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Cover Photo: Tanner's Flat in Little Cottonwood Canyon is the place to be during the Queen Stage of the Tour of Utah. Photo by Jason Porter, jasonporter-photo.com

TOUR OF UTAH

Britton Wins 2017 Larry H. Miller Tour of Utah

By Lyne Lamoureux

The 2017 Tour of Utah was held from July 31 to August 6. The 7 stage UCI Category 2.1 race brought top domestic and international teams to the Beehive state to compete for the overall title, stage wins, and jersey competitions. The following is a stage by stage recap of one of the top North American Stage Races.

This year's Tour of Utah featured 605 miles of racing and extended outside Utah (Bear Lake region of Idaho) for the third time in its 13-year history. The course offered a total of 36,525 feet of vertical gain for the week, solidifying the event as "America's Toughest Stage Race."

Ty Magner Sprints to the Win At Stage 1 of Tour of Utah

Holowesko Citadel Racing Team p/b Hincapie Sportswear's Tyler Magner (USA) sprinted to victory in a heated finish in downtown Logan to take the stage win and overall lead



An emotional Rob Britton (Rally Cycling) lets out a cheer after winning the overall title of the 2017 Larry H. Miller Tour of Utah., 2017 LHM Tour of Utah. Photo by Dave Richards, daverphoto.com

at the 2017 Larry H. Miller Tour of Utah. Magner covered the 132-mile course in four hours and 56 minutes.

Magner opened his sprint early and held a tire-width margin for the victory on Stage 1 presented by America First Credit Union. Christopher Lawless (Great Britain) of Axeon Hagens Berman Cycling

Team and Travis McCabe (USA) of UnitedHealthcare Pro Cycling Team finished second and third, respectively, in a feverish bunch sprint.

"Our goal as Holowesko I Citadel was to get in the breakaway and put

Continued on page 16

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COMMUTER COLUMN

Kenny Freestone Tackles a 38-mile Commute with a Pedal-Assist Electric Bike

Kenny Freestone commutes 38 miles each day on his pedal-assist eBike. Photo by Jill Freestone

By Jamie Morningstar

Kenny Freestone is a Product Director at AncestryDNA. To balance out the inactivity of the of average desk job, Kenny started cycling to work over a decade ago. Kenny faced a new commuting challenge when AncestryDNA relocated to Lehi, about 20 miles from his house. He now uses a pedal-assist eBike to make his 38-mile daily cycle commute possible.

CW: What's your cycling background? When did you begin cycle commuting?

KF: I've enjoyed riding bikes for as long as I can remember. Since elementary school I have ridden both for fun and transportation. I remember riding my bike three blocks down the street to Cascade Elementary School in Orem because it was faster and more fun than walking. After school my friends and I would go ride in the dirt fields around the neighborhood. We built jumps in the dirt, measured how far we could jump, and then would take turns laying down in the dirt so we could jump over each other. It's a miracle we never sustained injuries more traumatic than skinned knees and elbows.

In high school, I got into mountain biking. The nearby mountain trails were endlessly exciting to explore in almost any weather. I didn't have a car of my own, so I also frequently rode my bike to school. While commuting to high school I learned the importance of securing my bike - my seat was stolen more than once. High school and college commuting also helped me get used

to cold-weather bike commuting. In my early 20's I took a long break from school to do volunteer work in Italy for my church. I quickly learned the value of helmets when my front wheel separated itself from my bike while riding home one night.

When I was young, I cycle commuted out of necessity. Now I ride my bike because I value the exercise, I like saving money by decreasing my dependency on my car, and I also feel a responsibility to reduce (in however small my way) the air pollution in Utah County.

CW: What is your daily commute like?

KF: A year ago my company relocated to Lehi and my bike commute changed from 3 miles to 19. By car, the new commute is about 15 miles each way, mostly on the freeway. The congestion isn't too bad for most of the commute, but when the freeway drops to 4 lanes from 6 in Lehi there is often a slow-down. I realized early on that driving in crowded traffic is super lame, plus I-15 is also the state's deadliest road; it's a road I like to avoid when possible.

My bike commute route follows the wonderful Murdock Canal Trail for 16 of the 19 miles. The canal trail is mostly flat, but the Ancestry office sits high on a hillside, so my morning commute concludes with a pretty steep climb. The Murdock Canal Trail is perfect for commuting - whenever it intersects a major road there is a bicycle underpass, which means better safety and no stoplights!

Last year I made the 38-mile round-trip commute on my regular unassisted commuter bike, a 2007 Jamis Coda outfitted with a rear rack,

panniers, lights, and fenders. The unassisted commute was about 75 minutes door-to-door and was pretty challenging. Because it took so long, I only rode about once per week. I wanted to ride more frequently, and since work wasn't going to move closer to me, in March 2017 I bought an electric pedal-assist bike to see if the assisted ride would help me ride more frequently.

CW: How did you choose which pedal-assist bike to purchase?

KF: I explored a range of electric bike options, and found some excellent options out there. I also explored buying an electric conversion kit to turn my Jamis commuter into an electric commuter. I was looking for a bike that could be fast, safe, and have the battery range to go at least twenty miles on a single charge. Conversion kits can support most of this, but I had concerns about the bike's brakes, wheels, and fork being able to hold up to the higher speed.

After lots of shopping and research, I chose the Trek XM7000+. There were lots of factors to consider when making my decision. First, I wanted to buy from an established brand to make sure I would get a trustworthy mechanical quality and safety at speed. Secondly, I was looking for good speed and range. And lastly I was looking for a good value.

The Trek has been a good mix of those priorities. I can ride at between 25 and 27 mph for my entire 19-mile commute. The motor has 5 speed options (off through high). The battery can run the bike at its highest speed for my entire commute. The motor is what they call a pedal-assist motor - it only works as you pedal and there is no throttle option. When you hit 28 mph it stops assisting and you ride on only your own power. The Trek bike was not the cheapest option available, but it was a good choice for me. At around \$3,500 it is by far the most I've ever paid for a bike.

CW: How does a pedal-assist commute compare to an unassisted ride?

KF: My pedal-assist bike has made it possible to do my daily 38-mile round-trip commute on two wheels. My commute time was reduced from 75-minutes each way on my unassisted commuter bike to about 55-minutes door-to-door,



The Trek XM7000+ turned a 75 minute ride into a 55 minute ride and made commuting to work a little easier. Photo by Jill Freestone

which is only about 30 minutes longer than it would take me in a car. Also, rather than arriving to work sweaty and tired, I'm able to sustain an average speed of about 27 mph with the same effort as a fast walk. It's still a light workout, but nowhere near the effort of riding unassisted.

The speed of my Trek XM7000+ also took some getting used to. A sustained 27 mph is really fast! It is super fun, but is a different riding experience. For example, the wind is very loud at that speed. I used to put one earbud in and listen to a podcast on the way to work, but that's no longer feasible because of the wind noise of my pedal-assist bike. Similarly, because I don't work as hard on the ride I don't generate as much body heat, so between my higher speed and lower heart rate, those cool 35-degree mornings feel a lot colder than on my unassisted bike.

The electric bike has a few peculiarities that took some getting used to. The chain has fallen off the front sprocket a few times when downshifting while pedaling, and it took a trip to the bike shop to realize how to correct that. Also, the battery range varies based on wind and temperature. On cooler mornings the range is about 20 miles, and in the warmer afternoons the range can up to 25 miles. Lastly, since the charge lasts about 20 miles, I have to remember to bringing a charger cord with me to the office in addition to my clothes and laptop.

CW: How do other cyclists and trail users react to your pedal-assist bike?

KF: I've gotten some curious questions about my bike while on the

Murdock Canal Trail, but I've never gotten any dirty looks or rude comments. Whatever bike I'm on, I try to be a safe and courteous rider, and my pedal-assist bike is no exception.

The Murdock Canal Trail is a mixed-use trail, and sometimes I have to be patient and wait for joggers and other cyclists to space out a little before passing them. My speed is similar to that of a fast road bike, and like any other faster rider I sometimes have to slow down when the trail gets congested.

CW: What advice would you give to someone considering cycle commuters?

KF: My advice to a new commuter is that commuting is easier than you might think. Regardless of the length or difficulty of your ride, you don't have to be in Tour de France shape to ride to work. Just allow for extra time until you learn the ins and outs of it all. And if your commute is exceptionally long, there are some great alternatives out there to help you get to work faster and less sweaty, like I discovered with my pedal-assist bike.

You'll also probably find that things are just better on a bike. For me, the electric bike has changed my approach to transportation. It has made it easier (and funner) to do errands by bike, even just going to the bank or the grocery store.

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

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SALT LAKE CITY
LITTLE COTTONWOOD CANYON

DAY 2 | Canyonlands National Park

ISLAND IN THE SKY • 25-70 MILES You decide how much beauty—and how much elevation gain—you can handle in one day. You'll ascend through the Moab Fault until you reach a breathtaking panorama of mountains, canyons, and cliffs.

DAY 3 | Arches National Park

DEVILS GARDEN + THE WINDOWS SECTION • 41 MILES Tighten your helmet strap to keep your jaw from dropping for this entire ride. The multi-colored sandstone set against the white-capped peaks of the La Sal Mountains is stunning. Hop out of the saddle for quick strolls to the North and South Window arches.



DAY 4 | Moab

KLONDIKE BLUFFS • VARIABLE Trade skinny tires for fat ones to explore one of the hundreds of trails that have made this area the mountain biking mecca. Advanced riders will want to try Moab's 13-mile Slickrock Trail.

Capitol Reef National Park

SCENIC LOOP • 25 MILES After a scenic two-hour drive you'll make it just in time for an amazing sunset ride. You'll see the sky turn from coral to violet, taking the technicolor cliffs to a whole new dimension.

DAY 5 | Bryce Canyon National Park

SCENIC LOOP • 38 MILES After winding along one of America's "Top 10 Scenic Roads" (Hwy 12) to Bryce Canyon, this ride will take you past scene after scene of unmatched grandeur, including vibrant, multi-hued hoodoos, and vermillion and white cliffs.



BRYCE CANYON

DAY 6 | Zion National Park

ZION CANYON SCENIC DRIVE • 20 MILES Drive along the Mt. Carmel Scenic Byway to Springdale, Utah where you'll start your ride. With traffic restricted you'll have the road basically to yourself as you ride by massive sandstone cliffs that soar into a brilliant blue sky.

DAY 7 | Park City

SCENIC LOOP • VARIABLE After a 4.5-hour drive back to Salt Lake City, cool down with a ride among alpine landscapes and through the rolling farmlands east of Park City. Ride through Brown's Canyon to access the foothills of the Uintah mountains and enjoy a scenic journey through the historic towns of Oakley, Peoa and Kamas.



THE METAL COWBOY

Why I Ride



Commuting and sightseeing by bike on a recent trip to Florida. No rental cars were used in the making of that trip. Photo by Julie Palermo

By Joe Kurmaskie

The genesis of my entire life was experiencing the complete control, abandon and ecstasy of that first afternoon on a bicycle.

Even the streetlight's flicker couldn't bring me in.

It opened me wide for everything after; love and reaching for things real and beautiful, trying even after the passage of hope, the strength to lose, and the pull and lure of the long dark ride called America.

I've been chasing, occasionally catching my first ride dragon ever since.

And since that fateful day at 5

years of age, I've been bullish on bicycles, some might even say evangelical at times, but mostly I try to show by example and through storytelling. Here's the hard science story side of bikes that keeps me preaching its gospel;

I've always been bullish on bicycles...

1) Bicycling keeps avg of \$10,000 of savings in your pocket vs a car.

2) A bicycle has a tiny manufacturing footprint when compared to a car.

3) Bicycles produce no meaningful pollution when in operation.

4) Bikes save taxpayers money by

reducing road wear.

5) A community of cyclists has 10 times the disposable income to spend in local businesses.

6) Using a bike for transportation can help you lose weight and improve your overall health.

7) You can store a dozen bicycles in a single automobile-sized parking place.

8) Bicycles don't burn gasoline.

9) Bicycling is often faster and more efficient than taking a car.

10) Bikes cost thousands per year less to maintain and operate than automobiles.

11) Bicycling would reduce transportation fatalities by 99 percent.

12) Bicycle commuters are more productive, and require less time off at work.

13) It's the most fun you'll have with your clothes on.

And if we truly want a revolution against the suicidal energy policies being proposed by climate deniers then get out of your car and onto a bicycle, mass trans, foot. Even a few days a week. If we cut national car use by just TEN percent it would up end the fossil fuel industry and change EVERYTHING.

Now, thinking beyond all the

world changing benefits of the bicycle, allow me to end on a Zen note about the absurd and funny moments the bicycle has given me. A man, maybe this man, once took a bicycle ride to a holy place on a high pass. Worn to the bone, cold and wet and hungry, this man took his place across from the teacher. Waiting for last light to leave the sky he asked his questions. Time slowed, then seemed to stop.

The teacher leaned in, conspiratorially. "Perhaps, Jessie's girl grew up to be Stacy's mom." (Credit goes to Rick Springfield's classic pop hit, Jessie's Girl and another one hit wonder, Fountain's Of Wayne's, Stacy's Mom)

Joe Kurmaskie is a journalist, syndicated columnist, and contributor to numerous magazines including Outside, Bicycling Magazine, Men's Journal and Parenting. He's a bike advocate, activist, found of Cadence Press, and a Random House author of seven books including Metal Cowboy, Mud, Sweat and Gears and A Guide To Falling Down In Public.

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- ◆ Wear bright, reflective clothing and use lights
- ◆ Ride in the direction of traffic
- ◆ Be alert and avoid distractions
- ◆ Ride predictably and obey traffic laws
- ◆ Make eye contact with motorists before crossing their path

MECHANIC'S CORNER

It's Time to Upgrade Your Bike Parts!

By Tom Jow

Labor day is passed and I'm sorry to say it, summer is coming to a close. However, there are a couple of good things going on in September, the beginning of the fall riding season and Labor Day sales. This is the time when you can find some great deals on components to service or upgrade your bike. Maybe some drivetrain parts need to be replaced. If you're going to replace them, might as well install better ones. Or maybe you've been coveting a pair of carbon wheels. You deserve them. Now, the price is right to improve the quality of your ride. What follows are what I feel are good value performance upgrades with reasons why, and what to watch out for before making the purchase.

One component that is nearly always worth upgrading is the wheel set. Whether you ride road or mountain, having a lightweight, wheel set is a big improvement. Lighter wheels are advantageous because not only do they reduce the overall mass of the bike, they accelerate faster due to their lower rotating mass. For road riding, aerodynamics is also an important factor. If your average speed is above 15 miles per hour and your rides do not often involve long, steep climbs, an aerodynamic wheelset is worth considering. Deep dish wheels with a profile greater than 50 millimeters are pretty specialized, but many all-around wheels with a rim profile less than that are available.

A big design change for both road and mountain bikes is the width of rims and tires. The benefit of this increased width is more comfort and

better traction. For road, tires 25 millimeters wide are becoming the norm and 28 millimeter width is not uncommon. Mountain bikes, in addition to having a new plus size, are equipped more often with tires 2.3 - 2.5 inches wide. Mountain bike riders really benefit from wider rims because they reduce flex of the tire casing and square the "edge" of the tire to increase cornering traction.

When purchasing wheels, be sure to pay close attention to the type of axle required. Currently the standard of thru-axles is in a state of flux. Some road and cyclocross bikes with disc brakes started out using 15 millimeter front axles with quick-release in the rear. Some incorporated mountain bike standard rear of 12 millimeter x 142 millimeter. Now some manufacturers have decided to use a 12 millimeter front thru-axle. On the mountain bike side, there is a new axle standard called "boost." This features a 15 millimeter x 110 millimeter front axle and 12 millimeter x 148 millimeter rear axle. There was a short time when bikes were equipped with boost front axles and standard rear axles. A wheel purchase could get confusing because many wheelsets are not sold mixed boost and not boost.

Parts that wear out are always a good target for upgrading. Weight savings and performance gains can be made by replacing the cassette and rear derailleur. For example, many mid-priced bikes are equipped with a low end, all steel cassette. These units are quite heavy. Upper end cassettes are built with an aluminum carrier with just the load carrying cog teeth being made of heavier steel. Some of the best cassettes will use aluminum or titanium

for the largest cogs. If that large cog is not quite low enough, there are many companies making kits to add a larger cog to your current cassette (See <http://www.cyclingutah.com/tech/mechanics-corner/how-to-do-it-yourself-1x-drivetrain-conversion/>).

Be aware that cassette brands do not mix well. Campagnolo only fits Campagnolo. Operationally Shimano and SRAM cassettes are compatible but Shimano mountain cassettes do not fit the SRAM XD freehub (the part the cassette mounts to). In addition, 11 speed Shimano mountain freehub bodies are being phased out since the mountain cassette is narrower and will fit the standard road freehub body with a 2.5 millimeter spacer behind.

A part that does not really wear out, but is a good candidate for an upgrade is handlebars. The best reason to purchase a new handlebar is to customize our fit. Another reason is to improve the ride. A good carbon handlebar dampens vibration better than aluminum, thus making the ride more comfortable. It is also a good way to make our bike a little lighter. Even a good mid-level bike comes with a pretty heavy aluminum bar. Also, if the bars are heavy, the stem is probably heavy too. Similar to handlebars, upgrading the stem can both improve our fit, the quality of the ride and again, reduce the weight of the bike. When purchasing handlebars or stem, be sure to match the handlebar clamp diameter. Road bars have pretty much settled on a standard size, but mountain bikes are currently developing a new standard. Mountain bike handlebar width is important as well, not because they are too wide, but many bars have a minimum width.

For a more comprehensive mountain bike upgrade, try a 1x set-up. Removing the front derailleur and parts is a significant weight savings and also makes shifting much simpler. A 2 x 10 can easily become a 1 x 10 (Cycling Utah, June 2015). A 2 x 11 can become a 1 x 11 with just the removal of some parts and a new chainring. If you are really interested in having 12 speeds and a 50t cassette, the SRAM 1 x 11 can be upgraded to the new Eagle by purchasing a shifter, rear derailleur and cassette.

I can go on and on about upgrades. I am always wondering what is the best value for performance gain. It may sound small, 4 ounces lighter. But twice 4 ounces equals a half pound. A half pound is significant in my book. As well as making our bike lighter, we are improving our fit, our comfort, and performing regular maintenance. And with it being sale season, who doesn't like getting a good deal on bike parts. Just be sure to take the time to find the compatible components to fit your needs and your bike.

Puncturevine Pull Nets 855 Pounds of the Noxious Weed



On Saturday, September 9, 2017 volunteers pulled 855 pounds of puncturevine from the Jordan River Parkway and 9-Line Trails in Salt Lake City. The weed is a serious problem for cyclists. Many members of the community showed up, but unfortunately, not that many cyclists. In 2016 Cycling Utah worked to get puncturevine declared a statewide noxious weed. Send us your thoughts as to what more should be done to dave@cyclingutah.com Photo by Dave Iltis



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MOUNTAIN BIKE RACING

Connors and Swenson Victorious at Park City Point to Point

Larissa Connors on her way to winning the women's open race at the 2017 Park City Point 2 Point. Photo by Angie Harker, Find your photo at Selective-Vision.com

By Shannon Boffeli

Saturday morning, September 2, 2017, the backcountry mountain bike spectacle known as the Park City Point 2 Point sounded the start canon. The race that normally ushers in Utah's colorful fall blasted off but none of the cool temps, changing foliage, or damp hero dirt that usually accompany the event were on hand. Instead, summer conditions were in full force in the Utah high country.

Men's Race

The forecasted temperatures in Park City were hotter than ever but so was the competition at the 9th annual Point 2 Point. With a \$2,000 winners purse, the Point 2 Point always draws some top talent but 2017 featured a faster-than-ever group of men vying for the top positions. Highlights of that group included former national champions Todd Wells (Scott/Troy Lee) and Geoff Kabush (Scott), defending P2P champion Keegan Swenson (Cannondale), who passed up a trip to the world championships for a shot at defending his title, as well as a host of ultra-endurance honchos like Construction Zone Racing/Scott Sports teammates Kyle Trudeau and Fernando Riveros-Paez, Ben Sonntag (Clif Bar), and Justin Lindine.

Right from the gun it was clear this year's P2P was going to be like no other. An hour in, despite miles of singletrack, no fewer than

a dozen riders still occupied the men's lead group, and they were rolling fast.

Another hour of climbing only managed to dislodge two riders as a pack of 10 powered through the Deer Valley feed led by '15 P2P champ Robbie Squire. All the top riders were represented with Geoff Kabush bidding his time a few bike lengths off the back.

Around the halfway point, Swenson attacked, pushing the pace into the long enduro segment on the Corvair trail. A move that worked for him in 2016, Swenson popped more riders from the lead group but couldn't shake Wells. By the time he entered the aspen-rooted maze known as John's Trail, Swenson and Wells established a gap of a few seconds over the rest of the lead group.

The two leaders stayed wheel to wheel and Kabush rejoined the affair as they climbed up and around Shadow Lake, the high-point of the race. As they descended down the 20-minute Crescent Mine Grade trail Kabush would blow a tire before they reached Park City Resort (Support Station #3), dropping him back a little more than 5 minutes.

With just over 20 miles left the lead duo now had a 2-minute gap on Kyle Trudeau and Ben Sonntag and over 5 minutes on Canadian, Geoff Kabush.

Wells and Swenson continued their two-man battle over the final mix of climbs, rocky descents, and unbroken singletrack from Park City Resort to the new finish line outside Skullcandy headquarters.

After 75 miles the race came down to a sprint finish. Wells took the early lead out on the slightly downhill paved bike path that made up the final 200 meters of the Point 2 Point course. Swenson tucked in behind as both riders built up speed all along the finishing stretch. In fact, they were coming so fast that race director Jay Burke had to clear all the spectators from the finishing venue and pull up stakes on the finishing chute to make room for the elbow-to-elbow battle.

Both riders powered out of the saddle in their biggest gears, surging toward the line with Swenson popping out of the draft in perfect slingshot position to nip Wells at the line and take his second Point 2 Point title.

Geoff Kabush made an impressive final surge, posting the fastest time over the final 20 miles, taking minutes out of the leaders but coming up just short only a minute and a half behind at the finish.

Ben Sonntag rolled in for fourth just in front of Kyle Trudeau.

Women's Race

The ladies of the 2017 Point 2 Point provided their own firepower for this ultra-endurance

event.

Past winner Evelyn Dong (Liv) made her return to Park City and the P2P. Hannah Bingham (Eriksen), winner of the Steamboat Stinger, made her debut at the race as did TransSylvania Epic winner Kaysee Armstrong (Liv). Recent Pierre's Hole 100k champion Caedran Harvey (Fitzgerald's) was also on hand along with Breck 100 and Lutsen 99er champion Larissa Connors (Twenty20/Felt).

From the start the pace was high as Connors and Armstrong jumped to the front opening gaps early on.

Connors quickly established herself as the early leader though, pulling away from Armstrong and the rest of the field in the winding one-track of Round Valley. The early climbs certainly didn't slow Connors either as she steadily opened a gap to the chasers while picking off riders in the open men's field that started in front of her.

A battle for second was brewing behind the lone leader however, Firecracker 50 winner Marlee Dixon (Pivot/DNA) was riding just in front of Caedran Harvey as both riders climbed past Deer Valley and Shadow Lake over 50 miles into the race.

Dixon held about a minute lead until both riders entered the Park City feed together. Harvey left the feed just in front of Dixon and despite having several thousand feet of climbing in front of her, Harvey started to feel her best form of the day coming on.

Harvey made the best of it, putting almost 10 minutes into Dixon in the last 20 miles. Despite Caedran's impressive surge Connors was too far-gone to even think about bringing back.

Larissa Connors had such a good day in fact that at the finish her time would have placed her in the top-20 of a stacked open men's field.

After just over 7 hours of riding Connors crossed the line to claim another win in her long list of ultra-endurance triumphs this summer. In a surprise move Connors donated her entire \$2,000 prize purse to the Summit Bike Club, a local youth mountain bike development team.

Connors took the win by almost 30 minutes



Two riders finish after 10 hours and 30 minutes. They are the spirit of the P2P. Photo by Angie Harker, Find your photo at Selective-Vision.com



The Open Men's start at the 2017 Park City Point 2 Point. Photo by Angie Harker, Find your photo at Selective-Vision.com



Race organizer Jay Burke (left) congratulates Red Lantern Josh Murphree (right) after a long day in the saddle. Photo by Angie Harker, Find your photo at Selective-Vision.com

over second-placed Caedran Harvey. Marlee Dixon held on for third over past P2P winner Evelyn Dong who finished fourth. Hannah Bingham took the final podium spot in fifth.

Once all the excitement, awards, and money had been dispersed the final finisher was still on course. Although the fastest finishers cross the line in just over 6 hours most riders in the Park City Point 2 Point take much longer to cross the line.

Red Lantern

Each year the P2P saves a special prize package for the Red Lantern, the final racer on course, recognizing the incredible effort of the rider who spent the longest time on their bike and persevered to the finish. This year Josh Murphree took home the Red Lantern prize who in his second attempt at the Point 2 Point finished the 75-mile course in 12 hours 52 minutes and looked surprisingly fresh doing so.

See results in this issue.



Keegan Swenson beat Todd Wells in a fast and furious sprint after 75 miles of racing in the 2017 Park City Point 2 Point. Photo by Angie Harker, Find your photo at Selective-Vision.com

SPEAKING OF SPOKES

Remembering LOTOJA 2005

By David Ward

When you get older, you begin to look backward a lot more. I have over 66 years behind me and, sadly, much less than that in front of me, so I speak first hand of this. Of course, I do still look forward. Right now, for example, I am looking forward to this year's LOTOJA, No. 30 for me, which takes place in five days.

But being No. 30 means that I have 29 LOTOJAs to look back on. I remember my first two really well. No. 1, in 1985, saw me finish in a driving rain storm, and my behind hurt so badly the last 20 miles that I am sure I spent more time out of the saddle than on it. But I had finished. I figured I had now done it, and didn't need to do it again. So why 29 more you ask? Mmmmmmmmmmm. Good question.

No. 2 was memorable because I won my division and took 7th overall. Our group was the second to finish. We were 8 minutes behind the first group, which contained future Tour de France racer Marty Jemison. That turned out to be my best LOTOJA ever.

After that, the LOTOJAs blur together a lot. But one edition does stand out more than all the rest: The infamous 2005 LOTOJA. Promoter Brent Chambers, who has been putting on the LOTOJA since 1998, will tell those who ask about what to wear to talk with someone who rode in 2005. I was one of them.

As does everyone else, or so I thought, I was watching the weather forecast in the days leading up to race day. It was looking sketchy. I still remember the morning thereof, checking the forecast for the final time, and deciding I should dress warm and for rain. So I did, and then set off on my bike for the start line.

When I arrived at the start, I remember looking around me and wondering if my fellow racers had seen the same forecast I had. I had donned long pants, a full jacket and long-fingered gloves. Around me I saw that most had maybe a vest and arm warmers. Some had nothing extra on.

Well, the race started and by the time we reached Preston, Idaho, it was raining. By the time we had start-

ed up the canyon toward Strawberry Summit, it was getting cold and I began to see cyclists off to the side of the road. Just before arriving at the short flat about 4 miles from the summit, it was snowing huge flakes. Fortunately, though, while the snow was accumulating off the road, on the road it was melting so it was not getting slick.

My biggest surprise, however, was when I reached the summit and started down the other side. Despite my preparations, I was extremely cold. I could hardly feel my fingers. Logic told me it would be somewhat warmer once I descended, so I got into a tuck, determined to descend as quickly as I could. As I rounded the sweeping bend leaving the summit, to my astonishment I saw at least 50 cyclists walking their bikes down the road.

I was amazed. I couldn't understand why they would be doing that. But I wasn't stopping to ask why. I did notice that many still had little to no extra clothing on, and on later reflection, I figured that they were likely so cold they were shivering and unable to control their bikes. The one piece of good fortune for us all was that it had stopped snowing.

When I reached the lower elevations, it was a little but not much warmer. Along the way, I saw bikes leaning up against cars, homes and other buildings. I even saw an idling police car with three bikes leaning up against it. Personally, I was soaked and cold and anxious to cover the next 15 miles or so it took to get to the feed zone in Montpelier. I kept passing riders who, I could tell, were worse off than me, and likely just trying to pedal their way to Montpelier where they would call it good for the day.

At that time of my life, I still considered myself a racer. So, instead of stopping at the feed zones, I was still just grabbing a feed bag from my wife and loyal support person, Karma, as I would ride by. But this time, while she was there ready to hand off my bag, to her surprise I pulled off and stopped, telling her I needed to change into dry clothes. (Just to brag a little, I bet I was one of the few people to bring not one, but two sets of warm clothing to the LOTOJA that year. Smart me.)

She was parked on the other side of the park, so off we ran across the lawn. She offered to start the car and let me warm up awhile, but I knew I just needed some dry clothing. So, with no thought of modesty, upon arriving at the car I began stripping while she fished out my dry clothes. In the midst of doing this, Karma also told me that a board had been set up and it was announced that if a rider's number was posted on it, his or her support was to head back on the course to find their rider.

In a few minutes, I was dressed again, dry and back on the road, with even warmer gloves than I had been wearing before. After that, the rest of the ride was comparatively uneventful. It rained off and on the rest of the race, but I was warm, or at least warm enough, and finished without incident.

I later learned that I was among the one-third of the riders who actually finished the race. I heard stories of riders suffering from hypothermia, which was no surprise to me. I think I saw about 50 of them walking down the road from Strawberry Summit.

I believe it may be after that year that the LOTOJA was moved from the third Saturday of September to the second Saturday. Good move. Every year since then has seen decent weather.



The 2005 LOTOJA was filled with snow, rain, and cold cyclists. Photo by Joaquim Hailer

This year, the forecast is calling for warm, dry weather. Hopefully we will have a nice tailwind to make the ride even better. At my age, I need all the help I can get. I just hope to make it, and maybe even

before dark. Still, I'll be taking along my warm clothing, long-fingered gloves, and water/windproof booties. I remember LOTOJA 2005 and I'll be ready. Just in case.

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TOUR OF UTAH

Mavic's Neutral Service - In the Tour of Utah Peloton

The Mavic Neutral Service Car lined up for its spot in the caravan prior to the start of Stage 1 of the 2017 Tour of Utah. Photo by Steven Sheffield



As the peloton races towards the red kite prior to the first of two finishing circuits, one of the Mavic Neutral Service motorcycles is primed and ready in case anything happens as the roads begin to narrow. Photo by Steven Sheffield



One of the two Mavic Neutral Service motos stops to help a Bardiani-CSF rider whose team car is behind the chasing peloton. Photo by Steven Sheffield



A Novo-Nordisk rider works his way back through the caravan to rejoin the peloton after being serviced by his team car. Stage 1, 2017 Tour of Utah. Photo by Steven Sheffield



Once the wheel is changed, the rider is given a good push by the Mavic mechanic to get him back up to speed as quickly as possible. Photo by Steven Sheffield

By Steven Sheffield

Support for Pro Road Racing Since 1973

Mavic has Provided Neutral Service likely had the father of the Tour

de France, Henri Desgrange, turning over in his grave when the first Mavic Neutral Service car became part of the caravan behind the peloton at the 1973 Paris-Nice. In the early years of the Tour, riders were responsible for conducting their own repairs and were forbidden any outside assistance.

Founded in 1889 as Manufacture d'Articles Vélocipédiques Idoux et Chanel, by Charles Idoux and Lucien Chanel, Mavic was long known for their bicycle components and groups, but today are mostly known for their wheels and technical apparel.

So how did that first Mavic Neutral Service vehicle come to

join the caravan? It all started the previous year at the Critérium du Dauphiné Libéré, when one team director's vehicle broke down, and Bruno Gormand (the then-current owner of Mavic) lent the director his own personal car.

Support cars were nothing new, but the ideas of having a fully professional neutral support vehicle, stocked with spare wheels, bikes, and a mechanic with enough tools to effect a wide variety of mid-race mobile repairs was good for racing. When gaps were relatively small from the breakaway to the peloton, the commissaires would call for the Mavic car to come forward to provide support for the riders in the break until the gap opened up enough to call team cars forward.

By 1977, Mavic had become the official Neutral Support partner of the Tour de France. Soon, the yellow Mavic cars became one of the most widely recognized symbols in bike racing, like the maillot jaune or maglia rosa or the red kite flown at 1 km to the finish.

So why yellow? Gormand asked one of the cameramen filming the race for French television what color would stand out best, and the response was yellow and black for contrast.

At most races there will be 2-3 Mavic Neutral Service cars along

with 2 motorcycles also providing service when needed.

Each car is typically stocked with 4 bikes on the roof, 3 full sets of wheels on the rear, and 1 set of wheels in the car. The mechanic always sits in the right rear passenger seat for quickest and safest egress from the car when service is needed by a rider. Typically, the mechanic will have a full portable tool chest on the rear driver's side, and often will have the most commonly needed tools in a pouch hanging from the back of the front passenger's seat.

Each motorcycle is typically stocked with 2 sets of wheels mounted to a rack on the rear, while the mechanic riding in the passenger position will carry another set of wheels in his hands, ready to jump off the bike to change a wheel if a rider flats.

While the drivers are often mechanics as well, many of them are also former racers with a high familiarity of how the peloton ebbs and flows, allowing them to successfully navigate the often-chaotic caravan and peloton ballet to get to the front safely when called forward. They will most often be the first car called forward when a break is established, and the last to pull out of the gap if the break is reeled in by the peloton.

On a good day, everything is quiet in the neutral service car except for the crackling of race radio, but they are always there, always ready to jump into action when the need arises.

Since the introduction of a professional neutral service vehicle at the 1973 Paris Nice, other companies have also joined the caravan in a similar position; Vittoria is at most of the races in Italy, and both Shimano and SRAM are becoming more common sightings at races, but Mavic owns the distinction of being the first and the most widely recognized.



I had the honor of riding with Mavic Neutral Service at the 2017 Tour of Utah for a couple of days. Unfortunately for telling a story, both days were relatively quiet, but I was able to capture some photos of the crew in action, as well as of the race itself from a different perspective, at the rear.


The caravan ballet is a pretty amazing thing to be a part of, especially when it's happening on a windy canyon road at 60mph on a descent.

Mavic's current partnership as the official Neutral Support provider began with the 2016 edition of the Larry H. Miller Tour of Utah, and is expected to continue through 2018.

My thanks to Aaron Walker at Mavic USA, which is part of the Amer Sports portfolio of companies based in Ogden Utah, for helping to arrange my time in the cars, and to Nate Field and the rest of his Mavic crew at the Tour of Utah for being such gracious hosts.

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COACH'S CORNER

Cycling through the Menstrual Cycle

By Sarah Kaufmann

One aspect of training that is completely unique to women is managing training around a menstrual cycle. The hormonal symptoms you experience; lethargy, weakness, poor balance, lack of motivation, dehydration, etc., are not in your head. There are real changes in body chemistry occurring that are causing these issues. Fortunately, understanding what is causing them and tracking your personal variations can be useful in mitigating the symptoms. There are also some simple steps you can take to help.

Women's cycles are different so you will need to do some self-tracking to understand how your own cycle plays out and how to best manage it. Most women are on a 28 day cycle that is broken into two 14 day halves in terms of hormone balance and how you will feel. The first half, the follicular phase begins on the first day of your period. Starting after the first couple days of your period, estrogen begins to rise. This is when you can expect to feel your best. You are set up well to handle large volume and intense training. Your balance and equilibrium should be spot on, so technical skills training for off-road cyclists can be done with the best precision.

Ovulation occurs on approximately day 14, at which point estrogen drops (before rising again) and progesterone rises. This is the beginning of the luteal phase. You may retain water and experience an increased appetite and and/or cravings. The retention of water and constriction of your blood vessels increases blood pressure, resulting in a decrease in blood plasma. Progesterone also elevates core temperature approximately one degree. Up to 75% of your body's energy can be diverted to thermoregulation during exercise so this increase in core temperature can be consequential and cause a marked decline in athletic performance.

Later in the luteal phase, progesterone also drops and initiates

your period. This is a big ask of your body and energy resources that you may want to devote to training are otherwise disposed. As a result, you may feel tired, lethargic and unmotivated. When you do get on the bike, you may find that it is difficult to hit power numbers and other athletic markers can suffer, including balance and coordination. The fatigue will peak during the week before you get your period so it is a good time to schedule a light rest week.

All of this being the case, here are some helpful tips to mitigate some of these symptoms:

- To combat the bloating and water retention, make sure you stay hydrated. Water alone will not be sufficient to maintain balanced osmotic concentration. Use a dedicated prehydration product or add sea salt to your water. Salting your food can be helpful as well.

- The cramping experienced by many women is the result of prostaglandins which cause the uterus to contract prior to shedding its lining. Try taking baby aspirin (80mg dose). Note that other pain relievers and NSAIDS do not combat prostaglandins in the same way as aspirin so will not be as effective.

- Many women use hormonal contraceptives to manage their menstrual cycles and symptoms. This is a personal decision but can be consequential and have its own side effects, which is a topic for another discussion.

A great resource for further explanation on this subject is the book ROAR by Stacy Sims, PhD. Additional questions can also be directed to the author, contact info below.

Sarah Kaufmann is an elite XC and CX racer and the owner of K Cycling Coaching. She is based in Salt Lake City, UT and can be reached at sarah@kcyclingcoaching.com or 413.522.3180.

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MOUNTAIN BIKE RACING

Tittensor & Lindine Win the Intermountain Cup Finale at Powder Mountain



The pro women at the start. Nicole Tittensor (in red) won the race and the overall series. Powder Mountain I-Cup, August 26, 2017. Photo by Nate Gibby



Alaka'i Naluai races in the Junior High Boys category at Powder Mountain I-Cup, August 26, 2017. Photo by Nate Gibby

By Nate Gibby

Eden, UTAH—Nicole Tittensor (Jan's Park City/Scott Bikes/Reynolds Cycling) won the Elite Women's division while Apex/NBX/Trek's Justin Lindine took top spot on the podium of the Elite men's category at the Intermountain Cup's series conclusion at Powder Mountain on August 26.

With a record-setting number of participants, the Powder Mountain course started just east of the Ogden Valley overlooking Pineview Reservoir, the race christened the new 15-mile lap, with approximately 1,800' of climbing per lap. Featuring a hefty ~500' climb up a service road right out of the gates, the course leveled out entering single track across several of Powder Mountain's pristine high-valley trails.

With an initial push up the first climb, Tittensor was able to beat out KC Holley (Kuhl, Racer Cycle Service) and Ami Stuart (Storm Cycles) to the single track and pull away for the top spot on the podium. "I did a little attack before the single track hit and just kept charging after that," said Tittensor. "I had about a 15-second gap at the top and tried to catch as many of the men's group in front of us before the single track to give myself a little barrier."

"We took off and I thought we were going to start out kind of easy

but then [Tittensor] took off and [Stuart] followed her," said Holley, the second-place finisher. "I'm not a good starter so I just tried to hang. [Tittensor] continued to pull away, but I was able to beat [Stuart] to the single track and pull away on the fast, fun decent."

With the win at Powder Mountain, Tittensor edged out Holley for the series title.

On men's side, Lindine followed a similar strategy to fend off stiff competition from Jamey Driscoll (DNA Cycling) and Chris Holley (Kuhl, Race Cycle Service), the second- and third-place finishers respectively. "I was able to lead over the first climb, out of the start, which I was kind of surprised about actually but that let me get into the singletrack on Paper Airplane first," Lindine said. "I opened up a little gap by the end of that and decided to keep pushing it. I was able to race really hard on the parts of the course that suited be best and then just try and maintain on the longer climbs where I was suffering a little more."

Chris Holley's second-place finish at Powder Mountain secured a second-place finish in the series standings.

The Powder Mountain race also introduced a freshman/sophomore category. With almost 70 participants, the addition resulted in that category having more racers than any other.

"The Utah high school MTB rac-

BIKE FIT

Bike Fit: Your Body or Your Bike.

By John Higgins

Cyclists as a whole are prone to seeking improvement, either against their own personal performance or against others. Strava wouldn't be the as popular as it is, and Zwift would not be on a meteoric rise if this was not the case. You define what sort of improvement motivates you. It may be riding a longer distance; knocking out a nominated distance in a faster time; entering a new event; achieving more elevation in a ride; improving sustainable power or simply having more fun on the bike.

To achieve any improvement it's vital that you and your bike are working well together as an integrated unit. If not, then that is probably the first place to start. Which may mean a bike fit. Or not. In August I attend a 3 day bike fit symposium in Colorado to hear the latest on bike fitting from researchers and practitioners, many of whom have a deep background in physical therapy and an understanding of how a cyclist's physical condition can impact their cycling comfort and performance. The presentations and conversations highlighted the dilemma all experienced bike fitters face when seeing a client. Is it their body or their bike? i.e. what are the cause and effect relationships that are detracting from this persons cycling experience? Is the priority adjusting their bike, or adjusting their body so it can function better on the bike?

Some detective work is involved to answer these questions, and one of the clues is how the bike looks without the rider on it, and then how the rider looks on their bike. If I look at a bike and I see some funky angles at the seat or handlebars, and uncommon relationships between these two parts, there is a high probability the rider's body is being forced into a compromised position, and the issue is in the bike set up. This is usually confirmed when I see the person on their bike and pedaling, through measurement and observation of body angles and posture, as well as their symptoms. Changes to the equipment usually bring about significant improvements for the cyclist.

On the other hand, if a bike set up looks "normal", and the cyclist looks good and measures up well on their bike, there is a higher probability that there are some physical factors at play that may not be resolved through making adjustments to the equipment. A bike fit in isolation of a movement assessment and remedial exercises may not result in any meaningful gain.

As a cyclist, how do you decide who to see and what to do? If you are out on a club or group ride, and someone says "you really need a bike fit", they are probably seeing a noteworthy compensation going on in your riding form that makes them wince. It's hard to see yourself on a bike from all angles, and someone else's perspective can be beneficial. If it's that obvious, it's probably the bike that needs adjusting. This also applies if any discomfort you are experiencing only happens while you are cycling, and not during other activities.

However if you know your bike fit position is reasonably refined and you experience some aches, pains or niggles which occur not only when cycling but during other activities, you may be better off seeing a body specialist. This could be a PT, chiro, acupuncturist or sports med doc.

Now let's say you go and see a sports massage, PT or a Sports Medicine doctor about a physical complaint you experience. They are unlikely to rectify the issue satisfactorily if your bike set up continues to provide a source of aggravation to your body. Or if you see a bike fitter to address an issue, but they are not able resolve your discomfort through adjustments to the bicycle, there are probably some subtle but habituated body movement patterns and restrictions that are holding you back. Improvement may only come from mobility and strengthening exercises. For this you may need to consult with a PT, athletic trainer or strength and conditioning coach. For those with a motivated DIY approach to body work, pick up a copy of the recently published "Maximum Overload for Cyclists by Jacque DeVore and Roy M. Wallack, published by Rodale. Maybe you don't need a bike fit, you just need your thoracic spine mobilized, your hip flexors stretched out, and your glutes woken up!

John Higgins wants to elevate your cycling experience. He operates BikeFitr - an independent bike fitting studio, and Fit Kit Systems - supplying equipment and education to bike retailers and fitters. Contact: john@bikefitr.com

ing scene is becoming incredibly competitive," said Joel Rackham, managing partner of Intermountain Cup. "The overwhelming response in the freshman/sophomore category not only shows the need to get these competing and ready for their high school season, but also gives the kids a first-hand look at world-class MTB competition."

For a complete listing of the results from all categories, please

visit intermountaincup.com

About I-Cup

Founded in 1991, the Intermountain Cup consists of X-country and endurance MTB races throughout Utah. With seven X-country races of approximately 25 miles and one endurance races of approximately 50 miles, the series covers some of the most pristine and difficult rides in the state.



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Tour of Utah - Continued from page 3



Rob Britton (yellow) won the overall 2017 Larry H. Miller Tour of Utah. Here, he defends his lead in Stage 6 on the Little Cottonwood Climb. Photo by Dave Iltis

as much pressure on, basically, all the other teams so we didn't have to be at the front and pull," explained Magner about his team's strategy for the longest stage of the seven-day stage race. "We, as a team, were able to sit back and watch all the other teams at the front, pulling, working and we save all our bullets for the finishing circuits. Basically, John Murphy just gave me an incredible lead-out in the final 500 meters, coming out of the corner, super-fast sprint, and I was super stoked to hold

these guys off."

"The Tour of Utah is a notoriously hard race with altitude, the arid climate and the climbing. To be able to sprint at this race, you have to be able to climb and just be able to suffer. We were really going for the stage win today," said McCabe. "It ended up being pretty chaotic in the end, with that fast left-hand turn and it was a drag race all the way to the finish. Hats off to Ty and Christopher for first and second in the sprint." Magner claimed the first

Larry H. Miller Group of Companies Overall Leader jersey of the 2017 Tour of Utah and the Utah Sports Commission Sprint jersey. Jacob Rathe (USA) of Jelly Belly Cycling p/b Maxxis in the breakaway took the points for the two Utah Office of Tourism King of the Mountain climbs and will wear the KOM jersey on Tuesday.

Stage 1 presented by America First Credit Union began in Logan under sunny skies with 126 riders on 16 professional teams, representing 26 countries. Relentless attacks marked the first hour of racing with teams vying to get into the breakaway. Erik Slack (USA) of Hangar 15 Bicycles and Taylor Shelden (USA) of Jelly Belly Cycling p/b Maxxis started off the salvo and were particularly active. The cooler temperatures in the valley on their way to the first Utah Office of Tourism King of the Mountain (KOM) climb added an extra dimension to the dynamic racing.

Finally, after one hour of racing, the right combination of riders and teams was established and the breakaway of the day was formed.

"It took a while for that break to go because BMC was pretty much marking us out. We were trying to mark out the other sprint teams with Rally and also Holowesko so it just took a long time for it to go," McCabe explained.

A breakaway of 10 riders escaped on the slopes of the first Utah Office of Tourism King of the Mountain (KOM) climb. The break included Jacob Rathe (USA) and Joshua Berry (USA) of Jelly Belly Cycling p/b Maxxis, Brian McCulloch (CAN) and Eder Frayre Moctezuma (MEX) of Elevate-KHS Pro Cycling, Simone Andreetta (ITA) of Bardiana CSF, Miguel Angel Benito Diez (ESP) of Caja Rural-Seguros RGA, Tyler Williams (USA) of Israel Cycling Academy, Andres Diaz (COL) of Cylance Cycling, Cortlan Brown (USA) of Hangar 15 Bicycles and Andrei Krasilnikau (BEL) of Holowesko

Citadel Racing Team p/b Hincapie Sportswear.

Frayre launched first to grab the KOM points but he misread the course marker and threw his bike early. Williams took the top points followed by Berry and Frayre.



Hangar 15 on the attack. 2017 Tour of Utah Stage 1, Bear Lake to Logan. Photo by Cathy Fegan-Kim, Cottonsoxphotography.net



Cortlan Brown! 2017 Tour of Utah Stage 1, Bear Lake to Logan. Photo by Cathy Fegan-Kim, Cottonsoxphotography.net

The escapees pushed their gap to a maximum of seven minutes and 45 seconds as they circled Bear Lake, known as the "Caribbean of the Rockies" for its turquoise-colored water.

But the chase was on in the field. Rally Cycling, UnitedHealthcare Pro Cycling Team and BMC Racing Team put one rider at the front to bring back the breakaway.

"Watching it from behind, you got the feeling it was going to be a sprint pretty early on," stated McCabe. "Once the break is gone and you don't have anyone in there and you have a chance to win, you have to take the responsibility and that's what Rally and we did. And so did BMC, they did put more rider in for the majority of the race."

Under pressure of the chase and hot conditions, the break crumbled on the climb back up Logan Canyon. Benito attacked took the second KOM of the day followed by Rathe, Frayre, Andreetta & Krasilnikau. Soon it would be only Benito and Krasilnikau off the front but the pair was doomed. The duo was reeled in with five miles to go as enthusiastic crowds greeted the peloton in full flight for two downtown circuits.

"Over the top, we tried to put pressure on the second climb, we got rid of a few climbers but it came back together," said McCabe. "After the top, kept riding, Axeon Hagens Berman went to the front as well for Lawless, and we could tell it was going to be a sprint. It ended up being pretty chaotic in the end, with that fast left-hand turn and it was a drag race all the way to the finish."

Chaos ruled as no one team could get control of the peloton The Axeon Hagens Berman team went all in at the front for their sprinter Lawless. The young team was riding with extra emotion.

"We're using the day to commem-

orate (teammate) Chad Young, who suddenly passed away at the Tour of the Gila. It was a very special, emotional day for the team. I think we showed it on the road, we really rode well," said Lawless, who claimed the WCF Insurance Best Young Rider jersey. "It was a shame that I couldn't finish it off for the team really. It was the best team performance that I've ever been a part of."

"It was super chaotic in the last two circuits and we told the team, race it hard and [John] Murphy and I will fend for ourselves in the finish because it's so hectic and it's hard to keep everybody together. I lost Murph's wheel coming down the hill but we came back together perfectly in the last corner, I yelled at him to go and it was a perfect leadout. Not winning would have been bad on me," said Magner.

In the General Classification, Magner has a four-second lead over Lawless after Stage 1. Joshua Berry (USA) of Jelly Belly Cycling p/b Maxxis won the two Utah Sports Commission Sprints in the stage and sits in third place overall, also at four seconds from the race leader.

Magner looked to his teammate and Utahn Taylor "T.J." Eisenhart (USA) to do well in Stage 2 presented by America First Credit Union.

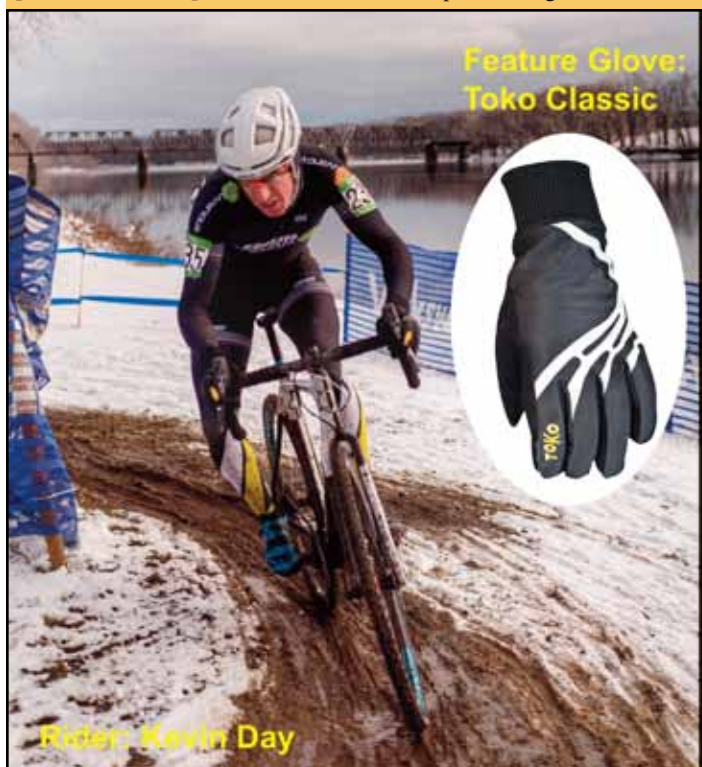
"I think tomorrow we'll hand it back over to our climbers. It will be cool being in the yellow jersey with Holowesko Citadel but we have TJ Eisenhart here and he's one of the best climbers in the world. It will be his day tomorrow."

STAGE 1 AWARD JERSEYS

Larry H. Miller Group of Companies Overall leader - Ty Magner (USA), Holowesko

Citadel Racing Team p/b Hincapie Sportswear

Utah Sports Commission Sprint leader - Ty Magner (USA),



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Breakaway riders get aero on the descent down to Bear Lake during Stage 1, Logan-BearLake-Logan, 2017 LHM Tour of Utah. Photo by Dave Richards, daverphoto.com



Hangar 15 rider Erik Slack on the front during Stage 2 of the 2017 Tour of Utah. Brigham City to Snowbasin. Photo by Cathy Fegan-Kim, cottonsox-photography.net

Holowesko 1 Citadel Racing Team p/b Hincapie Sportswear

Utah Office of Tourism King of the Mountain - Jacob Rathe (USA), Jelly Belly Cycling p/b Maxxis

WCF Insurance Best Young Rider - Christopher Lawless (GBR), Axeon Hagens Berman Cycling Team

Larry H. Miller Dealerships Most Aggressive Rider - Miguel Angel Benito Diez (ESP), Caja Rural-Seguros RGA

America First Credit Union Fan Favorite - Stephen Clancy (IRE), Team Novo Nordisk

Stage 2: Bookwalter Wins First Mountain Top Finish of 2017 Tour of Utah at Snowbasin Resort

Stage 2 presented by America First Credit Union was a 94-mile climbing affair on Tuesday, Aug. 1 that began with two neutral laps in downtown Brigham City. 11 miles into the stage, the racers encountered the first of three Utah Office of Tourism KOMs, which total 6,900 feet of elevation gain for the day. After circling the Wellsville Mountains, the route returned through Brigham City for a Utah Sports Commission Sprint line on Historic Main Street. The route headed south along State Highway 89 to reach the North Ogden Divide. After passing on the east side of Pineview

We're super well prepared for this race and really happy to be here. Hopefully we show that we were a good pick," said Piccoli about his Elevate-KHS team.

Bookwalter covered the 94-mile course on Tuesday from Brigham City to Snowbasin Resort in three hours and 38 minutes. "At the end, it was just about picking the right moment and timing it right, and gambling a little too. Coming into this race a little more relaxed and not having my whole season or months of prep riding on this race served me well because I could sort of sit back and say if these guys stayed away, well, it's not like I've been staring at the big asterisk on my calendar, at this day for months. This race obviously means a lot to me and I'm inspired to do well here but that laid back approach helped," said Bookwalter, who finished third overall at the 2015 and 2016 Tour of Utah.

As expected, the first mountaintop finish of the 2017 Tour of Utah brought major changes to the overall leaderboard, with Bookwalter moving into second overall, tied on time with Kuss. Piccoli slots into third, also with the same time. Sixth on the stage, American Robin Carpenter, Holowesko

Citadel Racing Team p/b Hincapie Sportswear moves up to fourth overall, two seconds down. Neilson Powless (USA), Axeon Hagens Berman Cycling Team moves up to eighth place overall and takes over the WCF Insurance Best Young Rider jersey.

Ty Magner (USA) of Holowesko Citadel Racing Team p/b Hincapie Sportswear, who wore the Larry H. Miller Dealerships leader jersey after winning Stage 1 in Logan on Monday, dropped to 52nd on G.C., more than 17 minutes off the lead.

Sunny conditions greeted the riders for the start of Stage 2 presented by America First Credit Union in Brigham City this morning. Attacks started immediately from the start, as the riders started the ascent up Sardine Canyon, the first of three Utah Office of Tourism King of the Mountain climbs.

Numerous riders tried to escape but the large numbers of riders off the front doomed all moves to failure. One such rider was BMC Racing Team's Joey Roskopf who took top points on the first KOM. More attacks followed but it took 28 miles of racing before a breakaway was established. Initiated by Roskopf, the reigning U.S. Pro Time Trial champion, three riders managed to escape and gain a maximum of five minutes and 10 seconds on the field.

The break included Oscar Clark (USA), Holowesko

Citadel Racing Team, and Marco Canola (ITA) of Nippo-Vini Fantini. Meanwhile in the field, Rally Cycling took position at the front to control the gap. With 40 miles to go, the gap was down to under two minutes. The trio was ultimately reeled in on the second KOM of the day, the climb up North Ogden Divide.

Bookwalter was appreciative of the work put in by his BMC Racing Team, including his teammate Roskopf. "The only thing I could have done to do their effort justice today was to win," he said. "Coming into this race, I was pushing him to ride G.C., he was a little less confi-



Brent Bookwalter took Stage 2 of the 2017 Tour of Utah with an extreme surge and bike throw. Brigham City to Snowbasin. Photo by Cathy Fegan-Kim, cottonsoxphotography.net

dent, said he was comfortable being aggressive. We've seen it before that he's really good at doing that, he's been good here. The ride he did on the climb too was just incredible. He was out there all day, covered in salt, and he came back, he was still riding at the front, popping guys out of that group. He's an animal, definitely hasn't seen his limits, still getting better."

The technical descent led to more attacking but the field down to 40 riders was all together as they started the final climb to the finish line. Canadian Adam De Vos of Rally Cycling countered an attack by Jhonnatan Narvaez (POR) of Axeon Hagens Berman and quickly established a gap to the field. With three kilometers, De Vos was fully committed to his attack, head down and giving it everything he had.

"Adam has a super good finishing kick himself. We decided that the climb might not be selective enough to have attacks go from the bottom and have big time gaps. I think when he saw Neilson's teammate go near the bottom, he followed that and it ended up being a pretty good move. And he was out there until the last kilometer. A strong ride by him," said Kuss.

Powless, who is the reigning U-23 Road Race national champion, said about the climb, "It was pretty stop and go I think. It wasn't a crazy steep uphill finish, it was a bit more tactical so it was a bit more explosive. I tried to go a couple of times, but no one was really letting me go either. I had one other teammate Jhonnatan in the group which was really nice, he went pretty early on and when we caught him, I think he ended up going again before the finish which was really impressive. It helped me a lot too, because it's really nice to have a teammate up the road, if we catch him, I know he's strong and he'd still probably be able to hang in as well. On an uphill finish like this, you're really just trying to get to the last kick as fresh as possible because that's when a lot of gaps are going to happen."

STAGE 2 AWARD JERSEYS

Larry H. Miller Group of Companies Overall leader - Sepp Kuss (USA), Rally Cycling

Utah Sports Commission Sprint leader - Chris Lawless (GBR), Axeon Hagens Berman Cycling Team

Utah Office of Tourism King of the Mountain - Jacob Rathe (USA), Jelly Belly Cycling p/b Maxxis

WCF Insurance Best Young Rider

- Neilson Pawless (USA), Axeon Hagens Berman Cycling Team

Larry H. Miller Dealerships Most Aggressive Rider - Adam De Vos (CAN), Rally Cycling

America First Credit Union Fan Favorite (Most Loved Veteran) - Danny Pate (USA), Rally Cycling

Rob Britton Moves into Overall Race Lead with Stage 3 Individual Time Trial Win at Tour of Utah

Stage 3 presented by Workfront marked the return of the popular individual time trial (ITT), last held in 2011. Starting at an elevation of 7,300 feet, the course climbs 1,725 vertical feet and provides a tough 5.6-mile ascent of Big Cottonwood Canyon Road. The course travels from the Donut Falls Trailhead parking at Reynolds Gulch to the front door of Brighton Ski Resort. The route passes Solitude Ski Resort, towering spruce trees and rock vistas that are part of the Uinta-Wasatch-Cache National Forest. With a 5.5 percent average gradient, the course should favor a strong rider who excels at high altitude.

"It could be the most decisive day of the race," Bookwalter said of Stage 3. "But it's a new stage, hard to know. Traditionally, we see pretty big time gaps on Snowbird too. Last time I was here (Big Cottonwood Canyon) two years ago, [Joe] Dombrowski put a minute into second place, it's all open."

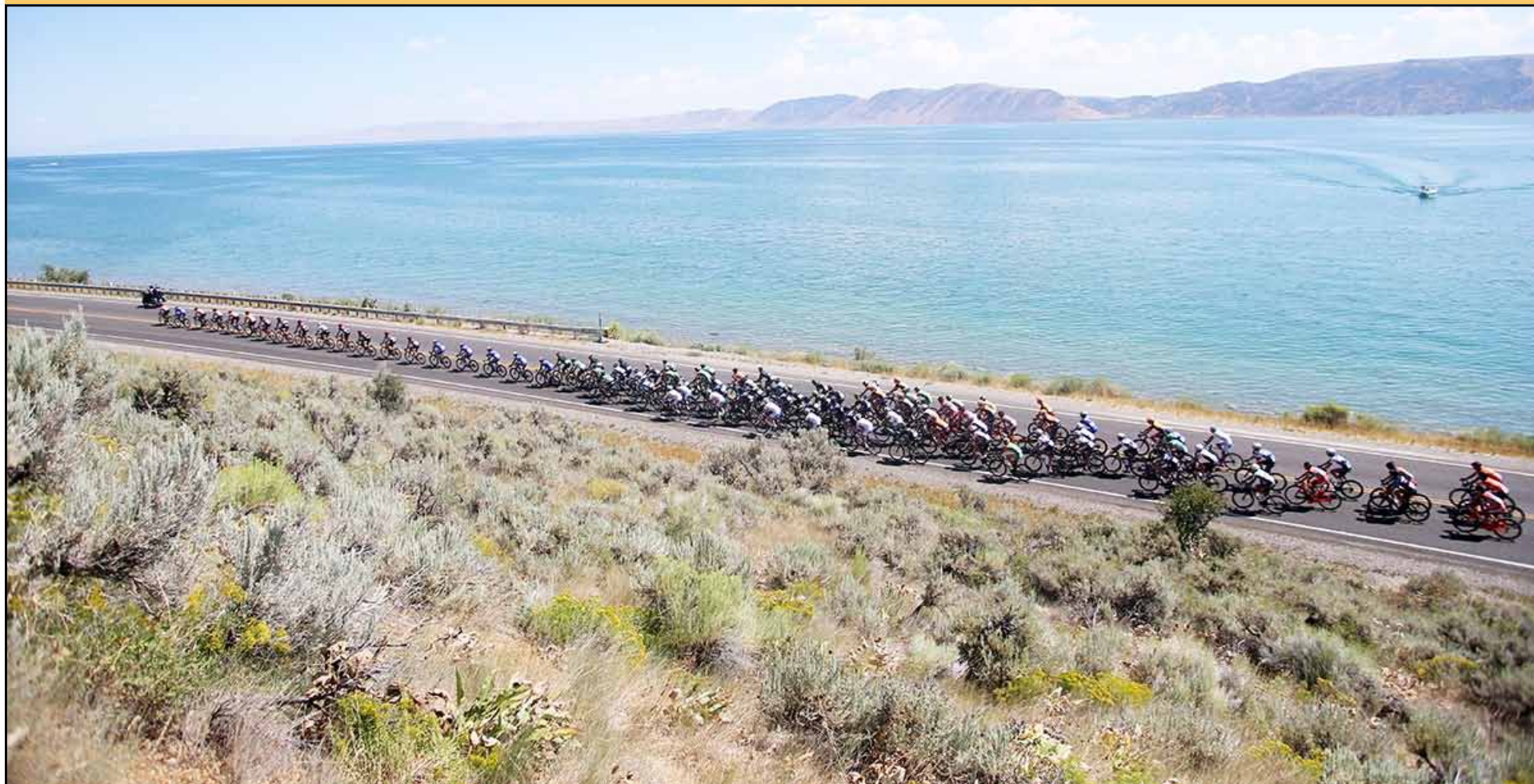
Canadian Rob Britton of Rally Cycling cranked out the best time of 18 minutes and 29 seconds in the Individual Time Trial (ITT) on Wednesday at the 2017 Larry H. Miller Tour of Utah. With the victory at Stage 3 presented by Workfront, Britton vaulted to the overall lead in the general classification (G.C.) and earned the Larry H. Miller Group of Companies overall leader jersey.

"This has been my objective pretty much since [the Amgen Tour of] California, one of the main objectives for the whole year. We set new standards for how to train and get ready for these races. I was really excited when I saw that there was going to be an uphill time trial at this race, something that suits my strengths well," said Britton about being in the leader's jersey for a UCI stage race. "With today's ride and how I felt yesterday, we're right where we want to be. We brought the

Continued on page 20

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TOUR OF UTAH***Tour of Utah Photo Gallery - A Few of Our Favorite Shots!***

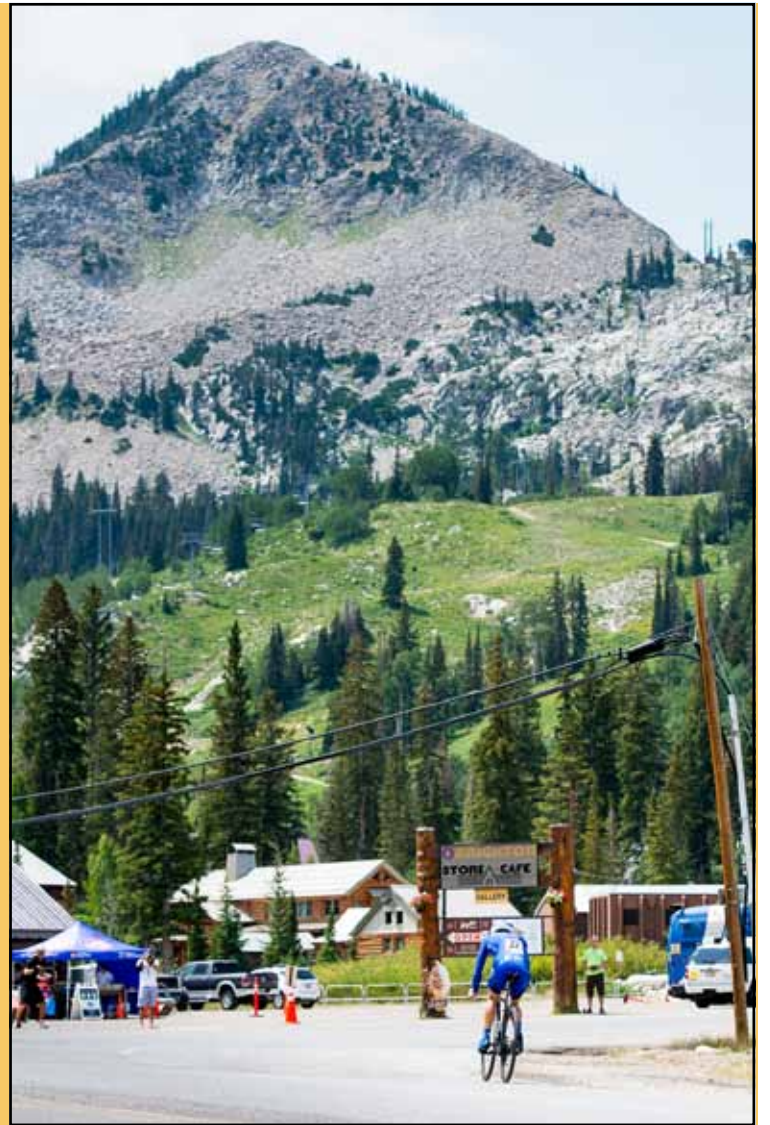
Bear Lake sure is pretty. 2017 Tour of Utah Stage 1, Bear Lake to Logan. Photo by Cathy Fegan-Kim, Cottonsoxphotography.net



The peloton rides single file around rugged rock formation while descending Logan Canyon on Stage 1, Logan-BearLake-Logan, 2017 LHM Tour of Utah. Photo by Dave Richards, daverphoto.com



A Jelly Belly rider gets much needed calories during Stage 2 of the 2017 Tour of Utah. Brigham City to Snowbasin. Photo by Cathy Fegan-Kim, cottonsoxphotography.net



UHC rider enters the Brighton Loop beneath the majestic Mt. Millicent at Brighton Ski Resort for the finish of Stage 3, Individual Time Trial Big Cottonwood Canyon, 2017 LHM Tour of Utah. Photo by Dave Richards, daverphoto.com



Riders touch wheels and tumble as the peloton breaks up on the climb to first KOM of the day on Stage 2, BrighamCity-SnowBasin, 2017 LHM Tour of Utah. Photo by Dave Richards, daverphoto.com



Single file on the rivet, as the peloton flies down the Sardine Canyon descent. Stage 2, 2017 Tour of Utah. Photo by Steven Sheffield



Cortlan Brown of Hangar 15 rolls out of the start house. 2017 Tour of Utah Stage 3 Time Trial, 5.6 miles, 1725 feet of climbing, from Donut Falls to Brighton, Utah. Photo by Cathy Fegan-Kim, cottonsoxphotography.net

Tour of Utah - Continued from page 17

team to take care of me and Sepp [Kuss]. We've very confident."

Sergei Tvetcov (ROM) of Jelly Belly Cycling presented by Maxxis was 12 seconds behind to take second place. With a third-place ITT finish, 26 seconds back, Gavin Mannion (USA) of UnitedHealthcare Pro Cycling Team moved into second place overall.

"It was a great course. This course is pretty high compared to other time trials I've done uphill. For myself, I tried to go as hard as I can, I didn't really think about time or anything else," said Tvetcov, who set the fastest intermediate time of 10:16. "And finally I got a pretty good time."

The return of the popular ITT, last held in 2011, delivered a major shakeup in the overall standings. Britton, who was 10th on G.C. on Tuesday, now leads Mannion by 26 seconds overall. Tvetcov is in third, a

further two seconds down. Finishing 33 seconds off the stage winner, Kyle Murphy (USA) of Cylance Cycling moves to fourth overall.

Mannion, along with his teammate Jonny Clarke (AUS) who sits ninth overall, will now be the leaders for the UnitedHealthcare squad. "Coming into the race, we had a few options with myself, Jonny Clarke and Janier Acevedo as G.C. guys, and then [Daniel] Jaramillo and Travis [McCabe] more for stage wins," said Mannion, who comes into Utah with a second overall finish at the Cascade Cycling Classic in late July. "Janier and Jaramillo are both a little bit under the weather so we're more focused on myself and Jonny this week. The second half of the season for me was pretty focused on this race. I used Cascade a couple of weeks ago as training for this race. I knew I was riding well there and did a good TT so looking forwards to the next four days of racing."

Sepp Kuss (USA) of Rally Cycling, who won Stage 2 in Snowbasin Resort on Tuesday, dropped down to 10th place, one minute and two seconds behind his teammate. Finishing 11th in the ITT in Big Cottonwood Canyon, Brent Bookwalter (USA) of BMC Racing Team moves from second to sixth on G.C., 44 seconds back. Utah's Taylor "T.J." Eisenhart of Holowesko-Citadel presented by Hincapie Sportswear, who resides in Lehi, jumped to seventh overall, 58 seconds down. Neilson Powless (USA) moved from seventh to fifth on G.C., 38 seconds behind the leader and retained the WCF Insurance Best Young Rider jersey.

Britton expects the battle for the overall win to heat up again in the last two stages this weekend that include the Queen Stage to Snowbird Resort and the overall finish in Salt Lake City. "Saturday is hard, it's pretty straightforward, get over the first climb with as many guys as possible and just take care of business on Snowbird. I think Sunday is going to be one of, if not the hardest day of bike racing at the Tour [of Utah]. That stage is incredibly hard, it's going to be insanely hot and it's on day seven with a quick turnaround of a hard day before. People's legs are going to be hurting. That circuit is incredibly hard. The next couple of stages are hard but we brought the team here to take care of business."

Starting at an elevation of 7,300 feet, the course climbed 1,725 vertical feet and provided a tough 5.6-mile ascent of Big Cottonwood Canyon. With a 5.5 percent average gradient, the course passed Solitude Mountain Resort en route to the finish at Brighton Resort.

The ninth rider to leave the start



TJ Eisenhart is the fan favorite. 2017 Tour of Utah Stage 3 Time Trial, 5.6 miles, 1725 feet of climbing, from Donut Falls to Brighton, Utah. Photo by Cathy Fegan-Kim, cottonsoxphotography.net

house, American Bryan Lewis of Cylance Cycling, set the early fast time of 20:09. He had to sit in the hot seat until 15 more riders finished, and Simone Sternini (ITA) of Bardiani CSF cracked the 20-minute barrier. The Italian, who was the 42nd rider to start, clocked at time of 19:10. His teammate, Giulio Ciccone (ITA) was the first rider to go under the 19-minute mark with a time of 18:59, but he was not in the hot seat for long.

Not long after, U.S. Pro Time Trial champion, Joey Roskopf of BMC Racing Team, stopped the clock with a time of 18:55. Roskopf would ultimately place fourth on the stage.

Britton, who was not wearing an ear piece, was one-second slower than Tvetcov at the 3.2-mile intermediate time check. "I knew that I was second fastest but I didn't know how close I was," he said.

It was all about managing the altitude for the Canadian. "I tried to go out and go pretty into the red because that around 2 [kilometer] to go, you crest over the 8,000-foot mark, that's when it really starts to get hard with oxygen death and that's pretty much what happened at that point I just held on for dear life and just started to see the watts slip away, hope that I could minimize the damage and hold on. The last 500 meters just take ages. But yeah, really happy all it all wrapped up."

STAGE 3 AWARD JERSEYS

Larry H. Miller Group of Companies Overall leader - Rob Britton (CAN), Rally Cycling

Utah Sports Commission Sprint leader - Chris Lawless (GBR), Axeon Hagens Berman Cycling Team

Utah Office of Tourism King of the Mountain - Jacob Rathe (USA), Jelly Belly Cycling p/b Maxxis

WCF Insurance Best Young Rider - Neilson Powless (USA), Axeon Hagens Berman Cycling Team

Larry H. Miller Dealerships Most Aggressive Rider - Adam De Vos (CAN), Rally Cycling

America First Credit Union Fan Favorite (Best Climber) - James Piccoli (CAN), Elevate-KHS Pro Cycling

American Murphy Wins Wild West Sprint at Stage 4 of 2017 Tour of Utah

Stage 4 presented by Workfront covered new territory across 125 miles in Salt Lake, Tooele and Utah

counties on Thursday, Aug. 3. The stage began with the inaugural start/finish in South Jordan City then headed to the west desert and Rush Valley. In the shadows of the Oquirrh Mountains, riders will find little protection from the wind. Two Utah Sports Commission Sprints were contested on the out-and-back section of SR 73 at Cedar Fort. After 4,000 feet of elevation gain, there were two finishing circuits of three miles each around South Jordan City Park.

American John Murphy of the Holowesko-Citadel Racing Team presented by Hincapie Sportswear surged past the field in a wild west sprint finish to win Stage 4 presented by Workfront at the Larry H. Miller Tour of Utah. Traversing 125 miles of high desert before a climatic finish in South Jordan City, Murphy crossed the line in four hours and 22 minutes.

"I'm super happy to win at Utah, this is awesome," said Murphy. "We had control with 3K (kilometers) to go, our boys were on the front and it was looking good. But I think we all knew that it was going to be a little bit too early. With 1K (kilometer) to go, UHC took over with [Seba] Haedo and [Travis] McCabe and I sat behind them. I think they opened the sprint up a little bit too early and I stayed patient. We knew that (the finish line) was a long way from the last turn. Three or four guys came by me, wow these guys were going super fast, but I stayed patient. A little hole opened up in the last 150 meters and I was able to get through it and do my sprint."

On Murphy's wheel for second was Alfredo Rodriguez (MEX) of Elevate-KHS Pro Cycling. Mihkel Raïm (EST) of Israel Cycling Academy finished third. Raïm, who captured the first intermediate sprint in Cedar Fort, takes over the Utah Sports Commission Sprint jersey.

"Hard race all day. We had one guy in the breakaway, and the team stayed relaxed in the group. I stayed in the front in the last two laps of the circuits. It's a hard sprint, it's very fast and I don't know why I finished second place," Rodriguez commented with a laugh. "I'm happy."

It is the second stage win for the Holowesko-Citadel team, with Ty Magner (USA) capturing Stage 1 presented by America First Credit Union in Logan. Murphy added, "We were very happy already with Stage 1 with Ty and the yellow jersey, so that's why you didn't see us take control. We gambled a little on

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A Hangar 15 rider on the front near the end of Stage 4 of the 2017 Tour of Utah, South Jordan to Cedar Fort and back to South Jordan, Photo by Cathy Fegan-Kim, cottonsoxphotography.net

today's stage."

Rob Britton (CAN) of Rally Cycling continued for a second day in the Larry H. Miller Group of Companies Overall Leader jersey, finishing safely in the bunch in South Jordan. The overall leader-board remained unchanged for the General Classification -- Britton retained a 26-second lead over Gavin Mannion (USA) of UnitedHealthcare Professional Cycling Team and a 28-second margin on Serghei Tvetcov (ROM) of Jelly Belly Pro Cycling p/b Maxxis.

Riders in the 124-rider field battled each other and the scalding temperatures through the Rush Valley, passing the Oquirrh Mountains. Dynamic and chaotic racing marked

the first hour and a half until the six-rider breakaway was finally established.

The first move, initiated by American Tyler Williams of Israel Cycling Academy, came 11 miles into the stage. Relentless attacking continued, with the yellow jersey Britton participating at the front. Rally Cycling wanted to make sure that the right combination of riders and teams were allowed up the road, while sprinters teams were shutting down any move that included sprinters.

The field was still together as they approached the first of two Utah Sports Commission Sprint lines in Cedar Fort. Led out by his Axeon Hagens Berman team, Chris Lawless



John Murphy (Holowesko/Citadel Racing P/B Hincapie) celebrates winning Stage 4, South Jordan City to west desert Pony Express Route and back, 2017 LHM Tour of Utah. Photo by Dave Richards, daverphoto.com

(USA) opened his sprint first, but deviated from left to right of the road forcing Raïm in the gutter. After review, officials relegated Lawless, giving top points to Raïm. Lawless' teammate Rui Oliveira (POR) was second and Ty Magner (USA) of Holowesko 1 Citadel Racing Team third in that sprint.

Raïm described the incident as "nothing special."

"We were going for the sprint, he probably didn't see me, but also he wanted to gamble a little which is

normal in cycling to block the others. But it was just a little bit too much I think. I couldn't pass him on the right side and he pushed me a little bit and I couldn't finish my sprint," he noted. "Those things happen. He came to me and apologized afterwards so all is good."

Attacks continued to fly until a group of five riders escaped 38 miles into the stage. The break included Lorenza Rota (ITA) of Bardiani CSF, Marco Zamparella (ITA) of Amore & Vita - Selle SMP pre-

sented by Fondriest, Gonzalo Serrano Rodriguez (ESP) of Caja Rural-Seguros RGA, Taylor Sheldon (USA) of Jelly Belly Cycling p/b Maxxis and Daniel Turek (CZE) of Israel Cycling Academy. Two miles later, solo chaser Brian McCulloch (USA) of Elevate-KHS Pro Cycling made the junction, making it six up the road while the field settled in behind them.

Continued on page 24

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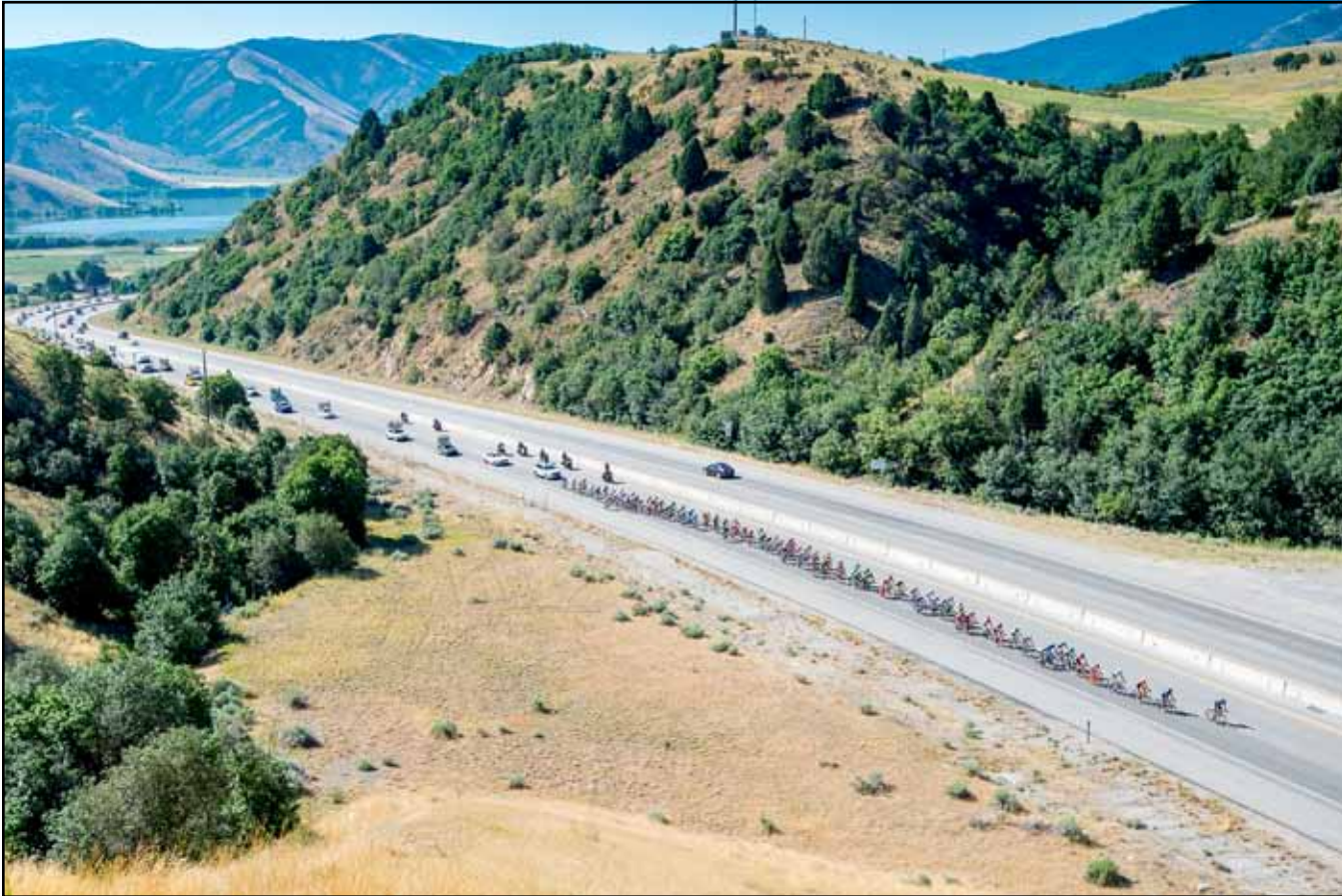
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TOUR OF UTAH

Tour of Utah Photo Gallery - A Few of Our Favorite Shots!



The peloton rides up the canyon above Mantua, Utah. Stage 2, BrighamCity-SnowBasin, 2017 LHM Tour of Utah. Photo by Dave Richards, daverphoto.com



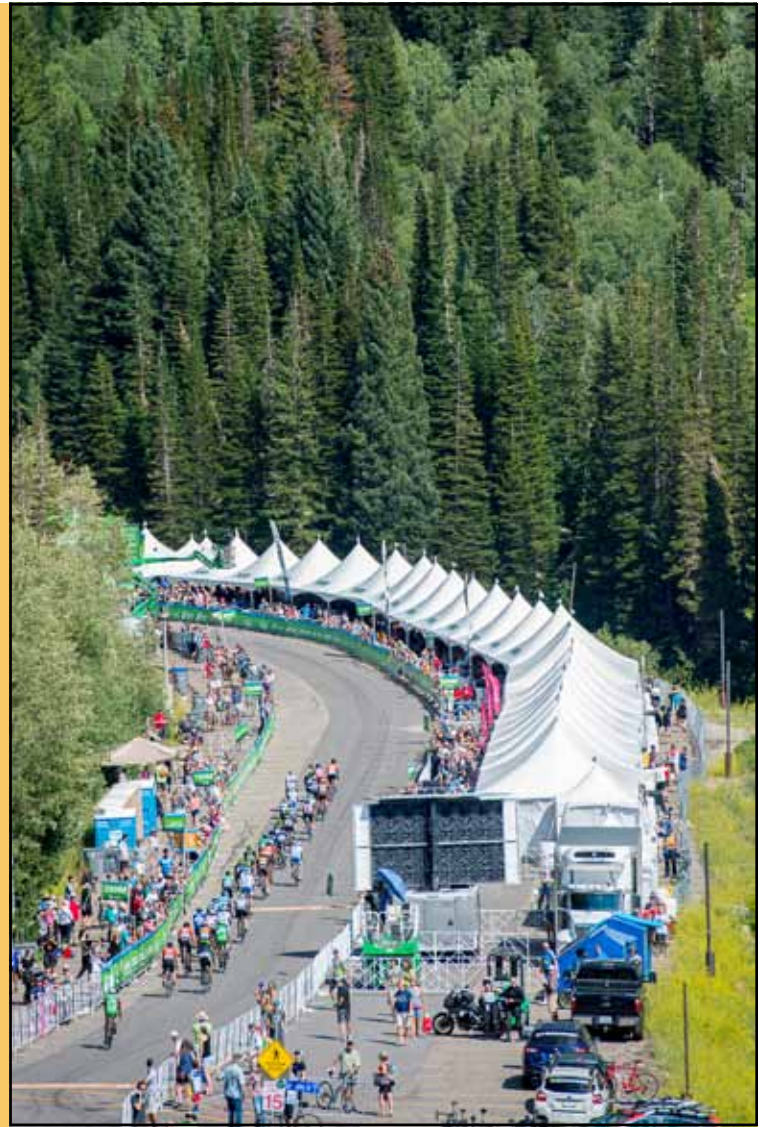
Takeoff! Riders exit from a brief foray onto Hill Air Force Base on Stage 5, Layton to Bountiful, 2017 LHM Tour of Utah. Photo by Dave Richards, daverphoto.com



The break flies down the Sardine Canyon descent after the first KOM, Stage 2, 21017 Tour of Utah. Photo by Steven Sheffield



High speed descent into a sharp turn below Reservoir Park during Stage 7, Salt Lake City Circuit Race, 2017 LHM Tour of Utah. Photo by Dave Richards, daverphoto.com



Riders roll down the finishing stretch at Snowbird Ski Resort to complete Stage 6, Soldier Hollow to Snowbird Ski Resort, 2017 LHM Tour of Utah. Photo by Dave Richards, daverphoto.com



The Alpine Loop is a highlight. 2017 Tour of Utah Stage 6, Heber to Snowbird, photo by Cathy Fegan-Kim, cottonsoxphotography.net



10 across. Tour of Utah 2017, Stage 7, Salt Lake City Circuit Race, 11 laps, 73 miles, 5450 feet of climbing. Photo by Cathy Fegan-Kim, cottonsoxphotography.net



Cheering fans at the 2017 Tour of Utah Stage 5, Layton to Bountiful, Photo by Cathy Fegan-Kim, cottonsoxphotography.net



Mount Raymond provides a beautiful backdrop for the ITT in Big Cottonwood Canyon. Stage 3, 2017 Tour of Utah. Photo by Steven Sheffield



Utah's team, Hangar 15, chilling before the race. 2017 Tour of Utah Stage 5, Layton to Bountiful, Photo by Cathy Fegan-Kim, cottonsoxphotography.net



Travis McCabe wins the sprint. 2017 Tour of Utah Stage 5, Layton to Bountiful, Photo by Cathy Fegan-Kim, cottonsoxphotography.net



Robin Carpenter (Holowesko Citadel Racing P/B Hincapie Sportswear) hits the deck hard, but recovers to chase down the pack and take an amazing 4th place in a bunch sprint finish on Stage 5, Layton to Bountiful, 2017 LHM Tour of Utah. Photo by Dave Richards, daverphoto.com



A Bardiani rider helps a Silber rider beat the heat in Stage 5. Photo by Dave Ittis

Tour of Utah - Continued from page 21

Britton's team remained in control, letting the gap extend to a maximum of five minutes and 30 seconds before slowly reeling them in. Heat was definitely a factor with riders dumping water on their heads and putting iced-filled socks down their back to cool their body temperatures.

With 90 miles to go, under orders from his Israel Cycling Academy team director, Turek stopped working in the break, causing an uproar with his break companions. Seven miles later, Rota took a flyer off the front, was soon joined by Gonzalo Serrano Rodriguez, and the duo dug deep in a desperate but doomed dash for victory. The field was all together as they entered the first first of two finishing circuits in South Jordan. Rota was awarded the Larry H. Miller Dealerships Most Aggressive Rider jersey for his efforts.

Teams continued to battle for position on two laps of the 3.5-mile circuit in South Jordan. American Travis McCabe of UnitedHealthcare

launched his sprint with 800 meters to go, but faded to take sixth on the stage.

"I had two teammates who were leading me out. Personally, I think we started too far back to sprint. We were coming fast, but with 1K (kilometer) to go, we were 45th position I think. I had good legs for the sprint. Probably I was the fastest guy today, but I wasn't the best. These two guys (Murphy and Rodriguez) were better than me," Raïm added.

Veteran Murphy had experience on his side. "These sprints are crazy, we knew that it was going to be very fast. I opted for a bigger chain ring because we knew how fast it was going to be. I'm super happy. Not super surprised because if you can take experience into these sprints, you can do more than your speed allows. You're able to make some moves, knowing when to be where, when to wait and when to go."

Rob Britton (CAN) of Rally Cycling continued for a second day in the Larry H. Miller Group of Companies Overall Leader jersey, finishing safely in the bunch in South Jordan. The overall leader-

board remained unchanged for the General Classification -- Britton retained a 26-second lead over Gavin Mannion (USA) of UnitedHealthcare Professional Cycling Team and a 28-second margin on Serghei Tvetcov (ROM) of Jelly Belly Pro Cycling p/b Maxxis.

STAGE 4 AWARD JERSEYS

Larry H. Miller Group of Companies Overall leader - Rob Britton (CAN), Rally Cycling

Utah Sports Commission Sprint leader - Mihkel Raïm (EST), Israel Cycling Academy

Utah Office of Tourism King of the Mountain - Jacob Rathe (USA), Jelly Belly Cycling p/b Maxxis

WCF Insurance Best Young Rider - Neilson Powless (USA), Axeon Hagens Berman Cycling Team

Larry H. Miller Dealerships Most Aggressive Rider - Lorenza Rota (ITA), Bardiani CSF

America First Credit Union Fan Favorite (Best Sprinter) - Eric Young (USA), Rally Cycling

American McCabe Rockets To Win at Stage 5 of 2017 Tour of Utah

Stage 5 presented by Zions Bank returned to Davis County on Friday, Aug. 4 for a third consecutive year. New for 2017 was a stage start in Layton. The 112-mile course rolled through Hill Air Force Base for the first time, passing the Hill Aerospace Museum, the largest museum west of the Mississippi River. After two crushing climbs across the Bountiful Bench, each designated with a Utah Office of Tourism KOM, the 4,200-foot of climbing of the stage ended in front of a huge crowd on Main Street in Bountiful.

Travis McCabe (USA) of UnitedHealthcare Pro Cycling Team blasted from a select group of riders

to win Stage 5 presented by Zions Bank at the Larry H. Miller Tour of Utah. McCabe, who finished third on Stage 1 presented by America First Credit Union, climbed on the top step of the podium in a time of 4 hours, 5 minutes and 26 seconds.

"It was a pretty fast finish with that slight downhill and the tailwind coming into the finish. I was just patient, waited for 250 meters to go, opened up (the sprint) and I was the fastest one today. Pretty proud," said McCabe, who also won stage 4 at the 2016 Tour of Utah. After the win Friday, he took over the Utah Sports Commission Sprint jersey. "This is a stage that I've been targeting all year long. I love Utah, and I've done this now for the third year. I know just how hard it is, so to get a win is pretty emotional. I'm quite happy."

In the group of 26 lead riders, Marco Canola (ITA) of Nippo-Vini Fantini was second at the line. American Logan Owen of Axeon Hagens Berman Cycling Team, who won Stage 3 in Bountiful at 2015 Tour of Utah, finished third.

"I felt good, so that's why I wanted to take a win. It was an effort at the front in the last climb. McCabe

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Wheelies, cookies, madness at Tanner's Flat in stage 6 of the 2017 Tour of Utah. Photo by Dave Iltis

was fast, he won well. Now we are focused for the last stage (in Salt Lake City)," said Canola, whose Italian team is competing in Utah for a second consecutive year.

Overall race leader Rob Britton (CAN) of Rally Cycling finished seventh on Friday's 115-mile stage and retained the Larry H. Miller Group of Companies Overall Leader jersey. With a few changes in the overall standings, Britton continues to hold a 26-second lead over Gavin Mannion (USA) of UnitedHealthcare Pro Cycling Team and a 28-second margin on Serghei Tvetcov (ROM) of Jelly Belly Pro Cycling p/b Maxxis.

Neilson Powless (USA) of Axeon Hagens Berman improved one position to fourth overall and Brent Bookwalter (USA) of BMC Racing Team moved to fifth overall. American Kyle Murphy of Cylance Cycling dropped 15 spots to 20th overall. Taylor "T.J." Eisenhart (USA) of Holowesko-Citadel presented by Hincapie Sportswear improved one spot, now in sixth overall.

Once again, aggressive racing dominated the day from the start in Layton with the breakaway formed more than one hour into the race. The breakaway included Patrick Mueller (SUI) of BMC Racing Team, William Barta (USA) of Axeon Hagens Berman Cycling Team, Guillaume Boivin (CAN) of Israel Cycling Academy, Andrei Kasilnikau (BEL) and Stage 4 winner John Murphy (USA) of Holowesko Citadel Racing Team p/b Hincapie Sportswear, Erik Slack (USA) of Hangar 15 Bicycles, Redi Halilaj (ALB) and David Galaretta Ugarte (ESP) of Amore & Vita - Selle SMP presented by Fondriest, Christopher Jones (USA) of UnitedHealthcare Pro Cycling Team, Alan Marangoni (ITA) of Nippo-Vini Fantini, Canadians Nickolas Zukowsky and Pier-André Côté of Silber Pro Cycling and Diego Rubio Hernandez (ESP), Cortlan Brown (USA) and Justin Oien (USA) of Caja Rural-Seguros RGA.

Having missed the break the entire Bardiani CSF team assumed the responsibility of keeping the gap

in check. The escapees maintained a gap of three minutes, as they rolled through Hill Air Force Base for the first time in the race's history.

"Being up front, I got to see a lot of it. Everyone else is trying to hold the wheel in front of them, but I'm like, wow, look at these planes next to us, this is sweet," said Oien about F-35 fighter jets passing overhead when the peloton sped through Hill Air Force Base.

"Today was hard. It took 50K (kilometers) for the break to finally go, we were going 50K (kilometers) an hour for the first hour. With the crosswind, headwind, crosswind, all the turns and just the aggressive that began the day made for a hard finish. With a 12-man break going up the road, it forced the peloton to stay on the gas the whole time. coming into the climb, it was hot, a bit of tailwind and that just makes that climb a little harder," said McCabe.

With the stage win on the line, cooperation ended in the breakaway and the final escapee was caught at the bottom of Bountiful Bench. The first time up Bountiful Bench which challenges the riders with a 11.3% maximum gradient decimated the field, but did not stop the attacks from flying off the front. Fans were treated to an action-packed finish along the flag-lined nine-mile finishing circuit in Bountiful. Attentive at the front, Britton's team protected the yellow jersey and covered all attacks.

McCabe and Owen were both dropped in the final meters of the climb. "Coming over the top, on the last bit, I came off with 200 meters to go with Logan and fortunately I had Jonny Clarke to pace me back on," McCabe explained. "(Clarke) and Neilson Pawless pretty much did the grudge of the work to bring Logan and I back on and that was really hard. With the G.C. guys taking a step back, it allowed us to get make it on over the top and then it was the finish."

The group re-formed on the fast descent to the finish line in downtown Bountiful.

"I just sat back all day, tried to save energy. It was a stage I'd target-

ed because I've won this stage before, so I just wanted to save energy, try to be there at the finish and try to get another win. But these guys were a little bit faster than me today," Owen said about finishing third.

"Caja Rural is typically a very aggressive team in terms of the way we race, we always want to be in the break," Oien said. "Today was no different. For me personally, I really wanted to be in the breakaway, because I thought that the climb here at the finish was right there on the edge something that I could make it over. It didn't end up working that way, but sometimes you got to give it a go. It feels great to be out there and race my bike."

STAGE 5 AWARD JERSEYS

Larry H. Miller Group of Companies Overall leader - Rob Britton (CAN), Rally Cycling

Utah Sports Commission Sprint leader - Mihkel Raïm (EST), Israel Cycling Academy

Utah Office of Tourism King of the Mountain - Jacob Rathe (USA), Jelly Belly Cycling p/b Maxxis

WCF Insurance Best Young Rider - Neilson Powless (USA), Axeon

Hagens Berman Cycling Team

Larry H. Miller Dealerships Most Aggressive Rider - Justin Oien (USA), Caja Rural-Seguros RGA

America First Credit Union Fan Favorite (Tour of Utah Legends) - Taylor "T.J." Eisenhart (USA), Holowesko- Citadel Racing Team p/b Hincapie Sportswear

Stage 6: Italian Ciccone Completes Solo Summit of Snowbird to Conquer "Queen Stage" at Tour of Utah

Stage 6 presented by University of Utah Health, the "Queen Stage" of the Tour of Utah, used the original route over Alpine Loop that was introduced in 2006. At 61 miles in length, the course was much shorter than previous editions, but not easier. This stage began for a second time in the Heber Valley at Soldier Hollow, in the shadow of Mount Timpanogos. The racers tackled the Category 1 climb through American Fork Canyon early in the stage, passing Sundance Resort and Timpanogos Cave National Monument. The final fireworks took place along Little Cottonwood Canyon on the Hors Category climb to Snowbird Resort, the signature six-mile ascent featuring 8-12 percent gradients.

Italian Giulio Ciccone of Bardiani CSF showed his climbing prowess to win Stage 6 presented by University of Utah Health on Saturday at the Larry H. Miller Tour of Utah. Ciccone soloed to victory on the legendary seven-mile climb of Little Cottonwood Canyon to Snowbird Resort, completing the 61-mile "Queen Stage" in 2 hours and 45 seconds.

Ciccone's teammate, Simone Sterbini (ITA), crossed the line 35 seconds later to claim second place. In a bid to improve his fourth-place position in the general classification (G.C.), Neilson Powless (USA) of Axeon Hagens Berman attacked in the final kilometers to take third on the stage.

"Today was really important because as the days have gone on we have gotten stronger, better as a team, and we felt better," said Ciccone

through an interpreter. "Today, it was really important to show ourselves and win the race. My goal, once I saw that I had a little bit of gap, was to regulate and pace myself well. I knew that the last 2 kilometers were a bit easy, so my goal was to regulate until and (give it) everything to the finish." Ciccone, winner of a stage of the 2016 Giro d'Italia, was awarded the Larry H. Miller Dealerships Most Aggressive Rider jersey for his dashing attack.

Rally Cycling's Rob Britton (CAN) survived an onslaught of attacks to finish fifth on the stage and retain his Larry H. Miller Group of Companies overall leader jersey. Stage winner Ciccone jumped 17 spots to sixth place overall. Britton retained his 26-second advantage over Gavin Mannion (USA) of UnitedHealthcare Pro Cycling Team, who is second on G.C., and a 32-second gap over Serghei Tvetcov (ROM) of Jelly Belly Cycling p/b Maxxis, who is third overall.

"I was very confident. The team has done a fantastic job all week and I had a lot of confidence that it would continue today," Britton said. "It's really not so much about me, as it is just about paying back all their hard work. It was just follow all the wheels across the line."

The Tour of Utah's "Queen Stage" lived up to its reputation as one of cycling's most exciting days in the saddle, with 7,700 feet of climbing and two Utah Office of Tourism KOM climbs. The stage began for a second time in the Heber Valley at Soldier Hollow, in the shadow of Mount Timpanogos. The hard terrain, altitude, heat and punishing pace decimated both the early 18-rider breakaway and the peloton over the course of 61 miles.

For the first time this week, the breakaway was established fairly early with 18 riders escaping in the first five miles of the stage. The break included Dennis Van Winden (NED) and Tyler Williams (USA) of Israel Cycling Academy, Luca Wackermann (ITA) and Simone Velasco (ITA) of Bardiani CSF, Rui Oliveira (POR) and Jonathan Brown (USA) of Axeon Hagens

Continued on page 26





Rob Britton (Rally Cycling) looks up the road on the Little Cottonwood Canyon climb checking the progress of the solo breakaway rider up ahead. Stage 6, Soldier Hollow to Snowbird Ski Resort, 2017 LHM Tour of Utah. Photo by Dave Richards, daverphoto.com



Rugged mountains form the backdrop as the gruppetto arrives at Snowbird completing Stage 6, Soldier Hollow to Snowbird Ski Resort, 2017 LHM Tour of Utah. Photo by Dave Richards, daverphoto.com

Tour of Utah - Continued from page 25

Berman Cycling Team, Jacob Rathe (USA) and Angus Morton (AUS) of Jelly Belly Cycling p/b Maxxis, Americans Steve Fisher and Erik Slack of Hangar 15 Bicycles, Miguel Angel Benito Diez (ESP) of Caja Rural-Seguros RGA, Christopher Jones (USA) of UnitedHealthcare Pro Cycling Team, Tom Bohli (SUI) of BMC Racing Team, Connor Brown (USA) of Elevate-KHS Pro Cycling and Marc-Antoine Soucy (CAN) of Silber Pro Cycling. The front group also included Ruben Companioni (CUB), John Murphy (USA) and Ty Magner (USA) of Holowesko-Citadel Racing Team p/b Hincapie Sportswear.

Rally Cycling was content to let the move proceed with highest-placed rider on G.C. being Van Winden at over 13 minutes behind Britton. Companioni attacked, gaining a gap of 50 seconds as he crested the first Utah Office of Tourism KOM of the day at American Fork Canyon.

Meanwhile in the field, the battle for the overall win started to heat up when the BMC Racing Team set a vicious pace at the front, which reduced the peloton to 30 riders. The fifth and sixth place riders in the G.C., Brent Bookwalter (USA) of BMC Racing Team and Taylor "T.J." Eisenhart (USA) of Holowesko-Citadel presented by Hincapie Sportswear, made their move on the fast descent off the Category 1 climb at American Fork Canyon. This put pressure on Britton and his Rally Cycling team to retain the overall race lead.

Along with their respective teammates, Bookwalter and Eisenhart set

a fast tempo to establish a gap of one minute to the yellow jersey group halfway through the stage. Staying calm, Britton lined up behind his teammates, who reeled in the dangerous move at the bottom of the hors-catégorie climb to Snowbird Resort. Though Bookwalter retained his fifth-place position, his gap to the leader increased to 2 minutes and 6 seconds, while Eisenhart dropped to 11th spot.

"I knew that Brent and T.J. were going to be going full gas to try and get across (to the break). It was actually kind of a good situation for us with our guys once they catch back up, we got some help from Caja Rural which was fantastic. It allowed Sepp (Kuss) and I to save our bullets with two of the strongest guys of the race riding full gas just to get 15 second lead at the base of the climb. It worked out in our favor, I couldn't ask for a better situation. Those two of guys were huge threats and their aggression kind of worked against them today," Britton said.

The G.C. contenders were all back together at the bottom of the final climb. The Bardiani CSF team came to the front to increase the pace in order to launch Ciccone for the win. "Bardiani CSF just rode a pretty blistering pace that brought it down to about five guys and that's all she wrote," Britton concluded.

After making his way into the breakaway, Rathe successfully defended Utah Office of Tourism KOM jersey. Travis McCabe (USA) of UnitedHealthcare Pro Cycling Team retained the Utah Sports Commission Sprint jersey.

Powless retained the WCF Insurance Best Young Rider jersey. "I just tried to stay within myself the whole time, whenever there would

be a surge, just go as steady as possible up the climb, until I felt that the moment was right. So I attacked with around 2K (kilometers) to go. Unfortunately, I wasn't able to catch these two guys, but gave it everything. Happy with the stage," Powless added.

The Ultimate Challenge presented by University of Utah Health took part earlier on Saturday, on the same course as the pros. More than 550 amateur riders took part in the seventh annual event.

STAGE 6 AWARD JERSEYS

Larry H. Miller Group of Companies Overall leader - Rob Britton (CAN), Rally Cycling

Utah Sports Commission Sprint leader - Travis McCabe (USA), UnitedHealthcare Pro Cycling Team

Utah Office of Tourism King of the Mountain - Jacob Rathe (USA), Jelly Belly Cycling p/b Maxxis

WCF Insurance Best Young Rider - Neilson Powless (USA), Axeon Hagens Berman Cycling Team

Larry H. Miller Dealerships Most Aggressive Rider - Giulio Ciccone (ITA), Bardiani CSF

America First Credit Union Fan Favorite (Most promising rookie) - Pier-André Côté (CAN), Silber Pro Cycling

Canadian Britton Defends Overall Lead to Win 2017 Larry H. Miller Tour of Utah; Canola Takes Last Stage Win

Stage 7 presented by Utah Sports Commission brought back the overall finish to Salt Lake City for the first time since 2009. This 6.8-mile circuit is the same course that was first introduced in 2013 for a Friday stage, but this time the distance was doubled to a total of 73 miles with 5,450 feet of climbing. There were a total of 11 total laps, including intermediate sprints on laps three and seven, plus a time bonus at the finish. The course began and ended on the east side of the Utah State Capitol, with an uphill finish along State Street and at the summit of East Capitol Boulevard.

Canadian Rob Britton of Rally Cycling successfully fended off all challengers to earn the top prize at the 2017 Larry H. Miller Tour of Utah on Sunday. In his third Tour of Utah appearance, Britton claimed the biggest victory of his career, taking the Larry H. Miller Group of Companies Overall Leader title. The weeklong UCI stage race, which began July 31 in Logan, concluded with Stage 7 presented by Utah Sports Commission in downtown Salt Lake City.

"This year has been phenomenal. I think we've had success at just about every race we've gone to. Personally, I've knocked on the door for a long, long time and passed over for a few things, so this is pretty sweet," said Britton, who placed fifth overall at the 2016 Tour of Utah. "It means a lot to me (to win the overall). I was really grateful to have such a fantastic team around me, because without them I wouldn't be where I am."

A fast and furious circuit race beside the Utah State Capitol saw Nippo-Vini Fantini's Marco Canola



Guilio Ciccone (BARDIANI CSF) crushed the final climb to Snowbird to take the win in stage 6 of the 2017 Larry H. Miller Tour of Utah. Photo by Dave Ittis

(ITA) power away to a convincing win on Stage 7 presented by Utah Sports Commission. Canola flew up the final climb on State Street to cross the line in a time of 2 hours and 40 minutes. Americans Brent Bookwalter of BMC Racing and Gavin Mannion of UnitedHealthcare Pro Cycling Team lead the field across the line two seconds later, taking second and third respectively on the stage. Britton finished sixth on the stage.

"I could see day after day that my condition was better, so today we tried with all our strength and power to take the win. I have to say thanks to all my teammates because they did a really good job. We followed every attack today, and also they were chasing at the end to arrive all together at the last corner. In the end, the last kilometer was uphill, so it was up to the legs to see who was the winner. I am really, really happy to arrive in Salt Lake City and it was one of my favorite stages at Tour of Utah," said Canola, who finished second in a sprint finish on Stage 5 in Bountiful.

Aggressive racing was at the forefront on the 73-mile stage which saw numerous teams and riders attack in a last gasp for glory. Breakaways formed and re-formed at the front while the Rally Cycling team remained in complete control of the peloton. A first group of nine riders expanded to 18 up the road by the third lap. Jumping away at the end of the lap, Italian Lorenzo Rota took top points in the first Utah Sports Commission intermediate sprint followed by his Bardiani CSF teammate Simone Sterbini (ITA) and Joey Roskopf (USA) of BMC Racing Team. Having missed the move, the

Israel Cycling Team started to chase to keep the escapees close. Halfway through the stage, Travis McCabe (USA) of UnitedHealthcare Pro Cycling Team saw an opportunity make it across to his teammate by jumping on BMC Racing Team's Sylvan Dilier's wheel.

"I felt good. We had (Daniel) Jaramillo up there and I thought there was a good chance that it would stick. Obviously I was wrong. When (Sylvan) Dilier (BMC Racing Team) went, I just sat on his wheel, I was right on when he jumped anyway and I figured I would just follow him across. He was frustrated that I wasn't pulling through but that's not my job," McCabe explained.

The front group swelled to 24 riders which also included Kyle Murphy (USA) of Cylance Cycling, Stephen Bassett (USA) of Silber Pro Cycling, Angus Morton (AUS) of Jelly Belly Cycling p/b Maxxis, Erik Slack (USA) of Hangar 15 Bicycles and Dilier's teammates Joey Roskopf (USA) and Manuel Senni (ITA). The disorganized break did not manage to get more than one minute and 10 seconds on the field. Any sense of cooperation ceased in the front group with four laps to go. More re-shuffling at the front leaving seven riders dangling with only a 15-second lead on the penultimate lap. Redi Halijaj (ALB) of Amore & Vita - Selle SMP presented by Fondriest, Senni, Murphy all tried to escape on the final lap but the decimated was having none of it. The peloton was back together in the last kilometer to battle for the top step of the podium.

The 13th edition of the Tour of Utah, known as "America's Toughest Stage Race," included 605 miles of racing and 36,525 feet of elevation gain for the men's professional stage



Rob Britton (Rally Cycling) stays in front out of danger's way on the steep climb up State Street. Stage 7, Salt Lake City Circuit Race, 2017 LHM Tour of Utah. Photo by Dave Richards, daverphoto.com



Rally (in orange) defended the yellow jersey for most of the week, first with Sepp Kuss and then with overall race winner Rob Britton. Here, Rally cruises on Bonneville Boulevard on stage 7. Photo by Dave Iltis



One of many breaks on the Downtown/Avenues Circuit, this one featuring Francisco 'Paco' Mancebo of the Utah-based Hangar 15 Pro Cycling Team. Stage 7, 2017 Tour of Utah. Photo by Steven Sheffield

race. Over the course of seven days of hard racing, three different riders wore the Larry H. Miller Group of Companies Overall Leader jersey, until Britton blazed into the lead on the individual time trial Wednesday and gained a firm grasp on the prize. Of the 126 professional cyclists that began the week in Logan, 100 completed the stage race in Salt Lake City.

"By and large, this group of guys has been together for every race more or less this year. We've changed one guy for this race out of the eight, otherwise I've raced (with) the same seven guys. We know each other very well, we've all ridden for each other in some way all year, so we're very very tight knit. I have a lot of confidence and I think they have a lot of confidence in me. I've been doing it awhile and I know that there's a lot of pressure that comes with that but it's something that I kind of thrived of," Britton said. "The work ethic and the sell out mentality of all the guys. It's pretty special to have everyone on

board to go all in for one goal."

UHC's Mannion finished second in the G.C., 22 seconds behind the overall leader. "I think we had a really good week. We came in here with a few guys targeting G.C. and Travis looking at stages. So to come away with a stage win, a podium overall and the sprinter's jersey I think it was very successful. Everyone on the happy and we all work well together," he said.

Sergei Tvetcov (ROM) of Jelly Belly Cycling presented by Maxxis was third, 32 seconds down. Placing fourth overall was Under-23 U.S. Road Race national champion Neilson Powless of Axeon Hagens Berman Cycling Team.

"This race was definitely a race won with strong legs because the climbs are long and tough. A bit stronger is a way to win the race. I think the strongest guy here won," said Powless, who took over the WCF Insurance Best Young Rider jersey on Stage 2 and never let go. "I think it's not just the experience

of winning the jersey but being in the top 5 at a race like (the Tour of) Utah is really good just for overall development. I'm only 20 years old and still trying to get better at the sport. Anytime that I can battle it out with everybody at this table is really good for overall development. I'm really excited to see where the road takes me."

Pre-race favorite Bookwalter, winner of Stage 2 with the mountaintop finish at Snowbasin Resort, remained in fifth place on G.C. Utahn Taylor "T.J." Eisenhart of Holowesko-Citadel Racing Team presented by Hincapie Sportswear finished 11th overall.

Finishing seventh on the stage, McCabe successfully defended the Utah Sports Commission Sprint jersey. "Once I was in the break, I went for the sprint points and I still tried to go for it in the sprint, but it was pretty evident that I spent too much energy up there (in the break). I lost Marco's (Canola) wheel in the last 500 meters, and I couldn't do much after that. I'm just happy that I was able to hold on to the Sprint Jersey."

Jacob Rathe (USA) of Jelly Belly Cycling presented by Maxxis defended the Utah Office of Tourism King of the Mountain Leader jersey over the full seven days of racing. "It was a goal of the team, and personally I knew that I could get it for a day or two. We saw that there were two climb-heavy stages to start the race. I got in the break and the climbs suited me. I kept expecting to come across the line and have it gone, but twice I held on to it by one point."

Active in the break and attacking non-stop in the final laps, Senni was awarded the Larry H. Miller Dealerships Most Aggressive Rider jersey. His BMC Racing Team won the best overall team classification. Fans selected Pier-André Côté (CAN) of Silber Pro Cycling as the America First Credit Union Fan Favorite, in the Best Overall category.

"Congratulations to all the riders in America's Toughest Stage Race and our worthy champion," said Tour of Utah Executive Director Jenn Andrs. "Whether you were following the race on television or cheering at the finish line, we hope everyone enjoyed this showcase of the state of Utah and the sport of cycling. Pending final UCI approval, the tentative race dates for the 2018 Tour of Utah will be pushed back a week to August 6-12. We look forward to our 14th year of racing in 2018."

FINAL RESULTS AND STANDINGS

Stage 7 presented by Utah Sports Commission - Top 10

1. CANOLA Marco (ITA) NIPPO - VINI FANTINI 2.40'18"
2. BOOKWALTER Brent (USA) BMC RACING TEAM 2.40'20"
3. MANNION Gavin (USA) UNITED HEALTH CARE PROFESSIONAL CYCLING TEAM 2.40'20"
4. MÜLLER Patrick (SUI) BMC RACING TEAM 2.40'20"
5. ANDREETTA Simone (ITA) BARDIANI CSF 2.40'20"
6. BRITTON Robert (CAN) RALLY CYCLING 2.40'20"
7. MCCABE Travis (USA) UNITED HEALTH CARE PROFESSIONAL CYCLING TEAM 2.40'20"
8. ELMIGER Martin (SUI) BMC



The race returned to Salt Lake City in 2017 with the infamous Capitol Hill-Avenues circuit. Tour of Utah 2017, Stage 7, Salt Lake City Circuit Race, 11 laps, 73 miles, 5450 feet of climbing. Photo by Cathy Fegan-Kim, cotton-soxphotography.net



Marco Canola of Nippo-Vini Fantini celebrates his stage 7 win. Photo by Dave Iltis

- | | |
|---|--|
| RACING TEAM 2.40'20" | 58 FISHER Steve HANGAR 15 |
| 9. EISENHART Taylor (USA) HOLOWESKO/CITADEL RACING P/B HINCAPIE SPORTSWEAR 2.40'20" | BICYCLES 23:35:37 |
| 10. POWLESS Neilson (USA) AXEON HAGENS BERMAN 2.40'20" | 59 WINN Christopher HANGAR 15 |
| | BICYCLES 23:35:53 |
| | 70 SLACK Erik HANGAR 15 |
| | BICYCLES 23:40:52 |
| | 80 BROWN Cortlan HANGAR 15 |
| | BICYCLES 23:44:07 |
| | 84 JOYCE Colin RALLY CYCLING 23:46:44 |
| | 99 CÔTÉ Pier-André SILBER PRO CYCLING 24:02:44 |

FINAL CLASSIFICATION - Top 10

- | | |
|---|----------------|
| 1 BRITTON Robert RALLY CYCLING 22:48:03 | GENERAL |
| 2 MANNION Gavin UNITED HEALTH CARE PROFESSIONAL CYCLING TEAM 22:48:25 | |
| 3 TVETCOV Serghei JELLY BELLY P/B MAXXIS 22:48:35 | |
| 4 POWLESS Neilson AXEON HAGENS BERMAN 22:48:38 | |
| 5 BOOKWALTER Brent BMC RACING TEAM 22:50:03 | |
| 6 CICCONE Giulio BARDIANI CSF 22:50:19 | |
| 7 CLARKE Jonathan UNITED HEALTH CARE PROFESSIONAL CYCLING TEAM 22:50:44 | |
| 8 BUTLER Christopher CAJA RURAL - SEGUROS RGA 22:50:50 | |
| 9 KUSS Sepp RALLY CYCLING 22:50:58 | |
| 10 PICCOLI James ELEVATE-KHS PRO CYCLING 22:51:03 | |
| 11 EISENHART Taylor HOLOWESKO/CITADEL RACING P/B HINCAPIE SPORTSWEAR 22:51:06 | |
| 23 SENNI Manuel BMC RACING TEAM 23:04:20 | |
| 25 SQUIRE Robert HANGAR 15 BICYCLES 23:05:53 | |
| 26 MANCEBO PEREZ Francisco HANGAR 15 BICYCLES 23:08:58 | |
| 34 ROSSKOPF Joseph BMC RACING TEAM 23:14:14 | |
| 39 MCCABE Travis UNITED HEALTH CARE PROFESSIONAL CYCLING TEAM 23:20:06 | |
| 42 BEYER Chad HANGAR 15 BICYCLES 23:25:07 | |
| 49 RATHE Jacob JELLY BELLY P/B MAXXIS 23:30:05 | |
| 50 OWEN Logan AXEON HAGENS BERMAN 23:30:16 | |

FINAL AWARD JERSEYS

Larry H. Miller Group of Companies Overall leader - Rob Britton (CAN), Rally Cycling
 Utah Sports Commission Sprint leader - Travis McCabe (USA), UnitedHealthcare Pro Cycling Team
 Utah Office of Tourism King of the Mountain - Jacob Rathe (USA), Jelly Belly Cycling p/b Maxxis
 WCF Insurance Best Young Rider - Neilson Powless (USA), Axeon Hagens Berman Cycling Team
 Larry H. Miller Dealerships Most Aggressive Rider - Manuel Senni (ITA), BMC Racing Team
 America First Credit Union Fan Favorite - Pier-André Côté (CAN), Silber Pro Cycling

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October 21, 2017 — SICX #1 Sandy Point, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, cidaho.com

October 21, 2017 — The Cube Cyclocross, Rexburg, ID, A fun, high-quality, small town cyclocross event. Held at Rexburg Nature Park, Kids' Race 10:00, "B" Race 11:00, "A" Race 12:00, Dave Anderson, 208-313-2021, dandersonmmh@gmail.com, rexburgcube.com

October 21, 2017 — Utah Cyclocross Series Race, Utah Cyclocross Series, Ogden, UT, Ogden CX Park, 2599 A Ave, 8:00 a.m. - 5:00 p.m., Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

October 22, 2017 — SICX #2 Sandy Point, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, cidaho.com

October 27, 2017 — Creepy Treads UTA, UTA Series, Grand Junction, CO, Bring your cyclocross bike, fat bike, or running shoes for your choice of fun on urban terrains in the Grand Valley!, John Klish, 970-744-4450, madracingcolorado@gmail.com, madracingcolorado.com

October 28, 2017 — Crosstoberfest, Hailey, ID, CX Race, location TBD, Josh Glick, 208-720-2192, 208-721-1220, joshglick@hotmail.com, crosstoberfestidaho.com, powerhouseidaho.com

October 28, 2017 — WWCX Series Finale - Rolling Thunder Cyclocross, Wild West Series, Missoula, MT, Wayne Pignolet, wapi-gnolet@gmail.com, wildwestcxseries.com, montanacyclocross.com

October 28, 2017 — Utah Cyclocross Series Race, Utah Cyclocross Series, Draper, UT, Draper Cycle Park, 1455 E Highland Drive, Draper, UT 84020, Halloween Cross, Halloween Costume Contest Parade right after Kiddle Cross, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

November 4, 2017 — Utah Cyclocross Series Race, Utah Cyclocross Series, Kaysville, UT, Barnes Park, 950 W, 200 N., 8:00 a.m. - 5:00 p.m., Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

November 4-5, 2017 — Turkey Cross, Waffle Cross Series (IWCC), DOC Idaho Superprestige, Boise, ID, Held at the Eagle Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer from Payette Brewing and waffles from Bob's Red Mill. <https://goo.gl/maps/Mmh80>, Brian Price, 208-908-5421, brianp@catapult3.com, Cory Bolen, corybolen@yahoo.com, idahowafflecross.com, eaglebikepark.org

November 4, 2017 — Orchard Treads UTA, UTA Series, Palisade, CO, Palisade Park, Bring your cyclocross bike, fat bike, or running shoes for your choice of fun on urban terrains in the Grand Valley!, John Klish, 970-744-4450, madracingcolorado@gmail.com, madracingcolorado.com

November 11, 2017 — SICX #3 Mallard Park, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Caldwell, ID, Mallard Park, Orchard Avenue intersection and 10th Ave, Caldwell, ID, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, cidaho.com

November 11, 2017 — Bengal Cross, Pocatello, ID, 10 am at Bartz Field at Idaho State University, 8 class starts at 11 am for 45 minutes; A class starts at noon for 55 minutes, Peter Joyce, 208-282-3912, jovcpete@isu.edu, www2.isu.edu/outdoor/pdf/bengal_cross_flyer_2017.pdf

November 11, 2017 — Utah Cyclocross Series Race, Utah Cyclocross Series, West Valley

City, UT, Rocky Mountain Raceways, 84020, 8:00 a.m. - 5:00 p.m., Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

November 12, 2017 — SICX #4 Mallard Park, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Caldwell, ID, Mallard Park, Orchard Avenue intersection and 10th Ave, Caldwell, ID, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, cidaho.com

November 18, 2017 — Utah Cyclocross Series Race, Utah Cyclocross Series, Ogden, UT, Ogden CX Park, 2599 A Ave, 8:00 a.m. - 5:00 p.m., Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

November 19, 2017 — Salty Treads UTA, UTA Series, Fruita, CO, Little Salt Wash Park, Bring your cyclocross bike, fat bike, or running shoes for your choice of fun on urban terrains in the Grand Valley!, John Klish, 970-744-4450, madracingcolorado@gmail.com, madracingcolorado.com

December 2-3, 2017 — Kringle Cross, Waffle Cross Series (IWCC), DOC Idaho Superprestige, Boise, ID, Held at the Eagle Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer from Payette Brewing and waffles from Bob's Red Mill. <https://goo.gl/maps/Mmh80>, Brian Price, 208-908-5421, brianp@catapult3.com, Cory Bolen, corybolen@yahoo.com, idahowafflecross.com, eaglebikepark.org

December 2, 2017 — Utah Cyclocross Series Race, Utah Cyclocross Series, Kaysville, UT, Barnes Park, 950 W, 200 N., USAC Nationals Qualifier, 8:00 a.m. - 5:00 p.m., Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

December 2, 2017 — Rocky Mountain Cyclocross Championships, Longmont, CO, Colorado welcomes the best from Utah, Wyoming, Montana, Arizona, and New Mexico to battle it out for the title of Regional Champion. Held at Sandstone Park, the battle ground consists of tight grass, fast flowing pavement, sidewalk transitions, run ups, and even more grass to showcase those off camber technical skills. The Championships are open to racers from across the region. Start order is based on USAC ranking. Winners of each category receive a Rocky Mountain Cyclocross Champion jersey., Brook Watts, 303-684-9170, contact@crossvegas.com, Lance Panigutti, 303-408-1195, lance@withouthimits.com, withouthimits.co/rocky-mountain-cyclocross-champions

December 9, 2017 — SICX #5 Sandy Point, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, cidaho.com

December 9-10, 2017 — Colorado State Cyclocross Championships, Westminster, CO, Held at Westminster City Park, Lance Panigutti, 303-408-1195, lance@withouthimits.com, withouthimits.co/rocky-mountain-cyclocross-champions

December 10, 2017 — SICX #6 Sandy Point, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, cidaho.com

December 16, 2017 — Merry Treadmas UTA, UTA Series, Grand Junction, CO, Las Colonias Park, Bring your cyclocross bike, fat bike, or running shoes for your choice of fun on urban terrains in the Grand Valley!, John Klish, 970-744-4450, madracingcolorado@gmail.com, madracingcolorado.com

January 9-14, 2018 — USA Cycling Cyclocross National Championships, Reno, NV, Elite and amateur cyclocross national championships, Micah Rice, 719-434-4200, mrice@usacycling.org, usacycling.org

Report Looks at Causes and Patterns in Bicycle Crashes

If you're in a bicycle accident at night, you're more likely to get killed than you are in a daytime crash. And while most bike crashes occur on urban roads, the ones on rural ones result in a greater chance of a fatality. At least these facts describe the case in Florida.

Because of a high concentration of bicycle fatalities, the Florida Department of Transportation decided it needed detailed information about bicycle safety. So it hired Florida International University in Miami to prepare a complete study of bicycle crashes in the state. Researchers examined all 23,036 known bike accidents in the state between 2011 and 2014. They identified the five "hot spots" in the state where crashes are more likely to occur and examined reams of other data that show where to focus safety efforts. Cyclists over 64, for instance, were more likely to die in a crash than younger ones. And males were more likely to die than females.

Many were under the influence of alcohol or drugs when mortally wounded or killed on bike.

While sidewalk cyclists got their share of getting hit, they were much less rarely killed than those riding on the street.

A few other factoids the Florida study found: Helmets proved a better safety tool than lights or reflective clothing or lights. The most common mistake cyclists made involved failing to yield. Making U-turns and riding against traffic also resulted in many self-caused wounds. Other big hazards: unusual intersection design, driveways too close to intersections, and dooring.

At least Florida found the issue of bicycle safety important enough to take on and tackle with a comprehensive report that can serve as a guide for making cycling safer. Now with the precedent, maybe some other states can follow suit.

Find the Statewide Analysis of Bike Crashes at goo.gl/dB57HA

-Charles Pekow

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BICYCLE TOURING

Giving Up



At the top! Photo by Lukas Brinkerhoff



Kathleen on the way to Dollar Hide Summit. Our highest summit and our longest day. Photo by Lukas Brinkerhoff

By Lukas Brinkerhoff

Day 8. It's hot. We've just wasted well over an hour waiting to be able to soak in a hot spring only to be told by some of the scariest people I've ever seen that that won't be happening. Slightly dejected, we buy a couple of beers, gather our bikes and head back out onto the dusty, bumpy road.

We started the day with a big climb. As far as climbs go, it wasn't the worst. We had shade, the grades were a little steep, but all told we got over it. The challenge of Day 8, as we were learning, wouldn't be elevation gain, rather it would be

the temperatures and the fact that we had already been doing this for 7 days and the end was still hundreds of miles away.

I could tell that Kathleen was not enjoying herself like she had the days prior. We stopped at a couple of hot springs and she didn't even want to get in. Our objective for the day was still another 17 miles away and would put us at the bottom of our next climb. We left Lotus Springs and within a few minutes, it was clear we just needed to find a place to camp. A couple miles more in the blasted heat and a spot just off the river with some almost flat spots became our home for the night.

We were done. Or at least as done

as we could be in the middle of a 550-mile ride.

Several years ago, as I was preparing for my first multi-day tour, a good friend told me that there would be a day that the only thing I would want would be to give up. He told me that every tour had that one day. Sometimes it will come early, like 2 hours into the first day. Other times, it will sneak up on you. Just when you think you have found the rhythm of the road, there will be some obstacle that you know you can get over, you just don't want to. The secret is to just not give up.

Our lives are made up of decisions that lead us down paths that become our story. When we recog-



Just keep pedaling, it's the only way to the top. Photo by Lukas Brinkerhoff

nize that we write that story each day, each choice taken, the logical conclusion is to begin constructing that story to be what we want it to be. It's easy to determine what you "want" to be. Like a child in elementary school dreaming of being an astronaut, I'm sure that each of us has a semblance of an idea of what would be our ideal story, the perfect version of ourselves.

The reason we aren't that perfect version of ourselves is because change is hard. It is much easier to continue on the same trajectory than to make a 90 degree turn and begin something new. Some may call it inertia, but it's just life. Just because we realize we have some semblance of control over where we are going, doesn't mean that we can abandon ship, swim for shore and everything is going to be hunky dory. No, that rarely happens. Life is hard and we tend to give up and return to our normal, way too easy.

Day 10 was my day. I don't have the space to enumerate all the struggles of that day, but let's say we peaked out on Dollar Hide Summit, the tallest peak on our entire ride somewhere around mile 50 of the day. Those 50 miles had included two hike-a-bikes, three river crossings and not the kind that involve bridges, all before the biggest climb of our 11 day trip. At the top, I was both broken and ecstatic. We were nearing the end, the point where we could say, "We did it!" and we had a bunch of miles of coasting ahead of us.

We had planned to camp just outside of Ketchum around our mile 65. As we coasted and pedaled toward the end of the day, the dirt turned to gravel and then to pavement. Mile 65 came and went and we had nowhere to camp. Soon houses were everywhere and we found ourselves on a bike path mere miles from downtown Ketchum. It was late. We had pedaled 69 miles in 12.5 hours. The only thing that kept my pedals turning was the fact that I had no

other choice. We stopped and found the closest brewery. There was a bike rack out front, but I was really surprised they didn't ask us to leave the moment they saw us. We had a full day's worth of grime and nastiness covering us and we had to smell worse than the bum who was chilling on the corner. Luckily, we were able to sit outside and enjoyed some fresh vegetables and a couple of triple IPAs. This all sounds awesome, except we still had nowhere to stay. Some texts to friends that might have friends who might let us stay, a dozen or so checks of Warmshowers, finding one hotel room at \$425/night and we were no closer to having a place to stay than when we sat down. Our food was gone and we both knew that ordering another beer would result in us not being able to find a place to camp.

At 14 hours of being up and working on moving forward, we were, once again, moving forward. I was ready to throw in the towel and find a dumpster to sleep behind. I was done. If you've never bonked, recovered, bonked again, got drunk and then tried to find a place to camp, you really don't know what being "spent" is really like. 12 miles later, we found a campground with one campsite left.

Bike tours are finished or abandoned based on decisions. Do you turn around and coast back to the bottom of the hill and put up a thumb? Or do you just keep slogging your way to the top? The only difference between the two is giving up and not. And such is life.

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

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ADVOCACY

Americans Went for 2.4 Billion Recreational Rides in 2016 – New Reports Look at Bicycling Participation and Economy

By Charles Pekow

Americans went for a recreational bike ride about 2.4 billion times last year. Or so estimates the Outdoor Foundation, a Washington-DC based non-profit sponsored by the Outdoor Industry Association. Those who ride for fun went out an average of 53 times each, according to its 2017 Outdoor Participation Report (goo.gl/uJMCUi). The foundation released the participation report along with a parallel Outdoor Recreation Economy report (goo.gl/8hPevG), designed to showcase the importance of playing outdoors to the nation's financial well-being.

Figures apply to Americans ages six and older. The numbers include those who went for road or trail rides, mountain bike excursions and BMX track escapades. Biking ranked third in popularity as an outdoor participatory activity, with 15 percent or 45.8 million Americans cycling at least once. More people enjoyed running and fishing, though.

But when it came to frequency, cycling came in second, as those who drop bait in the water didn't do so nearly as often as those who went for a jog or spin.

But when it comes to kids, cycling tops. Among those aged six to 17, 25 percent (12.9 million riders) took to the pedals, more than those who ran. Within the next age bracket (18-24), biking fell to fourth, as (14 percent, 4.2 million) participated. More young adults preferred running, hiking and some sort of camping (tent or RV). But those in that age bracket who biked did so an average of 86 times that year.

Among all citizens, blacks biked at a much lower rate (10 percent) than those defined as white, Hispanic or Asian (15 or 16 percent.) Asked about the difference, foundation Deputy Director Ivan Levin wrote in an email "advocates needs to think about their programming, who their audience is, and do a better job programming for specific populations versus applying blanket programming approaches."

The economy report doesn't say much about bicycling but names it as one of the major job and spending forces, along with birdwatching and hiking. It notes that Americans spend half again as much on cycling and skateboarding a year (\$97 billion) than on video games (\$61 billion), citing Digital Entertainment Group numbers for the latter figure.

"Going outdoors to hike, bike, camp, fish, hunt or just walk around the neighborhood orients us to the natural world," says the report.

But how accurate can the data be? The foundation says it extrapolated the figures based on 24,134 online interviews in taken last year when people and households were asked about their activities. The report says its sample "provides a high degree of statistical accuracy."

The data reflect what people recall and if they were taken last year, which the report says, the results couldn't have included the whole year. Also, how can you possibly recall in an survey how many times you rode a bike last year? The report says respondents were selected from the "the US Online Panel of over one million people operated by Synovate/IPSOS," a market research company. But any such panel only includes people who sign up to receive surveys which may or may not be an accurate reflection of the U.S. Population.

Asked about accuracy, Levin referred us to the back of the report (cited above) and said he referred the questions to the technical team, which hadn't responded by deadline.

For more information on the reports, see outdoorindustry.org.

Interbike Relocates to Reno for 2018

New Consumer Show will Feed into Industry Event

SAN JUAN CAPISTRANO, Calif. – August 3, 2017 - America's leading cycling trade show – Interbike – is pleased to announce it has selected Reno-Tahoe as the new home for the Interbike trade show and the site of the newly-created Interbike Marketweek. Interbike Marketweek will begin with a weekend consumer festival at epic Northstar California Resort, will segue into the trade-focused OutDoor Demo, also at Northstar, and transition to the Interbike trade show at the Reno-Sparks Convention Center beginning in 2018 and continuing through 2022.

Interbike had been strongly considering moving to Salt Lake City, but because of controversy over public lands and the Bear's Ears Monument, Governor Gary Herbert and the Outdoor Industry Association couldn't come to an agreement, and both the Outdoor Retailer show and Interbike removed Salt Lake City from consideration. Both are owned by Emerald Expositions.

"We're extremely excited about this move for a multitude of reasons," said Pat Hus, Vice President of Interbike. "For the first time in a very long time, we've been able to hit the reset button on Interbike and OutDoor Demo and give the industry something new and fresh that we couldn't do in our previous locations. With the support and investment from the city of Reno we are going to be able to truly create a one-of-a-kind, week-long celebration and experience around cycling. We also recognize that this is a critical time in our industry and that we need to provide a more cost-effective approach to exhibiting at the show, and we are now able to provide that."

Interbike, which is part of Emerald Expositions, remains at the Mandalay Bay Convention Center in 2017 with the OutDoor Demo in Boulder City, NV.

ADVOCACY

Governors' Report Looks at Bicycle Safety

By Charles Pekow

The downside of the bicycling boom lies in the parallel boom in bicycling fatalities. While bicycling deaths in the United States had been steadily declining between at least 1975 (when tracking started) and 2010, they have steadily increased since then, according to a study released by the Governors Highway Safety Association (GHSA). Auto insurer State Farm financed the study, entitled A Right to the Road: Understanding & Addressing Bicyclist Safety (goo.gl/1nDSz6).

Between 2010 and 2015, the number of bicyclists killed or mortally wounded on the road or trail steadily increased from 621 to 818, a record high, the report says. About half the deaths occurred in darkness, but since 80 percent of the riding takes place in daytime, nighttime riding presents greater hazards.

A variety of causes are at work. "Bicycle-motor vehicle crashes are often the result of the motorist failing to notice the bicyclist. Riders, on the other hand, are more likely to see the vehicle and expect the driver to give way. When they do not, bicyclists often cannot stop in time to avoid a crash," GHSA states. Also 22 percent of cyclists and 12 percent of drivers were legally defined as drunk. More than half of killed cyclists weren't wearing helmets.

The report also faults a change in federal law that prohibits states from using highway infrastructure money for bicycle safety education. It advises states and communities to better track crash data to see who is getting hurt and killed (males outnumbered females in deaths six to one, for instance, a ratio far greater than the percentage of male riders).

Some law enforcement agencies are taking creative steps to address the problems. The Utah Department of Public Safety and police in Las Vegas and Fort Collins Colo., for instance, use a 3CFT ultrasonic detector that tracks how close bicycles are to other vehicles and can thus help enforce three-foot passing laws. On the other hand, Utah and Montana specifically exempt bicyclists from drunk driving laws. In most other states, the law remains unclear as to whether cyclists can be cited for riding under the influence.

Laws are also unclear about electric bicycles. Only four states (including Utah) define them as bicycles. Only three states, including Nevada, have assessed their bicyclist and pedestrian safety programs based on federal guidelines.



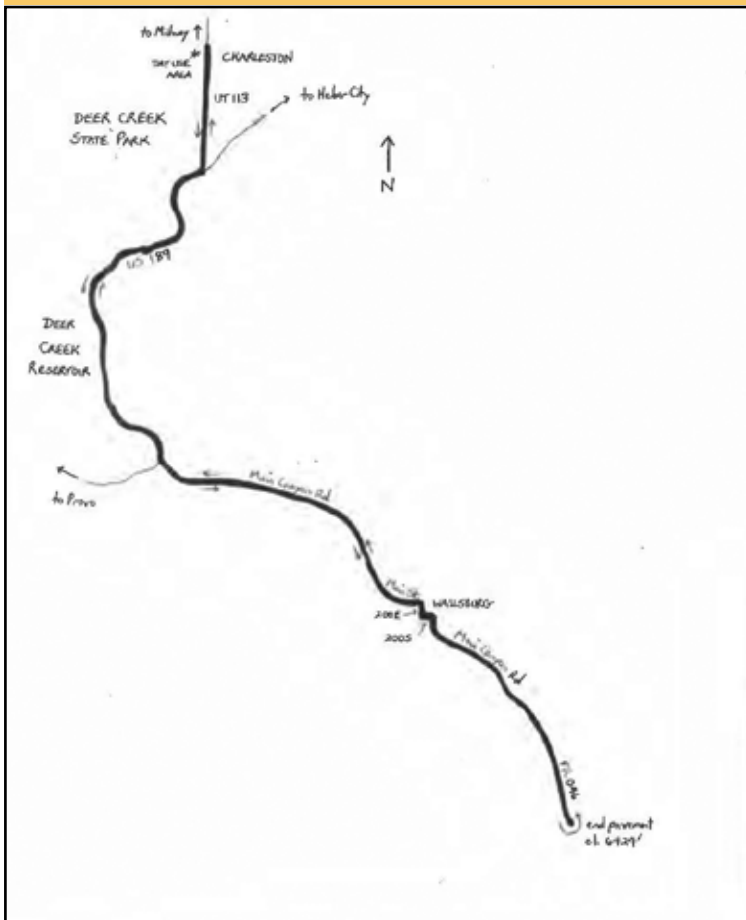
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RIDE OF THE MONTH

Utah's Charleston to Wallsburg via Deer Creek Ride is Scenic!

Utah's Charleston to Wallsburg via Deer Creek is a 27.85-mile, out-and-back ride with a 996-foot net elevation change, and just over 1,100 feet of climbing overall. Map by Wayne Cottrell

By Wayne Cottrell

Heber Valley may be Utah's most scenic, with a picturesque backdrop of the Wasatch Mountains to the west, the West Hills to the north, the Uinta Mountains to the east, and Hogsback Ridge and Wallsburg Rise to the south. One author has noted that the title "Switzerland of America" is overused, with a number

of places making that claim. But a number of Swiss immigrants actually did settle in Heber Valley during the 1860s because of its resemblance to home. Charleston to Wallsburg via Deer Creek is a 27.85-mile, out-and-back ride with a 996-foot net elevation change, and just over 1,100 feet of climbing overall. The climbing is gradual, rather than steep. The ride is somewhat unusual in that it visits two communities – Charleston and

Wallsburg – that have actually lost population since their turn-of-the-20th-century heydays. Weep not for the two towns' losses, though, as both are small and pleasant, with stable economies and attractive country lifestyles. Start the ride at the Charleston Day Use Area in Deer Creek State Park, located just off State Highway 113 (UT 113) near the northern border of Charleston, just south of Charleston Bridge. Charleston is located directly south of Midway, and southwest of Heber City. The starting elevation is 5,428 feet. Charleston was settled in 1859 by Mormon families, and reached its peak population of 524 in 1910. As of 2016, the population was 471, and was gradually growing. The town was known for its Hereford cattle, which were raised here. A portion of the town was flooded, intentionally, with the beginning of construction of Deer Creek Reservoir, in 1938. The dam and reservoir were not completed until after World War II. Exit the Day Use Area, and turn right to head south on UT 113. This two-lane highway is narrow, but traffic volumes are low. Just under a mile and a half into the ride, UT 113 ends at U.S. 189. Turn right, and head southwest, adjacent Deer Creek Reservoir and Deer Creek State Park. Note that the name of the park is a bit of a misnomer, as the featured attraction is the reservoir, rather than a creek; also, the reservoir's main inflow-outflow is the Provo River, rather than Deer Creek.

U.S. 189 travels immediately adjacent the shore of the reservoir,

curving to conform to the edge of the lake. Like UT 113, the highway is narrow (but scenic!), until mile four, where there is a widening to four lanes. Depending on the season, you may see sailboats, jet skis, other water activities, and camping. Fishing is year-round, even when the lake is iced over. The highway climbs gradually to 5,568 feet, and then descends at a 2.9% grade. At mile 5.55, veer away from the lake by making a left turn onto Main Canyon Road. Welcome to Round Valley; this is the road to Wallsburg, with Wallsburg Ridge on the right, and the Wallsburg Wildlife Management Area on the left. After a short, very gradual descent, the road begins to climb gradually. Enter the outskirts of Wallsburg three miles up the canyon. The town of Wallsburg was settled in 1862, and its population peaked in 1900 (528). The town's population as of 2016 was 340, and was gradually growing. Main Canyon Road curves to the right at mile 8.5, becoming Main Street. Here, the road begins to climb at a mild but steady 2.0% grade. After curving to the left, enter the heart of Wallsburg. Turn right at the Center Street intersection, followed by a left turn onto 200 South. 200 South then curves to the right, becoming 200 East. After a short stretch, 200 East curves to the left, and you are on Main Canyon Road once again. You are now at 5,697 feet, as the gradient increases to 3.0%. Development becomes sparser, as the road climbs above 6,000 feet. Leave civilization altogether at mile 13.1, as the road

narrows (elevation 6,227 feet). You are now on Forest Road 046 (enter Uinta National Forest). The narrow road has a low-grade surface, and the gradient increases to 4.6%. The pavement ends at mile 13.9, at the highest elevation of the ride (6,424 feet).

Turn around here, and begin the trip back to Charleston. The road through Wallsburg and Round Valley is downhill, gradually leveling, almost all the way back to U.S. 189. Turn right at U.S. 189 (mile 22.25). Note that the highway narrows from four lanes to two after a mile and a-half. Exercise caution as you navigate the curves, adjacent the lake, along U.S. 189's two-lane segment. Note that, to the left at mile 25.8, is Deer Creek Island. On the mainland, across from the island, is Island Beach, for yet another lake activity. Bear left onto UT 113 at mile 26.4. Head north, returning to Charleston. The Day Use Area will be on the left, just south of Charleston Bridge.

Starting point coordinates: 40.473700oN 111.473250oW

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

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



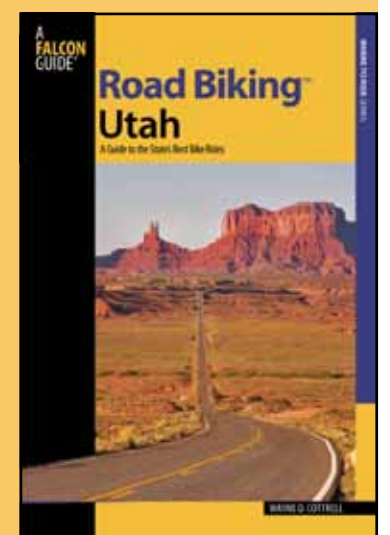
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CYCLOCROSS

10th Annual Moose Cross Cyclocross Festival to be Held October 7-8, 2017 in Victor, Idaho



The Moose Cross course railroad tie run-up before and after work done by Mountain Bike the Tetons. Photo by Chuck Collins

The 10th Annual Moose Cross Cyclocross Festival is on for 2017 at Sherman Park (formerly Pioneer Park) staging at the Kotler Ice Arena in Victor Idaho October 7th - 8th, 2017.

Moose Cross has been lauded by the locals for its challenging course and its fun atmosphere with multiple classes to serve the competitive, first-timer, and 18 and under, and as always under 12, and under 6 - balance-bikes welcome! This year, Moose Cross will introduce a FAT-BIKE class. First-time women participants and all 18 and under may participate free of charge.

Event proceeds go to Mountain Bike the Tetons, a 501c(3) non-profit.

This year, the Moose Cross course will feature the eleven railroad-tie run-up, the whoopdee-dos, power-sucking grass section, and S-turns. Participants will find longer straight-a-ways and less single-track between the technical sections.

The longer straight-aways and less singletrack will lend to better recovery, and the technical sections will cause a bottle-neck. The course is designed so that the whole race will be competitive and interestingly strategic.

The event will feature two days of racing. Each day will feature a different cyclocross course at Sherman Park. Expect great courses on both days.

Moose Cross organizer and perennial Utah bicycle advocate, Chuck Collins, stepped up at the last minute to organize the event on behalf of the eastern Idaho and Jackson Wyoming bicycle commu-

nity.

“It would have been a shame and a loss to the eastern Idaho bicycle community if Moose Cross went away,” said Collins. “It has always been important to me as a long-time bicycle advocate to help bicycling when I can and as needed. Moose Cross always has been super-cool. I’m grateful to Stoney Blouse, Executive Director of Mountain Bike the Tetons and Derrick Nobman, owner of Fitzgerald’s Bicycles of Victor, ID for their support and resources. I’m striving to have Moose Cross live up to its reputation. I wish I had a little more time to get it done. Still, I’m glad I can make it happen. Things are on track to have a great event, just shy of epic. That will require rain and snow!”

Moose Cross is supported by the local trail organization, Mountain Bike the Tetons www.mountainbiketetons.org and Fitzgeralds Bicycles Victor ID www.fitzgeraldsbicycles.com. Many other area businesses will play a supporting role.

Moose Cross was originally organized by Dave Byers of www.athlete360.com, Dave Bergart, and Scott Fitzgerald, former owner of Fitzgeralds Bicycles. Fitzgerald, with his wife Jannine, is the author of the kid’s book B is for Bicycles. They will soon be offering their second children’s book Buddy Pegs (www.buddypegs.com)

Registration is open at moosecross.athlete360.com Complete information is available at www.moosecross.com

ADVOCACY

SLCBAC News - Chip Seal, LCC Intersection, Latina Bike Initiative, and Youth Education

By Marcus Kaller

At the August SLCBAC meeting, we started with a training session regarding chip sealing from Leon Barrett, from Salt Lake County, and Becka Rolf, from Salt Lake City. Needless to say, it proved to be quite informative, especially when taking into account the difference in methodology between what the city does and that of the county. The discussions, at times, went into debates on the two methods for chip sealing, which included costs, source of chips, and the overall process. To give you some insight into this, please check the article “Chip Seals and Bicycles – Short-term Pain for Long-term Gain?” from 2013 on cyclingutah.com.

In addition, Helen Peters, the county transportation manager, informed the committee about the UDOT construction project at the

intersection of Wasatch Boulevard and Little Cottonwood Canyon Rd (SR-210). The goal of this project is to improve the traffic flow by modifying the alignment of the intersection. It would also accommodate cyclists with bike lanes that allows them to ride either roads, including a dedicated northbound left turn following Wasatch Blvd. Some of the members expressed concerns that the pre-existing traffic lights were being taken out. Construction of this intersection began last month, and more information can be found on the UDOT web site.

With students returning to school this fall, it means that the folks at Bike Utah will be ramping up the Youth Bicycle Education program. And SLCBAC, once again, lend its support to help fund the program. As a reminder, what the Youth Bicycle Education program entails is teaching children on all education levels

about bike etiquette and safety. In addition, children may receive free helmets and lights. If you are a parent or teacher who want to encourage students to ride bicycles, please contact Jace Burbidge, the Youth Education Coordinator, at 801-867-5485 or Jace@BikeUtah.org.

Similarly, we have voted to support the Latina Bike Initiative. Spearheaded by May Romo, from Salt Lake County Health Department, the mission of the initiative is to cultivate bike riding among Latino women and families in Salt Lake County. We hope to get more information for those who are interested.

Our next monthly meeting will be on September 11 in room N4-850, at the Salt Lake County Government Center, 2001 S. State St, beginning at 5:30pm. We hope to see you there. For more information, see bicycle.slco.org



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BICYCLE TOURING

A Tour of Idaho's Bitterroot 300K Trail

Roger and Rick Shaffer the "Prime Minister" going over the details on our maps at the Wallace Inn. Photo courtesy Roger Crandall

By Roger Crandall

The Bitterroot 300K is a must do cycle tour for your bucket list.

back on the "like butter" smooth Trail of the Coeur D'Alene. Two of our days were rainy and cold but still enjoyable since the scenery was jaw dropping beautiful and the bike trail looked like the yellow brick road with it covered in golden leaves.



The manhole in the middle of town that marks Wallace as the Center of the Universe. Photo by Roger Crandall



The Smoke House Restaurant in Wallace, best barbecue ever! Photo by Roger Crandall

Trail of the Coeur D'Alene

I've heard the rumors that there were fantastic bicycle trails in Idaho and that they were around the Coeur D'Alene area; but where exactly and what they were like no one could tell me from first-hand experience. My wife Jael, the hero of this story, said we should go up there during the UEA weekend in October and check them out. We went on a Wednesday and returned on a Sunday. We managed three days of riding up and

Many of the small towns had closed for the fall and winter. The worst part was we were also missing the high point, the "Crown Jewel of the rails-to-trail system" in our country, and one of the top 3 trails in the world. What we were missing was the world famous Hiawatha Trail, only open from May 28-September 25. We were left to day dream about a return all winter and spring waiting for the balmy days of summer.

Planning for the Big Trip

Since my wife had a summer job with only 2 weeks off at the end of July 2017, I tried to recruit any and all of my cycling friends or anyone who had ever rode a bike! Finally my two best friends decided to go but we had to put off the trip to the end of May, then early June, then late June, then early July, but finally we were ready to go in mid-July. But wait, hold the presses, they both cancelled on me the day before we were to leave. In fact, one guy was in Chicago already and the other had band practices to do. Maddier than hell and ten minutes later, I joined up with a Wasatch Mountain Club river trip on the Salmon and Snake Rivers for 10 days and I left 12 hours later. A whirlpool undertow on the Salmon flipped me out of my kayak and almost killed me but that's another story!

By satellite phone I texted my wife, "Sigo vivo", I'm still alive. And though she couldn't sleep and was fighting a horrendous tooth infection while having to be in charge of her school Esperanza Elementary, her vacation finally came and she rose to the occasion like the heroin she is and said, "Honey, if your buddies are letting you down, then I'll go with you". An aside: (Men, if you think your wives can't do what you are doing, think again!) It was time to change from my trusty old steed and touring bike that took me from Chicago to Mexico, Central and South America for two and a half years and get out our old Santana Cilantro tandem and make this a first time tour for my courageous wife from Costa Rica. You must know, this is the woman who I taught to cycle at 35 years old, and who suffered a broken tailbone in a bike crash in Snow Canyon some years ago. She doesn't even cycle to work two miles away because there are cars on our West Valley City side streets! She ended up tough enough to put in two of the hardest days of riding I've ever done! Harder than crossing the Andes from Chile to Argentina and she did it on her first ride, and that's heroic!

The Bitterroot 300K Trail

So what is this Grand Tour that every cyclist in the mountain west must do? The Bitterroot 300K really can be 3 tours in one. This tour can include bike packing, normal bicycle touring and camping, and European style touring including hotels in small towns. You can do this via a touring bike or road bike for the paved 72 miles of butter smooth bike trails and 48 to 61 miles of country roads. To complete this circle on the Northern Pacific Multi-use trail, the Route of the Hiawatha, and the Old Milwaukee Scenic Alternate Trail, I'd recommend a mountain bike or good gravel bike. Because we used our tandem with panniers in front and back with things piled on top of those front and rear racks we were going to really suffer on the gravel. We couldn't have done it because the bike lacked great climbing gears except for the fact that this was all done on railroad grade trail at 2 and 3 percent grade.



Roger and Jael at Lookout Pass Ski Resort where you can rent bikes and get passes for the Hiawatha. Photo courtesy Roger Crandall



Warming up after coming out of the 1.6 mile Taft Tunnel on the Trail of the Hiawatha and there are 10 in total. Photo courtesy Roger Crandall



Views of the descending trail on the Hiawatha still only 1.2-2.0% grade going down. Photo by Roger Crandall

Here is how we did it: but you could do this many different ways, both easier or harder to fit your style. We started in Wallace, ID on (or should I say, under) Interstate 90. From Salt Lake City all you have to do is go north on I-15 and make one left turn on I-90 up around Helena and you are there some 9 hours and 650 miles later. Wallace is a "mine owners" town with great architecture and terrific restaurants. It's more authentic than Park City and the residents truly know how to fight for their rights to survive. In 1976 the Interstate Hwy. commission wanted to bulldoze half the town to put the highway through on level. Because they never did an environmental study the towns people took it to the Supreme Court and won so the highway had to do a "fly-over" to go around and above the city. But with all the great signs up on top telling you there is something special down below, only the fast driving idiots heading to Portland or Seattle wiz by and say, "oh look, cute town" and never stop. You can stand in the mid-

dle of the street in the center of town and photo bomb your feet by the man hole cover that proclaims you are at the "Center of the Universe" and no one will bother you or hurry you on your way.

The place to stay without a doubt is the Wallace Inn; bike friendly, best pool, sauna, Finnish bath, hot tub and is where the "Prime Minister" of the bike trails works. The Man, The Myth, The Legend, and The Prime Minister is Rick Shaffer your super contact person on all things pertaining to biking up there. (rshaffer@cebridge.net 1-800-643-2386 or cell: 208-691-9169) He will answer all your questions give you hand written maps detailing every step of the way, and he knows every foot of this Bitterroot 300 Kilometers Trail, the entire 185 mile loop. Almost everyone up there knows him or has heard of him so you will be in good hands with Rick.

We left Wallace on day one headed east to Mullan but after just those 7 miles the paved trails ends and the gravel begins. We peddled into the



Steel trestles that are for bikes only. Photo by Roger Crandall



Views from one trestle to another we had already crossed. Photo courtesy Roger Crandall



Looking down from atop one of the 7 trestles we would cross. Photo by Roger Crandall

wilderness all day and finally arrived at the Lookout Pass Ski Area where you can rent bikes and get a shuttle to the East Portal of the Hiawatha or you can skip this entire ordeal and get a shuttle from Rick in Wallace. We had to press on for more hours of struggling to get to a wilderness campground that had only two features to recommend itself: a small stream for water and bathing and lots of huckleberries.

Day two we headed out struggling with the uphill gravel trail heading so far east into Montana I thought we were going to end up in Missoula but we did find our way to the trail head of the famous Hiawatha at 1:00 PM and we were beat. After a day and a half of seeing zero cyclists now they are packing the trail. You pay \$10 for the privilege to ride your bike on the trail but there are water stops, bathrooms, and tech helpers along the way. The trail is only 15 miles but because either we were so tired or it is just so full of the AMAZING that it felt like 30 miles when we were done. You start off in the first of 10 tunnels and this one is a mile and a half long and pitch black. If your lights are weak you'll be walking and

you don't want that because it is so cold in there you can't wait till you can get out. The tunnel is so long it's actually "Interstate", so you go from Montana back into Idaho. There are so many tunnels you start to take them for granted except when you see deer in them! But just when you think you can handle anything, you see trestle bridges shooting off into spaces filling between one mountain and another. One trestle is 760 ft. long and 220 ft. high! My wife said, "I'm not going over that, or at least not riding it, and for sure I'm not looking down", but she did it!

After we left the Hiawatha and the tourists that included old people, kids as little as 4 years old, and every kind of bike imaginable, we were alone again so we kept heading south and down toward the village of Avery, population 18. We camped again in a US Forest Service campground by the North Fork of the St. Joe River. That whole road going down was gorgeous and still very few campers along the way.

Day three we made it to Avery after 5 miles of more gravel and then finally sweet smooth highway and no traffic! A second breakfast in

rather than chance another blowout and have to walk our way back 15 miles to civilization. In Plummer we sought out assistance at the Benewah Wellness Center and came across super cyclist Kjell Schioberg who was going back to Germany to race in 3 days as if it were just down the road a piece. He hooked us up with co-worker Frank Bybee the "Worley Warrior" who took me up to Coeur D'Alene to buy a special tire for our tandem at Cyclemetrix. It's a great racing bike shop, and Jim Kozak the owner and his daughter who's the chef mechanic were much better equipped than the Ace Hardware stores that we had been dealing with. On the way up Frank told me his life story then gave me his book to fill in the rest of the story. We even made a

the general store which is the only thing going in Avery is a must if not for the many posters of beautiful women that the owner says, "They work for me!" We cycled along the St. Joe River and a big country two lane highway that had basically no traffic for a city guy like me, but for locals they said to watch out for the logging trucks of which there were a couple. The truckers were courteous and gave us lots of room plus they call ahead and tell the others that there are cyclists on the road. After 24 more miles we were hammered and now a blowout. Though we were cycling in "happy valley" with no smoke and clear skies, there was smoke all over that part of the country, but we were in a sort of "heat dome" and today it was hotter than snot! We reached Calder population: at least 2. Nothing open but the post office and the lady Ronda, who worked there, called her friend Tony who came in one minute and took us in his pickup truck to St. Maries. When you are in the fairly large town of St Maries, you'll want to stay at The Pines Motel because they offer free bike shuttles to Plummer or Heyburn State Park. That will get you back on the Coeur D'Alene Trail without suffering through curvy and hilly roads with lots of traffic and no shoulder for bikes.

Day four included a great breakfast at Heidi's next door to the motel and open at 4:00 AM for the loggers. They have great food and big portions, plus it gives a real touch of Germany, so don't miss that. After our shuttle ride to Plummer we were ready for the silky smooth bike trail and the 7 mile downhill. All was perfect and I was crossing my fingers that my patch, a \$1 bill boot, on the tire was going to hold after a blow out on that ruined tire. I guess it never pays to be too cheap because even though I folded the bill over to make it twice as strong it ended blowing a hole through George Washington's forehead and his neck. Luckily we were back to "civilization for cyclists" and two tandem teams came by and patched it up with 3 dollars this time. With just 2 miles back to Plummer we elected for safety sake to return

tandem at Cyclemetrix. It's a great racing bike shop, and Jim Kozak the owner and his daughter who's the chef mechanic were much better equipped than the Ace Hardware stores that we had been dealing with. On the way up Frank told me his life story then gave me his book to fill in the rest of the story. We even made a

Continued on Page 38

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Bitterroot Bicycle Tour - continued from page 37



Typical informative rest stop with water and bathroom. Photo by Roger Crandall



"Wild section" of the "Nor-Pac Trail." Photo by Roger Crandall



Primitive camping along the way as we head toward Avery on the "Old Milwaukee Trail". Photo by Roger Crandall

two hour stop over to attend one of his AA meetings so I could get the life story on 27 other people! For a kid from the Southside of Chicago, I was starting to feel like a local up here in the North Woods of Idaho. Day four was now shot and the sun was going down so we bagged it for the one and only motel in Plummer. Thank god it wasn't the Bates Motel from Psycho so we took what they had even though it looked a little bit sketchy.

Day five we were good to go so we sailed down the 7 miles of downhill, crossed the 2 and a half mile bridge and sailed in to Harrison to chat with the owners of the Bike Haus and Coffee shop, Jerri and Arron. They were willing to help us and were wondering if we were going to make it. Lunch was a deli-

cious quiche at a corner coffee shop, and then we were on our way to make some make-up miles head-

ing north along scenic lakes and riverside bike trails. Once again we could have been classified as "Los Locos" since only "mad dogs and Englishmen go out in the noon day sun". We took lots of rest and water breaks to beat the heat and kept chugging along. When we got to Enaville we came across Idaho's oldest restaurant from 1880, The Snake Pit. Very rustic and historic but no longer are there "ladies" offering their "special services". Missing out on that treat, we treated ourselves to salad, pie, and beer as our pre-supper. It wasn't too much further to reach Pinehurst and our camp at the By The Way campground. Though it was mostly for RV's, Dave the camp host, made us feel at home with fresh coffee in the morning making up for the extra light and noise from the



Crossing Lake Coeur D' Alene by a bike only 2.5 mile bridge! Photo by Roger Crandall

highway close by.

Day six was harder than it looked on paper. Of course the heat still was cooking us and now we had some uphill to contend with too. Our tandem was starting to unscrew itself. Before all fell apart, we came across a great bike shop alongside of the trail in Kellogg, Excelsior Cycle and Sport, with Mike the owner doing a fabulous job of getting us back on the trail. Lunch was at another train depot turned into a restaurant and their fabulous smoked meat tacos were the best I have ever eaten. Finally at 3:00 PM we limped into Wallace and it was a most welcomed sight to see our RV waiting for us; and as Elmer Fudd use to say, "Wrest and wewaxsation at wast". We took our relaxation in the pool at the Wallace Inn and celebrated with a glass of wine thanks to the Prime Minister Rick Shaffer.

Last but not least, every cyclist must make a pilgrimage to the Mecca of bike tourism in the Americas and one of the top centers for cycle-touring in the world: Missoula's own Adventure Cycling Association at 150 East Pine Street. This office/store gets you your cycling maps for trips all over the US, your magazines full of stories about great cycling adventures, and they have an array of cycling gadgets and equipment that will make you salivate. But for me, it is the "history tour" of the store turned museum that excites me; and after taking my fourth tour I was more thrilled than ever. There is no better way than this to end a cycle tour and I can't wait to come back and do it again! Let the quitters quit. Thanks to my valiant wife who rose to the occasion when I needed her most, we did it! So, put this on your bucket list and just do it!!

Nuts and Bolts:

· Day One: Wallace to Mullan, Idaho - 7mi. Then to Lookout Pass - 12 mi. Then to primitive campground-3 mi. Total: 22 mi. but think "40 miles" on a fully loaded touring bike. Best to take a mountain bike or gravel bike set for bikepacking.

· Day Two: Primitive camp to , Idaho and Montana - 9 mi. all gravel and uphill, think "18 miles".

Hiawatha Trail - 15 miles all downhill and smooth (take your time and enjoy). Open May 28-Sept. 25th. Cost: \$10. Pearson trailhead to North Fork St. Joe USFS campground - 7 miles.

· Day Three: Campground to Avery, Idaho - 2 miles. Avery to St. Maries - 48 mi. Smooth low traffic highway FS 50.

· Day Four: Shuttle from The Pines Motel (free)(motel.pines@yahoo.com (208) 245-2545) to Plummer, Idaho -13 miles avoids hilly, lots of traffic, no shoulder road. We then spent the day getting a new tire and doing repairs. We stayed in the one and only motel in Plummer. I would recommend rolling on downhill to Harrison-16 miles to end your day camp or stay in a hotel.

· Day Five: We coasted 7 miles downhill on super-smooth bike trail,

trails. · If you want to arrange bike shuttles: Ask Rick or visit www.captain-lou.com, 208-818-2254

Supplies and Services:

• Water: No hay problema, you are always close to a river, lake, or stream but bring a purifier. People are friendly and will gladly fill you up.

• Food and grocery availability: Great restaurants in Wallace, St. Maries, and Harrison. Not much in Avery and the one bar/restaurant in Calder is closed a couple of days a week. As you get close to I-90 you pick up some great places like the Snake Pit in Enaville, Hill Street Depot in Kellogg and many others. Get your groceries in Wallace, St. Maries, Plummer, Harrison. You can get small things in Mullan and Avery and all the little stops along the I-90



Coming into Wallace from the bike route or the highway you can see the advertisements for the "Route of the Hiawatha" and "Experience Wallace the Center of the Universe." Photo by Roger Crandall

then crossed a 2.5 mile bike bridge and then on along the coast of Lake Coeur D' Alene, Idaho to Harrison for lunch. We then covered Harrison to Pine Creek (Pinehurst)-34 miles and camped at By The Way campground.

· Day Six: Pine Crest to Wallace, Idaho - 15 miles.

· Stay at the Wallace Inn Bike Trail Headquarters and meet the Prime Minister Rick Shaffer 1-800-643-2386, thewallaceinn.com. Have Rick send you the map of all the

corridor.

• Bike Shops: The Cycle Haus in Harrison, 208-689-3436, plus espresso, craft beer and more! In Kellogg right on the trail go to Excelsior Cycle, 208-786-3751, both rent bikes. For the Hiawatha you can rent every kind of bike and trailer at the Lookout Pass Ski Area at I-90 Exit 0 or call 208-744-1234 ext. 16.

• For more information on the trails, see: ridethehiawatha.com and friendsofcdatrails.org/route/bitterroot-300k-loop/

BIKE EDUCATION

3,053 Kids Participate in the First Year of Bike Utah's Youth Bicycle Education Program



Students at Pacific Heritage Academy out for their community ride. Photo by Bike Utah



Students practice their riding skills. Photo by Monique Beeley, Discover Utah Kids



Students learning the rules of the road. Photo by John Barkiple, SLUG Magazine



Students in Springdale participate in the Youth BEST Program. Photo by Bike Utah

By Phil Sarnoff

Bike Utah recently wrapped up the first year of their Youth Bicycle Education and Safety Training (BEST) program. This program is a statewide effort to teach kids how to safely and confidently get around by bicycle. The Youth BEST program officially started in September 2016, and is held at schools as a 5-hour, hands-on program for 4th through

7th graders. Over the course of the program, kids learn the benefits of riding a bicycle, the rules of the road, how to adjust and wear a helmet, how to navigate intersections, how to avoid hazards, and how to make sure their bike is in safe working order.

Bike Utah secured several grants to fund the program, so it's free to any school or student wanting to participate. Bike Utah provides trained instructors, bicycles, helmets, and all other necessary equipment to be used during the program. The program is mobile and has the capacity to be implemented at schools in all corners of the state.

Bike Utah has seen outstanding outputs and outcomes through all of their assessments of the program. In year one of the program:

- 3,053 students (13% of the number of 10-year-olds in Utah) at 44 schools and community organizations have completed the program
- 77% increase in bicycle safety knowledge after completing the program
- 145% increase in bicycling and a 65% increase in walking at participating schools
- 34% increase in parents reporting that their child is interested in bicycling or walking to school
- 62% of parents reporting that, after their student's participation in the bicycle education program, there is greater interest in bicycling and walking among other members of their household

"The outcomes from this program have exceeded our expectations," said Phil Sarnoff, executive director of Bike Utah. "We are seeing program demand from students, schools, and parents. The biggest roadblock to getting more kids bicycling to school is the lack of safe bicycle routes between schools and neighborhoods. Through our program we are educating kids, families, and schools while building community support for better bicycle and walking infrastructure."

The Youth BEST Program will continue during the 2017-2018 school year. So far more than 30% of the weeks are already scheduled and space is filling up quickly. Schools interested in bringing the Youth BEST program to their school can contact Bike Utah's Education

Director, Jace Burbidge, at jace@bikeutah.org.

Bike Utah received support for year one of the Youth BEST Program from the Utah Department of Transportation – Safe Routes to School Program, Sorenson Legacy Foundation, Wasatch Front Regional Council, Mountainland Association of Governments, Utah Department of Health – EPICC Program, Patagonia, George S. and Dolores Dore Eccles

Foundation, Mavic, Trek Bikes, Utah Transit Authority, and Bike Utah members.

More information about the program can be found at bikeutah.org/youth. Donations are also being accepted to sponsor kids to participate in the program. For every \$25 contributed, Bike Utah can graduate one student from the Youth BEST Program.

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



CONGRATS TO THE OVERALL WINNER AND **OUR MOST AGGRESSIVE RIDER JERSEY WINNERS!**



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Caja Rural Seguros RGA
Stage 2: Adam De Vos *Rally Cycling*
Stage 3: Adam De Vos *Rally Cycling*

Stage 4: Lorenzo Rota *Bardiani CSF*
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