MAY IS BIKE MONTH! RIDE YOUR BIKE!

2014 UTAH, IDAHO, & WESTERN EVENT CALENDAR INSIDE!

FEATURES:
- BIKE MONTH PREVIEW
- TOURING THE BLACK HILLS
- UTAH RISES TO 8 FOR BIKE FRIENDLINESS
- OVERUSE INJURIES
- FAD DIETS
- TAYLER WILES INTERVIEW
- GET SOME NEW WHEELS

MOUNTAIN WEST CYCLING MAGAZINE
By David Ward

So, on April 19th, I rode the Salt Lake Marathon Bike Tour with my brother, Nick, and his wife, Nancy. I really enjoy these rides associated with marathons where you ride the miles non-stop, with the road closed off and all intersections controlled. I had never even heard of such a thing until the Salt Lake Marathon first incorporated a bike tour with the marathon event a few years ago. I look forward to doing it each year.

This year’s ride will always be especially memorable, thanks to the bad fall I took on my bike. We were about 7 miles into the ride and had fallen fairly quickly and Nick, who was in front of me, asked if Nancy was with us. I decided to turn around and look, but we had just turned right on to North Temple heading west. Right after that, we were to turn left onto State Street.

I made that left turn and decided to float out to the right of the way of other cyclists to look back for Nancy. I saw faded yellow lines on the road and thought they were just that. So I started to move to the right and look back and . . . BAM! The lines were actually an island (which I should have remembered). It took my wheels out from the side and I hit hard on my hip, elbow and head. That is the hardest I can remember falling except when I got hit many years ago by a car.

After a few minutes, they helped me up, and as I leaned over my bike, I started to feel nauseous. So, a bike marshal who stopped to assist and Nancy helped me walk over to a lawn during which time I also began to feel dizzy. I laid down, and it only took a couple of minutes before the nausea and dizziness passed. Then, because I was certain I would feel better if I kept moving, we hopped back on the bikes to do the remainder of the ride.

Because we live relatively close to the start of this event, we had ridden our bikes to the start line. So, after completing the event, we rode to Nick and Nancy’s after which I continued home. I was feeling good except for a very tender elbow and some dried blood, so I logged another 15 miles beyond that. After I was done riding, I finally undressed to observe the damage and dress my wounds. The knees on my cycling knickers were ripped and chunks of skin torn from my knees. The blood had glued my skin to the fabric of my knickers so I had to peel them off. The fall had also taken a deep chunk of skin off my right elbow so I also had to peel off the sleeve of my long-sleeved undershirt from my eye.

The most visible trauma from my fall is my hip. After stripping off my knickers, my hip had become quite swollen and extremely tender. Through the night, if my wife happened to touch my hip, I would yelp.

Over the next two days, I developed a very nasty blue, purple and yellowish bruise that stretched from my waist down behind and below my knee, and from my groin clear around to my backside. My hip has remained tender, and I have had to wear bulky pants and sweats to keep from putting pressure on my hip. It is now over a week later, and the hip is just starting to recover.

For the final touches to this picture of trauma, I also have scrapes on my left shin and right arm, and a bruise on my left inner thigh.

It sounds really terrible, I know, but in truth I feel very blessed. It could have been much worse. First, nothing broke or fractured, nor was I bleeding very badly. It says something that I was able to finish the ride, log another 20 miles, and then mow my lawn. I may be a little crazy, but I am not all that tough. Admittedly, I have been sore for over a week now, but that is a small price to pay for such a severe fall.

As for my noggin, it did hit hard. I was of course wearing a helmet, and except for a flash of light when I hit, I did not even have so much as a small headache. So here’s a shout out for good helmets.

Even my bike came out of it nearly uncathed. The rear derailleur hanger was bent so I had to replace that. And except for having to straighten the brake on the handlebar, that was it.

But this experience has made me reflecting on how vulnerable we are as cyclists. Except for the helmets and clothing we wear, we are very exposed. And while our bodies are marvelous machines at healing them.

Continued on page 15

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

May is Bike Month! Get out and Celebrate the Bike!

By Dave Iltis

Bikes are in the air and on the road and dirt! It’s Utah Bike Month!! And, it’s time to celebrate the bike. May has been designated as National Bike Month since 1956, and the third Friday of May is National Bike to Work Day. This year, there are over 45 events happening in Utah...

Consider attending Bike Prom, a fundraiser for the Bicycle Collective, on May 10. Dress up in style, and ride your bike to the big dance.

On May 11, Mother’s Day, the annual Cyclofemme rides are happening. These rides are casual, supportive events by women for women, and are scheduled throughout the world. In Utah, there are four rides scheduled as we go to press.

On May 16, the UTA Bike Bonanza returns to the Gallivan Center in Salt Lake City. This event features booths, a kids’ rodeo, kids helmet giveaways, prizes, a bmx show, repair stands, and packet pick-up for the Cycle Salt Lake Century and more! Also on May 16 is the annual Gallery Roll featuring Bicycle Art, held at the Salt Lake City Bicycle Company from 6-9 pm.

Riverdale has a full complement of events, as does Ogden and Salt Lake City.

This is the month to ride to work too. Ride to Work Days are scheduled in Ogden, Salt Lake City, Orem, Provo, Park City, and Springville City. If you miss this, you can come to riding your bike to work by participating in the National Bike Challenge. Bike to Work week is May 11-16 this year.

On May 21, honor those that have been hit or killed by cars in the Ride of Silence. There are currently two rides scheduled—one in Salt Lake City, and one in Provo.

The Road Respect Tour kicks off on May 28th in Southern Utah. The ride is designed to bring bike safety and respect on the road to communities throughout the state. This year’s ride and events will reach Ivins, Torrey and Moab in the South, and Summit County, Coalville, Park City, Morgan, and Logan in the North. The host communities will be implementing bike and driver safety programs.

It’s May, so get out and ride! Governor Gary Herbert has declared this as Utah Bicycling Month. The text reads as follows:

Declaration

Whereas, for about 150 years, bicycling has been a simple and efficient method of transportation and a fun recreational activity, as well as a beneficial physical exercise;

Whereas, as a mode of transportation, the bicycle is the most efficient, affordable vehicle created, producing no emissions and requiring minimum space for parking and storage;

Whereas, as a recreational activity or sport, bicycling can be enjoyed both by families and individuals, offering opportunities for the young and old to explore hundreds of miles of bike trails both in urban and rustic settings throughout Utah, or to participate in bicycle racing;

Whereas, as a form of physical exercise, biking three hours per week can help people lose weight, increase strength and physical fitness, and improve cardiovascular health; and

Whereas, the State of Utah applauds efforts to educate all Utah residents about the benefits of bike and encouraging individuals and families to ride a bicycle as much as possible:

Now, therefore, I, Gary R. Herbert, Governor of the State of Utah, do hereby declare May 2014 as Utah Bicycling Month.

Gary R. Herbert
Governor

A complete listing of Bike Month events is in the calendar of events both in urban and rustic settings throughout Utah, or to participate in bicycle racing; and

Whereas, the State of Utah applauds efforts to educate all Utah residents about the benefits of bike and encourages individuals and families to ride a bicycle as much as possible:

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Continued on page 15
COMMUTING

AGRC Employees Generate Ideas for Work While Pedaling

By Ashley Patterson

For reasons of efficiency the Automated Geographic Reference Center has gone by the acronym AGRC since its inception in the early 1980’s. AGRC is the State of Utah’s Center has gone by the acronym Automated Geographic Reference that goes into making qualitative geographic analysis, and providing map-based web services like aerial photography, interactive maps, and a high-precision GPS base station network (more info at gis.utah.gov). But with both bikes and maps, there are more complex competing solutions like cars and virtual reality that, although very impressive, aren’t always the right tool for the job. And, as Bert Granberg, AGRC’s Director said, there’s another connection, “Oddly enough, some of the best ideas for work have come when the pedals are turning and we’re trying to get to or from work in one piece.”

And of course bikes and maps go together as ‘bike maps’. AGRC has been asked to advise the Governor’s Outdoor Recreation Director on working with local government and other trail stewards, to compile a statewide map layer of bike trails and routes. Proximity, to use a fancy geographic term for short distances, is a huge advantage for bike commuting and the AGRC biking crew live between 2 and 7 miles from the Capitol. Certainly not everyone can locate themselves close to work but, when possible, it makes a difference. For most of AGRC’s bike commuters, riding adds on only a few extra minutes compared to driving. If you ride 25 minutes each way and the round trip drive would take 30, that’s like getting a 50 minute workout that costs only 20 minutes of your day. Matt Peters, one of AGRC’s daily commuters gives credit to co-worker Kelly Green for inspiring others to give bike commuting a try. “For over 10 years now, in sun, rain, and snow, Kelly has been quietly and consistently showing us how doable it is.”

The Capitol has a secure, weather-proof bike storage locker (for a $10 key deposit) and has showers and low-fee gym lockers. The leadership of the Department of Technology Services (DTS), AGRC’s parent organization, has run a year-long challenge to increase carpooling and alternative transportation usage in response to Governor Herbert’s clean air initiative. Lastly, the state health insurance options, like many others, offer a small incentive for those who exercise regularly and stay fit which is enough to cover the cost of a bike tune or two every year.

AGRC staff spend a lot of time coordinating with other state and local government agencies with similar map technology interests. Despite the advent of video conferencing, that means a fair amount of driving to meetings. DTS has one shared fleet car which helps. But another strategy occasionally used by AGRC staff is to drive in a bike in a personal car early in the week and leave the car over night and bike home and back for next day or more.

Tips for the Commute

A brief survey of AGRC staff revealed some other interesting tips.

•Consider several potential bike commuting routes, what’s the fastest route? What’s the safest route? What’s the most pleasant/scenic route. Use these as needed but mix it up a bit too. Familiarity is good for safety but variation is good for the brain.

•Routes with stop signs tend to be faster and have less and slower traffic than those with signals.

•Ride defensively with 110% focus. Don’t stake your life on cars seeing you or stopping at cross streets where you have the right of way, especially when drivers are late or have a coffee or phone in their hands.

•Focus is key. Headphones and daydreaming are not advised.

•Plan to get cut off or treated rudely sometimes. Responding with anything but a smile and a wave just increases your risk and aggravation. Let it go and get back to enjoying the ride.

•Cold weather often makes for a harder ride. Don’t dress like a penguin. Wear a thermal base layer, with a windresistant jacket and putting on a pair of gloves will make getting your hands warm quite a bit easier. Familiarity is good when drivers are late and changing jobs, he’s still using these lanes on almost every commute.

•One AGRC staffer, has a very limited selection at the bike stores as he’s over 6’8” tall.

•Last fall, bike commuting wasn’t enough for one staff member who took a week off to do a self-supported bike trip to Yellowstone National Park and back. He was an object of curiosity for several State Capitol commuters who recognized him as he pulled his trailer through Bountiful in driving rain during morning rush hour.

•To date, AGRC bike commuters have, knock on wood, no major accidents or moving violations on their records.

The mile and invest accordingly in the mile as well.

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BOOK REVIEW

Book Review: Maglia Rosa - Triumph and Tragedy at the Giro d'Italia is Sure to Please the Tifosi

By David Word

Are you, like me, a Tour de France fanatic just waiting for the Tour to start? Can you name the winners of each Tour (yes, including a certain someone whose seven victories have been stripped) since 1980? Do “Alpe d’Huez” and “Mont Ventoux” bring iconic images of great victories to your mind? I can’t wait.

But guess what? Before the start of the Tour, there is another great race that takes place and is being rediscovered by cycling fans: The Giro d’Italia. And there is a wonderful book out to help you appreciate this race and its venerable history and tradition: Maglia Rosa - Triumph and Tragedy at the Giro d’Italia by Herbie Sykes.

In the foreword written by Andy Hampsten, the only American winner of the Giro, Andy states: “The Tour de France is a bigger race than the Giro. It has more media, more commotion, more people making demands on the cyclists’ waning energy. What it doesn’t have is the tifosi.” What are the tifosi? “The spectators at the Giro are tifosi, loosely translated as fan, with a heavy emphasis on ‘fanatical’.” And that fanaticism goes a long way to defining the Giro.

Hampsten goes on to state, “The Giro is everything for Italian racers. . . . [They] realize that the Giro offers them the opportunity to become national heroes and, more importantly, to become idols in their hometowns. . . . They’re brought up on stories of Coppi, Bartali, Magni and Guerra, and they want nothing more than to emulate them.”

Through chapters with such titles as The Red Devil, Campionissimo, The Angel of the Mountains, The Savior of the Maglia Rosa, The Perfect Crime, and many more, this book tells the stories of great champions, colorful characters and exhilating stages, delivers the beginnings and development of the Giro, gives behind the scenes history and detail, and offers a prognosis and direction for the future.

Did you know that, like the Tour, the Giro was started by a sports publication, La Gazzetta dello Sport? And did you know that, like the Tour, the leader’s and winner’s jersey was pink because that was the color of the paper the Gazetta was printed on?

The very first of seventeen stages of the very first Giro started on May 13, 1908, at 2:53 a.m. At that moment, “127 moustachioed lunatics made off, destination Bologna, the small matter of 397 kilometers to the south east.” Dario Benui won that stage, but the overall victory went to Luigi Ganna. The standings were scored on penalty points rather than time, i.e., first place had 0 points, second place 1 point, etc. Overall, Ganna ended up with only 25 points while Giovanni Rossignoli, third overall with 40 points, had the fastest overall time by 50 minutes.

In a book filled with such details, Sykes takes you through the decades with the Giro. Told on heavy, bright paper ideal for excellent photographs, you come to understand the nature, spirit, characters and heart of the Giro d’Italia. You discover that the Giro, more so than any other major stage race, has a nationalistic fervor and personality embedded within it. Sykes also takes you through the trials and travails of the Giro, and the challenges which it, and cycling, has and continues to face. Doping and cheating, modern media and money have presented challenges which cycling has struggled to deal with. But in the end, Sykes feels the Giro, rooted firmly in the Italian personality and its traditions, will survive. “Quintessentially and resolutely Italian, it is the perfect distillation of the Bel Paese - enthralling, esoteric and frequently unfathomable. That’s entirely as it should be for, despite the meddling of those who claim to know better, the Giro is still Italy’s race, the country in microcosm.” If you want to expand your horizon beyond the Tour, the Giro d’Italia is an excellent race to do so. And Sykes’ book will bring the history, excitement and uniquely Italian personality of that race to you.

Maglia Rosa 2nd edition


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When I first picked up a bicycle as a mode of transportation in my early 20s, I had a bicycle guru of sorts. Chelsea Babbish was my roommate, found through Craigslist, and a local bicycle enthusiast. She convinced me to ditch the heavy mountain bike I’d been pedaling around Downtown Salt Lake and showed me how to safely ride a sleek road bike, completely changing my commuter experience. She brought me along to group rides, where I learned about bicycle safety and traffic laws, and she connected me with the Bicycle Collective, where they helped me build up my own bike and taught me how to maintain it.

Since then, I’ve often taken on the role of an informal bicycle guru: helping friends find a bike, showing them how to fix flats, taking them out on rides, and even organizing my own bike events—but not every-one has a commuter buddy to get them started and comfortable on the road. Phil Sarnoff and Colin Quinn-Hurst, both major players in 2013’s Year of the Bike initiatives, realized the power of individual outreach in getting more people on bikes, and using a model from other national programs gaining popularity, pitched a Bicycle Ambassador program to various government organizations until Salt Lake County picked it up and launched in April of last year.

Jack Lasley is now the organization’s Program Coordinator, and he, alongside about 20 volunteers, serve as missionaries preaching the message of the bicycle, and supporting the program’s mission statement: “To build a team of enthusiastic, outgoing, and informed bicycle commuters to educate residents, promote bicycle travel, improve bicycle travel conditions, and foster a culture of shared-use and mutual respect between bicycles and other roadway users in Salt Lake County.”

The job is a simple one for any outgoing bicycle enthusiast—at a basic level, it just requires you to be friendly and talk about bikes—and it’s an open position for anyone living in Salt Lake County with commuting experience. Volunteer Bicycle Ambassadors attend local events and talk to people about the benefits of commuting, giving advice and encouragement. They carry around everything from pamphlets about bike safety to bike lights to hand out to those in need on their own commutes. They even give rewards when they see a cyclist obey the rules of the road or demonstrate bicycle safety. For those who could use their very own bicycle guru, the program provides one-on-one mentorships as well, pairing learning commuters with a seasoned ambassador. “Riding a bike for transportation certainly brings you closer to and gives you a different perspective on your own commute. You might know your neighborhood in a radius of a few blocks, and the area around your work, gym, grocery store, or any other frequented locations, but the areas in between are just a series of landmarks directing towards something familiar. When you ride a bike, you fully inhabit the city,” says Lasley—evidence of the type of sage insight one can glean from the ambassador experience.

This year, as the organization is still relatively new, Lasley says the Bicycle Ambassadors plan to attend as many events as possible to bring more awareness of the program, making contacts, providing instruction and advice, and encouraging safety. “For the long-term future, we are looking to give this program more of a permanent home in the county with a full-time position on top to allow for growth,” he says. “We would like to see ambassadors attending events year round and providing safety education regularly, through hosted events and scheduled presentation.”

Find the Salt Lake County Bicycle Ambassadors at slco.org/pwp/activeTransportation/html/ambassador01.html

Support your local bike shop!
MECHANIC’S CORNER

Reinventing the Wheel, Sort Of (or, Reasons to Purchase a New Set of Wheels)

By Tom Jow

For nearly as long as there has been a wheel, there has probably been racing. And for as long as there has been racing, there has been a reason to continually improve upon their design. Races are the testing ground. Winning events like the Tour de France, Olympic games and Mountain Bike World Cup races are proof that the new wheels work. What’s good for the pros can be good for us, because even if we’re not riding to win races, who doesn’t want to ride better, faster, longer? The effect that wheels have on the performance of the bicycle and rider is so great that there are different designs for every type of event in any weather or terrain. As technology is always improving, good components are always replaced with better components. Whether road or mountain, the major factors to consider in improving wheels are traction, comfort, strength, aerodynamics and rolling resistance.

Fifteen years ago, the tubeless tire and wheel system was introduced for mountain bikes. Their claim was increased traction, comfort and lower rolling resistance. Those claims turned out to be true as soon nearly all mountain bike riders, racers and recreational alike, began to use tubeless. At that time there was only one company with a true tubeless compatible wheel and many riders didn’t want to purchase new wheels to use tubeless. It was a little heavier than standard wheels and an expensive upgrade. Shortly thereafter a good conversion kit became available for standard rims consisting of a rubber rim strip and some sealant. Now, however, nearly every aftermarket mountain bike wheel is tubeless compatible. A wheel designed for tubeless will provide a more solid bead lock than the older conversion kits. Therefore, tubeless tires will seal easier and more securely at lower pressure. Also, with a strong bead lock to hold the tire in place, some manufacturers are beginning to eliminate the hook that was previously required to keep the tire on. This allows for a straight sidewall on the rim which greatly improves strength. Mountain bike rims have also been growing in width. This is in response to the use of wider tires for different events. When the tire and rim width are properly matched, the sidewall of the tire is more vertical (or less round). The result is an increase in air volume which allows lower tire pressure. Lower tire pressure reduces rolling resistance by allowing the tire to conform to small obstacles in the trail instead of being bounced off them. In addition, this provides better traction and a more comfortable ride. The more vertical tire carcass also deforms less under cornering loads which results in better, more stable bike handling.

Road bike wheels have also seen some significant changes. In fact, road rims have also begun to widen as well. The same benefits apply for road wheels as for mountain; more volume resulting in lower required tire pressure, lower rolling resistance, better handling and more comfortable. There is another benefit of wider rims, more significant for road than mountain; aerodynamics. At the higher speeds of road riding, overcoming air resistance is a major use of the riders power output. Improved aerodynamics reduces the amount of energy required to propel the bike and rider forward. Wider rims, combined with lower spoke count than wheels of 10 years ago, greatly reduces air turbulence caused by the wheels and therefore reduces energy expenditure. Deep section aerodynamic wheels with rims of 45mm, 60mm or 90mm decrease air resistance even more, but a basic 30mm deep rim still makes a significant difference.

Technology is constantly improving the bicycle. As important as it is for the frame and its components, it is even more important for the wheels. A good set of wheels can make a good bike ride great while a bad set of wheels can make a great bike ride poorly. For this reason there are wheels for every condition: time trials, in the mountains, on the cobblestone roads, downhill and cross-country in the dirt. Whether you are looking to improve performance by the second, to go miles farther, or just to be more comfortable during a long ride a wheel upgrade can be a good place to start.

Got a bike question? Email Tom at runnerrunner.rider@gmail.com.
Mountain Bike Racing

Enduro 101

By Jessica Kunzer

Calling all riders! Grab your bike and prepare to have some fun with mountain biking’s hottest race.

Somewhere between grueling cross-country and rowdy downhill mountain bike racing, Enduro racing has emerged as one of the sport’s most popular race disciplines. To many unfamiliar with the sport, its format and requirements may seem a bit ambiguous. Enduro is a multi-stage race format, which combines descending timed stages and untimed transfer stages. Racers enjoy the camaraderie of their peers while pedaling the transfer sections, but switch to competitive mode on the timed sections where they aim to beat the clock and earn the fastest time.

Originating in Europe, the format migrated to the United States over a decade ago and has continued to escalate in popularity. Enduro is similar in many ways to Super-D, but takes place on a much larger scale. The racing portions of both formats are gravity-fed, however, racers should be prepared to complete significant transfer stages, which may include vertical ascents in Enduro between each timed stage.

“Enduro racing is the most fun format of racing and doesn’t require you to kill yourself on the climbs,” said Enduro Cup Competition Director Ali Goulet. “People actually get to enjoy the race.”

In 2012, Goulet noticed an absence of Enduros in Utah and founded the Wasatch Enduro at Canyons Resort. Since then, Goulet has partnered with Salt Lake City based Mountain Sports International to create the three-stop Scott Enduro Cup presented by GoPro series. A champion for the sport, Goulet claims Enduro racing is the most welcoming format for mountain bikers of all disciplines and abilities.

“The appeal of the Enduro format is that it utilizes riders’ fitness and technical skills providing a level playing field for both super technical and fit athletes,” remarked Goulet. “Ultimately, the best Enduro riders will have a good balance of both.”

While males make up the majority of the sport’s participation, it is also an excellent format for both elite and amateur female racers. Elite female riders participating in the 2013 Enduro Cup season noted how much they enjoyed getting to know their fellow competitors as opposed to more cutthroat cross-country races where social opportunities are limited. Similarly, amateur riders appreciated the opportunity to gain advice and support from more experienced female colleagues throughout the duration of the event.

There are no set guidelines dictating

Continued on page 34

The Moab Enduro Cup features great scenery. Photo: Eric Odenthal

The Fears, Tears, and Beers Enduro in Ely, NV features a ride through the casinos. See the mountain bike racing calendar for race details. Photo courtesy Fears, Tears, and Beers.

Moab | May 3
1 Day • 17.5 Miles • 1,800 Feet Descending

Sun Valley Super Enduro
AT THE RIDE SUN VALLEY BIKE FESTIVAL
June 27–29
2 Days • 24 Miles • 9,000 Feet Descending

Canyons | July 19
1 Day • 17.2 Miles • 3,400 Feet Descending

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f  t  i  @ENDUROCUPMTB
Chase Pinkham, Fellow Cyclist and Utah Bike Racer, Passes Away

By Dave Iltis

April 15, 2014 – It is with a sad heart that we report the news that Chase Pinkham, fellow cyclist, bike racer, Salt Lake City, Utah resident, and great man passed away on April 14, 2014 due to an accidental overdose.

Chase had spent many years managing chronic jaw pain from a cycling accident sustained prior to the Tour de l’Abitibi in 2008. I am in a safe and good place, but I do not have access to a cell phone. If you need to get a hold of me please message me here.

Dealing with chronic pain, years of medication and depression is something that may make you completely alone and hopeless, even when surrounded by the people that love you. Please remember that if you are suffering currently, or ever end up suffering, that you are not alone and that people love you. There is help available and asking for it only proves that you have the strength to reach out and the desire to change the state you are in. Many suffer, but so few ask for the help that so many people are willing to give.

If anyone ever needs to simply talk about what they are going through, I am always willing and happy to listen. You are not alone in the struggle. I am sure many of you will see me very soon, as motivated and willing to succeed as I have ever been.

Love, Chase

More recently, he was optimistic and thankful in a Facebook post following treatment for chronic pain, “I just wanted to give a massive thank you for all the support I have received in the last few weeks. I cannot fully express just how touched I am by the support of my friends and family. Things are looking up! I will never forget the love and kindness expressed to me.”

Over the years, Chase rode locally for Vanguard, Ski Utah, Canyon Bicycles, and nationally and professionally for Trek-Livestrong U23, Trek-Livestrong, Bissell Pro Cycling, and Jamis-Hagens Berman. In 2014, he was again racing locally for Canyon Bicycles until breaking his fibula at the Valley of the Sun stage race in February.

Our thoughts are with him and his family. We will miss you, Chase.

Chase Pinkham 10-29-1990 - 4-14-2014
Chase Pinkham: the hub of the wheel. A yellow jersey man. With his unexpected passing on April 14, 2014, Chase left behind a tsunami of grief and loss. Family members appreciate the generous, kind and approachable ways helped create a tight-knit circle of friends throughout his school years. With keen intellect, voracious reading and dogged determination, Chase passionately pursued many interests. For many years, Chase was a Civil War re-enactor and local expert. Savoring the community.

In high school, Chase developed a passion for cycling, quickly rising through the junior ranks. He was invited to compete in Canada at an international junior race in 2008. While training, Chase was hit by a car in a devastating accident. One short year later, he recuperated to compete at the highest levels of the sport, joining the Trek-Livestrong development team. As an elite athlete Chase chased the dream of professional cycling and competed across the U.S. and world. Sadly, multiple reconstructive surgeries were required after his accident. Chase suffered from chronic pain, which led to cycles of depression and despair. Despite the struggles, Chase made countless friends and will be remembered not only as a fierce competitor but more importantly as a compassionate, humble and helpful friend.

Surviving family members from the Pinkham and Makarewicz clans celebrate the life of Chase: Bedrock of parents, Paula and Steve, and sister, Ava. Aunts and uncles, loyal mentors and advocates, including Laura and Barry, Gao and Bruce, Nancy and Kevin, Linda and Peter, Gail and Gerry, and Mother Jadwiga. Doting grandpa, Helen and Fred Pinkham, and Ann (Tutu) Mack, and cousins Nathan, Riley, Reid, Kurt, and Jennifer also grieve their collective loss. Family members appreciate the outpouring of love and concern.

In lieu of flowers donations may be made to:
The Abbey of Regina Laudis 273 Flanders Rd Bethlehem, CT 06751 www.abbeyofreginalaudis.org

A summer celebration of life will be announced at a later date.

For a photo gallery of Chase, visit:
cyclizingutah.com/?p=3054
When it comes to per capita bicycle/pedestrian commuting and spending, Utah doesn’t quite make the top 40 percent of states. Or so reports the Alliance for Biking & Walking in its latest annual report, Biking & Walking in the United States: 2014 Benchmarking Report. Utah just missed, ranking 21st in a state-by-state comparison in both state spending and the percentage of people cycling to work.

The figures can be somewhat misleading as a ranking devise, however, as they don’t count the level of urbanization of each state. The figures also do not include territories such as the District of Columbia, which is doing considerable work to promote bicycling in town, and Puerto Rico. Some of the numbers also don’t separate bicycling from walking.

The 2014 report is based on data collected in 2011 and 2012, using data from the Census Bureau and other sources, including the Alliance’s own surveys.

But Utah ranked 21st in both categories cited above. And it ranked right in the middle – 25 out of 50 – in the unfortunate category of bicycle/pedestrian fatality rates (see the March 2014 issue of Cycling Utah). Again, such rankings don’t differentiate between the different urban/suburban/rural mixes of states as the level of danger can vary widely on country roads, small town streets or urban avenues. But the data show room for improvement in Utah: the state suffered six bicycle fatalities per 10,000 bike commuters per year. In Montana, the rate is only one per 10,000.

But Utah residents seem to enjoy their great outdoors more than most Americans. The state missed the top 10, finishing 12th when it came to getting the recommended amount of physical activity, though. Idaho residents did even better, finishing in eighth place. Again, the survey doesn’t consider factors such as climate or how much people exercise indoors.

Still, only about 1 percent of workers commute by bike nationwide. Again, Utah just missed the top 10 but did better than average in this category: 11th. But looked at another way, the state did poorly, with only .8 percent of commuters going by bike. The catch is that a disproportionate number of bike commuters live in a handful of states and only in four states did more than 1 percent bike to work. Of Utahns who do bike to work, 73 percent are men.

And in the hall of shame category, the Alliance cited Utah as one of only four states with no statewide bicycle master plan of any kind. And it’s one of only 10 states without a carbon emissions plan. And it only funds Safe Routes to School (SRS) in 74 places, 12 percent of the state schools. Maine manages to provide the program in 60 percent of its schools.

On the plus side, Utah spends 2.6 percent of its statewide federal transportation money on cycling and walking, 5 percent higher than the 2.1 percent state average. It’s four-year average spending of $10,404,883 amounted to $3.69 per person, above the $3.10 state average.

And in 2011-12, the Alliance says Utah employed 11 state staffers on a full-time equivalent (FTE) level to work on bike/pep issues, or 3.6 per million residents. (Nationwide, the survey counted 388 state-level FTEs.) On this level, Utah is way ahead of the average 1.5 per million – but Vermont hired 19.2 per million!

And whatever strides the bicycling community is making in Idaho, it is doing so without a lot of state support. Idaho ranked 41st in per capita spending on bike/pep projects, with an earmark of less than one percent of its federal transportation funds, $2.01 per person per year. And Idaho cyclists are keeping relatively safe by one measure: it was 15th in the fewest per person bicycle fatalities category, with 4.8 deaths per 10,000 commuters. Idaho folks can take pride in the fact that it is one the four states where more than 1 percent of workers go by bike – 1.1 percent. Only Oregon did considerably better at 2.3 percent. And the gender balance was somewhat more balanced in Idaho than in Utah – with 37 percent of bike commuters female, compared with Utah’s 27 percent.

And Idaho gets kudos for being one of only 20 states that has set performance goals for reducing pedestrian and bicycle fatalities. Some 6.6 of its traffic fatalities involve bicyclists and pedestrians, whereas the averages nationally comes to 14.9 percent. And the state funds 180 SRS programs in 40 percent of its schools. (A few cities around the country, including Fort Collins, CO add their own money to SRS.)

The Alliance counted not quite three full time professionals in Idaho state government (2.8) devoted to bike/pep issues, or not quite two (1.9) per million people.

You can download the report at http://bikewalkalliance.org/.
By Esther Meroño

Utah had the pleasure this April of hosting women’s cycling advocate Sarai Snyder, founder of the website Girl Bike Love (girlbikelove.com), and the worldwide CycloFemme ride (cyclofemme.com). As one of the speakers at the 2014 Utah Bike Summit on April 25, she treated the audience with a presentation titled “The Power of the Pedal.” Snyder’s message focused on the empowering force behind the perfect machine, a benefit of cycling often lost among the green initiatives and asphalt advocates.

Over the past few years, Snyder has become a strong voice in the bicycle community, especially on behalf of women, who often go underrepresented in the various branches of cycling, including product development and marketing. The impetus to create Girl Bike Love in 2010 came from a place of observation working for a bike shop in Boulder, Colorado. “I ran a bike shop for about four years and I just kind of recognized that, not only did I want to share my knowledge with women all over the place, but also, I really wanted to help bike shops. I really wanted to be a resource to help them make that connection with female cyclists,” says Snyder.

Girl Bike Love, “the hub and soul of women’s cycling,” is a beautiful resource for female cyclists of all types—from casual urban commuters to Lycra-clad roadies. Why is a gender-specific website like this needed for cycling? Well, first and foremost, it sheds all of the intimidation that permeates the male-dominated activity. Segments like “Tool Tuesday” feature a weekly post that describes a bike tool and breaks down what it is and what it can be used for, without making you feel stupid, or creepily reaching around to “fix that for you.” There are “Girl Gear” reviews, “How To” tutorials for finding the right bicycle, and perhaps most importantly, stories about cycling written by women. “I feel like in advocacy that a little more, and using the social skills that we have and saying, ‘This really can make a difference. This isn’t just you wanting to bring your friend along, this is making a difference in the world.’”

Snyder is very much of the belief that with the empowerment that the bicycle produces, comes a responsibility to share—something she’s acted on by becoming a leader and a voice for women in cycling. “I think a lot of women don’t quite figure it out for a while. You can’t always be like, ‘Well, this is going to change your life.’ It’s usually a gentle message, because people are afraid to change their lives—empowerment’s kind of scary because it means that you have to do something,” says Snyder. “I never really intended to be a leader … My passion inspired me to be where I am and to say the things that I say and to do the things that I do, but it’s not that I have the skills to be a leader. While I’m trying to share this message and work with other people and build this community, at the same time I have to teach myself these leadership skills, like public speaking—it’s scary! But it’s just something you have to do once you get put in this place. For me, I’ve been empowered by the bicycle to be a leader, to develop those skills and to be a voice.”

Her advice for organizers and community leaders who want to reach out to women is to keep things simple. “The important thing to remember is, as women, our gender is a very small part of who we are, so trying to create an event for all women related to riding bicycles, that makes it really hard because we’re not all the same—some of us have different interests,” says Snyder. “Remember that we’re cyclists, too, and that there’s going to be different types of rides that bring women together. I think that promoting the community aspect of it is really important, and making sure you give women a chance to connect on the ride, or after the ride or before the ride. It takes time, too—you have to be committed to it. Once that community starts to develop, it’ll flourish on its own.”

Utah currently has three rides registered in Magna, Provo and Salt Lake City, details for which can be found in the calendar section of this issue and at cyclofemme.com. All cyclists are welcome to join. Join the conversation at girlbikelove.com.
SLCBA News for May 2014

May is Utah Bike Month and, as the theme indicates, it is packed with events to encourage and celebrate alternate means of transportation. One of the highlighted events of the month is the Mayor’s Bike to Work day on May 13th featuring a casual ride with the county and city mayors. SLCBA will be an active participant in this event, and riders might even be able to take advantage of refreshments and awesome giveaways during the ride. A complete listing of May’s events can be found on the Cycling Utah event calendar. As advisors to county mayor Ben McAdams, SLCBA is always looking to engage the community and gather input concerning how we can improve our streets and resources for bicycles and walking. Currently, SLCBA has several vacant positions to fill. Interested citizens can apply for a position by visiting our revamped website at www.bicycle-slco.org.

By Charles Pekow

Skis in national forests can officially get used for mountain biking in the off season. Many already are but the U.S. Forest Service (USFS) finalized its policy in April officially allowing off-season ski slope mountain biking. USFS is implementing a law Congress passed in 2011 to allow additional recreational activities in designated ski areas in national forests.

In its new directive (http://www.gpo.gov/fdsys/pkg/FR-2014-04-17/html/2014-08890.htm), USFS outlines criteria for its land managers to use in determining what activities to allow on a case-by-case basis. Neither the law nor the directive require USFS to allow mountain biking at any ski slopes – it only permits the interim discretion of “appropriate circumstances,” saying mountain biking can “harmonize with the natural environment.” Local advisors are tasked to present the case and work with USFS at every stage from planning to maintenance. USFS did get some opposition to its plan to permit mountain biking. Some respondents in a public comment period called them “mechanized equipment.” Respondents also complained that areas should remain wild and undeveloped, used by humans only for quiet, nature-based recreation. But the 2011 Ski Area Recreational Opportunity Enhancement Act specifically permits development and use of mountain bike trails. Some places, such as Aspen/Snowmass ski Resort in the White River National Forest in Colorado have already added downhill paths under an interim directive USFS had previously issued.

USFS will require, though, that mountain bike “facilities be either visually consistent with or subordinate to the area’s existing facilities, vegetation, and landscape.” Potential resource concerns associated with proposed facilities can be addressed during environmental analysis.

And USFS is requiring that no mountain bike facilities be constructed that could interfere with skiing or require major new development. And managers could close trails if use would cause erosion or other resource degradation.

So the directive may lead to new mountain biking opportunities in national forests, but only with persistence and patience. “From the concept to the design to actually using a trail can take several years. There are all sorts of people involved in that process,” warns Aimee Ross, advocacy manager for the International Mountain Bicycling Association. All new projects will need to go through a public review. “It could be a two-year process or a 10-year process.”

But ski resorts are interested, as they will bring guests to their resorts in national forests during the off season. “We have had several resorts come to us for our help with that process,” Ross says.

A local group that wants to create a mountain bike trail on a national forest ski slope needs to make friends. Get the resort’s approval. It shouldn’t be hard as it means more off-season business, which they’ll need as global warming gradually reduces snowfall. “Get everyone on the same page so the resort understands the needs of the mountain bike community,” Ross says. And USFS staff likely are responsive if different groups agree. It may be that other folks want a cross-country path around the resort. If the two groups agree on a plan that can accommodate both, staff will be happier to oblige, Ross suggests.

National forests are governed by land use plans that are updated every 10 or 15 years. “If you are lucky and you know there is a land management process, go ahead,” Ross says. If the next scheduled review is a few years down the slope, “the process is a little more complicated.”

Remember that mountain bikers have an easier job dealing with reviews and environmentalists than other forest uses, such as ATV riders. The trouble, though, is that “summer activities have a greater impact on wildlife and water runoff,” as animals are more dormant in winter than summer, notes Gavin Feiger, coordinator for the Ski Area Citizens Coalition, a group that monitors the environmental policies of ski resorts.

While mountain biking itself may only cause minimal slope erosion, extending the season at ski resorts increases the greenhouse gases, “If you have hotels open year round, kitchens are open, laundries are open,” Feiger notes. But using ski slopes already stripped of trees and brush causes much less environmental damage than building downhill bike trails elsewhere in forests, he adds.

In addition to being “already disturbed,” ski areas tend to be well maintained, allowing easier access for new bikers, notes Troy Dauffenbach of Alpine Trails, Inc., a Utah-based trail builder. USFS will also be happy because the ski resorts will pay for the maintenance, saving federal money, Dauffenbach says.

New HIVE Pass Makes Bike Commuting Even Easier

Salt Lake City’s recent HIVE Pass innovation allows easier bike commuting. It is good on all buses and trains run by UTA with the exception of the ski buses. At only $30 per month it is a great deal and allows you to hop onto any UTA transit route at will. If the weather turns inclement or you have picked up a load of groceries or other purchases the HIVE Pass enables you to return home with far less hassle. All forms of UTA transit are bicycle friendly.

The HIVE Pass can be purchased at the City-County building in Washington Square, right across from the Main Library. You need proof of residency in Salt Lake City, such as a lease agreement, utility bill or legal documents, and picture proof of identity. You pay for two months up front and then are billed by the water department each month. Payments can be made online.

SLC hopes to sell 8000 HIVE passes this year. If you use it 12 times a month it pays for itself. But you will soon find that being able to hop a bus or train, with your bike, at your convenience without worrying about having the correct change really makes bicycle commuting easier. Especially for common routes, such as the grocery store or post office, you quickly learn the schedules of those buses and trains most useful for you. There is very little advertising for the HIVE Pass, so word of mouth will be the best way to let everyone know about this inexpensive way to utilize the UTA transit system. Tell all your friends about this new way of leaving their cars parked even more often, by combining bike commuting with UTA mass transit using a HIVE Pass. For more information see http://www.ridewithhive.com.

Bruce Ewert

Combat Puncheon Vette on the Jordan River - Buy a Weevil or Volunteer

Hate Goat Heads? Love the Jordan River Trail? Help to combat the awful weed by participating in the Donate a Weevil Program. Just visit http://jordanrivercommission.com/Store/donate-biocontrol/ to buy a puncture-vein seed eating weevil for only $3.99 each. The weevils are used as non-toxic biocontrol to limit the spread of the scourge of bike tires. If you would rather pull goat head weeds in person, you can volunteer for one of many events all summer at jordanrivercommission.com/volunteer/.

Dave Iltsa

We have tons of race photos posted at gallery.cyclingutah.com
Product Review: Ass Savers Keep Your Drier When It’s Wet

By Jared Eborn

Ass Saver review By Jared Eborn
Spring riding in Utah is always a guessing game. One day the weather can be sunny and warm, the next it’s a wintry mix of rain, sleet and snow. Some days it’s all of the above with a few other weather patterns mixed in.

With that in mind, we took a relatively new product to the April 26 Tour of the Depot to test out. The product: The Ass Saver.

The Tour of the Depot was prime testing territory with a downpour with rain and sleet hitting the racers as they traveled along the roads of Tooele County.

Seen in the professional peloton during the wet spring classic races, the Ass Saver is a flexible, easily attached and removed recyclable plastic mudguard. Made in Sweden, the Ass Saver has a simple design and function – just slide the 13-inch flexible fender beneath your saddle, snap it into place on the rails and ride away without a steady stream of road wash from your rear wheel spraying your back and backside.

We brought three to the race and had no shortage of racers asking if we had more.

Our test riders had these reviews after the cold, wet and unpleasant day of racing.

“So Saturday’s race was a miserable one to say the least. I’ve never been so cold, tired and wet in my life,” FFKR-Contender’s James Lechtenburg – a Cat 4 racer, said. “Of all the things that received a constant downpour of water from above and below, I don’t really remember or recall a constant stream of water flipping off my back tire along my backside to add to my dismay.”

Cat 2 women’s racer Catherine Fagen-Kim was another product tester. She suffered in the cold and rain with her husband, Alex, riding along in his warm and comfortable wheel car.

“Alex asked me how I liked it and I responded with, “oh it was good, I’m not giving it back,” Fagen-Kim said.

“Tour of the depot - notorious for Spring Classics weather didn’t disappoint again this year with rain, snow and frigid temps but this year my butt was only wet from the rain coming from above and splash-free of mud & gravel,” Fagen-Kim said. “The Ass Saver saved me from that discomfort during my race. Another racer did tell me how jealous she was of it. Not that it made me any faster, I had that going for me.”

Lechtenburg also said though soaked, his cycling kit was left clean.

“There wasn’t a black streak across the back of my jersey from all the water, so apparently this product while improvised did a great job of keeping a part of me somewhat dry in an awful situation to be riding in.”

Another bonus? Lechtenburg said the size and simplicity were welcome.

“It was nice having it be improvised and compact and not something I need to have any hardware attach the bike,” he said.

The Ass Saver is available for purchase online at ass-savers.com and comes in a variety of colors.

“Though not as effective as a full-sized fender, the Ass Saver isn’t intended to be. It’s important to understand that an Ass Saver will never do the same job as a standard mudguard for obvious reasons. It is an emergency mudguard similar to the spare tire of a car but slightly more stylish,” says the company website. “It will get you there fairly dry by eliminating the spray where it is most annoying and most concentrated, namely your derriere.”

The flexible plastic guard can be bent to tuck the fender completely under the saddle if not needed. At just 13 inches long and fitting easily into just about any bike bag or backpack, the Ass Saver is an ideal accessory for the bike commuter who may want to remove the product when not in use.

The plastic product folds and creases in the middle to slide between the saddle rails and form a drainage system of sorts that keeps water and road grime from coating your pants, shirt or bicycle kit.
An Ode to Coasting

By Lukas Brinkerhoff

I learned to ride a bike on one that was a bit too big for me. My dad picked it up at a yard sale somewhere and put some training wheels on it so I could ride. I couldn’t touch the ground and pedaling was a bit of a stretch. After a while, he decided it was time for me to learn to ride. I didn’t want anything to do with it. So we compromised, like good human beings do, and he removed one of the training wheels. I rode around leaning off to one side for a good chunk of my childhood. And then he had had enough. He removed the second wheel and taught me how to ride. I can remember that feeling of freedom as he let go of my seat and I found that perfect equilibrium that we all know and love so much. I then burned, with the wind blowing in my hair and a giant smile on my face, and found the steepest hill to climb and began to pedal until my legs felt like they would fall off and my lungs were about to burst. I can remember how amazing that first climb was. I just didn’t want it to stop. I pedaled all the way to the top and then fell over because I still couldn’t reach the ground.

I’m guessing that every single one of you had a similar experience, remembering that freedom, the thrill of cracking up a hill with everything you’ve got and not wanting to ever have the pain stop. Am I right?

No, of course I’m not right. No one remembers their first bike ride and wanting to crack up a hill with the burn in their legs getting bigger and bigger with each pedal stroke. No, we remember the freedom of that moment when we realized that with a little balance we can maneuver the most amazing machine ever invented and coast. We can get something more for our effort, it’s not free. No, there’s no free ride, but we do get a bonus. Not like walking, which is the first sense of freedom we enjoy, riding allows us to stop putting forth effort and reap the benefits of our last push. We can coast.

One of the most succinct reasons I have ever heard for riding was thrown out during a class at Specialized Bicycle Component University. I don’t recall the class discussion or why it was said or even who said it, but the words have stuck with me. Someone said, “I pedal half the time so I can coast the other half.” And then everyone laughed. It dawned on me that this person had nailed the reason I love riding singlespeeds so much. The hills suck, there’s no denying that, but without any taller gears you only have the option of coasting down the other side.

There is an inherent amount of suffering involved in riding a bicycle. So much so that we learn to revel in it and even romanticize it. Just look at the Paris-Roubaix, we wait for that race, it shows us what can be endured on a bicycle for the pure sake of enduring it. We do, in some sense have to be masochists to want to ride our bikes for hundreds of miles or to race all summer long dedicating our weekends to cranking around a dusty course passing and being passed and at the end, for what, to feel a sense of accomplishment. Suffering is part of the deal and there is nothing wrong with that.

After one of my recent group rides around a southern Utah mesa, a few of us were sitting around talking about the ride, the weekend, bikes and enjoying some frothy beverages. One of the people who had just pedaled around this sandstone paradise mentioned how fun the ride had been. Nothing unusual there, we were all thinking the same thing. The stoke had been running high all day despite the strong winds and cooler than normal temperatures. We had all had fun, but what came next made me stop and think. This same rider, who had just had a blast riding his bike said the he didn’t usually get to have fun rides. No, those were few and far between.

As cyclists, we catch a bug when we learn to ride and it’s one that isn’t easily shaken. I worry that many of us forget that there is a yin to the yang of suffering in cycling and that yin is coasting. We are masochists enjoying every ounce of burning sweat as it drips into our eyes, but we often forget that, at the same time, we are all hedonists. We forget that there is nothing quite like ripping down a flowy section of singletrack with the brakes wide open praying that the trail doesn’t stop going down or the joy at the crest of a hill where you just gave every ounce of energy you had left to make it and then letting gravity pull you downward as you gain momentum and coast as far as you possibly can.

I do remember my first moments on a bike without training wheels. It happened much as described above. My father let go of my saddle and I wobbled, but somehow I found that spot where my brain realized that all it had to do was adjust my body from one side to another and I would be fine. I gave a kicking pedal stroke and off I went. I pedaled and then coasted. And then repeated. And then, seeing that the bike was too big for me, I wobbled out of control and ran into the retaining wall in front of our neighbor’s house. I left the bike where it laid and ran crying back home.

It wasn’t an entire success, but I never forgot how awesome it felt to pedal and then be able to coast.

Prevention of Overuse Injuries

Overuse injuries are surprisingly high in cycling. In a recent study they found that 94% of cyclists over a one-year period will have experienced at least one overuse injury. Luckily most of these injuries are mild and won’t take you off the bike for long. Unfortunately some injuries are more severe. The most common site of overuse injury is the knee, while the most common site of traumatic injury is the shoulder. The best medicine is prevention. Here are some suggestions to keep you out of pain. Seeing your Chiropractor regularly can keep your body aligned, this will put less stress on your joints and keep you pain free. Stretching after a 15 minute warm up, not only will give you more power on the bike, it will keep muscles from straining, usually drinking 20 ounces of water an hour is a basic guideline. Finally, getting a professional bike fit will relieve most overuse and bicycle contact ailments.


-Wayne Hansen, D.C.
**COMMUTING**

**What is the Status of Commuting in Salt Lake City?**

**By Keir Lee-Barber**

Over the last several years Salt Lake City has seen a bustling growth in popularity of cycling. Biking supports a diverse culture, from road riding and mountain biking to family excursions in City Creek; Salt Lake City caters to us all and it is no surprise this growth is occurring.

"One of the things that’s nice about what’s been happening in the last five years is the number of bikes on the street goes up, quiet exponentially it seems, every year...bikers out there are increasing," said David Davis, the Executive Director of the Salt Lake City Bicycle Collective. This February he met with Becka Roolf for a discussion on both the increase in cyclists as well as the increase in the rate of traffic-bicycle collisions.

When the question of the growth in levels of participation in any form of commuting function is more clearly observed than that of cars, the bicycle is a vehicle that allows you to move quickly through a fairly short distance commute, it brings with it a welcomed diversity of riders and community of supporters. David Davis of the Bicycle Collective summed it up finely when he concluded "we’re always looking for something that increases our connectivity to community, and makes us happier, and healthier, and saves us money; and biking kind of does it, pretty well.”

The SLC count of 2013 found higher rates of women in areas which are more recreation and cyclist friendly, such as those surrounding the University. The percentage of women cyclists at these collection points increased to over 25%, just passing the national average. This is in keeping with a recent study in London which found that bicycle “usage at weekends and within London’s parks characterizes women’s journeys, whereas for men, a commuting function is more clearly identified.”

Following from the idea published in the London study it can be noticed that observational bicycling studies within the United States often report low findings for female participation in cycling, with the larger share always being males. However a nationwide comprehensive survey of the US found brighter results. The National Household Travel Survey, undertaken in 2009, found that of the respondents who reported riding a bicycle within the past week, 40.3% were women. Similarly an earlier question based survey by the Outdoor Industry Foundation, found countries in Northern Europe, where it has been shown no significant differences in cycling rates among sexes are found.

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Sources:
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Catching Up with Utah Pro Tayler Wiles

By Jared Eborn

Tayler Wiles has come a long way in a short time. Though not picking up the sport of cycling until after she’d graduated from Murray High School in 2007, Wiles rapidly progressed through the local racing scene and quickly found herself racing in the world’s biggest races against the best cyclists on the planet. The Specialized-Lululemon rider is a former U-23 national time trial champion and recently slipped into the overall winner’s yellow jersey after her victory in the Redlands Stage Race. Wiles, a self-described ‘big dreamer’ and fierce advocate for women’s cycling, took a few minutes from her busy racing schedule in Europe to answer a few questions with Cycling Utah.

Q: You started racing a few years ago. When you were a Cat 4, just starting out, what were your goals and in your wildest dreams could you have ever imagined being part of one of the most elite teams in the world?

A: All my life I’ve been a pretty big dreamer, I always wanted to do something or be something big! As soon as I did my first bike race I started dreaming big. Even though I got crushed and it was one of the hardest things I’d ever done I knew it was something I wanted to pursue and I jumped whole-heartedly into it! I used to go on the HTC Highroad website (when that team ended it became Specialized Lululemon the team I am on now) and read all the girls’ bios and all the race reports and dream of what it would be like to race with or against these girls, it was always the dream team for me. In the Fall of 2012 when I got offered a contract with Specialized Lululemon for the 2013 season I literally did a happy dance in the shower, my dreams were starting to come true!

Q: Few things in cycling are ‘easy.’ Can you describe your path from novice to pro?

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TEST YOUR METTLE.

Leadman Tri, the evolution of triathlon, is throwing down the gauntlet to even more competitors in 2014. Conquer the epic 125K or 250K distances or try the new 85K distance as an individual or a team. These beautiful, yet daunting, courses were designed to challenge both endurance and spirit, while respecting the body. Save 10% today by using code CULEADMAN when you register for LeadmanTri Bend and experience for yourself what has become a top-ranked triathlon in North America.
By Tyler Servoss

The East Canyon Echo Road Race rolled out of Henefer on a cool morning on April 19, 2014. The second UCA road race of the season had plenty of climbing in store, and a number of categories saw record field sizes. The race organizer, James Zwick of Sports Am, along with event producer Marek Shon, chief referees Gary and Louise Bywater, and a slew of volunteers ran a very smooth event.

The racecourse opened with a climb out of Henefer to the top of the “Hogsback” followed by a quick decent and fast flats to the turn around near the East Canyon resort campground. Riders then climbed the backside of the Hogsback and descended to Henefer before heading to Echo Junction and a gradual climb to various turn around points depending upon category. After racing back to Henefer, the riders climbed the south side of the Hogsback one more time for a summit finish.

The men’s Pro 1,2,3 race started with a number of attacks on the opening climb with a small group staying clear to the turn around and back to the base of the second big climb of the day. With several more attacks, the racing came down to the final climb with Erik Slack (Canyon Bicycles-Shimano) out sprinting breakaway companions Cortlan Brown (Astellas Cycling Team) and Jake Stocking (Ski Utah PLAN 7) Race winner Erik Slack (Canyon Bicycles-Shimano) celebrated an emotional victory with thoughts of his former teammate and close friend Chase Pinkham who tragically passed away recently. He said “as I came up the last climb I thought to myself, how could I NOT win today, for Chase?”

The women’s Pro 1,2,3 race featured a couple of accelerations on the opening climb with the group staying together to the turn around at East Canyon. Upon reaching the backside of the Hogsback also known as “the wall” 4 riders moved off the front of the group. The break consisted of eventual winner Breanne Nalder and Amy Thornquist both (DNA cycling pb K4 Racing) Mindy McCutcheon (Canyon Bicycles-Shimano) and Melinda Macfarlane (Harristone Sun Valley Mortgage). They stayed away to the 2nd turn around in Echo Canyon and on to the opening slopes of the final climb. An attack by Amy Thornquist caused Melinda Macfarlane to slide off the back. She was then countered by her teammate Breanne Nalder who soloed in for the win at the summit with nearly a minute cushion. Breanne was also close friends with Chase Pinkham and attributed her win to thoughts of him.

See results on page 14.
Fad Diets - How Short-Term Successes May Not Benefit Long-term Nutrition

By Breanne Nalder, M.S., RDN

Whether it’s at work or out on a group ride, when people learn that I am a Dietitian/Nutritionist, the most common question I get is “what do you think of the (……….) diet?” Insert any diet into that blank, because people are always looking for something new and exciting. I usually respond by saying “la la la la la” and my answer will be the same: For optimal nutrition, and energy, and performance on the bike, you must work together to make our tissues, our bodies, and our performance on the bike. By Breanne Nalder, M.S., RDN

The theory behind it is that our bodies were programmes for periods of feast and famine. As such, we should recreate these feast and famine days in order to lose weight and live a longer life. On this plan (also called The Fast Diet), dieters select two non-consecutive days each week to eat 500 or 600 calories, depending if they’re a man or woman. They are recommended to follow their regular exercise regimen during fasting days. During the remaining five non-fasting days, dieters can eat whatever they wish. There are some pros to this diet, such as all food groups are still promoted. But much of the scientific evidence regarding intermittent fasting is controversial. With suboptimal calories consumed twice a week, you may become deficient in several important nutrients. Eating so few calories can cause uncomfortable side effects such as headaches, irritability and hunger. When it comes to cycling training or racing, these can be detrimental and even dangerous.

Paleo Diet

Ranking dead last on U.S. News’ Best Diets Overall rankings list, the caveman-inspired diet still has a strong following. It revolves around eating like our Paleolithic ancestors — who lived by hunting and gathering. Creators claim that by following this plan, you can increase athletic performance by taking in a more natural diet. Detractors argue that the paleo diet encourages fruits and vegetables, seafood, meat, and healthy fats (such as olive oil and flax seed). These all seem great right? Well, keep in mind that we are not hunters and gatherers. We have access to food all the time, so don’t need to stock up on meat and fat in case we don’t get food for days upon days like our ancestors. Also, sugars, grains, salt-processed foods, yeast, dairy, and whole grains are discouraged foods. When entire food groups are eliminated, you may get essential nutrients, including calcium and vitamin D. Contrary to what athletes need salt and carbohydrates more than the average person, so if those are restricted, it can affect performance and long term health. So, though it may seem simple or redundant, remember the basics of nutrition: eat a variety of fresh foods and stay active.

Liquid Diets and Cleanses

Juicing and other methods of all liquid diets are often used for weight loss or to cleanse the digestive system. One example is the “Master Cleanse” (lemon juice, maple syrup, and cayenne pepper). While the idea to digest a rest and get lots of vitamins forms fruits and vegetables sounds healthy, it is again a very short-term method. When you only get juice, you don’t get fiber, which is essential for digestive health and for lowering your risk of diabetes and heart disease. Juices are also very high in sugar. To get a cup of apple juice takes about 4 apples, which can have up to 90g of sugar, and that’s without the fiber which would help absorb the sugar! I’d rather eat one apple ! Smoothies may be a better alternative to get the most nutrition out of a liquid. Think “salad in a blender.” Stay tuned for a later article on juicing and hydration for athletes.

Summary

Balance and moderation are the keys to successful eating habits and a healthy lifestyle. When dieting, slow and steady adaptations are more likely to last than dramatic weight changes. This is especially important for athletes because if you lose weight too quickly, you can lose muscle, bone and water. You also will be more likely to regain the pounds afterwards. So get out of that vicious cycle! Also, it is boring to eat the same thing over and over and hard to stick with monotonous plans. Limiting food choices or following rigid meal plans can be an overwhelming, distasteful task, and can lead to disappointment if you don’t see the results you expected. Life is already complicated enough! So, though it may seem simple or redundant, remember the basics of nutrition: eat a variety of fresh foods and stay active.

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By Breanne Nalder, M.S., RDN
Taylor Wiles from page 20 got my boot handed to me in the European races, but during one race I had stopped for Coryn when she had gone down in a crash and paced her back up to the field. That act proved to Coryn and others that I could be a selfless teammate, and that got me my first pro contract with Peanut Butter Lane as a director. The yellow jersey. The team rode flaw- lessly as I sat on the grass of the field house (or running around the track at the Redlands with the legend herself Ina - 24 -

Yoko Teutenberg: The hardest sport out there, and from then on always a race to perfection. When you are on the bike anywhere in the world. Dutch racing is brutal for multiple reasons: the roads are tiny, the fields are mass-

Q: Do you ever look at yourself and see where you are now and ask “Is it worth being a soccer player from Murray, UT and end up here?”

A: I definitely think back to just a few weeks ago when I was a Pre-med student who spent nearly every hour of the day in the library (or running around the track at the field house on campus) and wonder how it is I got where I am. I’ve always been athletic, but once I real-

ized I didn’t have what it would take to be a professional soccer player I threw myself into my academics, determined to become a cardiotho-

racic surgeon. However I am some-

one who believes that certain things happen in life for a reason, and through my academics that I met Matt Bradley and my life changed forever. From that moment on my passion for cycling with me and once he talked me into doing my first race it was all over. My dreams and hopes and dreams shifted. Like I said I’ve always been a big dreamer, first it was to be the next Mia Hamm, then to become a surgeon and finally to be a professional cyclist. My dreams have become a very surreal reality and that is something I could not have accomplished without Matt Bradley and his belief in me.

Q: You just won a National Racing Calendar stage race. Tell us all about Redlands and the victory.

A: Like mentioned, Redlands was the first NRC race I had ever done. It had been the most exciting and devastating experience at the time and from then on always a race I wanted to win. This year I had the incredible opportunity to race Redlands with the legend herself Ina Yoko Teutenberg as a director. The last time I watched Ina race from the bank parking lot post up for the win in the crit four years previously was going to direct me to my first yellow jersey. It was a moment that was unforget-

lessly that week and believed in my from one day, this is something I will never be able to thank them for enough. Unfortunately I didn’t have the best time trial which put us a bit on the back, which put my mind to fighting hard to chip away at the lead throughout the week and on that last day I was able to deliver. Each one of my teammates had an incredibly important role the day of sunset and everyone raced to perfection! When I broke the line with my teammates and Mara Abbott with three laps to go I was literally living a dream I had had four years previ-

ously as I sat on the grass of the fire station watching my racing hero by, I was going to win the overall at

resource to all levels of riders. We all want riders to love cycling, we all want the sport to grow and I think mentoring programs would make a big change in implement-

ning programs for kids (like the big movement that is happening with mountain biking) would be huge for the sport. In Europe kids start rid-

ing and racing SO young! Many of my European teammates have been racing since they were 6 or 7? There are huge junior races all over Europe, the opportunities are massive and I believe we can help bring this philosophy to the states.

Q: What’s the hardest race you’ve ever competed in?

A: Honestly some of the hardest racing in the world is Dutch racing! There is a saying, if you can race and win in Holland, you can race your bike anywhere in the world. Dutch racing is brutal for multiple reasons: the roads are tiny, the fields are mass-

(24)

Q: While not fully integrated into the men’s race, the Tour of California and now the Tour of Utah are add-

ing one-day women’s races to their schedules. It’s one step, but is it enough? What else would you like to see happen and how do you think it can happen?

A: I think it is definitely a step in the right direction. I am happy that they have started integrating women’s stages into the big men’s tours and I want to send a huge thank you out to the people who have helped make that happen because I know its not an easy process by any means. How ever I would be lying if I didn’t say that I still really hope to someday see a women’s tour of California, women’s tour of Utah’s Pro Challenge. I admit-

tively have a very hard time watching the men’s races because I would kill to have a race that they do, to race a major stage race in the state I grew up in, the state I now call home, and in the beautiful state of Colorado would be incredible. There are so few UCI races in the states and zero UCI stage races for women. If I had to named one race they do, to race a major stage race for women there would be a huge shift in women’s cycling. I know this has been said then done but nothing is impossible if you have enough people out there dreaming big.

Q: When you lived and raced in Utah, you probably noticed the small fields for women. What can be done to encourage more women to race? A: I think one of the major issues in women’s cycling at the state/ regional level is the huge drop off from the cat 3/4 fields to the Pro 1/2 fields. I think there is a big intimid-

ation factor and a lack of mentoring that keeps women from making the jump to higher categor-

ies to see happen. It has always been some thing that I’ve wanted to change, I want to help upcoming riders make the jump and be an approachable

Q: What’s the best race you’ve ever raced?

A: I love the Giro d’Italia because I love long stage races and this is only one the women get! It doesn’t hurt that its in beautiful Italy!

Q: If you had to choose: European or American cycling?

A: European because my goal is to be good enough to represent the best female cyclists in the world. The only way to accomplish this is to be good enough to represent the best female cyclists in the world. The only way to accomplish this is to be good enough to represent

Call for 1,200 Volunteers Begins for Tour of Utah

SALT LAKE CITY, UT - (April 9, 2014) – Volunteer registration is open for the 2014 Miller Tour of Utah! More than 1,200 volunteer positions are available in a variety of roles and locations.

Known as “America’s Toughest Stage Race™”, the Tour of Utah has expanded to seven days for the first time in its 10-year history. Taking place August 4-10, the Tour will begin in the southern part of the state in Cedar City and conclude in the Wasatch Front in Park City. Other host venues for 2014 include Pangnitz, Torrey, Lehi, Miller Motorsports Park, Ogden, Powder Mountain, Evanston (Wyoming), Kamas, Salt Lake City, and Snowbird Ski and Summer Resort. Each host city encourages fans to provide their time and expertise for one or multiple days during race week. Applicants are required to sign a waiver with each LOC, and age restrictions may vary by location. For more information about volunteer positions with the LOC’s, contact volunteer@tourofutah.com. For individuals interested in the week-long Volunteer Program, contact stuart@racemtb.com.

Individuals, as well as service groups and clubs, are encouraged to provide their time and expertise for one or multiple days during race week. Volunteers will not only receive the personal satisfaction of helping make this internationally-sanctioned stage race a success, but they will also gain invaluable race experience.

To be honest, crits are fun but to me the transition of cycling is centered around short long brutal races and stage races.

Q: If you are a cyclist, you probably noticed the small fields for women. What can be done to encourage more women to race?

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BIKE CULTURE

James Miska: ScalleyCat Survivor, Salt Lake Bicycle Tours Founder

This annual scavenger-style event started in 2007 is the stuff of legend in Reno, drawing about 300 participants this year on April Fool’s Day in an event that Miska describes as the community’s heart and soul. “It starts at noon Saturday, goes till noon Sunday … Through the night you have hundreds of missions that are potentially comptetable, and it’s points-based, so therefore there is no race—everyone’s doing this for the same amount of time—it’s just how many missions you can complete,” says Miska. Rather than receiving the usual manifest of checkpoints, the teams are given a thick packet printed with themed spreadsheets listing a task and the number of points awarded for each one. These tasks range from having a tickle fight (300 points) to cooking and eating a piece of roadkill (5,000 points) and much, much more absurd, all documented via photos and video.

Traditionally, an alleycat’s winner is determined by how quickly and efficiently the rider can navigate the city to hit every checkpoint and make it back before anyone else. The spirit of an alleycat, in my mind, is that it’s much, much more absurd, all documented via photos and video.

Miska recounted his ScalleyCat experience with unsurprising admiration for “how awesome Reno is”—a city with a reputation that’s quite the opposite of Salt Lake’s templed blocks. We agreed that there’s just something about an alleycat that provides an intimate connection to the city. “A big part of [the ScalleyCat] was just getting to cruise around Reno with no holds barred. The spirit of an alleycat, in my mind, is that it’s fun … It was like we had the run of the town,” says Miska, explaining that the locals who didn’t recognize him were immediately warm and welcoming. “The people that live there really know that they have this underexploited gem of a town that has lots to offer, and nobody gives a s*** what you do.”

Miska and his teammate, local Soaking zine author and filmmaker Willy Nevins (who worked in Nevada last summer and brought the ScalleyCat to Miska’s attention) finished the 24-hours with about 16,000 points, having completed tasks such as persuading a complete stranger to hold her baby, urinating in a dog park and participating in a game of “ghost ride bowling,” but most importantly, they had a really good time. Miska rode a heavy, fat-tired cruiser for the ‘cat, one of the 15 he purchased from the Ogden Bicycle Collective for his latest venture, Salt Lake Bicycle Tours. Much like his experience exploring Reno’s “under-belly” via the ScalleyCat, Miska hopes to provide locals and visitors alike with a similar spirit of adventure and exploration via bicycle tours of Salt Lake’s hidden gems come June 2014. “I definitely want to show [Salt Lake] off as much as I can—it’s a spectacular place to be,” he says. “There are lots of historical buildings to point out and really cool architecture, but I also want people to realize where they’re at and what kind of access this town has to really wild and secluded areas as well … It’s a really unique city because of that reason.”

There won’t be any boundary pushing on these rides comparable to the ScalleyCat, but Miska’s insider perspective of the city promises to provide just as good a time with just as pleasant company. Keep up-to-date on the company’s progress and your chance to join in on a ride at saltlakebicycletours.com. Finding concrete information about the ScalleyCat is nearly impossible on the Internet—Miska explains that the event relies on word of mouth to draw participants, but their Facebook page has the very latest, if not scant, developments—just search for “ScalleyCat.” He’ll be attending next year, so buddy up if you want a friend-who’s familiar with the best mid-race watering holes: “If you put me back in Reno right now on a bike, I could certainly find my way around just from memory,” says Miska.
May 2014

Salt Lake City Bicycle Co-op. — Salt Lake City, UT, 9-5 Sat., 9-3 Sun. $10 fee if bike sells.
May 19, 2014 — Ride of Silence
May 21, 2014 — Ride of Silence
May 24, 2014 — Ogden Bike Park Grand Opening
May 25, 2014 — Ogden Bike Park Grand Opening

Ride with Mayor begins at 8:00 a.m.

Ride Utah! Bike Week

Lighting of the Parley’s Rails, Trails and Tunnels by the Ogden Bicycle Education Foundation—Cycling for a Cause at Utah State Capitol.

Dundie Bike Bash and Awards Ceremony at the Ogden Main Street Pavilion if clear (4300 South Parker Drive):

Ride leaves Cole Sport, 1615 Park Ave. at 6:00 am.

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May 6, 2014 — Salt Lake City Bicycle Co-op. — Salt Lake City, UT, 9-10am on the State Capitol steps. Meet Mayor and enjoy a pleasant ride with the mayor around town.

Opening of the Ogden Bicycle Education Foundation—Cycling for a Cause at Utah State Capitol.

Ride with Mayor begins at 8:00 a.m.

May 15, 2014 — UTA Bike Bonanza

Ride with Mayor begins at 8:00 a.m. together with SLC Gallery Stroll, 247 S. 500 W. 

Proceeds go to Mountain Trails Foundation.

May 24, 2014 — Ogden Bike Park Grand Opening

Ride leaves Cole Sport, 1615 Park Ave. at 6:00 am.

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May 13-15, 2014 — BetterRide MTB Camp


July 11-13, 2014 — BetterRide MTB Camp

July 19-20, 2014 — Trek Dirt Series Mountain Bike Camp

August 8-10, 2014 — BetterRide MTB Camp

August 29-31, 2014 — BetterRide MTB Camp
28

June 7, 2014 — Sundance Single Speed

June 14, 2014 — Desert Rats Classic

May 28, 2014 — Wood River Cup Race

May 3, 2014 — Moab Enduro Cup

June 21, 2014 — Done 200

June 26-29, 2014 — Crested Butte Bike Week

May 24, 2014 — Star Crane Memorial XC Race

July 5, 2014 — Therage at Snowbird

May 17, 2014 — Iron W2 W25 Race

June 7, 2014 — Sundance Single Speed Challenge

June 26-29, 2014 — Crested Butte Bike Week

June 17-18, 2014 — Flagstaff Frenzy

July 12, 2014 — The Crusher in the Tushar

July 15-17, 2014 — Flagstaff Frenzy

May 10, 2014 — Desert Roots Classic

June 10, 2014 — Go-Ride Gravity Series

June 21, 2014 — Done 200

July 5, 2014 — The Rage at Snowbird

June 25-29, 2014 — Crested Butte Bike Week

June 17, 2014 — Iron W2 W25 Race

May 10-12, 2014 — Buffalo Bike Park Gravity Festival

May 28-30, 2014 — Wood River Cup Race

July 1, 2014 — Bike Bell Rock

May 10-12, 2014 — Buffalo Bike Park Gravity Festival

July 5, 2014 — The Rage at Snowbird

June 25-29, 2014 — Crested Butte Bike Week

June 21, 2014 — Done 200

June 17, 2014 — Iron W2 W25 Race

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ADVOCACY
Utah Rises to 8th in Bike Friendly State Rankings
By Charles Pekow

Like a rock and roll hit, Utah keeps moving up the charts. It even became a Top Ten hit. The League of American Bicyclists ranked Utah eighth out of the 50 states in terms of bike friendliness.

"The improvement in the last 5 years has been tremendous," noted Evelyn Tududden, UDOT’s Bicycle and Pedestrian Coordinator. "Utah’s state and local leaders and advocates have worked together very effectively to bring about huge changes in record time. We’ll only improve as time goes on."

The state moved up three spaces from #14 last year and #31 two years ago. It achieved its highest ranking yet.

While the state progressed significantly in the league’s eyes, it still has major hills to climb. Utah scored 53.72 points out of 100, which is still a significant increase from last year’s 43.1. Points are divided among ranking state road agencies, the department of transportation, and the department of health and human services.

The League praised Utah for using Congestion Mitigation Aid money to promote cycling and for having more than one percent of commuters cycle by bike. But it made a bunch of suggestions, such as needing to adopt a statewide Complete Streets plan and perform measurements. The League also recommended that the state improve its bike rating by requiring state road agencies, state park and recreation facilities, and other state facilities to provide bike parking.

The League also wanted Utah to conduct “a bicycle ride sponsored by the governor and/or state legislators” to show their support for cycling and suggested the state government dedicate state funding for standalone bike projects.

The state also needs an impact study on how cycling influences the state economy, says the report's author.

But Utah bike groups are happy with the rankings.

"We’re very pleased with Utah’s ranking," said Utah DH’s Darren Lightfield. "We’ve been working hard for years to make Utah a bike-friendly state."

Utah was first ranked in 2008, placing 46th. But since then, it has moved up 32 places. Utah DH has been working to improve the state’s bike infrastructure and make it safer for cyclists.

"Our goal is to make Utah a bike-friendly state," said Lightfield. "We want to continue improving bike infrastructure and making it safer for cyclists."
Three King Cycling Event, June 21-23, 2014, at Snowbasin, UT, Women-only cycling relay. Age-group cash prizes. Approximately 5.6 miles climbing, with an elevation gain of 3200’. All ages are welcome to come & participate but not compete. Disabled riders are welcome to participate. Bryan Gee, 801-788-343-3782, bgee@silverstar.com, peakedsports.com, peakedsports.com.

May 7-2014 — ICE BAR Time Trial/HC/Crit Series, ICE BAR, Pocatello, ID, Prizes for fastest teams. 1.1 km Circuit course has long straightaways with left-hand and right-hand turns. Self-supported, 20 mile hill climb and cruiser rides, Rondo Bikes for Kids Utah.

May 16-2014 — Scio Hill Climb Series, SCIOTI, OR, 106 mile road bike race and cruiser rides. Tornado Hill Climb, oldest and the women’s prize purses are matched by sponsors BELLA Main St. Market, In The Range, & the 2nd Annual from the Winter Gate, 4 miles to the top at 3800’. All ages are welcome to come & enjoy the 66ft of descending grade that you get at the start of the race. Joe Shannon, 928-523-1740, joeshannon@champlainsmountains.com, jshannon@champlainsmountains.com.

May 24-2014 — Iron Horse Bicycle Classic, 20th Annual from the Winter Gate, 4 miles to the top at 3800’. All ages are welcome to enjoy the 66ft of descending grade that you get at the start of the race. Joe Shannon, 928-523-1740, joeshannon@champlainsmountains.com, jshannon@champlainsmountains.com.

May 31-2014 — Lamoille Canyon Hill Climb, June 7, 2014 — Deschutes Brewery Snowbowl Gran Fondo, 107 miles, including 25,000’ of climbing. All ages are welcome to join in the fun!, Clarence Chapman, 208-778-8842, cgchapman@syringahospital.org, syringahospital.org.

June 7-2014 — Deschutes Brewery Snowbowl Hill Climb, June 7-9, 2014, Deschutes Brewery Snowbowl Gran Fondo from Durango to Silverton, Road and TT National Championships.

June 21-2014 — Three Kings Cycling Event, North Salt Lake, UT. Winding through North Salt Lake, The Three Kings offers some of the steepest climbs of the season. Cyclists can choose to tackle one, two, or all three, Karl Johnson, 801-562-0179, karljohnson@kjsports.com, karljohnson@kjsports.com.

June 22-26, 2014 — Ush Summer Games, Utah Shimano, 801-544-5811, Cycling, California, 2014 Winter Games, Snowbasin, UT, Time trial, Hill Climb, Crit, Road Race with overall and criterium. Candy Corn, 801-355-9435, torreycycling@gmail.com, torreycycling@gmail.com.

July 2, 2014 — Ride for the Pass, Aspen, CO, 68th Annual from the Winter Gate, 4 miles to the top at 3800’. All ages are welcome to enjoy the 66ft of descending grade that you get at the start of the race. Joe Shannon, 928-523-1740, joeshannon@champlainsmountains.com, jshannon@champlainsmountains.com.

July 11-2014 — Tour d’Utah, Presented by Skirvin Hilton, Oklahoma City, OK, 900-mile ride through arguably the most beautiful and challenging terrain in the western United States. 9940, 801-391-2819, wildflowerpedalfest@gmail.com, wildflowerpedalfest@gmail.com.
May 11 — Cyclist Will Century Ride - Saturday Cycle Utah Bike Month, Salt Lake City, UT. Non-competitive fun ride to celebrate cyclists, women, and the men who support women. Everyone is welcome. Bring your most loved/fashionable bike, helmet, hydration/nutrition and a great attitude! Chaly Jansen, 801-826-4800, chalyjansen@gmail.com

May 11 — Cyclist Will Century Ride, Utah Bike Month, Magna, UT. Join us for a casual and fun friendly ride to honor all women in our lives. Everyone is welcome! This ride will take us through historic Magna Main Street starting and ending at the Empire Theatre, 4916 W 7200 S. Route is about 6 miles. We'll gather afterwards to enjoy wheelchair and beautiful historic Magna Main Street. Fundraiser for Xarma Bike Shop. Distances of 2, 11, 46, 57, 81 and 106 miles. 7:30 AM meet at 6:45 AM. Registration opens at 6:00 AM. Jon Smith, 801-536-8420, saltlakerando.com, saltlakerando.com/cyclistwill2014

May 17 — Rock The Great Salt Lake Brevel. Saratoga Springs, UT. Self-supported loop ride travels to Eureka and along the west side of Utah Lake. A bowl (bruh vay) is a nationally certified timed, 2275, richard@eogear.com, saltlakerando.com/brevel, 801-462-2275, richard@eogear.com, saltlakerando.com/brevel

May 17 — Iron Will Century Ride, Utah Bike Month, Salt Lake City, UT. Celebrate being a woman! This will be a casual (not hard) ride. city ride (8 miles or so). Wear what you feel good in on this no-drop ride. All women are welcome. Meet at the City/County Building on the 200 E side at 2:00 on May 11. Flowers, costumes, and general awesomeness encouraged. Eisc Cacardine, etcicarscorum.com

May 17 — Cycle Salt Lake Century Ride. Utah Bike Month, Salt Lake City, UT. Park exit, SLC. Self ride to Antelope Island and back. 57, 64, or 106 mile options. 7:30 AM start time. Registration opens at 6:00 AM. Jon Smith, 801-536-8420, saltlakerando.com, saltlakerando.com/cyclistwill2014

May 17 — Road Respect Southern Utah Bike Month, Salt Lake City, UT. Fairpark, SLC. Start Draper to Antelope Island Ranch and back, shorter option of 65 to Syracuse. Free event. BCC members free admission to Causeway. Don Williams, 801-641-4020, roadcaptain@bccu.org, bccu.org, 801-641-4020, roadcaptain@bccu.org, bccu.org

May 17 — Road Respect Southern Utah Tour. Road Respect Bike Tour, Utah Bike Month, 'rns, UT. The Road Respect Bike Tour is a series of organized rides (free to public) focused on road safety and respect between cars and bikes. Ride details with routes on the website provided. Ken Gibson, 801-226-7071, kagibson@utahroad.com, roadrespect.utah.gov, kagibson@utahroad.com, roadrespect.utah.gov

May 19-25, 2014 — Epic Bike 5 National Parks, including Bryce National Park, then onward at Camp Williams to celebrate 100 years of cycling Escapes, Zion NP, UT, 5 National Parks, including Bryce National Park, then onward at Camp Williams to celebrate 100 years of cycling Escapes, Zion NP, UT, 5 National Parks, including Bryce National Park, then onward at Camp Williams to celebrate 100 years of cycling Escapes, Zion NP, UT, 5 National Parks, including Bryce National Park, then onward at Camp Williams to celebrate 100 years of cycling Escapes, Zion NP, UT, 5 National Parks, including Bryce National Park, then onward at Camp Williams to celebrate 100 years of cycling Escapes, Zion NP, UT, 5 National Parks, including Bryce National Park, then onward at Camp Williams to celebrate 100 years of cycling Escapes, Zion NP, UT, 5 National Parks, including Bryce National Park, then onward at Camp Williams to celebrate 100 years of cycling Escapes, Zion NP, UT, 5 National Parks, including Bryce National Park, then onward at Camp Williams to celebrate 100 years of cycling Escapes, Zion NP, UT, 5 National Parks, including Bryce National Park, then onward at Camp Williams to celebrate 100 years of cycling Escapes, Zion NP, UT, 5 National Parks, including Bryce National Park, then onward at Camp Williams to celebrate 100 years of cycling Escapes, Zion NP, UT, 5 National Parks, including Bryce National Park, then onward at Camp William...

June 14-15, 2014 — Utah Bicycle Touring Society's 8th Annual Overnight Bike Tour: Salt Lake City, UT. This is a 110-mile, 2- or 4-person event over a total of 150 miles from Salt Lake City to Morgan and back self-supported, with shorter loop options available. Self-supported, with shorter loop options available. Contact: Robin Miller, 801-641-4020, roadcaptain@bccutah.org.

June 15-16, 2014 — Tour of the Tetons Bike Tour: Jackson, WY. This is a road cycling trip over 150 miles in 2.5 days from Jackson, WY to Grand Teton National Park, climbing to 8,500ft to 10,700ft. Mark Fuller, 970-963-4959, mfuller@twincities.org, 970-526-3158.

June 16-20, 2014 — Baja Divide Cycle Event, CA. Non-competitive 150-mile ride from San Diego to Ojai or 150- and 25-mile out-and-back ride beginning and ending in Ojai. L. Binford, 805-947-5813, lbinford@irwg.net.

June 21, 2014 — Three Kings Cycling Event North Salt Lake, UT. Can you conquer the Kings? Head in North Salt Lake, The Three Kings challenge rides up three awesome climbs; over $1,000 in prize money!, Matt Byrnes, 801-507-0674, mbyrnes@irwg.net.

July 1-3, 2014 — Ride for the Pass: Aspen, CO. 190-mile sportive ride at 10,000 feet elevation, 12,000 feet in the air, 200 miles on the road. terrain is flat, rolling, moderately hilly, 6 food stops, SAG support vehicles., Don Williams, 801-641-4020, roadcaptain@bccutah.org.

July 1-3, 2014 — Antelope Island Sailing Week: Farmington, UT. Antelope Island Sailing Week is comprised of 16 races on Lake Davis on Antelope Island, including a 1994, lestitus@lagbrau.com, lagbrau.com.

July 4-6, 2014 — 12th Annual Small Lake Classic: Logan, UT. Approximately 100 miles, with shorter options. Start and finish in Island Park, a small mountain town on the east side of the Henry’s Fork Reservoir. Free event., Don Williams, 801-641-4020, roadcaptain@bccutah.org.

July 7, 2014 — Summitt Challenge: Park City, UT. Riders of all ages and abilities will fill the pavement for all 97 miles. 97-mile road race event in support of the National Ability Center. Catered post-ride refreshments, SAG support vehicles., Don Williams, 801-641-4020, roadcaptain@bccutah.org.

July 19, 2014 — Pedal Away Parkinson’s: Kaysville, UT. The 9th Annual 100-mile family fun ride begins at 8 am at Kaysville Park. All proceeds benefit the Utah Parkinson’s Association. Mark Smith, 801-685-8650, 801-168-4788, john.humphries@701.com.

July 26-27, 2014 — Utah Mountains & Parks Bike Tour. St. George, UT. An audacious small group, vehicle supported, point-to-point event exploring the rugged backcountry of the entire 11,000 acres of Red Cliffs National Conservation Area. John Humphries, 970-725-9817, john.humphries@701.com.

August 25-26, 2014 — Tour of the Tetons Bike Tour: Jackson, WY. This is a road cycling trip over 150 miles in 2.5 days from Jackson, WY to Grand Teton National Park, climbing to 8,500ft to 10,700ft. Mark Fuller, 970-963-4959, mfuller@twincities.org, 970-526-3158.

August 29-30, 2014 — Hootzer Horizon 100: BCC SuperSeries, Park City, UT. West Point Bike Park (SBC) to Weber and Hopper, self-supported century, 30 and 65 mile options, Starting and finishing in Park City. Cody Ford, 801-558-2503, cody@ustrisports.com.
MAY 2014

Cycling utah.com

Multiples Race

July 2, 2014 — XTERRA Lory Short Course Triathlon, Lory State Park, Colorado, 515 yards swim, 4.5 mile bike, 1.5 mile run. Race information available at XTERRA.com.


August 1-2, 2014 — XTERRA Park City Triathlon, Park City, Utah, 515 yards swim, 11 mile bike, 3.1 mile run. Race information available at XTERRA.com.

August 15-17, 2014 — XTERRA Lone Tree Triathlon, Lone Tree, Colorado, 515 yards swim, 11 mile bike, 3.1 mile run. Race information available at XTERRA.com.


September 6-7, 2014 — XTERRA New Zealand, New Zealand, 1.5 mile swim, 40km bike, 5km run. Race information available at XTERRA.com.
Enduro 1 - continued from page 10

fating the parameters of an Enduro course. Race organizers can control the dice, number of the time vertical descents and unintended transfer stages. However, the North American Enduro Tour (NAET), the North American sanctioning body of the sport, encourages transfer stages to be primarily downhill with minimal climbing. Climbed on time stages are generally discouraged to avoid racing advantage which may be gained from having lighter equipment or superior climbing ability. Again, when it comes to the race sections of Enduro the emphasis is on downhill riding.

Goulet explained a typical Enduro race would start with a transfer stage to the first timed stage. Racers will then transition to the first timed stage. Combined timed stages are taken into consideration for overall rankings and the race win. On average, the total course time for an Enduro race should be around a total of 30 minutes.

Race Ready Tips
Looking forward to your first Enduro race ever or simply of the season? Here are a few tips to get you #RaceReady. Have tips you might share? Join the conversation by sharing your #RaceReady tips on Twitter and Instagram.

Gear
• The best bike for Enduro racing is the one you already own. There is no misconception races require high clearance bikes, but course terrain can greatly vary throughout the duration of a race. Racers are advised to bring the bike they would normally ride.
• Helmets are required, but full-face helmets are not required on the race. Be sure to touch base with the race organizer on helmet requirements.
• Downshifting, carry a light layer to wear when waiting at timed stage starts. This is especially pertinent during spring and fall races when temperatures may be cooler. Racers should also carry equipment to fix basic mechanical failures such as flat tires.
• It is also a good idea to carry sunscreen or be prepared to make friends with someone who has it.
• Cell phones may come in handy to Strava your race, take photos or selfies.

Training
• In the months and weeks leading up to an Enduro Race, Ali Goulet recommends at least one day a week of strength training to build endurance. It is key to build endurance leading up to a race to withstand the long day of racing and potentially long course.

In the next section as a series, the Scott Enduro Cup presented by GoPro offers three races with two of these in Utah: Moab at the Magnificent 7 trail area and at the Canyons Resort. The third stop of the series, the San Juan Super Enduro is in Idaho, is part of the Ride Sun Valley Bike Festival, which includes many activities and recreational races. The race series currently accepts a new riding system and is currently extending a $100 discount on a GoPro purchase to all registered riders.

Regional Enduro Races (See the Mountain Bike Racing Calendars for more details)
3/5/2014 Moab Enduro Cup Moab UT moabenduro.com
5/10/2014 Copper Mountain Grand Junction CO lcirevents.com
6/14/2014 Fears, Tears & Beers Enduro Ely NV greatbasintrails.org
6/20/2014 Big Mountain Enduro Snowmass CO bmmtenuenduro.com
6/21/2014 Jorg Mountain Ranch XC and State Championship Enduro McCall ID wildrockieracing.com
6/27/2014 Sun Valley Super Enduro Sun Valley ID ridesunvalley.com
6/28/2014 Durango Big Mountain Enduro Cup CO bmmtenuenduro.com
7/12/2014 Keystone Big Mountain Enduro Keystone CO bmmtenuenduro.com
7/12/2014 Snowmass City Cup Enduro Park City UT endurocup.com
7/26/2014 Laramie Enduro Laramie WY laramieenduro.org
8/2/2014 Targhee Enduro Alta WY ltrevents.com
8/15/2014 Big Mountain Enduro Snowmass CO bmmtenuenduro.com
8/2/2014 Targhee Enduro Alta WY ltrevents.com
8/8/2014 Tamarack Resort SUPER Enduro Tamarack ID wildrockieracing.com
8/23/2014 Moab Big Mountain Enduro Cup Moab UT bigmountainenduro.com
9/3/2014 Crested Butte Ultra Enduro Crested Butte CO bigmountainenduro.com
The Bicycle Commuter Act; How I Made $960 Tax Free

Like most good Americans we want to keep as much money in our pocket and send as little as possible to the government. On January 1, 2009, after nearly 8 years in Congressional hearings, bicycle commuters were entitled to receive $20/month for reimbursement of expenses related to bicycle commuting to work. The Bicycle Commuter Act is part of Section 132(f) of the tax code found in IRS publication 15-B, The Employer’s Tax Guide to Fringe Benefits. This is a tax-free benefit!

Included in this section are allowances for qualified parking programs for cars ($215/month) and use of public transportation or carpooling ($115/month), so $20/month is relatively a small incentive for commuting by bicycle. This year, not surprisingly, the reimbursement for cars went up to $230 and the bus reimbursement went down to $60. Fortunately the bike commuting was left untouched though not raised. You can only receive one of the 3 benefits. So if you receive a discounted bus pass from your employer, you cannot receive the bike commuter benefit. And finally, your employer must agree to participate. This is a fringe benefit, not a mandate.

My employer has gladly sent me a check on the first of every month for the past 4 years. Given my salary, $20/month is not a lot of money. It has paid for chains, cable and housing, brake pads, tires, tubes and chain lube along with a few bike parts. It is more principle than the money; a sense of I being recognized for commuting by bike. My employer decided that I did not need to send in receipts for “qualified expenses” as stated in the Bicycle Commuter Act. So you may need receipts for reimbursement for your employer.

If your employer is having difficulty giving you a well-deserved raise, the bike commuter act is a cheap way of putting some cash in your pocket. For the female solo category only the 1st place winner, Joey Lythgoe was able to pull off 6 laps, in 5:54:55. She was racing in a field of 26, an impressive field size of ladies for an endurance mountain bike event.

Dave Howard, solo male winner completed 6 laps in 5:17:36 min. All of Dave’s laps were sub-1 hour, and his fastest lap of the day was 48:42 minutes. All the top 6 Solo Male racers achieved 6 laps, but Dave won with a comfortable 19 minute lead. This will be the first year that the race holds its own records on the new course, but we are guessing this record will be hard to beat.

The Duo Co-ed Category field was made up with a long list of top athletes. Going into the race it was anybody’s guess who the victors would be. All the places were incredibly close throughout the day, with Team Liv/Giant-Hub, Cary Smith and Amanda Cary coming out on top. Their lead was just 11 minutes ahead of second place team Him n Her Holley, the dynamic couple were not only racing for the podium, but switching off caring for their young child during their off lap. It was impressive to watch. Third, fourth and 5th place in that category were all separated by less than 5 minutes each.

While the top finishers were duking it out on course, many others were having a blast dressed in Easter themed costumes. There were smiles all around as everyone raved about the new course configuration. See results on page 14. Find race photo’s www.crawlingspider.com

Registration for the 25 hours in Frog Hollow opens May 7th.

Above: Joey Lythgoe won the women’s solo division. Right: The 6 Hours started Lemans style. Photos: Bryce Pratt/Crawlingspider.com

By Cimarron Chacon

The 5th annual 6 hours in Frog Hollow went off under blue skies on Saturday April 19. The recent move to a spring date was just one of the changes this year that led to a solid out crowd of bunny’s, beginners, families and pro’s all showing up for the fun.

This year about 20 percent of the racers were first time mountain bikers. The race is also very family friendly. The Take a Kid mountain biking category had 6 teams for example. In this category children between 10 and 14 can race with their parents; who get a special number plate you escort their kids around the course for their lap.

But even though the race is fun, there was no shortage of strong competition. Getting in the elusive 6th lap requires an incredible pace out the gate, as racers must start their final lap prior to 2 PM. For the
RIDE OF THE MONTH

Little Cottonwood Canyon Challenge

A rider nears the mouth of Little Cottonwood Canyon, after an exhilarating descent! Photo: Wayne Cottrell

By Wayne Cottrell

The Little Cottonwood Canyon Challenge is a 24.4-mile ride that travels along one of the Wasatch Front’s most famous routes, tackling a well-known climb. The climb, in fact, has been featured in the penultimate stage of the annual Tour of Utah professional bicycle race. The climb, commonly referred to as the “Snowbird Hillclimb,” is the featured segment in the Tour’s so-called “queen stage.” Whereas the Tour of Utah stage begins in Park City, the climb ends where the road splits, at the top of the canyon. The road actually continues from here, but the pavement ends just beyond the next bend, and it is a bumpy, rocky, unimproved surface from there. Turn around here and begin the descent. Please note that the descent is steep, and it is possible to generate speeds that have you keeping up with and even attempting to pass motor vehicles. My recommendation is to avoid passing, but to avoid hugging the narrow shoulder, where fresh rocks may have fallen from roadside cliffs. Maintaining a decent speed might deter motor vehicles from trying to pass you, such that you can have most of the lane. Spectacular views of the Salt Lake Valley can be seen as you descend. At the bottom of the canyon, exercise caution in making the left turn onto State Route 209. Continue to ride in the reverse direction of the outbound route, to return to Hidden Valley Park.

For more rides, see Road Biking Utah (Falcon Guides), written by avid cyclist Wayne Cottrell. Road Biking Utah features descriptions of 40 road bike rides in Utah. The ride lengths range from 14 to 106 miles, and the book’s coverage is statewide: from Wenadover to Vernal, and from Bear Lake to St. George to Bluff. Each ride description features information about the suggested start-finish location, length, mileposts, terrain, traffic conditions and, most importantly, sights. The text is rich in detail about each route, including history, folklore, flora, fauna and, of course, scenery. Wayne Cottrell is a former Utah resident who conducted extensive research while living here and after moving – to develop the content for the book.

by avid cyclist Wayne Cottrell
COACH'S CORNER

Opposite of Tunnel Vision: Darko Technologies Sets Sights on Aerodynamics

Mark Deterline in the Darko Technologies wind tunnel. Photo courtesy Mark Deterline.

By Mark Deterline

Layne Christensen made the inception and completion of his Darko Technologies wind tunnel look way too easy. From his perspective, it was simply one of the ideas over the course of his entrepreneurial career that made sense. So, he made it happen.

Built almost entirely by his own hands, the careful study and networking that led to his decision, followed by thousands of hours of labor, add up. But from the outside, the tunnel came to fruition from nowhere, in a place at once unlikely and logical.

A couple of months ago, a coaching client of mine read about the completion of the tunnel in a small Ogden, Utah, online publication and sent me the link. Some weeks later I received a call from Christensen, who invited me to a wind tunnel training session that would actually be led by one of his coaches. 

Mark Deterline coaches some of Utah's and California's top cyclists, as well as triathletes, motorcyclists, racers, and boxers. Leadout Endurance Coaching provides completely customized training plans, bike fitting and biomechanics, and performance testing for athletes of all backgrounds and levels. Contact: mark@2thefront.com or visit www.2thefront.com.

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MAY 2014
The Mickelson Trail was beautiful but the gravel felt treacherous under our road bikes.

By Howard Shofer

The Black Hills of South Dakota are rumored to have some spectacular bicycling. Last September, we decided to see for ourselves. We planned a seven-day, self-contained tour of the area, but when we realized we didn’t have enough time, we settled for day rides from a Hill City base. “We” included myself plus my cycling partner and lifetime companion, Jacquette Ward. The 650 mile drive from Salt Lake City to Hill City, South Dakota took ten hours.

Hill City

Hill City rests in the heart of the Black Hills. It was founded as a mining town in 1876 after George Armstrong Custer discovered gold a little to the south. Today, it retains some of its mining day looks but those looks have been updated by a thriving tourist industry. Still, it remains a pretty little town of about 1000 inhabitants and includes a railroad station and museum dominated by a colorful locomotive from the late 1800s.

The Peter Norbeck Scenic Byway lies a few miles southeast of Hill City. People come from all over the world to see the Beartooth Highway, and to rubber-necking tourists, but such descriptions just made our mouths water. We could hardly wait to try it, and that’s why we found ourselves in Hill City at the junction of US 16 and SD 87. But the temperature had dipped below thirty degrees, and even after pulling on every scrap of clothing we had, we couldn’t control our shivering. Finally, we admitted defeat, piled back into our car, and returned to town.

Instead of bicycling, we browsed several art and crafts centers and bought earrings and a horse-hair pottery jar from a Sioux artist named Tonkizaishwien Kientunkeah, who went by “Tonki.” He said his children and grandchildren were all artists and all displayed their work in his store. He also said his grandfather taught him never to blame others when things go wrong but to always take responsibility himself, because if he didn’t, he would lose control of his life. He said this philosophy saved him from the fate of many of his Indian brothers. “You can’t move ahead with your life, if you can’t get rid of your anger,” he said.

Later that morning, after the sun had warmed the air, we decided to try bicycling again but with different plans because the day was half gone. We opted to explore the closest section of the Mickelson Trail.

Mickelson Trail

The George S. Mickelson Trail runs 109 miles from the gambling glitter of Deadwood in the north to the town of Edgemont in the south. Long sections traverse wild country far from any roads. The trail includes four tunnels and more than one hundred railroad bridges, some original, others replicas of the original trestles. Important for us, it has a trailhead in Hill City. When we first planned our trip, we’d hoped to bicycle its full length, but we discovered it has a “packed gravel” surface, and we were road bikers. Road bikes don’t do well on gravel, so we rode only the fifteen miles from Hill City south to Custer. Most of our first ten miles were easy uphill. The gravel wasn’t that bad either, although without mountain bikes, we felt like our handlebars and saddles had become heavy-duty vibrators that shook our hands and rears without mercy. Worse was, especially on the downhill into Custer, that the trail sometimes morphed from its normally packed surface into deep gravel that caused our bikes to flounder. Each time we hit a patch, we were sure we’d met our doom.

The trail took us past the Native Americans’ colossal answer to Mount Rushmore’s presidents, the immense some-day statue of the Oglala Sioux’s great chief, Crazy Horse miraculously intact in spite of the gravel. We explored the wide main street and frontier architecture of this town of 2100 inhabitants, eating lunch in front of the shop where Fly Speck Billy murdered Abe Barnes in 1881. Then it was a saloon. Now it’s a bakery.

One day later, 560 cyclists from 28 states began the fifteenth annual three-day Mickelson Trail Trek, enthusiastically bicycling the full 109 miles from Edgemont to Deadwood. We hope they were smarter than we were and were all riding mountain bikes.
Peter Norbeck Scenic Byway

The next morning, which happened to be the day of the equinox and was fortunately much warmer, we returned to yesterday’s start and rode bravely southward, climbing SD 87 toward towering pinnacles while dreading the onslaught of the maniacal tourists we had been told to expect. But few automobiles materialized, and due to the many switchbacks, those few kept their speed down. Their drivers were almost universally considerate anyway. After we coasted downhill through two tunnels, we would observe George Washington, Thomas Jefferson, and Abraham Lincoln up close. Someone told us this road was three miles of 18% grade. Maybe that’s an exaggeration and maybe it isn’t, but that four-lane, treeless highway climbing toward the memorial is definitely long and steep.

We have a standoff with bison in Theodore Roosevelt National Park.

especially with the sun high and the heat relentless. We expected to finish with a relaxing downhill back to our car, but it was not to be. The final miles rolled up and down for what seemed forever. We’d only gawked and never stopped at the memorial, and our water was almost gone. All we could do was wet our mouths a tiny bit at the top of each hill and continue. We finished dry-mouthed and tired but happy after 42 miles and 5400 feet of climbing. The pavement had been universally smooth. It had been a great day.

There were many other rides near Hill City we wanted to try, especially the ten mile grade from Hill City east to Keystone and the 40 mile Wildlife Loop Road in the south part of Custer State Park, but we had run out of time. Instead, near twilight, we drove the loop, sighting many bison and pronghorns along the way.

Spearfish Canyon Scenic Byway About fifty miles north of Hill City, Spearfish Canyon winds through the Pahasapa limestone formation for about 15 miles from the town of Spearfish to the Cheyenne Junction way-station. White buttes line the top of the canyon. Sparkling waterfalls cascade down from them. Pahasapa is a Sioux word and means Black Hills. Spearfish is a delightful town with a well-preserved center filled with historic buildings. For our ride, we parked our car on South Canyon Street in a shady combination park, campground, and fish hatchery populated by many picnickers and joggers.

The two first thirds of the Spearfish Scenic Byway has well-used bike lanes. Then the road narrows and a sign warns that bicycling “is not advised.” Beyond that sign lay the most delightful part of our ride. The narrow road added to our feeling of being one with the surroundings: dark green forests, a mountain stream flowing into a quiet lake, a hushed kind of solitude, and very little traffic. A dog named Buddy followed us for a couple of miles, a year-old mixed breed pup that looked like a long-legged setter. He raced ahead, stopped to explore side roads, streams, and smells, and then loped back to us. We found his owner relaxing at Cheyenne Junction. We assumed the well-tattooed Dave was just a local hillbilly, until he told us he had retired from his law practice and maybe it isn’t, but that four-lane, treeless highway climbing toward the memorial is definitely long and steep.

hovering over Spearfish and thunder reverberated off the canyon walls, we hurried back the way we’d come. We were back to our car before the dusk. That ride was 39 miles with 1200 feet of climbing.

Theodore Roosevelt National Park

Technically Roosevelt National Park, outside Medora, North Dakota, is not part of the Black Hills. But the road looping through it is perfect for cycling. It would have been a shame to miss. We stayed overnight in Medora and got an early start to avoid the automobiles, but our ride almost got cancelled. The bison did it.

We’d cycled only a few miles when we met them crossing the road. We waited half an hour, standing patientely beside our bicycles, but the bison would not retreat. The closer they came, the more tightly I clutched my handlebars. I watched for raised tails. The ranger had told us that if the bulls lift their tails, they were ready to charge. He’d said that bison are used to cars, but they don’t understand cyclists, and we should stay at least three hundred feet away. The bison were not cooperating. “They look as harmless as lambs,” Jacquette said. “Can’t we just ride through them.”

Being basically a coward, I wouldn’t hear of it. So I thought a minute, bit my lip, and was trying to tell Jacquette we ought to turn back when two rangers showed up in a pickup truck and rescued us.

We got to bicycle beside (and I hoped, protected by) an official National Park pickup, that nudged one cow and her calf out of our path, and kept the bulls all on the far side of the truck.

We’d already encountered bison that day, and before it was over, we’d encounter more. According to Jacquette, I came within twenty feet of a big bull on a downhill and didn’t even see him. She herself made eye contact. She stared at him, and he stared at her, but he wasn’t interested. Later we had to weave through a row of parked vehicles full of gawking tourists to get past a second herd.

We recommend this short ride (38 miles with 2800 feet of climbing) if you’re ever near Theodore Roosevelt National Park. Start in Medora (population: a few more than one hundred residents). This town was founded in 1883 as a meat packing plant that shipped refrigerated beef to cities in the East. It is an interesting and picturesque little town with several motels and campgrounds due to its access to a national park named after the president of the United States who once had a ranch there. The roads through the park are good, and we encountered little traffic. The Little Missouri River meanders through the park surrounded by badlands streaked with pastel colors, clay domes, twisted pinnacles, groves of trees, rolling hills, grassy meadows occupied with prairie dogs standing like surveyors’ stakes, and herds of bison, wild horses, and elk.

We climbed a lot of hills, but none was terribly long. From their crests we saw other hills, domes, and prairie receding away from us in all directions.

We made our rides under cool autumn skies. Whether it’s the Black Hills or Theodore Roosevelt National Park, we believe the best times to go are in the fall, when the leaves change color, or in the spring with its extravagance of wild flowers. We believe you’ll want to avoid the cold and drifting snows of winter as well as the blazing heat of summer. But you’ll love the cycling. If you get the chance, take advantage of the opportunity. You’ll be glad you did.
