SPEAKING OF SPOKES
A Week in Provence

By David Ward
Publisher

Until this year, my experience cycling in France was limited to climbing and descending famous cols of the Tour de France. This year, however, I found myself in Provence for a week, a region of mostly rolling countryside with one exception: An imposing and overpowering mountain known as Mont Ventoux.

I was there primarily to participate in the Etape du Tour (Stage of the Tour), an organized event in which participants ride five days before the pros raced it, the Mont Ventoux stage of this year’s Tour. (End Note: See David Ward’s regular column, “Speaking of Spokes,” where he recounts his experience riding this epic stage, in the August issue of cycling utah.)

But I was also there for a second and, perhaps, equally important reason: To achieve a 2-year old goal to ride to the summit of Mont Ventoux from its three different approaches. So, I chose a tour which would keep me in Provence for a week, sandwiching four days of cycling between the Etape, held on Monday, July 20, and the Mont Ventoux stage of the Tour de France held on Saturday, July 26. It was during this week, though, that I also discovered that cycling in France can be exhilarating without climbing monster mountain passes or summits.

First, and most importantly, the three rides to the top of Mont Ventoux. When the Tour tackles Mont Ventoux, it does so from the town of Bédoin situated at its southern base. So, the first leg in reaching my goal was accomplished by riding the Etape. As I would later learn, this approach is also the most difficult, even without first beating yourself up with 90 miles of riding and climbing.

Our tour group was based in Pont St. Esprit, a small town approximately 35 miles from Malaucéne, the town at the base of the western approach to Mont Ventoux, and approximately 70 miles from Sault, the town at the base of the eastern approach. I realized, given these distances, that the logistics of getting to and ascending Mont Ventoux from the other two approaches would be problematic.

(Our tour had no transportation available Tuesday through Friday.)

The Saturday of my arrival, Sunday and Monday were preoccupied with preparing for and completing the Etape. Ascending Mont Ventoux from Malaucéne and Sault, therefore, were relegated to the back of my mind until the Etape had been completed. On Tuesday, though, I quickly began focusing on how I was going to manage the remaining two ascents to the top of Mont Ventoux.

I spent Tuesday recovering from the Etape, running errands, doing some work I had to bring with me, eating and relaxing. At dinner, I began asking around for others who wanted to climb Mont Ventoux again. Of those I talked to, though, only one person, Andrew the Aussie, was interested. However, he wanted to have another go at it from Bédoin.

Finally, contrary to my inner urge, I opted to ride “Les Gorges d’Ardeche” with several others of our group. More on that later. Suffice it to say that, by day’s end, I knew that if I had any hope of reaching my goal, I had to make my second assault the next day, Thursday. By the time I went to bed, I had planned my route, calculated my miles and firmly determined to set out right after breakfast.

It was a good resolution. The miles went faster than I anticipated, and I was soon in Malaucéne, topping off my water bottles before setting off for the summit. I had descended this side of Mont Ventoux after the Etape, so I was somewhat familiar with the route. But of course, going up is much different than coming down. It only took a kilometer till I hit the real climbing, and it was a wake-up call. The next three kilometers were tough.

One nice thing about this approach though, is that, unlike the south side, it has variations that give you somewhat of a break. After those first three tough kilometers, for the next five kilometers the pitch eased. (Relatively speaking, or course. It was still steep.) Then, it was back to the grind (10%) for five kilometers. The course then relaxed again a couple of times over the next three kilometers before grinding my legs the last four kilometers to the top.

Another nice thing about this approach is that it is generally exposed. On a nice day, such as I had, that is good. I had grand views to look out over and I had a little

Continued on page 24
By Tyler Servoss

The 2009 Larry H. Miller Tour of Utah presented by Zions Bank has shown it deserves its place on the National Racing calendar with an incredible week of racing. The six-day (prologue plus five stages) race covered 325 miles and 30,000 feet of climbing from August 18-23, 2009.

The race began with a fast and furious prologue around the mouth of City Creek Canyon north and east of downtown Salt Lake City. Then riders faced a very difficult stage 1 from Ogden to Salt Lake City passing over major climbs on old Snowbasin road, Big Mountain, Little Mountain and then finishing with the grueling 9-mile climb to Snowbird. Stage 5 was a crowd pleaser with a very fast criterium around Library and Washington Squares in the heart of Salt Lake City.

The Tour of Utah has grown from the small regional Thanksgiving Point Stage Race 5 years ago to one of the premier cycling events in the country. Although the race has become a part of the National Racing Calendar and a major professional race, it continues to present a unique opportunity for Utah amateurs as organizers again invited the top amateurs from the state to compete with the pros.

Canyon Bicycles fielded a team of 8 amateur riders including: Norm Bryner, Mike Booth, Alex Rock, Dave Harward, Chase Pinkham, Jesse Gordon, Eric Pardyjak and Cameron Hoffman.

Last year’s best Utah rider Nate Page rode as a part of Ride Clean p/b Patenti.com. In 2009 the best Utah rider competition was expanded from amateurs only to all riders who make Utah their home more than 180 days each year. This changed the nature of the competition as the amateurs would be up against full time professionals such as Jeff Louder (BMC), Darren Lill (Team Type1), David Zabriskie (Garmin-Slipstream), and Burke Swindlehurst (Bissell).

The window of opportunity for amateurs to compete in the Tour of Utah is coming to a close as the race looks to step up to a professionals only UCI race in 2011.

With the growth of the tour, a huge amount of work and organization is required to put on the event each year. The heavy lifting to create a successful tour in 2009 began the day the 2008 tour ended and culminated with this year’s race opening press conference. Held on the steps of the Utah State Capitol building, the program included such notables as Greg Miller (Tour of Utah CEO) Steve Miller (Tour of Utah President), Eric Heiden (multiple Olympic Gold Medalist), Bob Roll (cycling commentator) and Terry McGinnis (Tour of Utah Executive Director).

The tone was upbeat and very optimistic about the race and its future. Highlights from the press conference included the confirmation from McGinnis that Levi Leipheimer (Astana) had a strong interest in doing the race. His potential participation was derailed when his recovery period from a broken wrist suffered at this year’s Tour De France took longer than expected.

Bob Roll spoke of the caliber and
BOOK REVIEW
Mike and the Bike Books are Great Intro to Cycling for Kids

By David Ward

Mike and the Bike and Mike and the Bike Meet Lucille the Wheel were written by Grammy Award winning guitarist and avid cyclist Michael Ward. The accompanying cd's are narrated by Phil Liggett and the books are illustrated by Bob Thompson, with whom Ward became friends through his connection with them in the cycling community, eagerly participated in the production of these books after being introduced to their concept by Ward.

I have six grandchildren who bring me indescribable joy and entertainment. My wife, of course, feels the same and likes to tell people that grandchildren are God’s reward for allowing your own children to survive adolescence. In both aspects, we are no different than most grandparents.

When I first read Mike and the Bike and its sequel, Mike and the Bike Meet Lucille the Wheel, I knew I wanted to share them with my adorable grandchildren. These books bring together in an entertaining, exciting and educational way, two exciting worlds, children and cycling.

Author Michael Ward has captured in his words the sense of freedom and exploration that cyclists experience and expresses it so context and manner that a child can understand and feel. For example, in Mike and the Bike, the story reads, “Faraway places get closer, you see, when riding your bike from point A to point B. Mike and the bike ride away from their home, to Paris and London and even to Rome. Monsters and dinosaurs can’t slow them down, though, every so often they’ll stop for a clown.”

For a young child, “faraway places” are just a few streets over or a couple of blocks away, which to a fertile imagination can be Paris or Rome. I envision children pretending to dodge monsters and dinosaurs as they explore the territory a bike opens up to them. In these few words, Ward has conveyed this feeling of excitement and freedom a bicycle brings.

This sense of imaginative experience is continued in Mike and the Bike Meet Lucille the Wheel where Ward has written, “Lucille is dreaming of riding away to a faraway village in a long ago day. With castles and knights in bright shiny armor, where dragons are slain before they can harm her. Mike dreams of riding to deep outer space, where the planet of Saturn is hosting a race. The rings around Saturn provide quite a course, as Mike sprint’s for glory on his outer space bike.”

While exciting a child’s imagination, these books also teach good cycling habits. For example, in Mike and the Bike, “Mike has a helmet he wears on his head. One night he even wore it to bed . . . zzz”, and “Mike cleans the bike, and he puts it away. And dreams of the next ride the very next day.” In Mike and the Bike Meet Lucille the Wheel, the camaraderie of riding with others is emphasized. After meeting Lucille and inviting her to ride with him, “So the two pedal down on the quiet avenue, talking and chatting as new friends will do.” At the end of the book, Ward expresses, “A solo bike ride in the midday sun is a splendid good time, almost second to none. But rides are more fun when they include more than one – you’ll have miles of smiles, you’ll have two tons of fun.”

The rhythm and rhyme of the book is catchy and will be entertaining to children as you read these books to them. The illustrations by Bob Thompson are colorful and coincide well with the context and stories. They have a visual appeal to readers of all ages. And he includes in each book some nice illustrative touches, such as the little squirrel on the inside front flap of Mike and the Bike calling out an encouraging “Allez!” to the passing Mike, and the two squirrels and bluebird on the inside back flap of Mike and the Bike Meet Lucille the Wheel holding aloft a banner reading “Go, Lucille!”

Each book comes with a CD on which the book is read by all cyclists’ favorite commentator, Phil Liggett. It is so fun for all us older Tour de France fans to listen to Phil’s “dancing” voice narrate these entertaining stories. Children will also be captured by the rhythm and lit of his voice and English accent. I felt there was too much back-ground sound effects on the CD and it moved too slowly. My wife, the third grade teacher, felt however that for children it would be just fine. Lance Armstrong has written a foreword to each book and recites his outer space horse.

Mike and the Bike includes the words to the songs so that children can learn them and sing along. Inexplicably, Mike and the Bike Meet Lucille the Wheel fails to include the words which is too bad. It is children being able to sing along.

These books are a wonderful introduction for children to cycling. They will make excellent gifts for them and provide an opportunity for parents and grandparents alike to spend quality time reading to and singing along with their children and grandchildren.

Note: To learn more about the Mike and the Bike books and educational programs, visit mikeandthebike.com

J.R. Smith’s Power Cycling Camp

CAMP DATES
November 16, 2009 - March 13, 2010

J.R. Smith’s Power Cycling Camp is a four-month program designed to help athletes of all levels develop strong outdoor cycling skills and improve fitness in an indoor environment. The program provides the best and latest training techniques, designed by elite USA Cycling Coach, J.R. Smith. Each facility provides excellent coaches who will help you get the most out of this beneficial program, whether you are a recreational rider or love to compete. The complete package includes a wattage test, weight training schedules to complement your Power Camp workouts and an educational seminar with J.R. Smith and other sport professionals.

PRE ORIENTATION ENROLLMENT STARTS AT ALL FACILITIES ON SEPTEMBER 14, 2009

Sports Mall
Orientation & Registration
All Campers: Wednesday - October 14 @ 7:00 PM
5445 South 900 East, (Murray)
To register, call the Front Desk at 801-281-3426, or E-mail: Linda at lindacy@gmail.com
www.sportsmallgroup.com

Treehouse Athletic Club
Orientation & Registration
All Campers: Thursday - October 15 @ 7:00 PM
1101 E. Draper Parkway, (Draper)
To register, call the Activities Desk at 801-563-0123, or E-mail: Lisa at taffitness.com
www.taffitness.com

I.J. & JEANNE WAGNER JEWISH COMMUNITY CENTER
Orientation & Registration
All Campers: Tuesday - October 20 @ 6:30 PM
#2 North Medical Drive, (SLC)
To register, call 801-581-0098 for more information
Mimi at nmipowercamp@gmail.com
www.skjcc.org

Additional Information at www.jrsmithcoaching.com

J.R. Smith Coaching
I am sitting in a meeting in the BLM office in St. George. I am hoping that the BLM will allow me to help. All I really want is to organize some trail days to help keep the trails in the St. George area maintained and then from there, maybe we'll see. I realize the conversation ranges from my past experiences organizing trail work to what work specifically could be done in the area. Everything seems normal. My goals align with theirs and it looks like things could get going soon. But there is a vital turning point in our meeting. The BLM did not bring it up. I did. Mountain bikers are part of the problem. More specifically, I mentioned the recent cut off's and illegal trails that had started to show up on the Church Rocks trail. I had been riding the loop frequently and had noticed that more and more people were following these trails. Despite, in some instances, there being signs indicating that the area was closed. There were no motorcycle tracks, ATV tracks or footprints, just mountain bike tire tracks.

We were also coming out of a surprisingly wet winter for our area and the trails had suffered immensely. The Bear Claw Poppy trail should not have seen mountain bikers until the end of April but was ridden, or rather bike-a-hiked, when it was nothing more then mud. After it finally dried, there were more trails than ever before and the main route had been widened to that of a four-lane highway.

The above-mentioned trails were not destroyed and defaced by ATV'ers, who we mountain bikers like to blame for our trail woes. No, these trails were exclusively damaged by mountain bikers.

Dave Kiel, who wrote last month’s editorial and was in this meeting, wrote specifically about the problem of constructing illegal trails. This is one problem that is damaging our land and creating conflicts with management bureaus. I would like to address my fellow mountain bikers about a related but slightly broader issue, trail ethics.

Entitlement is the belief that a person deserves something; in a way that they believe it is their right. I have found that most trail damage is caused under this pretext. Basically the attitude that the trail is mine and I can go where I choose or I’ve driven five hours to ride, it’s not my fault it rained, I’m going to ride. I assure you that it is not your right to ride a trail, cut trail, or build illegal trails. You are a trail user and a guest.

Mountain bikers are allowed on trails with the expectation that they abide by certain rules and ethics. The International Mountain Biking Association’s (IMBA) #2 Rule of the Trail is to leave no trace. They elaborate by explaining that wet or muddy trails are more vulnerable to damage and therefore should be avoided. Simple, and easily could have saved the damage caused in the Bear Claw Poppy Reserve this spring. If you were to continue reading IMBA’s rules, and I highly recommend you do, you would find that their rules are nothing more than common courtesy and good behavior. Basically, while on the trails behave as if you are a guest because you are.

By following the pretenses of common courtesy, you can be an ethical trail user. Being an ethical user is the bare minimum that is required of mountain bikers. I would propose that once you have mastered your ability to behave in a respectful manner to the trail and other trail users, that it is your duty as a trail user to help maintain the trails you are using and also to educate your fellow riders on appropriate trail behavior.

Both the BLM and the Forest Service have adopt-a-trail programs that allow volunteers to take care of trails. You don’t have to be an expert trail builder to help out. Sometimes the most basic things, such as picking up trash, removing noxious weeds or kicking loose rocks off the trail can be a huge help to the overworked trail crews. Plug into your local cycling community as well. Find a group in your area that is dedicated to helping maintain the trails and get involved. If there isn’t a group for your trails, get your riding buddies together and get one started.

Need motivation? Just imagine how much better the riding could be if every mountain biker in Utah rode ethically and took the time to help maintain the trails that we already have. All those miles of singletrack would remain single, pristine and beautiful. Other trail user coalitions would be able to trust mountain bikers and gladly invite us to work with them and to share the trails. Plus, if we users are maintaining the trails just think of all the new trails that could be legally built by land managers, of course we would insist on helping out in any way we could.

Plus, imagine the amount of time and money we can save land management agencies by not destroying the trails in the first place. If the Bear Claw Poppy had been untouched this spring, no reconstruction, revegetation or maintenance would be needed.

This would leave trail crews to do things we really want them to do, like build more trails.

To this end, I submit you to the mountain biker’s oath. Please raise your right hand.

I vow to respect all trail users by yielding the right of way and by being extremely courteous and friendly; to never ride illegal trails, cut switchbacks or damage a trail by riding it when it is wet; to become involved in maintaining the trails that I use; to educate all of my buddies on the ethics of trail use and to encourage, by whatever means necessary, that they too become involved; and most importantly, I will ride as often as possible.

Let’s live the dream.
BOOK REVIEW

The Cyclist’s Manifesto
Encourages Action!

Review by Lou Melini

Robert Hurst wrote The Art of Cycling that I gave an enthusiastic 2-thumbs-up review in the March 2009 issue of Cycling Utah (online at cyclingutah.com). He has written another book that also should be on the shelf of any cyclist who has an interest in cycling education, advocacy, safety, or leadership. While not a sequel to his previous book, The Cyclist’s Manifesto does complement The Art of Cycling. Where the Art of Cycling was aimed at individuals, The Cyclist’s Manifesto speaks to the community of cyclists. It becomes a platform of analysis for cyclists to take action and create a better environment for riding your bike.

You do not need to read the Art of Cycling first, but I think it is helpful. If you just read the Cyclist’s Manifest you may find Mr. Hurst’s style a bit edgy, preachy, and perhaps annoying like you were on a long-travel float. But that is why you should read his book. It is time that you reflect why it is time that you reflect why it is time that you reflect why you may find Mr. Hurst’s style a bit edgy, preachy, and perhaps annoying like you were on a long-travel float.

Using history, scholarly research, personal experience and the experiences of fellow bike messengers, Mr. Hurst in a sometimes humorous, sometimes sketing manner, puts together a book that takes us from where we were, to where we are, to where we can be. I admit that I am a fan of Robert Hurst’s writing. He makes me think, he entertains me, and he educates me. As a result I can say I am a more informed, responsible, and safer cyclist that adds to my enjoyment of riding. If you have any interest in bicycle safety and how bicycling can become a more accepted mode of transportation, read this book then re-read it. You may also read more from Robert Hurst on his website, IndustrializedCyclist.com.

THE CYCLIST’S MANIFESTO:

Writers, Reporters, and Photographers needed on occasion.
Please email dave@cyclingutah.com for details.

Best Wins A National Track Title
Colorado Springs, Colo. (August 18, 2009) — Utah Premier/Ski Utah rider Christopher Best (Park City) dominated the Stars-and-Stripes jersey on August 18th as the 2009 USA Cycling Masters Track National Championships opened at the 7-Eleven Velodrome in Colorado Springs. Best covered a kilometer in 1:08.969 to win the gold medal in the highly competitive men’s 45-49 category. He bested silver medalist Curtis Tolson (Texas Roadhouse) who clocked a 1:09.516.

SEPTEMBER 2009
**September 2009**

**Cycling Utah**

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we share the love for the outdoors.
An Aussie With a Positive Attitude 
Setting an Example for the Rest of Us

By Lou Meul 

John Higgins, a native of Australia, is the subject of this month’s commuter column. With a background in corporate training and development, John puts his professional skills to work at the Salt Lake REI store in Vivanty. So recruited up from John if you are interested in bikes or ski’s. He and his Salt Lake native wife lived in Australia for 10 years prior to moving to Salt Lake City in 2006.

Cycling Utah: I understand that REI is a great company to work for and they reward employees for riding to work in exchange for your “job training” commute.

John Higgins: Both REI as a national business, and our store managers at the local level are enthusiastic supporters of alternative commuting, be it bus, bike, car pool or walk. The store provides secure bike storage for bike commuters, as well as a shower and locker room. There are only 3 or 4 committed year-round bike commuters, but there is a big increase in participation from spring to fall. Staff can earn additional gear discounts for alternative commuting. As such, it is a financial incentive for those of us who want more gear! Being a regu lar cyclist is a great way to wake up when it comes to assisting customers who are looking at bikes or cycle accessories, as I can speak with first hand experience from a wide range of cycling interests. Customers expect REI staff to “walk the talk,” so bike commuting certainly enhances my professional skills in the store, as well as waking me up on the way to work.

C.U.: So you have a good reason to enjoy your commute. Tell me about your commuting experience.

John Higgins: As in Australia, work and home were at the same location, or I had to travel extensively. I was excited about the option of bike commuting to work when I moved here. My ride is just over 8 miles each way as I live between downtown and the University. I used to have just one route, but as I have learned my way around, I now have 3 route variations that I choose from depending on weather conditions such as snow, and the time of day to avoid traffic density. For example, some intersections are too difficult to get through during peak traffic, as there are no lights or 4 way stops. I try to select my route to miss heavy traffic. When I first

moved here, I used the Parley’s bike trail, but because it is not maintained in the winter, I couldn’t ride. Now that I know my way around I can ride year-round, at least most of my workdays.

C.U.: Commuter specific bikes seem to be exploding so many options. I read that there is even a new magazine, Bicycle Times, primarily of cyclo to fraternize bikes and the bike commuter. Has REI embraced commuter bikes and what can one look for when buying a bike for commuting? What accessories do you recommend?

J.H.: REI certainly targets the commuter and community cyclist, so there is a large range of bikes in the store that can be used for commuting. I’d be reluctant to highlight one brand or model, as there is something for everyone depending on their commute, and need for speed or features. Lou, you have previously said that people can commute on just about anything that has two wheels and a set of pedals. We have fully featured commuter specific bikes laden with fenders, racks, internal gear and lighting dynamics, as well as single speed 29ers, urban messenger bikes, mountain and road bikes. Buying a bike can be like going to the ice cream shop and trying to pick a flavor. Initially it’s a bit daunting, but gradually the choice gets narrowed down to what you know you will like. That’s where a good salesperson in any cycle store can really help out – by assisting the customer to figure out what is most suitable for their needs, and that they are going to enjoy riding. This can be a 60-minute to 3-hour process, including assessing bike options, fitting, test-riding and getting relevant accessories.

My favorite accessories are lights, as I am often riding home in the dark. I usually have 3 upfront- a flasher to be seen, a dual beam LED rechargeable to see, and an LED helmet light to glare at motorists approaching on side streets. Visibility of the cyclist is the most definitely an issue that needs more attention. For the rear of my bike, the Planet Bike Superflash is my favorite. It has an intense flash pulse. I’ve been behind other riders at night who have one or more rear red blinkies and they are invisible from 20 yards away! I think it is important to be seen.

C.U.: Do you see a general trend in an increase in the number of bikes for

enthusiastically plowed and salted, storms push through the bike life leaving fine weather and it’s a rare day that is not good for a ride. Which is why I think it is mostly about perception and attitude. For example, it’s always too cold to ride a bike, but it’s never too cold to go skiing! What really got me going in the winter was a letter to the editor in a magazine where the writer said, “don’t ask yourself if you will ride, ask yourself what you will wear.” By asking the second question of yourself, you have already decided to ride. It’s just a matter of looking at the weather and road conditions and deciding which route to take and how to gear up.

C.U.: What are some of the cognitive aspects one must have when commuting by bike?

J.H.: Expect the unexpected is always good to keep in mind. Keep a roving eye instead of a fixed gaze down the road. I’m always listening out for the sound of vehicles around me. The visual and auditory senses are heightened when you’re commuting, rather than investing in current technology. REI supports bicycling in the community, and assists with financial grants to local and national organizations; by hosting local service projects; sponsoring cycle events; and providing meeting space and facilities for local organizations. Both the Adventure Cycling Association and Bicycle Belong have been recent grant recipients on the national level. Locally, the store supports trail service projects such as the pipeline trail up Millcreek Canyon and recently worked on the Bonneville Shoreline Trail. Many of our staff are heavily involved in the local cycle community through either advocacy work, cycle clubs, education or racing (both road and mountain), however REI does not sponsor competitive racers or events in the interest of informing bike commuting and other cyclists on www.rei.com, want advice on what to show it. The co-op recently launched an advertising campaign called “bike your commute.” It’s just a matter of looking at the single digits or lower, roads are<br>

nippy. By comparison, Salt Lake City in the winter, I couldn’t ride. Now I from the roads emptied from the roads one wimping-out on riding on snow, the temperature was never below 0 Celsius (32 F.), you’d think I’d be the beaches of sunny Sydney, where air quality here in the valley, and challenges. Temperatures are rarely in the single digits or lower, roads are


Where Steel Is Still Real Do you feel like anywhere you go you see the same old alu-carbon-generic-special-trek? If you would prefer to NOT have the same bike as your neighbor, come up to Saturday Cycle. 
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Pumps.

By Tom Jow

Last month we looked at a method for removing and replacing a tube. That same method can also be used for installing a new tire. In either case, there are some tools that make the job much easier. For example, how does one inflate a tire without a pump? Also, some tires fit tight on the rim, requiring something called tire levers to pry the tire off the rim. As with most tools, there are many choices. Fortunately, these tools are inexpensive so if you don’t like one, it’s easy to try another.

Ranging in price from $6 to $20, what makes one tire lever different from another? The type of material used is one difference. Back in the old days they were called “tire irons”, because they were all made of steel. Still in use, these heavy-duty levers are best used on the toughest, tightest fitting tires such as those ridden by mountain bike downhill racers. Plastic levers are just not strong enough for some jobs. The advantage to plastic levers, however, is that they are small and light enough to carry around in a seat bag or hydration pack. In between, you can find plastic levers with a steel core. The advantage to these levers is strength from steel and plastic to protect the tire, rim and your hand. Historically tire levers have always come in a set of three. While I feel there is a place for each, some people are purists and use the same ones to work alone.

A tire pump, on the other hand, is something you should only need to carry one of. Emergency pumps come in three styles: full length, mini-pump, and mini-pump with foot peg. The type of pump you choose will be based upon the bike you ride and the type of riding you do. Full-length pumps fit under the top tube of the frame. Secured between the head tube and seat tube, these pumps are work well because their long, thin air chamber allows high pressure to be reached using only the arms. Considering new designs, the full-length pump may no longer fit all frames. Mini-pumps, on the other hand, can fit in a pocket, hydration pack or on a small bracket next to the water bottle. Mounted on the frame or stashed in a pack, these pumps do not interfere with carrying the bike, which is often done on a mountain bike. These pumps work well, but with their small air volume it seems like forever to fill a mountain bike tire. The mini-pump with foot peg bridges the gap between these two types of pumps. With a slightly longer air chamber and a foot peg to stand on, these pumps are faster and reach higher pressure than a standard mini-pump. The easiest pumps to inflate a tire is with a CO2 inflator. Coming into poplarity the last few years, this system uses a pressurized carbon dioxide canister with a special inflator for bicycles. With these inflators, all one has to do is place the canister on the valve, pull the trigger and whoosh! Tire inflated.

When purchasing a CO2 inflator, there are a couple things to remember. First is the size of the canister. Tire pressure is determined by the size of the canister and the size of the tire. For example, a 16-gauge mini-pump will inflate a 26x2.3 tire to 40ps, or a 700×23 tire to 100ps. Be sure to get the proper-size cylinder for the tire pressure desired in the tires you have. You may have to test one out to be sure your tire will be properly inflated. Also, there are two types of cylinders: threaded and non-threaded. The non-threaded cylinders are about half the price but require a different adapter than the threaded type. CO2 inflators do have drawbacks. While the cylinders are light and recyclable, it is also a waste. Also, carbon dioxide leaks through bicycle tubes faster than the normal atmosphere. From a pump, leaving you with a tire that needs to be pumped up the day after. And with only one inflation per can, what happens when you run out of cans on the road?

Of course, if you only carry one tube, why would you need more than one CO2 canister? Another good piece of equipment to carry in your kit is a patch kit. Simple as it may seem, patch kits are available with two different types of adhesive. The old standard uses glue, which is applied from a tube onto the puncture. A patch is then applied on top of that glue when it is dry. The new style uses a patch that is self-adhering. To apply this patch the backing paper is removed, and the patch is placed onto the puncture. At a cost of about $3.4, when needed a patch kit could be the most valuable thing one ever buys for their bicycle.

“Be Prepared” is the old Boy Scout motto. Every cyclist needs to have the tools and skills to at least repair their own flat tire on the road or trail. For minimum investment of about $30, these tools not only provide a sense of security while riding, but can also be the beginning of a commitment to learning more about bicycle maintenance.

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

Salt Lake Bike Collective News

The Salt Lake City Bicycle Collective is continuing to offer free mechanics classes. Everyone is welcome to participate. Previous classes were the Bike Truing and Alignment Workshop (www.slbikecollective.com/clinics/training) by professional mechanics every Monday starting at 5pm. Classes don’t build on each other, so jump in at any time. Participants will learn how to true wheels, adjust derailleur(a)s and brakes, and general skills. See the Collective’s website (www.slbikecollective.org) for a schedule.

The Collective is officially hosting the 2012 Bicyle Film Festival for the first time in Utah on October 2nd & 3rd at the Post Theatre (245 South Fort Douglas Boulevard, Blvd 636). Check out www.bicyclefilmfestival.com to preview the program and buy pre-sale tickets for inspiring and beautiful films on cycling.

The film festival features short and long films about cycling of all persuasions. All films are available with both English and Spanish subtitles.

The Salt Lake City Bicycle Collective is continuing to promote cycling as an effective and sustainable form of transportation and as a cornerstone of a cleaner, healthier, and safer society. For more information, including crank addiction, visit www.slbikecollective.org or call 801-847-2194.
Motorist Sentenced for Hitting Cyclist

Alexander Jason Barto was sentenced April 27th 2009 for one felony count of 3rd degree aggravated assault. Barto struck cyclist Sean Dunleavy with his truck on Mirror Lake Highway in August 2008. Dunleavy’s bike was destroyed but he escaped the accident with only minor injuries.

Barto made a plea deal in Summit County Court and had all other misdemeanors dismissed. He was sentenced to serve 30 days in jail and complete 100 hours of community service. The courts assigned Barto to take anger management classes, write an apology letter and reimburse Dunleavy’s insurance $15,000. A two year prison term was suspended pending his completion of 3 years probation. Dunleavy said he has not received the letter of apology.

According to Dunleavy, Barto, told the judge during the sentencing hearing he was doing his civic duty by alerting Dunleavy and his fellow riders that they were breaking the law by riding two abreast. “To date, Mr. Barto has not shown any remorse and I’m not sure he has learned anything from this ordeal. I do know that for the rest of his life he will be labeled as a convicted felon,” said Dunleavy.

-Jennifer Barth

U of U Bests BYU in Red and Blue Time Trial

SALT LAKE CITY - Aug. 30, 2009 - The average finish time of University of Utah’s cycling club in the 2009 Bikes for Kids Utah Red vs. Blue Time Trial yesterday won the club the Intermountain Financial Group Cup, a $1,000 cash prize to help fund its future racing efforts. The combined scores of Utah fans participating in the time trial also won them bragging rights as the fastest university on two wheels along the Wasatch front.

Brigham Young University (BYU) and University of Utah (Utah) Time Trial riders, along with the event vendors, supported Bikes for Kids Utah Saturday morning by riding despite road construction along the course. Bikes for Kids Utah President Debbie Reid said, “We really appreciated the community’s enthusiastic support of this event even with the road construction. It is awesome that there are so many people dedicated to getting kids on bikes.”

Over 40 cycling club and team members, alumni and fans of BYU and Utah gathered at Traverse Ridge for a three-mile hill climb time trial with an elevation gain of more than 1,300 feet and 10 percent to 12 percent grades in some locations.

Millisecond Sports Timing averaged the speeds of the university’s official timers to determine that the Utah cycling team won the time trial with an average time of 18 minutes, 18 seconds, winning them the $1,000 Intermountain Financial Group Cup. The BYU cycling club followed with an average time of 21 minutes, 26 seconds. Utah’s cycling club members, fans and alumni won bragging rights for their school for averaging a time trial finish time of 21 minutes, 56 seconds. BYU supporters finished the race in average time of 25 minutes, 58 seconds.

BYU and Utah riders a like participated in the Bike for Kids Utah Red vs. Blue time trial in the tradition of fun-spirited rivalry and comradery. Though a Utah alumna, John Gardner raced for BYU along with his 11-year-old daughter, Jenna, and his 16-year-old daughter and time trial national champion Jillian.

Gardner, a dentist, supports Bikes for Kids in its mission to keep young people healthy. He said, “Being a health care professional, I see a lot of kids that need to get out and move.”

Two riding companions with Team Bad Ass racing for Utah had their own friendly competition. Dina Hannah said of her riding companion, Kurt Wagner, “He beat Kurt! And he has beaten me every Bikes for Kids Utah time trial for the past three years.”

Dylan Pratt, president of the Y Cycling Club, hopeful that BYU will have a similar about face next year, said, “It’s fun to have the BYU and Utah riders be part of a time trial. It helped motivate fans to win last year and it will help them win back bragging rights from the U at next year’s competition.”

Jodi Asia University of Utah, president of Utah’s cycling club, said “It felt good to see a lot of the Utah riders in a pack towards the front ahead of BYU, but I was still cheering for the BYU riders coming around the corner. We’re all cyclists. We all support each other and the Bikes for Kids mission.”

The Bikes for Kids fundraising dinner, held September 1, 2009, raised $17,000, $7,000 more than last year, in support of its cause to provide new bikes to underprivileged second graders.

The annual Bikes for Kids Utah bike giveaway will take place Saturday, May 29, 2010.
Then it is agreed. There is nothing worst than finishing your ride only nodding your head yes, let me introduce you to the Turkey Farm Loop. The Turkey Farm Loop is a dirt road, paved road, singletrack loop that consists of some of the most beautiful areas in St. George. It will challenge your endurance as well as your technical ability. Plus you will get that added feeling of epic adventure due to the navigational requirements. This trail is not for the meek and mild. At 50+ miles it will force you to climb to the foothills of Pine Valley Mountain only to drop you back down to the slot canyons that is strongly encouraged to get in depth directions at one of the local St. George bike shops. Now let's get things going. The starting point of this trail can be just about any where along the loop. I've found the water tank at the top of the industrial park to be a great starting spot. To get there, from St. George Boulevard head north on 1000 East. At the top of the hill, go right at the light and then take a left on Industrial Drive. At the octagon building turn left on Red Rock Road. Follow this road to the T and then go left again. The water tank will be just up the road a ways. There is a turn out where you can park. This happens to also be the starting spot for the Broken Mesa loop. The first section of the trail is the dirt road that takes you up past the Turkey Farm, which gives the loop its name even though you won't actually see the farm. This road will take you all the way over to Silver Reef. Stay on this road. From the water tank the road will slowly climb up towards the mountain. There are a couple of steep sections but otherwise is a nice spinning grind up to the foot hills. There are great views looking back towards St. George. There are a few cinder cones and lava flows on the west side of the road. Once up on top, the road will wind between the foot hills and the slot canyons coming up from the Red Cliffs Desert Reserve. You will leave the cactus and sagebrush behind to enjoy the shade of scattered Junipers that get denser the farther you ride. Depending on the time of year, you will cross a couple of streams or some dry washes. Across the top you will have two long steep climbs followed by exhilarating descents. The last downhill will drop you right into Silver Reef. Silver Reef is the only place in the United States where silver was found in sandstone. The area was mined extensively and there are still many mines that can be seen in the area. You will ride right past one of the biggest shafts in the area. It is currently caged over but there is a sign that will tell you all about it including how much silver was dragged out of the pit. This is a great place for a sandwich. The second section of the loop is shorter but takes some know how in navigation. From Silver Reef you need to get to the Red Cliffs Recreation Area. From the paved road in Silver Reef, there are a lot of dirt roads that all look the same that head the right direction. To get where you need to be, you need to patch these roads, along with the four-wheeler trails together to get to Red Cliffs. If you find your way to the above-mentioned mineshaft, you will be able to see Interstate 15. Just stay parallel to the road and eventually you will run into the paved road that goes into the recreational area. The third section of the loop begins from the paved road you just found. The Prospector Trail begins here and will take you all the way to Washington. There is no real trail head from the road. If you can get past this navigational challenge and find the trail you will be able to finish without much more thought. Once on the Prospector you can enjoy the nice singletrack through the red rock. The trail will take you right into Church Rocks. At the bottom of Church Rocks in the sandy wash you will notice a rocky trail heading up the opposite direction you would be going to ride up on top of the slick rock. Jump on this trail and ride it to the dirt road finding your way into Washington. Once back on pavement find your way to Middleton Drive and then back to your car. To avoid the heat, ride the Turkey Farm Loop early Spring or late Fall. Just make sure to watch the weather to ensure the road up under the foot hills is passable, it can get a bit muddy when it is wet. And to remedy, what I've been told is my elitist attitude, if the weather holds this year the Mooseneuckler Alliance will be doing a group ride of the loop Thanksgiving Day and you are all invited. I can guarantee you will love the views, and more importantly, that you will not be left wanting more. 
The first of August was hot, dry and trying. The Intermountain Cup Race Series finals also known as Rock the Canyons XC, held at the Canyons Mountain Resort, turned some competitors to dust. The pros rode three full laps and one half lap, but that was enough for some.

“It was a short course, but it was mean,” stated an anonymous rider. Standing at the finish was enough proof of the trial the riders had to face. Many riders, including the pros, went down. Bloodied knees, missing bike parts, and punctured tires were all part of the horror stories.

“The course was fast; not super, super technical, but the speed just eats you up,” said pro men winner, Alex Grant (Mona Vie/Cannondale). “You’d be nuking and all of a sudden there’s like off camber turns – they’d just come at you. It was fun though man, it was a good time for sure.”

The trail consisted of 90 percent single track, 10 percent dirt road, and 1,200 vertical feet per 6.1-mile laps. The pro men rode 21.6 miles total, which was made up of three full laps and one half lap (3.5 miles). The pro women, expert men/women, sport men/women, and single speed rode two full laps and one half lap.

The pro men sprinted off the line, but it wasn’t until later on in the course that the true winner would move to the front. Even at the skill level of the pros, they all knew this course would be won from a more conservative approach, but it still ate

Continued on page 24
TOUR OF UTAH COVERAGE (FROM PAGE 3)

Mancebo Wins over Utah Riders Lill and Louder

The race started with the Tour of California and the Tour of Utah. Darren Lill (Team Type 1) rode the last 10 miles of the Mt. Nebo climb solo to take Stage 2. Right: Salt Lake City's Darren Lill (Team Type 1) rode the last 10 miles of the Mt. Nebo climb solo to take Stage 2.

Salt Lake Convention and Visitors Bureau, 4.5 km, Salt Lake City, Utah, August 18, 2009

The racing began with a Prologue for stage win honors, and also the initial shake down for the overall contenders. Since the winner would start the first road stage with the yellow Team Give leader's jersey on his back, the competition was heated.

The course was an intense out and back effort beginning and ending on the east side of the state capitol building. The riders covered a short climb, then turned into City Creek Canyon and continued up Gravity Hill to the turnaround at the salt storage at the end west of 11th Avenue. The route then doubled back on itself to the finish line east of the capitol building. The course made for great spectating as the riders hurtled themselves out of the canyon, through a chicane and powered down a fast descent to the finish line. Several riders, including pre race favorite Darren Lill (Team Type 1) and Ryan Anderson (Kelly Benefit Strategies) overcooked the corner and hit the deck.

The winning time was posted by Brent Bookwalter (BMC). Laying down a blistering pace over the slightly uphill first leg, the stage victory was sealed by his effort coming back to the finish in the shadow of the Utah State Capitol building. After the victory Bookwalter said “I think the big thing was not overdoing it at the start. It’s a short effort, so you’ve got to go out hard. You feather it, you feather it, you feather it and at the end you open it up.

The early best time was set by Ben Jacques-Maynes (Bissell) at 6:15 and held as the majority of the 109 riders covered the 2.8 mile course. Jacques-Maynes time was bested by eventual stage winner Bookwalter. He stopped the clock at 6:12. Bookwalter’s time withstood challenges from current US PRO time trial champion David Zabriskie (Garmin Slipstream) at 6:14, and Ian Mckissick (BMC) who posted a 6:14 also and missed the 2nd step on the podium by a tenth of a second.

“This is probably my best time trial win, I’ve had lots of seconds” said Bookwalter.

When asked about his 2nd place performance, Zabriskie said, “I just go as hard as I can every time, but I really think the longer one (time trial) is going to suit me better.”

The Prologue was set the stage for the rest of the tour with the leader’s jersey being awarded to Brent Bookwalter (BMC), the best young rider’s jersey to Chris Barton (BMC), and the best Utah rider Jersey to David Zabriskie (Garmin-Slipstream).

David Zabriskie was a last minute addition to the race, confirming his participation on the Monday two days prior to the start. Due to the late addition and UCI regulations, he was racing out of order and only scheduled to pick a race to not have teammates, this would probably be one of those races. Possibly the case in not too many large valleys where you’re going to need a full team chasing at the front. A lot of mountain-top finishes you’ll see how it goes,” said Zabriskie.

When asked about time off since the Tour de France David Zabriskie said, “That’s why I wanted to do the race. It’s been very difficult for me to get back out on the bike. Trying to get back into a routine, it’s been very difficult. Traveling back here and trying to deal with the house that got broken into, it hasn’t been super conducive for me to be a bike rider.”

David also said that the officials made it clear that racing in cooperation with the Felt-Holowesko Partners U23 team, the developmental program for his Garmin-Slipstream Pro-tour team was against the race rules and would not be allowed.

Zabriskie did hang out with the team before and after stages and share food etc. In speaking of the U23 team Zabriskie said, “It’s always nice for me to see the younger guys, if I can point them in the right direction.”

Results: Capital Prologue - p/b Salt Lake Convention and Visitors Bureau, 4.5 km, Salt Lake City, Utah, August 18, 2009

1. BOOKWALTER, Brent, BMC Pro Cycling Team 06:12.9
2. ZABRISKIE, David, Garmin Slipstream 06:14.1
3. MCKISSICK, Ian, BMC Pro Cycling Team 06:14.5
4. JACQUES-MAYNES, Ben, Bissell Pro Cycling 06:15.4
5. LOUDER, Jeff, BMC Pro Cycling Team 06:19.3

Stage 1: Big Mountain Road Race - p/b University of Utah Healthcare, 85 miles, Ogden to Salt Lake City, Utah, August 19, 2009

Stage one covered 85 rugged miles of the beautiful Wasatch back mountain range, traveling from Ogden to Salt Lake City. With 6,400 feet of climbing on tap it proved to be the first real test for the riders and began to separate the contenders from the pretenders.

After a fast start at the Timberline restaurant in the mouth of Ogden Canyon, the race traveled around Pineview Reservoir and through Huntsville. Early breakaway attempts were made as the race rolled toward the first substantial climb up the old Snowbasin road to the top of Trappers Loop. Though none of the early breaks stayed away, they paved the way for the 2 riders to establish a gap at the base of the climb. Justin English (ZueaM) and Aaron Olsen (Kfan composite team) led over the King of the Mountain (KOM) line at the top of old Snowbasin road. The breakaway riders were caught on the descent of Trappers Loop after gaining a maximum gap of 1 minute. The peloton remained together until the Hot Spot sprint in Morgan where Brad White (Out) and Sam Bewley (Trek-Livestrong) went off the front. The duo opened up a substantial lead as they raced past East Canyon dam and around the reservoir. White hit the base of the Big Mountain climb with Bewley in tow and a 3:00 minute lead on the peloton. Bewley came off the pace half way up the climb and was soon caught by the pack, while White continued on his own. With a rare mountain pass so close to the city; the Big Mountain summit was packed with fans. Local personality Kris Fox was seen handing out tips to the riders as they summited. After the race Brad White would go on to say, “I saw this guy holding up a $20 and I grabbed it and stuffed it in my pocket that it wouldn’t fall out on the descent.”

White made quick work of the Big Mountain descent, continuing by himself to the top of the backside of Little Mountain climb. He was caught by Francisco Mancebo (Rock Racing), Oscar Sevilla (Rock Racing) and Moses Aldape (Team Type 1) near the bottom of the incline. The two Spaniards from Rock Racing then attacked the others prior to the summit. The move stuck and the pair motored over the remaining kilometers to the finish in Research Park. Mancebo and Sevilla crossed the finish line hand in hand, with a 25 second gap to the chasers. Ian McKissick was awarded the stage win and the leader’s jersey, with Sevilla in second. White and Aldape were 15th overall. With a strong chase group by a 40 strong chase group with David Veilleux (Kelly Benefit Strategies) winning the field sprint for third, followed by Victor Hugo Pena (Rock Racing) in 4th and Utah David Clinger (Cotter Sport) slotting into 5th. Utah amateur Tanner Purt (Cotter Sport) missed the time cut and was eliminated from the race.

After more than 40 miles in a break away Brad White said “I got caught coming up the last climb to Emigration and the Type 1 rider, he couldn’t hold their wheel. I couldn’t hold it. The way...
they looked I knew it was going to be hard to bring them back.” White was very active in the 2008 Tour of Utah, winning Stage 1 into Nephi and the KOM jersey. That performance proved instrumental in his signing with the OUCH p/b Maxxis team for 2009: “I definitely have a love for this race. It’s good to have a good first day!” Several other riders’ 2008 performances proved to be instrumental in landing upgraded contracts for 2009.

These comments show the importance of the Tour of Utah as a place where riders can take one last crack at impressing team directors. Its place on the calendar as the last major stage race, prior to “Silly Season” where teams and riders officially announce new contracts and signings, increases the race’s importance.

The Rock Racing duo of Francisco Mancebo and Oscar Sevilla are seasoned veterans having raced at the top level of world cycling. Each rider has experienced Oscar Sevilla said, “The mountains are very hard, and very beautiful. And tomorrow and Saturday are like stages in the Tour de France.”

Stage Results: Big Mountain Road Race p/b University of Utah Healthcare, 83 miles, Ogden to Salt Lake City, Utah, August 19, 2009
1. MANCEBO PEREZ, Francisco, Rock Racing 3:25:00
2. SEVILLA, Oscar, Rock Racing 3:25:00
3. VIEILLEUX, David, Kelly Benefit

Stage 2: Mount Nebo Road Race
- p/b Thanksgiving Point, 77 miles, Thanksgiving Point to Mt. Nebo Summit, Utah, August 20, 2009

Stage 2 lived up to its billing as one of the most difficult stages in American racing. Beginning at Lehi’s Thanksgiving Point, the riders skirted through Saratoga Springs and over the rollers west of Utah Lake. While nothing much immediately the peloton was very active. Several riders hit the turnaround with touch wheels, but were able to quickly remount and latch back on to the field and continue the race. At mile 22 the right mix of riders established a 10 second gap. The breakaway consisted of teammates Ben King and Ben Day (Fly V Australia), Will Duggan (Team Type 1), Jonathan Garcia (BMC), Frank Pipp (Bissell), Bobby Sweeting (Land Rover-Orbea), Taylor Sheldon (Felt-Holowesko Partners), and Jared Gilard (Ride Clean).

As the break moved through Goshen the kids from Goshen Elementary cheered the riders on. The children lined the schoolyard fence along Main Street directly in front of the sprint line and were treated to a show as the hot spot sprint was taken by Bobby Sweeting (Land Rover-Orbea).

At the base of the day’s major climb to Mt. Nebo, the break had extended its lead to 3:30. With the road tilting swiftly upward, the break began to shed riders. The steepest pitches of the climb are found in the first portion. Taylor Sheldon and Bobby Sweeting were the first to lose contact.

The next riders to fall victim to the pace were Will Duggan, Jared Gilard, and finally Frank Pipp. Ben Day, Ben King and Jonathan Garcia continued to fly the flag for the breakaway only to be swallowed up by the chase group at mile 62.

Once the riders from the break had been caught, the overall contenders began attacking. For the top teams it was a drag race to the climb, pushing their best climbers close to the front as the climb began. Darren Lill (Team Type 1) showed why he is one of the best climbers in the world by mounting an impressive attack. Marked by Oscar Sevilla (Rock Racing), Lill quickly opened up a gap on a herd of the race’s mountain goats. The chase from the larger group was whittled down to Tyler Wren and Anthony Colby (Colavita), David Zabriskie (Garmin-Slipstream), Pat McCarthy and Chris Baldwin (OUCH), Phil Zajicek (Fly V Australia) and Mathew Busche (Kelly Benefits) with Burke Swindlehurst (Bissell) just behind.

Darren Lill (Team Type 1) soon dropped Sevilla and continued on his own with 10 miles remaining to the summit. Sevilla then dropped back to support Mancebo and finished with the chase group. Lill looked smooth as he climbed and continued to increase his gap over the chasers. That lead peaked at 1 minute and Lill was able to hold on to win the stage with a 22 second margin.

Back in the chase, the race for second place on the stage and the race overall kicked into overdrive. The chasers were caught by a group containing yellow jersey Mancebo and defending champion Jeff Louder (BMC). Attacks were launched by McCarty and Baldwin (OUCH), Louder, and several others. Jeff Louder’s attacks were focused on the Rock Racing contingent and intended to isolate Mancebo. The Rock guys, you could tell they were really struggling, but they’ve got so much experience, so much over the top power, so you get a gap on them and they just wind it up and bring you back on the little false flats and descents.” Jeff Louder said.

Mancebo was able to stay with the group and subsequently slip off the front on a downhill section just before the final half-mile push to the finish line. Louder gave chase but came up

Above: Local strongman Jeff Louder (BMC) turned in a respectable performance in the stage 3 time trial. He finished third overall.
Below: Utah climbing wizard Burke Swindlehurst (Bissell) wrapped up a second place in stage 4, the Snowbird Road Race.
Right: Young gun, Alex Howes (Felt-Holowesko Partners) dropped everyone to win the Snowbird Road Race. Photos: Dave Iltis
Above: Utah’s new guard meets the old guard: Chase Pinkam (Canyon Bicycles) and Burke Swindlehurst (Bissell) in the criterium, 18-year-old Pinkam finished 45th overall. Expect to see more from this talented rider.

Right: Bernie Sulzberger (Fly V Australia) unleashed a wicked sprint to right.

Stage 2 Results: Mount Nebo Road Race - p/b Thanksgiving Point, 77 miles, Thanksgiving Point to Mt. Nebo Summit, Utah, August 20, 2009

1. LILL, Darren, Team Type 1 1:30:21
2. BALDWIN, Christopher, OUCH Pro Cycling Team 1:31:03.300
3. BOOKWALTER, Brent, BMC Pro Cycling p/b Maxxis 1:31:14.000

Lill said, “I rode the climb last year – p/b Thanksgiving Point, 77 miles, Thanksgiving Point to Mt. Nebo Summit, Utah, August 20, 2009.”

1. LILL, Darren, Team Type 1 1:30:21
2. LADNER, Jeff, BMC Pro Cycling Team 1:31:00.800
3. MCCARTY, Patrick, OUCH Pro Cycling p/b Maxxis 1:31:14.000

General Classification after Stage 2
1. MANCERO PEPEZ, Francisco, BMC Racing 6:31:46
2. LILL, Darren, Team Type 1 6:32:19
3. LADNER, Jeff, BMC Pro Cycling Team 6:32:24

Stage 3: Miller Time Trial - p/b Miller Motorsports Park, 9.2 miles, Tooele, Utah, August 21, 2009

1. ZIRBELE, Alex, Felt-Holowesko-Garmin 58:59.400
2. ZIRBEL, Tim, Slipstream 59:15.400
3. LOUDER, Jeff, BMC Pro Cycling p/b Maxxis 59:20.400

Stage 3 Results: Miller Time Trial - p/b Miller Motorsports Park, 9.2 miles, Tooele, Utah, August 21, 2009

1. ZIRBELE, Alex, Felt-Holowesko-Garmin 58:59.400
2. ZIRBEL, Tim, Slipstream 59:15.400
3. LOUDER, Jeff, BMC Pro Cycling p/b Maxxis 59:20.400

General Classification after Stage 3
1. MANCERO PEPEZ, Francisco, BMC Racing 6:31:46
2. LILL, Darren, Team Type 1 6:32:19
3. LOUDER, Jeff, BMC Pro Cycling Team 6:32:24

Stage 4: Snowbird Road Race - p/b Snowbird Resort, 96 miles, Park City to Snowbird Resort, Utah, August 22, 2009

Stage 4 is known as the queen stage for good reason. The race traveled from Park City to Snowbird Ski Resort over five difficult climbs and is arguably the hardest day of racing in North America. The riders began with three neutral parade laps around Park City’s Main Street, Lt. Governor Colita added an electric atmosphere. So much so that several riders missed the start and jumped in on the second or third lap.

The day’s break was established early with nine riders rolling off the front of the peloton at mile 12 as they passed above Jordanelle Reservoir. The first hot spot sprint was in Kamas and was won by Team Type-1 rider.

Repeating on his race Alex Howes said, “There’s a lot of talent in this field. I didn’t think I would be able to take the (overall) lead; Mancebo is Mancebo, that guy’s good. But I wanted to move up in GC. When we short, finishing third on the day, 4 seconds behind second placed Mancebo and 26 seconds behind Darren Lill. At the finish Lill said, “It went well, I reacted and I reacted to Seville. I just couldn’t quite follow him. He and Seville went away and I just kinda sat back and eventually Seville couldn’t follow either. Darren put Rock (Racing) under pressure which no one else could or was willing to do.”

Daren Lill is no stranger to the Tour of Utah, having raced the 2008 edition. Although he hails from South Africa, Darren has made Utah his American home over the last two seasons and knows the stages and climbs well. Jeff Ladd and Darren Lill were teammates on BMC in 2008 and often train together when they are in town.

When asked about Lill’s attack Ladd said, “He’s like a caged beast, you can’t really hold him in.”

A victory came on Lill’s 27th birthday and was a fling birthday pres- ent. Darren said, “I rode the climb last week to have a look at it, and decided that the bottom part is the hardest and steepest part of the climb and I knew that if no one else was going to race positively from the bottom I wanted to make it hard for some of the other guys there like Jeff (Ladd) and other tough guys. They did offer the rolls sections towards the top where they can sit on and recover. So I wanted to make it hard at the bottom and make it count. But man it’s a long climb and I was worried it was going to catch me out. There were a few times where it definitely felt like my legs were falling off. I just kept praying and asking God to give me the strength to make it to the line. So praise God he did!”

Utah’s amateur riders finished well on the stage and have been having a good tour as a whole. The quality and preparation of the riders fielded by each team has certainly gone up a notch and the results show it.

Brad Gehrig (Cole Sport) said, “The level of racing in Utah prior to the tour has really come up this year. We used to mess around a lot in the races and this year things have been much more serious. You can tell by the way we have so many Utah riders still in the field, being competitive and making the time cuts.”

When asked about the day’s stage and the upcoming mountain top finish Brad Gehrig (Cole Sport) said, “The key is to position yourself well for the climbs. You know we’re fit guys so hopefully we will be able to hang tough. The Snowbird day – I am really looking forward to it. Hoping to just stay out of trouble and ride my best.”

“What happened today showed a lot of a lot of guys. Yeah there’s going to be a group of 30 or 40 going into these climbs that are fighting for position and a bunch of guys that are way back. We’ll have to stay out of that group and try and stay in the front group,” said David Cinger (Cole Sport).

Two Utah amateurs Cameron Hoffman (Canyon Bicycles) and Brad Gehrig (Cole Sport) were among 8 riders disqualified in an attempt to make the time cut on the climb. Although a fairly common prac- tice under pressure which no one else could or was willing to do.

Racing under pressure which no one else could or was willing to do.

The rules require a rider to finish within 80% of the winning riders time or be cut from the race. Each of the mountain stages saw a number of riders not make the cut.

Reflecting on his race Alex Howes said, “There’s a lot of talent in this field. I didn’t think I would be able to take the (overall) lead; Mancebo is Mancebo, that guy’s good. But I wanted to move up in GC. When we...
hit the bottom of the hill with 4 minutes, I thought I might be able to stay ahead of some of the guys that were in front of me on GC. But I didn’t think I would do that well. My main goal coming into the day was keeping the best young riders jersey. I was thinking if we got caught by (Solodner) would be able to put a lot of time into me if I cracked, but obviously that didn’t happen, so that’s pretty cool.”

When asked about how big a win this was Howes said, “Definitely a huge win. I was in a breakaway and you know if I had to go head to head with Mancebo, there is no way I would be able to out climb him. This is definitely a breakthrough win for me. My goal for the season was to get an NRC win and to get it on a stage like this, in a race like this, in a major NRC race, I’m absolutely ecstatic.”

Outside of Alex Howes’ performance, Bissell controlled the stage with 3 riders in the breakaway and second on the stage. Ben Jacque-Maynes said, “In my mind there was only one (plan), it’s Burke. It’s his hometown race, he knows this climb and you know he’s from here. You gotta put him in the position to win. So I was taking big long gaps to pull all the team and there. I pulled about half of that Alpine Loop climb, just having a great time up there. I think if I didn’t get caught there, I could tell Burke was feeling good and I was always trying to make him hold back. Save it up for the last climb and I could do it, for this last climb. And he did his job here. Getting second to Alex Howes, that’s a great ride. So we’re happy with that. We executed the plan and it came through. I can’t be happier.”

Francisco Mancebo (Rock Racing) defended his yellow jersey and kept a healthy gap to second place Darren Lill (Team Type 1) and second Jeff Loffer (BMC) at 1:29” The overall was all decided, barring disaster in the last 20 miles. The Rock Racing squad also topped the leader board in the Team Competition and Ball was pleased with his Finale, “It was a really good race. We had six guys finish the entire week, which is not something we do every single day. It seemed like every race there was someone yelling for us, which is great.”

These performances included: David Clinger’s winning the Larry H. Miller Sprinter Jersey. Alex Howes grew and I’m looking forward to next year.”

David Veilleux’s (Kelly Benefits) efforts in the break garnered eight sprint points; enough to vault from fourth to first place to win the Larry H. Miller Sprirtjer Jersey. Alex Howes took home both the Vitamin Water Best Young Rider and the Zions Bank King of the Mountains Jerseys.

Utah amateur riders fared much better than past years with only 4 riders not finishing the 6-day tour. Notable performances included: David Clinger’s 5th place on stage 1 and 41st overall, Nate Page’s 36th overall, and 18 year-old Chase Pinkham’s 45th overall.

Bill Demong (Cole Sport) said, “This was my 4th NRC race but this is the first time I’ve had a team that was supported by a group of guys like Cole Sport with a team car and mechanic. That made a huge difference. Tour of Utah, being a Utah race, and starting and finishing in Park City, being part of the Rock Racing team was huge. There were so many people supporting us as every single day. It seemed like every half mile or so during a hundred mile race there was someone yelling for Billy or Dave or Zack Simonis or Todd Hageman or Cole Sport. It was pretty cool. This has been a really good race for Cole Sport. We did well, David had a five place finish, the day. We were cool. We finished solid as a team. We had six guys up front in the big wheel, which is also a big deal when you have this race of attrition and a third or more of the field drops out.”

Demong finished 47th in 13:03:04.

Following the conclusion of this year’s race, Larry H. Miller Companies CEO Greg Miller was very happy with the quality and execution of the event and was already looking forward to 2010.

Results: Stage 5 - Salt Lake Downtown Criterium - p/b Utah Toyota Dealers, 90 minutes, Downtown Salt Lake City, Utah, August 23, 2009

1. HAGEMAN, Chad, BMC Pro Cycling 4:07:49
2. SWINDLEHURST, Burke, Bissell Pro Cycling 4:08:35
3. LOUDER, Jeff, BMC Pro Cycling 4:08:51
4. LILL, Darren, Team Type 1 4:08:54
5. CHADWICK, Glen, Rock Racing 4:10:35

The race was held on a 1.5 km rect- angular course encompassing Library and Washington Squares in downtown Salt Lake City.

Early rains gave way to overcast skies by the beginning of the stage. The crowd was warmed up by local amateur races, as well as kids participating in the Shimano youth series races. With events such as the 1000 Warriors on the same course as stage 4, as well as the Snowbird Hill Climb and the amateur criterium, local riders had unprecedented opportunities to compete on the same courses as the professionals.

The crowds were electrified by an early break away featuring local favorite David Zabriskie (Garmin-Transam). Zabriskie was joined by David Veilleux (Kelly Benefit Strategies), Brent Bookwalter (BMC), and Amateur National Crit criterium champion Justin England (California Giant Strawberry).

Zabriskie drove the break to a max- imum lead of 30 seconds in front of his hometown crowd. Rock Racing kept the pace high to discourage attacks in defense of overall race leader Francisco Mancebo. The OUCH-Maxxis put in some impressive work to bring the breakback and set up a field sprint.

The break was brought back with around 10 laps to go and OUCH- Maxxis fired up their lead out train in an effort to set up the win for US Pro Crit criterium champion John Murphy (OUCH). On the final lap, Bernie Sulzberger (Fly V Australia) played the spoiler as he launched his sprint off of the OUCH-Maxxis train and held on for the win followed closely by National Crit criterium champion John Murphy (OUCH), and Chris Barton (BMC).

Stage winner Sulzbergerber said, “The boys did an awesome job and just had to finish it off. I had Murphy’s wheel, but I knew that I had to be in front of the guys for the corner. I laid off his wheel a little bit and took the corner a bit at a different angle and got the run on the boys and that’s what gave me the advantage. The Ouch guys did a good job with the train, but I managed to take advantage of it.”

The TeamTrofeo’s Leader Jersey saw no changes, as Francisco Mancebo (Rock Racing) secured the overall race victory, with Darren Lill (Team Type 1) in second and Jeff Loffer (BMC) in third. Lill also secured the First Endurance Best Utah Rider Jersey.

Over the course of the six-day race, Mancebo and Rock Racing showed that they were the best, consistently defending the jersey earned in stage 1. On Mt. Nebo, Mancebo hung in the chase as second place took back second. In the time trial, he held his own, and in Little Cottonwood, he aply de France under his belt. You should never underestimate someone like that. He got a decent gap, and it was Louder, myself and Phil Zajicek. We were playing a bit of cat and mouse and in the process, Mancebo opened up his lead a bit. I finally managed to get rid of Louder and got into my own rhythm and started bringing Mancebo back.”

Louder was pleased with his finish. “I’m proud to be able to do what I love in my hometown, in Salt Lake City.” Louder took a last lap flier in hopes of pulling out a victory in the crit. “It was close, but no cigar, but it set up Chris Barton, my teammate. I really fought to be there with two laps to go, so I could put in a move like that.”

Commenting on his year, he said, “It’s been a really good season. I was able to win Redland’s Classic. It’s a 25-year-old race, one of the oldest in the US, it’s a big honor. Also, I’m doing in Europe, doing the Dauphine Libere, Paris Roubaix, it’s been a big year progression wise for me. Even at 31, I’m still learning a lot. I’m looking forward to more of it because BMC keeps growing.”

Above: Huge crowds (estimated at 7000) lined the streets for the criterium.   Photo: Dave Iltis

Final General Classification
1. MANCERO PEREZ, Francisco, Rock Racing 12:28:35
2. MURPHY, John, OUCH Pro Cycling 12:29:21
3. BALL, Brent, BMC Pro Cycling 12:30:14
4. HOWES, Alex, Felt-Holowesko 12:30:29
5. ZABRICK, Philip, Fly V Australia 12:30:38

SWINDLEHURST, Burke, Bissell Pro Cycling 12:30:53

See more complete results on page 8.

Above: Huge crowds estimated at 7000 lined the streets for the criterium.
October 5-7 — Huntsman World Senior Games. St. George, UT. Must be 50 or older. Events: hill climb, downhill, and cross-country. Entry fees: $85-126. hgw@infowest.com, seniorsgames.com

October 10-11 — 24 Hours of Moab. Moab, UT. Annual, solo, duo, 4 and 5 person Categories. Men, women, and coed. USAC National 24 Hour Championship, Lard Knight. 345-359-5533, heygranny89@graymam.com, graymam.com

October 31-November 1 — 25 Hours of downtown midnight lap. Costume contest & from 8 am to 7 pm. 6 PM, Other fun Holloween fun races. Start Time: 7:45 PM, Finish Time: 10:45 AM. slccriticalmass.org, slccriticalmass.com

September 21 — 25 Hours of downtown midnight lap. Costume contest & from 8 am to 7 pm. 6 PM, Other fun Holloween fun races. Start Time: 7:45 PM, Finish Time: 10:45 AM. slccriticalmass.org, slccriticalmass.com

September 26 — Harvest Moon Relay. Logan, UT. 20K, Half Marathon, and high schools nationwide. 5K, 10K, and 1/2 Marathon. Start Time: 8:30 AM, End Time: 12 PM. dramfilmfestival.com, bicyclefilmfestival.com

September 24-25 — Coleman Classic Criterium. Logan, UT. 100 mile ultramarathon bike race. Start Time: 7:30 AM, Finish Time: 7:30 PM. E-mail: josh@lindale.com

September 29 — Logan Race Club Time Trial Series. Logan, UT. 3:30 p.m. Start Time: 7:00 AM, Finish Time: 7:00 PM. 3048, iinfo@germanmotions.com, iinfo@endurancefestival.com, endurancefestival.com

October 10 — City Creek Bike Race. Salt Lake City, UT. 10, 25, 50 mile. Start Time: 8:00 AM, Finish Time: 8:00 PM. 801-583-6281, sports@sporstars.com, sports-
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24 Hours of Moab: 15 years of sand, sweat & Gears

Late-night snow and freezing temps welcomed the 124 teams that braved the first year of the 24 Hour of Moab, in 1995. Thus began the epic tales of athleticism and triumph that have made this event popular and world-famous. These days, the field has grown to upwards of 400 teams. For the elite field of ultra-endurance athletes who race duo and solo, it holds the lead in the de-facto world championships, 3,500 to 4,000 participants and their support crews will populate the temporary mountain bike city that grows up in the desert grazing-lands known as "Behind-the-Rocks," about twelve miles south of Moab. The party gets started early with teams building their base-camps and pre-riding the course starting Wednesday before the race.

This year's 24 Hours of Moab will be hosting the 24-hour National Championships by USA Cycling. Racers in thirteen different team and solo categories will compete for the stars & stripes jersey and the US National Champion title. The 24 Hours of Moab is also the series finale for Granny Gear Productions' 24-hour National Point Series. Chris Eatough (TREK/VW) will be defending his National Championship title but will be getting stiff competition from the young, current National Point Series leader, Brandon Drauglis (Cannondale/Lupine). If Drauglis bests Eatough he will succeed in earning the championship titles in both the 3-event 24 Hour Point Series and the 1-day USAC 24-hour National Championships.

Pua Sawicki (Ellsworth/Endurance) has set her sights on the USA National Championship title as well but is also pursuing a world record. After successfully making her case, Guinness Book of World Records has agreed to recognize this year's 24 Hour of Moab Solo National Championship Male & Female winners for the first ever world record for Most miles ridden in 24 hours on a mountain bike. Pua first rode for the National title out of the last 4 years. Her unofficial record mileage is 281.2 miles at the 24 Hours of 9-Mile in Wisconsin. Only three women, Kelli Emmett and Fiona Woodfall in 2004, and Jodi Emmett in 2006 and then again in 2007, have bagged more than 13 laps at Moab. If Pua can bag 15 laps, she will have a new course record and the official world record as well.

In the team competition, look for Utah based Monavie/Cannondale, led by Bart Gillespie and Alex Grant, to repeat their 2008 winning performance. Beyond the excitement of watching the pros duke it out, the rest of the field of 1,600+ mere mortals will be racing on teams through the wee hours of the night, fighting their own battles and going for their own personal records. Just racing for the fun and adventure of it all. Real-time results and updates will be posted on www.grannygear.com.

Zabriskie Claims Fourth Straight Professional Time Trial Title

August 29, 2009—David Zabriskie (Salt Lake City, Utah/Garmin-Slipstream) remains the only athlete to win a USA Cycling professional time trial championship after successfully defending his national titles on Saturday – his fourth straight since the event’s inception in 2006.

Zabriskie edged runner-up Tom Zirbel (Boulder, Colo/Bissell) just 44 seconds to maintain his monopoly on the Stars-and-stripes jersey, concluding the 2009 24-hour race in 39 minutes, 37.14 seconds.

After finishing fifth to Zirbel in the individual time trial stage of the Tour of Utah last week, Zabriskie once again affirmed his reputation as the top-seeded rider with Zirbel just before. The pair recorded the fastest time and won the men’s time trial title as a professional. He also won in 2004 when both pros and amaters were included.

Zabriskie claimed fourth straight professional time trial championship after successfully defending his national titles on Saturday – his fourth straight since the event’s inception in 2006.

Zabriskie led by Bart Gillespie and Alex Grant, to repeat their 2008 winning performance. Beyond the excitement of watching the pros duke it out, the rest of the field of 1,600+ mere mortals will be racing on teams through the wee hours of the night, fighting their own battles and going for their own personal records. Just racing for the fun and adventure of it all. Real-time results and updates will be posted on www.grannygear.com.

Ogden's Ropelato Takes National 4X Title

Ogden’s 17-year-old Mitch Ropelato won the USA Cycling Pro Gravity Tour season points series in the Men’s 4-X with a win and a third place in the three event series. Ropelato earned an automatic berth on the world championship team. He wound up 26th in the elite men’s World Championship 4-X in Canberra, Australia on September 4th. He also finished 16th in the Junior World Downhill Championship race.
September 2009

Utah News

Auto/Cyclist Conflicts Result in Serious Accident During 2000 Warriors Event

By Bruce Ewert

(Sandy, UT – Sept. 4, 2009) During the 2000 Warriors event run on the Tour of Utah “Queen Stage” from Park City to Snowbird, conflicts in American Fork Canyon between uphill and downhill traffic and cyclists resulted in an accident that left five riders injured, including one critically. Arizona riders Dave Callen, Steve Beck, Mike Skousen, Wayne Smith and Grant Taylor, all members of Mesa-based Red Mountain Brumby’s Cycling club, were descending when a Ford Explorer abruptly stopped in front of them near Timpanogos Cave.

Two of the riders hit the SUV at about 40 mph, while the other three crashed trying to avoid it. Three riders were seriously injured, the worst being Collins, who was airlifted to the University of Utah Hospital.

Also seriously injured was Steve Beck, with a partially collapsed lung and cuts and road rash that were so severe he still has not heard the whole story of the accident. He wept because he has great friends who are concerned for and about him. He wept because his friends in the ride were safe and unharmed.

One of the filters on the scene, a PhD candidate and former US Ski Team medical staff member trained in first response, race course triage, and emergency medical coverage who was fifty feet behind the group that hit the SUV. Also on the scene were two University of Utah medical doctors who were riding up the canyon at the time; two more doctors who were in the 2000 Warriors event; and a Green Beret medic who happened to be driving in the canyon close to the accident. All of these individuals were able to keep Collins’ alive, even with a cut jugular vein that resulted in an estimated five pints of lost blood, until an Air Ambulance arrived and transported Collins to the University Hospital.

Also seriously injured was Steve Beck, with a partially collapsed lung and cuts and road rash that needed 30 stitches, who was taken to Intermountain Health Care and released on the following Tuesday. Their fellow club members received cuts and road rash, with Skousen receiving treatment at American Fork Hospital before being released.

There was some confusion as to the exact cause of the accident, but one reason why did the SUV stop abruptly. Some witness reports indicated that a Suburban towing a trailer of motor-cyclists passed an uphill rider on a blind curve, so the SUV was coming downhill on the other side of the curve. The SUV slammed on its brakes when it saw the Suburban in its lane and the cyclist didn’t have time to stop.

According to Lee Benson of the Desert News, who visited the site, the 11 foot lanes did not have enough room for both the eight-foot wide trailer and the three feet required by law to pass a cyclist safely. In Benson’s opinion, the simple act of the driver of the Suburban waiting to pass the cyclist until after the blind curve would have prevented this accident.

Sterling Baer, the leader of the AZ Brumby’s Cyclists Club, sent me a recent update from Mr. Collins’ wife Ruth, sent two weeks after the accident:

Dave is making great strides. We constantly get doctors and nurses who saw Dave early on and are amazed at his progress. The best news yesterday was that back surgery is unnecessary at this time. His catheter and tracheotomy were removed. The next big step is for Dave to be able to swallow…Dave is moving out of the ICU today to the orthopedic floor…Dave is finally able to comprehend his situation. He has heard about the accident, but it was just a few days ago that the story sunk in and he sat in his bed and wept. He wept because of the miracle that he is here. He wept because he has great friends who are concerned for and about him. He wept because his friends in the ride were safe and unharmed. All this, and he still has not heard the WHOLE story of the angels that attended him.

The Utah Highway Patrol created a “rolling enclosure” for the later Tour of Utah NRC stage, but the 600+ cyclists in the 1000 Warriors races and charity ride had no such protection. Most amateur races and rides do not have road closures, unlike the professional events like the Tour of Utah and the Tour de France.

Rick Bennett, the organizer of the 1000 Warriors Ride, created the event as a fundraiser for scholarships for the children of wounded soldiers. Mr. Bennett stated in an email that:

“I went along all year with the understanding that ‘closing the road wouldn’t be a problem’. When summer hit, I got nervous and started hounding the Tour of Utah for clarification and who to talk to at UDOT. Finally, a week before the ride, the Tour of Utah guy sent me an email suggesting there had been ‘confusion’ as to who would request the closure. So I jumped into action with UDOT and made the request, which was declined.”

The event flyer stated that the Alpine Loop would be closed, as did a promotional video on their website, both dating from early 2009. But the Race Bible, posted to their web site on August 15th, stated “All we can do is try to LIMIT access to Alpine Loop, so be careful! UDOT will NOT do a street closure. They say there’s not enough car traffic to concern them that time of day.” According to race director Adam Warner on a local chat board, “I was totally expecting the Loop to be closed to traffic. It wasn’t until we were lined up at the start that the Race Referee informed us that the Alpine Loop would not be closed to traffic.”

The tragic accident and following medical evacuations required a 45-minute stoppage of the race, which then continued to the finish at Snowbird.

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• Personal Training
• Cycling
• Triathlons, Duathlons, Bikes, Stair Climbers
• Adults Only Free Weights
• Teen Free Weights
• Indoor and Outdoor Track
• Tennis
• Racquetball
• Squash
• Swimming (All Year)

Salt Lake City
• Indoor Cycling
• Whirlpool, Sauna, Steam
• Massage
• Nursery Facilities

Salt Lake City
The Salt Lake City Mayor’s Bicycle Advisory Committee (MBAC) is an all volunteer advocacy organization whose purpose is to promote, enhance, and, where necessary, restore physical, social, political and economic environments in which bicycling is recognized as an essential element of a clean, healthy, and vital community.

For more information on the Foundation visit iwon'tcheat.com.

The Salt Lake City Mayor’s Bicycle Advisory Committee has awarded two grants to two deserving local bike organizations - Bike Transit Center (project managed by UTA Ridershare) at the Intermodal Hub and the Salt Lake City Bicycle Collective.

The MBAC awarded $2500 to the Bike Transit Center towards the Capital Improvement Fund. This will help fund the construction of the BTC and will complete the Scope of the project.

The MBAC previously awarded $2500 to the BTC towards study and design.

The BTC will go along way towards making Salt Lake City bicycle friendly by providing a central public location for commuters along the Wasatch Front the Intermodal Hub. The facility will offer bike lockers, valet bike parking, repair facilities, bicycling information, rentals, and supplies for cyclists.

The MBAC has also awarded a grant of $1000 to the Salt Lake City Bicycle Collective. This grant will go towards providing refurbished bicycles to community, especially kids and low-income households, and to the Collective’s many other programs. Find out more about the Collective at http://www.slcbike-collective.org.

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Speaking of Spokes: A Week in Provence (from page 2)

breeze most of the time to help with the heat (though there were kilometers toward the top where the wind disappeared and the flies kept swarming). As an added contrast, the approach from Bédoin climbs through the forest, blocking all but the slightest hints of a breeze while allowing you to bake in the sun. And no view for ten kilometers.

It was the experience of the top of Mont Ventoux. Rising like a lone sentinel above the undulating plateau, you see nothing higher than you. No matter which direction you look. Mont Ventoux is a grand mountain, barren and stark in its beauty. It is also windy, and it takes only a few minutes after you begin to feel a little chilled. I soon sought refuge in the souvenir shop at the top, purchasing a few for myself, and then exited to enjoy a few more minutes of being on top before descending back down to Maalucène.

I had made better time this day than I had anticipated. So, as I was riding back from Maalucène to Pont St. Esprit, I stopped at a café in the small village of Roaix where I, as the sole late afternoon patron, and the waiter watched the last 45 minutes of the Tour’s Stage 18 time trial around Lac d’Aups. Finally, at 7 p.m., after riding 95 miles, including the jaunt to the top, I arrived back at my hotel just in time for dinner.

Two ascent down, one to go. Unfortunately, I only had Friday and Saturday left. My near century on hotel just in time for dinner.

Speaking of Mont Ventoux before they closed the road. The route from Bédoin to Sault is 25 miles, and we got there in nearly 100 miles while Bédoin is at 300 and Maalucène at just under 400. Still, I was surprised at how much we had ridden and how far we had even. At last the six kilometers. At Chalet Reynard, this route joins the Bédoin approach for those last six kilometers to the top.

I arrived at Chalet Reynard at approximately 1 p.m., over three hours before the race would arrive. Unfortunately, about ten gendarmes stretched across the road and all cyclists were forced to dismount. And if one had thoughts of walking a short distance and then remounting, tough luck. While unreasonable, these fellows are not stupid. Gendarmes were stationed as enforcers, these fellows are not stupid. And if one had thoughts of walking a short distance and then remounting, tough luck. While unreasonable, these fellows are not stupid. Gendarmes were stationed as enforcers, these fellows are not stupid. I parked my bike, threw on my sandals, and carried my bike on the road. Having had enough of walking on loose rock, I donned my sandals and carried my bike on this path to the other side of the summit. Cutting my cycling shoes back on, I then made a fast descent down Maalucène, grabbed some food and drink, and rode the 35 miles back to my hotel.

With two days of my time in Provence was ending. It had been a successful week. I had ridden the Etape well. And I had achieved by my of successfully ascending Mont Ventoux from all three approaches. So I say, and yet I tend to be obsessive. If I plan to ride a 100 miles, and end up close to home a few miles, I would ride in circles to reach the century mark. My wife, Karma, being a much more sensible person, would just round that 98.5 miles. I just 150 miles short of the summit when I first reached the top.

The summit, it was almost more than I could bear. So, I reached my goal of climbing Mont Ventoux from all three approaches. Indeed, I tell people I rode the Etape last 150 miles, and especially that last 50 miles...

Clearly, I was obsessed with Mont Ventoux that day. But I was always at the forefront of my thoughts and ambitions for this week in Provence. But I have yet to be in a day when I could be in awestruck. I could be pumped full of all sorts of illegal drugs, but I could be as smart as anyone when these guys turn uphill.

After the last riders passed, the enormous crowd began to head downhill. I returned to my bike, and waited about half an hour until 2 p.m. to start to appear in the crowd. I then got on the bike and, still determined to get to the top, very slowly started to wind upward through the crowd. I had to keep one foot unclipped as the crowded was thick, but I had to be ready to put a foot down.

Finally, after about a half kilometer, I found myself climbing the route through the now quickly thinning crowd began to close in on the summit. I then got on the bike, and, I was getting to my goal.

But so I thought till I arrived at a point about 150 meters from the top. I was at a fork at a junction. The reason whatever, the road was blocked to everyone and everything, including, believe it or not, the single speed division. It does no good to reason or argue with a gendarme, even if you are the ultimate in a perfect command of the language, and even though there is nothing, absolutely nothing, on the road between you and the top.

Turning around and descending to Bédoin. I then got back on my bike to get to the bus before it left for our hotel. Descending down the west side to Maalucène would save me close to an hour of riding time back to the hotel. So I simply followed, literally, in the footsteps of those moves. I then walked to the side of the ride and, in my neat cycling shoes, walked on the side of the road. Even there. The enforcing gendarmes were present, too. In my way I was going to be able to ride, or even walk, those final 50 meters to the top. I found out, through, that there is a path to a small road chapel situated on the ridgeline just below the summit which then connects with the road on the other side. Having enough of walking on loose rock, I donned my sandals and carried my bike on this path to the other side of the summit. Cutting my cycling shoes back on, I then made a fast descent down Maalucène, grabbed some food and drink, and rode the 35 miles back to my hotel.

With two days of my time in Provence was ending. It had been a successful week. I had ridden the Etape well. And I had achieved by my of successfully ascending Mont Ventoux from all three approaches. So I say, and yet I tend to be obsessive. If I plan to ride a 100 miles, and end up close to home a few miles, I would ride in circles to reach the century mark. My wife, Karma, being a much more sensible person, would just round that 98.5 miles. But I can indeed slow down and enjoy the ride. Despite the imperfectly successful conclusion of my obsession with Mont Ventoux, I had an exhilarating and satisfying week in Provence. It was a week of challenge and relaxation set amid the charm, allure and beauty of Provence. It was every- thing and more than I hoped it would be.
HEALTH

Cyclocross Injuries

By Erik Moen PT, CSCS and Jeannine Higgins

Cyclocross is a certainly a dynamic sport. High speeds, loose/slippery surfaces, stubborn obstacles and unstable weather. Sounds like a recipe for an injury. What is your risk of injury when training and racing for cyclocross? Is it a sport for me? How is it different than bicycle road racing? A study of the 2008 Seattle Cyclocross Series was made to discover your relative injury risks with cyclocross races. The 2008 Seattle Cyclocross season consisted of 8 races in varying conditions which included rain, snow, and mud. Each course was of unique design and consisted of your typical cyclocross surfaces; dirt, sand, mud, barriers/barriacdes, and run ups. Participants in the Seattle Cyclocross series ranged from junior athletes to masters athletes, entry level to category 1 athletes.

Record number of participants participated in the Seattle Cyclocross series. There were 4373 registered participants in eight races. There was an average of 546 participants per race (range = 441-647). This series has demonstrated annual average gains in participants of 10% per year for the past eight years.

Injuries were recorded when they occurred. Injury interactions with the events’ emergency medical technician (EMT). Minimal injuries such as abrasions, contusion, sprains/bruises, minor strains (muscle pulls) and over-use injuries were most likely not observed or recorded. There was no option for self-reported injuries in this study.

Key findings

• The most common injury was the abrasion/contusion (32 occurrences or 0.7% chance). Less than half (44%) of these abrasions/contusions occurred during overcast/wet weather conditions.
• The knee was the most common area to receive abrasions (44%) as well as being the most commonly injured body location.
• The most serious injuries involved the shoulder (acromio-clavicular separations and clavicle fractures), 4 events (0.0099% chance) and secondarily the head (concussion) 1 event (or 0.0002% chance).
• There was an interesting occurrence of bee stings. 4 out of the 5 occurrences of bee stings were on spectators/course workers (stationary targets) on, predictably, dry weather days.
• The weather/course conditions that resulted in the most injuries came during overcast/partially wet conditions (16 injuries). Wet/muddy and partly cloudy/dry were second with 14 injuries each.
• Rider categories that sustained the most injuries were Category 4 (12 injuries or 1.9% chance of getting injured) and Category 3 (9 injuries or 2.0% chance of getting injured). These categories had higher numbers of participants. Category 1/2 had fewer participants but had an injury chance of 3.0%.

Summary

Cyclocross injury patterns are not well studied in the scientific/medical literature. Initial findings demonstrate a decreased severity of injuries compared to road bicycling. The relative risk of knee and shoulder injuries is similar to data reported on road and mountain bike injury rates. The rate of abrasion/contusions is most likely higher and was limited to interactions with EMT (most likely more serious injury). Self-managed abrasion/contusions were not recorded. It is likely that all serious injuries were reported and recorded by the EMT.

Weather and course conditions did not seem to play a significant role in the rate of injuries. Wet and muddy conditions will obviously slow the pace of the race and may thus decrease your chance of force related trauma. Drier conditions allow for faster racing and may thus increase your chance for acute injury. Relative risk of injury appears to be increased in the upper categorized riders. This may be because they are more experienced and typically take more chances on unstable surfaces.

I find it surprising that there no reported foot and ankle injuries as cyclocross requires jumping off and onto a bicycle at speed and then requires a racer to run on uneven surfaces. This has not been the case in previous years (anecdotal evidence).

The most traumatic injuries happened to the head and shoulder region. This finding is consistent with mountain biking data which suggests these injuries are concurrent with a crash that involves an “over the bar” event.

Sports do not come without relative risk. Understanding the risk of participation may better prepare you for sport training. Obviously things to decrease your chance of injury include: practicing your skills and race within your abilities. A traumatic injury in your sport will definitely limit your ability to finish your races, let alone your seasonal. Race safe, race smart!

Erik Moen PT, CSCS is a nationally know expert on bicycle injured injury treatment and bicycle fit. Erik practices physical therapy, practice your skills and race within your abilities. A traumatic injury in your sport will definitely limit your ability to finish your races, let alone your seasonal. Race safe, race smart!

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Money raised from these license plates will be used to support the Utah Bicycle Coalition to preserve the safety of the roads, and responsibilities of cyclists through legislation, education, and facilities development. Funds will also be used to ensure “Share the Road” license plates remain available at DMV’s throughout Utah.

- Ken Johnson, President, Utah Bicycle Coalition

Share the Road License Plate Coming to Utah October 1st

After one year of fund raising, the Utah Bicycle Coalition with generous support from the Bonneville Cycling Club and numerous cyclists throughout Utah, had all the needed money raised in the form of $21,000. The Utah Department of Transportation will develop and implement the new “Share the Road” license plate. The Utah Department of Transportation will develop a plan to promote the new plate across the state.

Vehicles will make the plates available starting October 1st 2009. See divvyutah.ineau.org/licensespecialplates for a list of the special group license plates along with instructions on how to purchase a license plate. The license plates will have five characters and may be personalize by the owner of the license plate. The Utah Department of Transportation will make the plates available to the public.

The 25 Hours of Frog Hollow race organizers still have a lot of work to do before race day. There are permits to adjust, emergency service to re-coordinate, and staging and camping logistics to re-plan. But at least planning is able to continue to move forward thanks to all the passionate folks in Washington County and beyond that continued to believe that bringing a major cycling event to Southern Utah would be a great asset to both the local community and the greater cycling world. All these folks have proven that it can be done. Let’s all take a village to raise a bike race.

Share the Road License Plate

MOUNTAIN BIKE RACING

It Takes a Village to Raise a Bike Race

By Cimarron Chacon

Bike racing is a core part of being a mountain biker yet few cyclists understand exactly what goes into planning a race and getting it approved.

Before the tents go up and the timer starts the planning and coordination can start months or even years before the event ever gets off the ground. The 25 Hours of Frog Hollow, which is scheduled to debut in Southern Utah this Halloween is one such event.

The race was originally conceived as two races, a 24 hour and a 6 hour event that would provide an opportunity to build the Southern Utah cycling culture by bringing mountain bikers together to improve the local community awareness of mountain biking and all its benefits, and to showcase the amazing terrain and extensive network of trails found in Southwestern Utah to new riders.

The event was to create an alliance between local bike shops, trail advocates, and our local land managers. Working together, organizers hoped to develop a way to both maintain the existing trail network, but also to add to it and grow the long distances.

With this event they hope to move the Greater St George area from an unappetized resource to a “RIDE CENTER.”

This was to be a real grassroots effort. Using the funds that were raised each year from the donations of all local TEAM IMBA participants as seed money, the race could include new single track. As a means to embrace the local communities, including and especially those who are not avid cyclists, organizers began working with the local town of Hurricane which was to provide volunteer coordination for the trail construction. They would have youth from the local schools and churches that would do much of the work to build the new single track sections of the course.

Many local businesses joined the cause, seeing it as both a future in providing a good trail system as a legacy and the benefits of having a fun event like Frog Hollow that could bring more riders and enhance the community.

The organizers found an ideal location in the Hurricane area and began identifying all the various entities that would require permitting and coordination. Six months of effort went into applying for BLM and State Trust land permits, designing the new trails, and planning race logistics. Local archeologists even volunteered their time for the required environmental archeological clearance. It was a lot of work, but everything appeared on track to start building the trail on time when it was discovered by the BLM that there was a sensitive watershed protection area boundary that could affect the plan.

With only twelve weeks before the event this was devasting information for the race organizers and supporters. Letters from racers, sponsors, club members, and other community leaders began pouring into the BLM and County Commissioners’ office demanding a solution to the problem so the event could still be held in 2009. Organizers began scrambling, looking at alternatives, coordinating with our officials and private land owners, and rethinking race logistics. It became very obvious that the 6 hour event would have to be moved to another time of the year, as any new staging location could not be found in the 6 weeks available to new vehicles and people for two simultaneous events.

After another two weeks of plotting, key officials from the BLM, Washington County, the City of Hurricane, and the organizers along with the race organizers and key sponsors and a solution was reached and a new venue identified that could continue to accommodate the race for 2009 and provide the least amount of logistical adjustments at such a late date.

The 25 Hours of Frog Hollow race organizers still have a lot of work to do before race day. There are permits to adjust, emergency service to re-coordinate, and staging and camping logistics to re-plan. But at least planning is able to continue to move forward thanks to all the passionate folks in Washington County and beyond that continued to believe that bringing a major cycling event to Southern Utah would be a great asset to both the local community and the greater cycling world.

All these folks have proven that it can be done. Let’s all take a village to raise a bike race.
TOURING
A Bicycle Trip Around Central Utah

By John Roberson

The following is a description of a great little six-day ride I completed in July 2009. I'd recommend it for anyone interested in getting a taste of the variety of terrain our state has to offer, and at a time of the year that's hard to beat. Find a friend, go self-supported, and take your time. In the process, you'll feel a greater connection to this beautiful place we share.

Day One (Salt Lake City to Erickson Pass; approx. 90 miles)

I rolled down my driveway early on a June morning and headed west, skirting the northern edge of downtown SLC and out through the neighborhoods of the west side. I was aiming to be in Grantsville by the middle of the day, but I had first to work my way through the hubbub of a city going back to work after the festive Father's Day weekend. The morning was sunny and dry, but a few stray clouds from the latest rainstorm hung low on the Oquirrhs and Wasatch. The temps were in the high 60s, and I felt a flow of cool air from the north that meant I might have a bit of a tailwind for the day. Things were looking good.

I cruised through Magna, then managed the short piece of I-80 that hooks around the north end of the Oquirrhs. I wish there had been a quieter alternative, but sometimes a busy road is the only choice. I got off at the Tooele exit and rolled along the piece of the old Lincoln Highway that leads on to Grantsville. I made Grantsville around noon and stopped at Jen's drive-in to stoke up on some fries and to check out the newspaper.

I went south from Grantsville on a quiet two-lane highway, climbing a slight grade along the western edge of Tooele Valley. Desert Peak loomed high to my right, still shrouded in the clouds of the previous day's storm. Once past the small range of hills that mark the south end of Tooele Valley, I moved into my higher gears and sailed down through the tiny community of Rush Valley. I ran into a couple of old boys out for an overnighter in the hills to the west. They were towing trailers and seemed to be prepared for just about anything. I prefer a lighter approach myself, but they were clearly jazzed about the great weather and the prospects of a night spent outside. After refueling at the general store at Clover Creek, I carried on to the south.

My next major objective was the town of Delta, Utah. I was hoping to come in from the north via some dirt roads I had never used before. I like trying out new routes, and I especially like to experience a new piece of countryside from the seat of my bicycle. I left the paved road about 10 miles south of Rush Valley, near the small town of Vernon. I climbed up and over Lookout Pass and got some great views of the west deserts beyond. I had looked onto the old Pony Express route by this point, and I found myself thinking that the lay-of the land probably hadn’t changed all that much since those bygone days. I dropped off the pass and pedaled south and west in the general direction of the Pony Express station at Simpson Springs. This is a popular route and the road can be filled with stretches of washboard, but there were signs of recent grading and the surface of the road was quite nice.

The sun was getting low in the horizon as I crossed the Simpson and Sheeprock Mountains and figured I would cross the following morning. The dirt road was good, and I had it all to myself as the harsh desert sunlit mellowed and the evening shadows lengthened. I found myself in mixed terrain, with stands of juniper and sagebrush meadows. Everything was lush and green, relatively speaking, but the cheatgrass that is so common in the west deserts had already turned a golden brown. I picked a spot for my camp on a little rise above the road and settled in for the night. It had been a long day and I slept well under a clear, starlit sky.

Day Two (Erickson Pass to a point west of Holden, Utah; approx. 75 miles)

I was on the road again before the sun had moved too far above the horizon. I had the feeling that the day wouldn’t be quite as cool as the day before, so I wanted to take advantage of the early morning and early evening hours. The shadows are longer at those times and the quality of light more interesting to me. The cooler temps make the riding much easier, too.

I made the pass and headed south into the desert country north of Delta. The scale of the landscape really opens up, and I could see my road head south in a straight line for miles. A small, barren desert mountain in the distance kept me from a direct view of Delta, and it was apparent that my road ran up and over a small pass at the mountain’s heart. My maps showed a few alternative routes around the mountain, but I found myself wondering what the view might be like from the pass.

I had dropped out of the juniper forests by mid-morning, and shade was non-existent. My water supply was still good, but I took a few minutes to refill my bottles from a cattle tank at the edge of the junipers. The tank was being fed by a steady trickle of water from an old pipe that protruded from the ground. The filtered product was very cool and tasty, and I drank my fill. It's always a good idea to refill when the opportunity arises, and it was comforting to know I could go another 24 hours before needing to fill again. It's nice to be able to focus on the surroundings, rather than on where your next drink is going to come from.

I made Delta by mid afternoon and took a much-needed break in the city park. I relaxed in the shade and enjoyed a couple of energy drinks as I watched the town's citizens going about their days. I filled my bottles again knowing I'd be making camp in a few hours and couldn't rely on finding another source before finishing for the day. I worked my way out of town along the rural roads south and east of Delta until I hit Route 50 and headed south. It was early evening and the riding was excellent. Most folks had finished their days and were home having dinner, so the road was quiet. I still had a bit of the tailwind that had helped me along for the better part of two days, and it was truly a pleasure, despite the long, hot day, to sail down that highway. I was into pastures and meadowlands again and the smells from the recent hay cuttings filled the air. It was a wonderful evening.

As the sun neared the horizon I turned off the highway onto a dirt road and made camp in a field of scattered sagebrush. The sounds of birds and hoppers filled the air as I settled in to my evening routine: a thorough scrubdown, a light toddy, a simple meal, some notes in my journal and on my maps, then off to dreamtime. As I stretched out in my bag under the open sky, an owl cruised through, made a few circuits around my camp to check me out, then headered in absolute silence, a sure sign of sweet dreams for me.

Day Three (west of Holden, Utah, to Fremont Indian State Park; approx. 75 miles)

I hit the road under clear skies with the encouraging sounds of meadowlarks and the prospects of another lovely day. The air was still and calm as I rolled into the town of Fillmore. Every fourth grade knows that the town was the territorial capital at one time, and I remembered that fact myself as I pedaled through town. After a lively conversation with an elderly lady at the park, I refilled my bottles and made a quick stop at the market at the south end of town. As a cyclist, I tend to look for certain amenities when I reach one of the many small towns that I have passed through. A city park is always high on my list, with its shade trees and drinking fountains. If I’m lucky, there’ll be covered picnic spots and bathrooms, too. A grocery store is always nice, but a convenience store will always provide the basics. A sit-down meal can be a real luxury at times, especially during a winter trip, and if there’s a local cafe, I’m likely to try it out. Because Fillmore is located adjacent to Interstate 15, there were plenty of options for me.

I made my way south and west for a few days along the frontage road to the town of Meadow, then on to Kanosh where I jumped back on the Wasatch and rode through Salt Lake City and back to the starting point at Grantsville. By this time the temps had begun to rise, and I faced the prospects of a
I coasted down through a lovely red road over the mountain. The way that clearly was once the main road. I immediately picked up an old high-speed (15 mph) road, took the first available exit, and headed north. I topped out at a bit over seven thousand feet, as the cloud cover made the climb cooler, and decided to use the shoulder was wide, the county two-lanes that one is likely a cyclist than most of the state and county services. I made my way north, and the restorative shade and refreshments of a Chevron station.

A mile or so to the east lay the beautifully restored Cove Fort, and I spent an hour or so in the company of Manti puts on a pageant every summer that focuses on the town's beautiful Mormon temple. People walked by the river and were getting a good dose of the fresh air and the sounds of a canyon wren, a highly satisfying end to a rather grueling day. After a rather pleasant run up the highway to Manti, which included a very nice stretch of old highway out of Sterling, I found myself in the community of Joseph, then turned north past the many poultry farms into the town of Fountain Green. I picked up another old piece of highway just north of town that quietly carried me up and over the high spot that separates Sevier Valley and the mountains of Juab Valley. Nephi was my next destination and the run down the canyon was quick and easy. I took an extended break in Nephi's city park. The town seemed to be thinking about the future of the town, but I discovered that the town had made up its mind whether to shine a light or dark on it.

Day Four (Fremont Indian State Park to Manti, Utah: approx. 75 miles)

I left the seclusion of the side canyon as the morning sun illuminated the cliffs to the north and headed off down the road. As I jumped onto a very peaceful US 89 near the mouth of Sevier Canyon, I was delighted, and somewhat surprised to find a freshly paved bicycle path paralleling the road. I used the path on my ride to the community of Joseph, then turned east. After a short climb and long, easy downhill stretch, I wheeled into the lovely town of Manti. I investigated some of the side streets, then jumped up and checked out the city park.

Most towns in Utah have some sort of monument dedicated to the founders of the community. These monuments generally consist of a bronze plaque set into an artificially constructed pile of rocks, and are frequently found in the city parks. Manti was no exception, but I was especially intrigued by a large metate that had been set with the other colorful stones. Once again I found myself wondering back to the changes that this particular place and all of the stories that could be told.

I spent my morning riding north from one community to another, from Annabella to Richfield, and on up the road to Salina, where I took my extended afternoon break in the shade by the river. I was aiming for Gunnison by this time, but wasn't really relishing the prospects of dealing with what I knew to be a busy highway. A side road through the community of Redmond gave me some respite from the buzz of the main highway, but I was soon forced back onto 89. By this time in the mid-afternoon the weather had changed. A strong west wind had come up and I found myself having to focus intensely on the rather skinny shoulder of the highway as I fought the buffeting winds. The busy traffic certainly didn't help, and I bailed off the highway in Gunnison to take a break. With cool drinks in hand I found shelter from the wind on the east side of the high school. For the next hour or so I watched the trees top slip around and various instances of trash fly past me to the east. The air had become quite dusty and the high rides to the east were obscured. Eventually, the wind died down and I headed back to the highway and points north.

Day Five (Manti, Utah, to the south end of the Lake Mountains: approx. 90 miles)

The morning dawned clear and fresh after a bit of rain during the night, and I was up early and rolled out of town. The sun couldn't make up its mind whether to shine or not, and the fluffy cumulus clouds that filled the sky suggested I might see some more weather before the day was finished. After a short break in Ephraim, I carried on to the north and west side of the Sanpete Valley. I passed through the town of Wales, then north past the many poultry barns that fill this end of the valley, to the town of Fremont. I picked up another old piece of highway just north of town that quietly pulled me up and over the high spot that separates Sevier Valley from the waters of Juab Valley. Nephi was my next destination and the run down the canyon was quick and easy. I took an extended break in Nephi's city park. The town seemed to be thinking about the future of the town, but I discovered that the town had made up its mind whether to shine a light or dark on it.
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