 due to the lack of a T.V. in Clam Lake, the same town with the “best restaurant in town” dining experience. Here in Watersmeet the price was $70 for a room without a phone, a door that had to be opened in a “special” way given the age of the door and no AARP discount. We had laundry to do, so stopping early for the day wasn’t such a bad idea. The Laudromat was conveniently across the street from the motel. It had washers, but no soap dispenser. Every dryer was out of order. This is Watersmeet, Michigan, a town that unapologetically boasts the nickname of its high school, The Nimrods. A nimrod is by dictionary definition, a great hunter, however the town should be characterized in the more derogatory manner which most people associate with term “nimrod”. The next morning we retraced our route back to the bike friendly roads of Wisconsin, hoping that our afternoon return trip to the Michigan Upper Peninsula is more pleasant.

The short ride along some back roads to Escanaba via the ACA maps was a nice ride, however getting back to the more bike friendly roads of Wisconsin was a better choice vs. traveling to Mackinac Island. In Crivitz, Wisconsin, we listened to John talk about how he converted his campsite into a respectable place from the previous owner’s “party” campground. We would agree, camping along a stream in his family friendly campground.

In Crandons Wisconsin, we had a panoramic view of the colorful trees across from our lakeside campsite. After Shawano, we traveled on 25 of the 80-mile Mountain-Bay trail, stopping off at a very nice café in Pulaski along the way. Apparently our order of Salmon Benedict for me, and the Italian eggs for Julie was a rare choice by the regular customers. That was the local’s loss as the meal was delicious, but given my biases about the food choices of Wisconsinites, not surprising. Our final night was at a campground in Wightstown, which on weekends in the fall, “specializes” in catering to RV’s going to the Packers game. It is a nice campground that is unfortunately located between the noisy highway and a smells of an upwind dairy farm. On the 21st day we returned “home” to Manitowoc, riding the last 20 miles along the bike trail paralleling Lake Michigan.

So, Why do the Leaves Change Color?

We heard mostly that leaves change color due to cold or lack of moisture. According to Kirsten Held of the Wisconsin Department of Natural Resources, “the brilliant and vibrant Wisconsin leaf color changes need a series of fall days filled with bright sunshine and cool, but frost free evenings. This causes lots of sugars to be produced and trapped in the leaves, which ultimately leads to the intense red, orange and purple coloration in the leaves of certain tree species. Drought and temperatures do affect the intensity and duration of the fall color season, but it is the decrease in daylight that determines the timing of the fall colors. Yellows are from the carotenoid pigments in the leaves, and anthocyanins produce the brilliant reds and purples and orange Chlorophyll gives the leaves their green color, but with the decrease in sunshine, less chlorophyll is produced so that the other colors can predominate.”

So with that in mind, make your plans to ride the friendly roads of Wisconsin.

For more photos, visit gallery.mac.com/melini

Lou on the Mountain/Bay trail, an 80+ mile trail from Wausau to Green Bay. We entered the trail at Shawano (leaving the Adventure Cycling North Lakes Section 2 map) and exited the trail just east of Pulaski. Note the grass on this trail as it is not as well maintained or perhaps less used than the trails in the western part of the state. It was still very nice.

Photo: Julie Melini

Better Dam Bike Ride 2008

one hundred rides, one destination.

a world free of MS.

Best Dam Bike Ride

June 28-29 | 150 miles, 2 days | register at bikeMS.org

Location: Cache Valley, UT
Start: Cache Valley Fairgrounds; Logan, UT

JOIN THE MOVEMENT
Everyone Wins.

SALT LAKE CITY MARATHON
Half Marathon, Bike Tour & 5K

5TH ANNUAL BIKE TOUR

Saturday April 19, 2008 • saltlakecitymarathon.com

Adventures in Sports Event