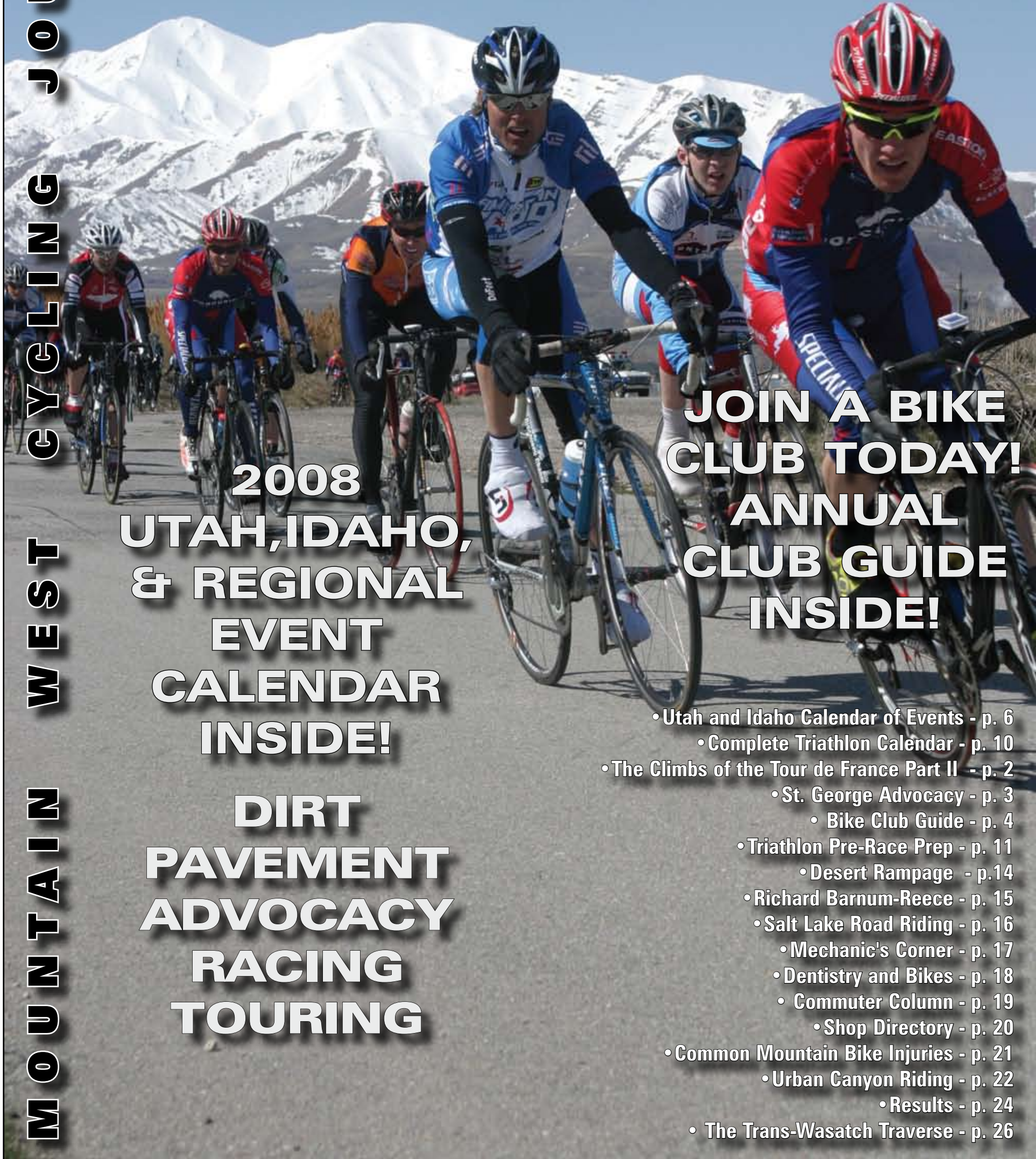


# cycling utah



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- Utah and Idaho Calendar of Events - p. 6
- Complete Triathlon Calendar - p. 10
- The Climbs of the Tour de France Part II - p. 2
  - St. George Advocacy - p. 3
  - Bike Club Guide - p. 4
- Triathlon Pre-Race Prep - p. 11
  - Desert Rampage - p.14
- Richard Barnum-Reece - p. 15
- Salt Lake Road Riding - p. 16
  - Mechanic's Corner - p. 17
  - Dentistry and Bikes - p. 18
  - Commuter Column - p. 19
  - Shop Directory - p. 20
- Common Mountain Bike Injuries - p. 21
- Urban Canyon Riding - p. 22
  - Results - p. 24
- The Trans-Wasatch Traverse - p. 26

## SPEAKING OF SPOKES

### On Holy Ground - Riding the Climbs of the Tour de France Part II



Elliot Morris at the top of the Port de Pailhères  
Photo: Dave Ward

By David Ward  
Publisher

[This is the second and final installment of the article by David Ward, Cycling Utah's publisher, describing his pilgrimage with his friend, Elliot Morris, to France to ride famous climbs of the Tour

de France. The first installment, which can be found in the March issue of Cycling Utah and on-line at [www.cyclingutah.com](http://www.cyclingutah.com), describes their experiences riding climbs in the Alps and climbing up Mont Ventoux.]

#### The Pyrenees

The journey from Bédoin to Quillan, the second and final stage in the transition from the Alps to the Pyrenees, necessitated another long drive. Again, it was midnight when we arrived at Quillan. We found the only open hotel, a one-star affair with a noisy, smoky bar on the main level. The room was comfortable enough, and it did have a nice bathtub, but the smell of smoke infiltrated our room. By the second night, I could tell it was affecting my lungs. So, I stopped the crack under the door with a towel and opened the windows, and that seemed to alleviate the situation.

Dawn brought clear blue skies, a warmer temperature, and a rise in our spirits. Except for the day we climbed the Col du Galibier, each day had been overcast, moist and cold. So this morning brought a welcome change. In fact, this day's ride up the Port de Pailhères remains my favorite of this trip.

We rode straight from our hotel. Unlike most days, where the climbing starts after a few short kilometers, or right out the door, on this day we had flat or very gradually sloping roads for over 30 kilometers

before it turned steep. It felt good to just cruise a considerable distance, though I began to worry we had missed the turn to this climb.

The climbing finally came, though, but with the changed conditions, we felt refreshed and rejuvenated. At the turn where the real climbing began, we were at the base of a high promontory on which was perched an old castle. It was fun to mark our elevation as we climbed in relation to this castle. We quickly gained elevation on it, drew even, and then rose on above till, at the top of the Port de Pailhères, the castle was a small speck way down in the distant valley.

The last 12 kilometers of this climb were stunning. We left Mijanes and climbed to the base of a ski resort whose slopes were already snow-covered. From here, the road narrowed and kicked up again. It had been plowed from the snowstorms of the previous day or two, and the road was wet with snow piled on the sides. Further on were free-ranging horses grazing in the green- and snow-patched meadow, soaking up the sun. Behind them rose a steep, rocky mountain slope flocked with snow, with high, snow clad mountains in the distant background.

Just past this meadow, the road

Continued on page 12

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Cover Photo: Riders screaming through the chicane at the Cyclesmith Rocky Mountain Raceways Criterium on March 22, 2008. Photo: Dave Iltis. Find your photo at [Zazoosh.com](http://Zazoosh.com).

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No "Day of" registration. Register online only: [www.bccutah.org](http://www.bccutah.org)

Recorded information: (801) 474-2282

**ADVOCACY**

**St. George Works on Stepping Up Cycling Options**

**By Ryan Dionne**

When the weather is blustery or sloppy in northern Utah, the opposite end of the state is prime for cycling.

And when the weather is prime for cycling in southern Utah, it's usually ... well ... all year long.

It's true. The days of bad-weather riding in the desert area around St. George are few and far between.

Sure it gets scorching hot in the summer, and the area seems to be crawling with people who drive slower than you can ride, but what better place to train with consistent conditions.

The riders in or around Utah's Dixie have likely noticed a change in the ridership over the last five years.

There seem to be more cyclists and the city of St. George is working to keep up with its biker population.

Whether it's locals, tourists or riders from throughout the state making the trek south, bicyclists expect more.

"We can't get by with what the average town has for on-street facilities," said Ryan Gurr, and avid St. George cyclist and co-owner of Red Rock Bicycle.

Luckily, the city is listening – to some extent.

With a master plan intact, city

officials are creating more bike lanes, bike routes and bike paths throughout the southern Utah city.

"This year alone I've put in probably 15 miles of bicycle lanes and routes combined," said St. George Engineering Associate Monty Thurber.

And with the price of gas climbing like Lance Armstrong along with talks of harder financial times to come, more family-style riders will likely pull out the old Schwinn Racer and pedal to work.

That, combined with us avid cyclists already on the road, creates an even greater need for the city to step up.

"There was a bit of a struggle for a while with the amount of growth we had," Gurr said.

Hence the city's goal: To create alternative means of transportation suited for commuters and recreational riders alike.

But it's not easy.

Thurber said St. George created a bicycle master plan around 2002 and he's tried to advance it since he's been employed with the city.

"We do the best we can," he said. "I think we're doing a good job now compared to four or five years ago."

One setback, though, is the same problem associated with many other community goals: Money.

However Gurr thinks the city has too much of a "small city mental-

ity" in regards to not having money to make general improvements. Thurber disagrees.

"Trails are quite expensive to build, and with the funding you have, you try to do the best you can," the engineer said. "Last year I spent \$10,000 on signs and stencils."

This year, the city is putting together a route map which will likely be available in early summer.

But besides money, the city has other hurdles.

Thurber said some of the well-used St. George roads aren't maintained and owned by the city.

He said the main corridors that leave Dixie – Bluff Street, state Route 18, St. George Boulevard and Sunset Boulevard – are state roads.

"So there's some limits that we have when we do a road project," he said.

Because of that, the city has created some alternative routes – which Thurber admits isn't an ideal route – to help move cyclists.

One alternative route is two blocks south of St. George Boulevard and runs parallel to it.

"Trying to create alternatives can be tricky," Thurber said.

But in all reality, who maintains the road, how much lanes costs and how tricky they are to create doesn't matter to riders as long as there's a bike lane or path to utilize.

"What they could really do better is go back and retrofit or redo existing roads," Gurr said.

Thurber said the city's trying to do just that.

Most old roads, though, don't have a wide enough shoulder to accommodate a bike lane – which is typically four-feet wide.

"That's been our big problem," he said.

To fix the dilemma, the city has two options: Decrease the size of either the travel lane or the median.

Tonaquint Drive as well as 1450 South are two recent examples of that.

Besides trying to retrofit old roads, Thurber said the city has plans for new improvements as well.

Lanes or routes on Bloomington Hills Drive are towards the top of the list – the two-year-plan – while Red Hills Parkway Dixie Drive and others are on the five- to ten-year-plan.

"We're gettin' there," the city engineer said. "It's gotta start somewhere."

And Gurr, as well as many other cyclists throughout the state, know it has to start with advocacy.

"Visibility and power in numbers; It definitely helps out," he said.

It's nearly impossible to drive around St. George without seeing riders, and Gurr thinks it's those

people who can help push the city forward creating new places to safely ride.

Until everyone went their separate way, Gurr said the city had a strong advocacy group in the city.

"That is my one wish," Gurr said. "That there was much more of a community advocacy group in this area."

With cycling questions about the St. George area contact Ryan Gurr, co-owner of Red Rock Bicycle, at 435-674-3185. For more city-specific questions, e-mail Monty Thurber at [traficinfo@sgcity.org](mailto:traficinfo@sgcity.org).

**Nevada Hike, Bike and Walk Conference**

The seventh Annual Nevada Hike, Bike and Walk Conference will be held on May 15-18 at Stateline, Lake Tahoe. This year's theme is: Economic Benefits of Bicycling and Walking in Communities. The conference is being held in conjunction with the Nevada Trail Builder and Crew Leader Training. Last year's conference was a tremendous success. Visit [www.bicyclenevada.com/Conf\\_08\\_home.htm](http://www.bicyclenevada.com/Conf_08_home.htm) to learn more.

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**For times and locations, visit [utarideshare.com](http://utarideshare.com) or [cyclesaltlakecentury.com](http://cyclesaltlakecentury.com)**  
 Cycle Salt Lake Week is May 10 to May 17

Logos for UTA RIDESHARE, PAPA JOHN'S, CLIF BAR, REI, SPECIALIZED, CREAMIES, and other sponsors are displayed at the bottom.

# cycling utah's 2008 Bicycle Club Guide

**Editor's Note:** If you missed getting your club listed, you have a second chance. We will publish part III of the club guide soon. If you would like your club listed (it's free), please email [dave@cyclingutah.com](mailto:dave@cyclingutah.com) for details.

## AMERICAN R.A.D.D. presented by AGEL

Sponsors - American RADD, Agel, Edge Composites, Ruegamer Bikes, Ware IT is, Podium Training, Elevation, The Larsen Group, Sun Valley Mortgage, Biker's Edge, Speedplay, Suunto, Giro, Pactimo  
Contact - Bryson Perry, 801-878-4068, [Bryson@thegoodideagroup.com](mailto:Bryson@thegoodideagroup.com)  
Website - [www.americanradd.com](http://www.americanradd.com)  
Type of Cycling - Road, Mountain, Cross, Recreational, all cyclists welcome  
Location - Sandy, Utah  
Club Statement - American R.A.D.D. presented by Agel is a newly formed club/team for 2008 and we are growing fast. R.A.D.D. stands for Racers Against Drugs and Doping. We love to ride and we love our sport and the pureness of it. We will help to make our sport clean and to make it fun for everyone involved. Please come join us and make a difference in our sport.

## Autoliv Cycling Club USCF #9493, USCF and NORBA sponsored club

Sponsors - Autoliv, The Bike Shoppe, Total Rehab, Petersen's, Milliken, Drawform, GMAC mortgage, Dow Corning, Dr Naylor's Udder Balm, BatterySpace.com, Trail Tech, Dr. John Pobanz, DDS  
Contact - Kurt Gammill, 801-625-9370, [kurt.gammill@autoliv.com](mailto:kurt.gammill@autoliv.com)  
Website - [livcycling.com](http://livcycling.com)  
Type of Cycling - Masters and Juniors MTB and 24hr racing, Cat 4/5 road racing, Recreational and training rides

Location - Ogden, Utah  
Club Statement - In 2008, our goal is to again increase charitable work by donating our time, talents, and resources to help cure disease and relieve suffering. In 2007, ACC raised more than \$65,000 for local charities. Secondly, bicycling improves the overall fitness, health, and well-being of participating Autoliv employees and other club members throughout the community. And finally, our mountain and road bike racing teams are there for those who want a bigger challenge, not to mention the legendary noon ride, now in its 14th year. Autoliv is also the sponsoring club of LOTOJA.

## Bad Ass Cycling

Sponsors - Bad Ass Coffee Company, Envision Lending, Prudential Real Estate, Park City Ski Boot and Pedorthic, Spectra Capital, Fiddler's Elbow, Alta Vista Chiropractic, Working Rx, HyperSpice  
Contact - Ann Hoffman, 801-706-2237, [ann.hoffman@comcast.net](mailto:ann.hoffman@comcast.net)  
Website - [www.badasscycling.org](http://www.badasscycling.org) (Site under development)  
Type of Cycling - Recreational road cycling with a cause  
Location - Salt Lake City, Utah  
Club Statement - Bad Ass Cycling was formed for the purpose of raising funds and awareness to combat devastating diseases. The team consists of friends and family of all ages and abilities. We lead organized rides twice weekly throughout the cycling season starting as soon as weather permits. If you share our mission to Stomp Out Pain and Suffering Through Cycling or just want to be with great people please join us.

## Biker's Edge/Destination Homes

Sponsors - Destination Homes, Edge Composites, Giro, ALG Worldwide, John Henry Smith Insurance, Mountain

Orthopedics.

Contact - Jonny Hintze, 801-544-5300, [jonny@bebikes.com](mailto:jonny@bebikes.com)  
Website - [www.bebikes.com/ClubTeam.aspx](http://www.bebikes.com/ClubTeam.aspx)

Type of Cycling - Road Racing/Mtb Racing  
Location - Kaysville, Utah  
Club Statement - Our love and dedication to cycling is the driving force of team Biker's Edge/Destination. We enjoy the cycling community and try to support it through racing. We'd like claim that we are a competitive team with top athletes and in some instances this may be true. No matter the outcome we enjoy competing and cycling none the less.

## Bonneville Cycling Club, or BCC Formerly Bonneville Bicycle Touring Club, or BBTC

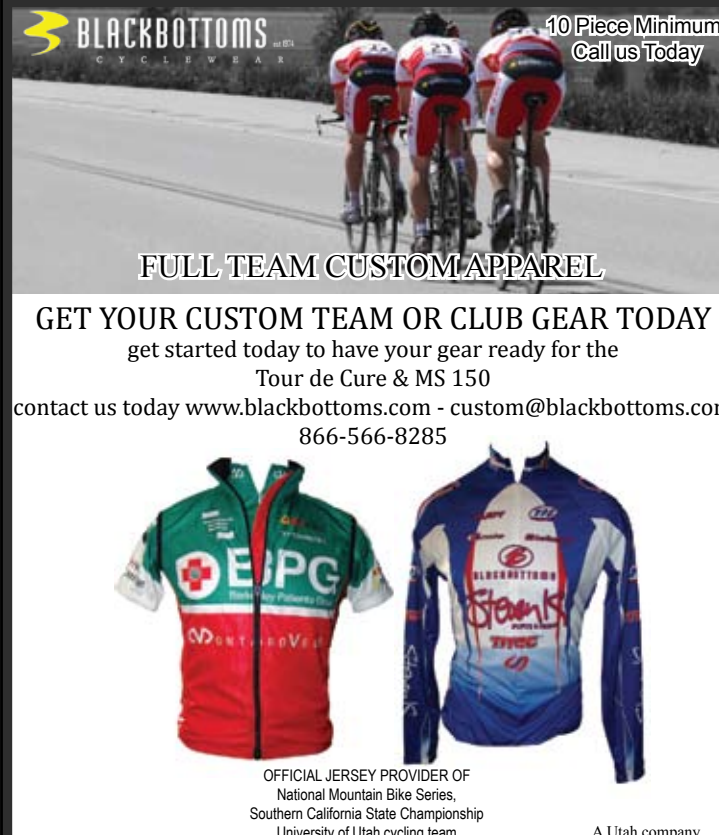
Sponsors - Contact - John McCool 230-5472 [president@bbtc.net](mailto:president@bbtc.net)  
Website - [www.bbtc.net](http://www.bbtc.net)  
Type of Cycling - Road rides with a pace rating system ranging from "A" race pace to "D" pace. Mountain bike both beginner and advanced, tours, and Ultra-marathon.  
Location - Central Utah  
Club Statement - We are celebrating our 30th year with an update in name and vibe. We are Utah's largest and oldest cycling club — an umbrella club for all cyclists in Utah with members from St. George to Logan, and even France. We have rides all year long, and every day through the season, as many as five some days. We average about 80 per month during the season. Bonneville has members of all levels from newbies, to racers, tourist, and Ultra-marathon riders. We have 2 event rides, The Little Red Riding Hood, and ULCER, and several ride series. If you ride a bike in Utah, you should be a BCC member! I invite

you to join us.

## Bountiful Mazda Cycling Team

Sponsors - Bountiful Mazda, State Fish, Healthy One / Armour Eckridge, The Preserve at Mapleton, Covington Capital, Satori Homes, Gossner Foods, Johnsonville, Bountiful Bike Center, Specialized and iBike

Contact - Mark Zimbelman, (801) 764-9855, [mz@byu.edu](mailto:mz@byu.edu)  
Website - [www.bmcyclingclub.com/](http://www.bmcyclingclub.com/)  
Type of Cycling - Road Racing  
Location - The Wasatch Front  
Club Statement - We are a group of Masters Men and Women road racers who enjoy one another's friendship and want to have fun racing together and be



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 Contact - Alison Littlefield, 801.364.0344, club@contenderbicycles.com  
 Website - www.contenderbicycles.com  
 Type of Cycling - Road Racing, Mtb racing, road touring, mtn recreational or any combo of the above  
 Location - Salt Lake City, Utah  
 Club Statement - The Contender Bicycles Cycling Club provides an opportunity to participate in all aspects of the sport of cycling from racing to recreational riding to advocacy. Along with our partners, we are excited about the future of the club and we invite you to join for 2008!

**Color Country Cycling Club**

Sponsors - Cedar Cycle  
 Contact - John Stavros 435.865.9648 johnrides4fun@hotmail.com  
 Website - www.colorcountrycycling.org/ (undergoing a major facelift)  
 Type of Cycling - Road Racing, Mtb racing, road touring, mtn recreational or any combo  
 Location - Cedar City, Utah  
 Club Statement - Founded in 1996, our club is active in many aspects of cycling from technical slickrock riding to touring to racing, as well as trail maintenance, and local event support. We support an IMBA affiliated National Mountain Bike Patrol group and work closely with local National Forest and BLM officials on trail access issues. We have adopted and maintain many miles of trails in our area, and as the leading cycling advocate in southern Utah, we are always looking to expand riding opportunities in our area.

**Cutthroat Racing**

Sponsors - Uinta Brewing Co., Brewvies Cinema Pub, Legal Messengers Inc, Total Body Pilates & Yoga, Light & Motion, Maxxis Tires, Fetish Frames, Hayes Brakes, Genuine Innovations, ProLink, Chain Lube, Ryders Eyeware

Contact - Steve Wasmund, 801-824-6063, cutthroatracing@gmail.com  
 Website - www.cutthroatracing.org  
 Type of Cycling - You name it. We're a home for racers (MTN, CX, RD) and also lots of 'fun only' riders, cyclomuters, etc.  
 Location - Salt Lake City, Utah  
 Club Statement - Founded in 2005, we have grown every year and currently have around 60 members. Our primary goal is to provide a fun 'team' for folks who want to be on a team, but don't really want to be on a 'team'. Make sense? ;-) We have organized trail work days, some camping trips and nice big camps at 24hr races. We really are a team of the people. Come join us and see for yourself. Team meetings: First Wednesday of each month at the Uinta Brewpub.

**Dharma Wheels Cycling Team**

Sponsors: Dharma Wheels Cyclery, Silver Creek Dental, No Name Saloon, Chez Betty, Hammer Nutrition, Moots, On One, VooDoo Bicycles, Fox, Chris King  
 Contact Person, Phone and Email: Carman Espinoza, shop phone 435.658.0032, Shop email, ridensmile@gmail.com  
 Website: www.dharmawheelscyclery.com  
 Type of Cycling: Mostly recreational riding with some rippers who race.  
 Base location: Park City  
 Club Statement: A cycling team based on the joy of riding. No formal meetings, rides or mandatory racing. A group of cyclists who love to ride together, alone or in any combination.

**Dirt Betty Social Society (Dirt Betty's)**

Sponsors - Bicycleworks, 640 E Main, Price, Utah 84501, 435-637-BIKE  
 Contact - Dondra Nance, 435-613-5243, dondra@dirtbetty.com  
 Website - www.dirtybett.com  
 Type of Cycling - Recreational Mountain and Road Biking  
 Location - Price, Utah  
 Club Statement - Riding with the Dirt Betty Social Society is unlike any other riding or social experience you've had.

First, it is a safe, accepting environment where every woman, lady, and girl, regardless of age or riding skill, is welcome. Second, many rides exclude our male, testosterone-driven counterparts. Lastly, Dirt Betty's take every opportunity to ride and just hang out with the girls. New in 2008, we will have opportunities to become a Road Betty.

**Evanston, Wyoming Cycling Club**

Sponsors - Titanium Title Benefactor: Cook-Sanders Associates, Inc., Professional Engineers & Surveyors. Other Platinum, Gold, Silver and Bronze Benefactors are listed on the benefactor's page of the Evanston  
 Contact - Paul Knopf, City of Evanston Liaison to the Evanston Cycling Club; 307-783-6458; pknopf@evanstonwy.org. Ed Lyles, President; Debra Eastman, Vice President.  
 Website - www.evanstoncyclingclub.org or www.evanstoncycling.org  
 Type of Cycling - Road Racing, Mtb racing, road touring, mtn recreational or any combo  
 Location - Evanston, Wyoming. The City of Fresh Air, Freedom, and Fun!  
 Club Statement - The Evanston, WY Cycling Club is a 501(c)(3) charitable non-profit corporation. Primary purposes of the Cycling Club include promoting community education of bicycle related issues; establishing partnerships with the local school district; encouraging the development of pathways for bicycle and pedestrian use; and advocating the sport of bicycling as healthy outdoor recreation. The Cycling Club promotes bicycle education and safety through community programs with the Safe Kids Coalition. Each spring, the Club awards four \$500 PEDAL (Promoting Educational Development and Learning) scholarships to graduating Evanston High School seniors for post-secondary education. The Club coordinates an annual bike safety poster contest for elementary age students. In partnership with the City of Evanston, the Cycling Club helps to coordinate the annual High Uintas Classic stage race and the Wolverine Ridge XC mountain bike race.

**Intermountain Financial/JR Smith Coaching (Wasatch Women's Cycling Club)**

Sponsors - Intermountain Financial Group, JR Smith Coaching, Revolution Cycles, Clif Bar  
 Contact - Jill Wilkerson-Smith, 801-809-2570, jillybean898@yahoo.com; Darcie Strong, 801-815-4847, darciestrong@hotmail.com  
 Website - www.wasatchwomenscycling.org/  
 Type of Cycling - Road racing and recreational road riding  
 Location - Salt Lake City, Utah  
 Club Statement - WWCC was founded in 1999 by Jill Wilkerson-Smith and Daphne Perry. The purpose of our club is to provide an educational and encouraging environment for women to achieve their racing or recreational cycling goals. WWCC has both an elite and a developmental racing team, as well as a recreational riding club. WWCC proudly supports the Bikes for Kids event, The Bikes for Kids event provides bikes to Salt Lake area underprivileged kids. For more details, please visit the event website: www.bikesforkidsutah.com

**KUHL/Scott**

Sponsors - KUHL Clothing, Scott USA  
 Contact - Ryan Krusemark, 800 252 3185 ryan@kuhl-usa.com  
 Website - none  
 Type of Cycling - Mountain and road racing  
 Location - Salt Lake City  
 Club Statement - Kuhl/Scott is a first year team. The team was founded by a few friends that wanted to race together. After finding great sponsors things began to fall into place. We now have 30 racers, who race road, mountain, and cross. We will focus on races in Utah but will likely travel out of state for some events. We are not exclusively a race team. We will attend the Tour De Cure in Brigham city this year. Our goal is to have a great time at every event we attend. Swing by our tent to take a rest on our travel couch or share in a cold beverage.

**Mad Dog Cycles Race Team**

Sponsors - Mad Dog Cycles, Powerbar, Trek, Tifosi, Maxxis, AmBank, Stonehaven Dental, Doug Smith Subaru, Crank Bros., Turner Industries, Mountainview Hospital, Technip, Mustang Engineering, S&B Construction, Worley Parsons, Zachry.  
 Contact - Keith Payne, 801.368.5321, keith@maddogcycles.com  
 Website - www.maddograceteam.com  
 Type of Cycling - MTB Racing, MTB and Road group riders  
 Location - Orem, Utah  
 Club Statement - We are a Utah-based team with all levels of riders, from Pro to Beginner. Most of our riders participate in MTB racing, some just like to ride. While we are organized to race, we also work hard to give back to our community. We organize two trail building days each year, offer free guided rides monthly for the community (3 Thursday Women's Ride, 4th Thurs. Group rides). We also organize, promote and run the Race for Everyone at Sundance each August to benefit the Kids on the Move organization. All levels of riders are welcome to come join the team and get riding, racing and helping improve and maintain the cycling community.

**Mi Duole**

Sponsors - Barbacoa, Keystone, Spin Cycle, JonesWaldo, South Mountain Rehabilitation, DurhamJonesPinegar  
 Contact - Chris Peterson, peterson-4chris@yahoo.com  
 Website - www.miduolecycling.com  
 Type of Cycling - Road racing and some mountain bike racing  
 Location - Salt Lake City, Utah  
 Club Statement - Mi Duole roughly translates from Italian as "I suffer." Mi Duole is one of the oldest racing teams in the Intermountain West, having formed in Salt Lake City in 1984. Alumni include one of the founding members Marty Jemison, previously with

Continued on page 21

**GHOST TOWN**

[www.bike2bike.org](http://www.bike2bike.org)

**Century**  
100 65 50  
mile options

**Tooele, UT**

**801-677-0134**

*A Century of Fun on 2 Wheels*

**Date: May 3, 2008** ◀◀◀◀◀

▶▶▶▶▶ **Time: Start 7:30-8:30**

cycling utah

# CALENDAR OF EVENTS

**Calendar Guidelines:**  
Listings are free on a space available basis and at our discretion. Submit your event to: [dave@cyclingutah.com](mailto:dave@cyclingutah.com) with date, name of event, website, phone number and contact person and other appropriate information. Let us know about any corrections to existing listings!



Rad Canyon BMX — (801) 824-0095

Deseret Peak BMX — [www.deseret-peakcomplex.com](http://www.deseret-peakcomplex.com), Tooele

May - October — Rad Canyon BMX, Practice Tuesdays 6:30-8:30 pm. 9700 S. 5250 W., South Jordan, (801) 824-0095.

May - October — Rad Canyon BMX, Single Point Races Thursdays, Registration 6-7 pm, racing ASAP (7:30pm). 9700 S. 5250 W., South Jordan, (801) 824-0095.

TBA — Rad Canyon BMX, Race For Life, Double Point Race. Registration 9-10 am, racing ASAP (11am) 9700 S. 5250 W., South Jordan, (801) 824-0095.

July 25-28 — Rad Canyon BMX, ABA GREAT SALT LAKE NATIONALS. [radcanyonbmx.com](http://radcanyonbmx.com), 9700 S. 5250 W., South Jordan, (801) 824-0095

For more BMX track info, visit [cyclingutah.com](http://cyclingutah.com)



## Advocacy Groups

Mayor's Bicycle Advisory Committee (MBAC) meeting. Second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7939 or (801) 487-6318.

Salt Lake County Bicycle Advisory Committee — Meetings are the

## Calendar of Events sponsored by



**CANYON SPORTS**  
Bike Sales & Repair & Rental

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

699 W. Riverdale Rd.  
Riverdale  
(801) 436-2018  
[canyonsports.com](http://canyonsports.com)

Jamis Triathlon  
Bike Rentals!

second Monday of each month from 5-7 p.m. in suite N-4010 of the Salt Lake County Government Center, 2001 S. State, SLC, (801) 485-2906

Weber County Pathways — Weber County's Advocacy Group, (801) 393-2304 or [www.weberpathways.org](http://www.weberpathways.org)

Provo Bike Committee — Meetings are the first Wednesday of each month, 5:00 p.m. in the City Council office, 351 West Center Street, Provo, Call the City Council offices at 801-852-6120 or email [gilbert.bradshaw@gmail.com](mailto:gilbert.bradshaw@gmail.com) or [duncanish@gmail.com](mailto:duncanish@gmail.com)

Davis Bicycle Advisory and Advocacy Committee — Contact Bob Kinney at (801) 677-0134 or [Bob@bike2bike.org](mailto:Bob@bike2bike.org)

Mooseknuckler Alliance — St. George's Advocacy Group, [www.mooseknuckleralliance.org](http://www.mooseknuckleralliance.org)

Mountain Trails Foundation — Park City's Trails Group, (435) 649-6839, (435) 731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [www.mountaintrails.org](http://www.mountaintrails.org)

Park City Alternative Transportation Committee — normally meets on the second Tuesday of the month at Miner's Hospital at 9:00am, call to confirm, (435) 649-6839, (435) 731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [www.mountaintrails.org](http://www.mountaintrails.org)

Utah Bicycle Coalition — Statewide

[advocacygroup.utahbikes.org](http://advocacygroup.utahbikes.org)

Volunteer to help build the Bonneville Shoreline Trail (801) 485-6975 or visit [www.bonneville-trail.org](http://www.bonneville-trail.org).

## 2008 Cycling Events

Salt Lake Critical Mass — Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC, for more info, if you have a bike to lend, etc.: email [slccriticalmass@yahoo.com](mailto:slccriticalmass@yahoo.com)

Tuesdays — Bike Polo League, Liberty Park, Salt Lake City, 7 pm, enter from 13th S. and come up the 7th East side to the road entering the center of the park. All welcome, bring bike, gloves, and helmet. Mallets provided. More info: Scott at (801) 870-9292.

April 5 — The Healthy Planet Rally, 451 South State Street/SLC Government Center, Noon till 2:30 p.m., Cyclists in Salt Lake City will lead the pack on April 5th at a downtown march and rally to promote a healthy planet, [agenda08.org](http://agenda08.org), [barbarakayrich@gmail.com](mailto:barbarakayrich@gmail.com)

April 12 — 1st Annual "Pull up and sell your junk" informal bike parts & MTB parts swap, No pre-registration required, come and sell your junk. 8AM-11AM. Earth Goods General Store, 1249 South 900 East, (435) 631-0021 or [uintabicycles.com/swap.shtml](http://uintabicycles.com/swap.shtml)

April 24 — Bike Lecture, David Blomme, a Senior Industrial Designer at Trek Bicycle Corp., will be giving an exclusive, inside view, on the development of Trek's latest tour winning bike, the Madone. Past and current projects include: The Trek Madone, Trek Equinox TTX, Trek Elite 9.9, Top Fuel, Fuel EX, Lime and numerous Bontrager components, [trekaf.com](http://trekaf.com), 7:30 pm, RSVP to (01) 763-1222, Trek Bicycles of American Fork 356 No. Meadow Lane, American Fork Utah 84003 (801) 763-1222

May 3 — GOTS, Bike and Outdoor Toy Swap, Wild Rose, 702 3rd Ave, SLC, (801) 533-8671, [wildrosesports.com](http://wildrosesports.com)

May 3-4 — Young Riders Bike Swap, May 3 (8-5pm) & May 4 (11-3pm), Annual White Pine Touring swap to benefit The Young Riders youth based mountain bike program, great time with food and raffles, dropoff May 1st (3-7pm) and May 2nd (noon-9pm), 'The Yard' 1251 Kearns Blvd., Park City, (435) 649-8710 or (435) 659-1188 or visit [www.youngriders.com](http://www.youngriders.com)

May 10 — Bikes for Kids Charity Bike Swap, held at Cottonwood Cyclery, 2594 E. Bengal Blvd, Salt Lake City, (801) 942-1015, [bikesforkidsutah.com](http://bikesforkidsutah.com)

May 10-17 — Cycle Salt Lake Week, weeklong festival with bike races, Bike Bonanza, Cycle Salt Lake Century Ride, Bike to Work day, and more!

May 10 — Downtown Alliance's Live Green Festival, 10 am to 6 pm at Library Plaza, Downtown Salt Lake City, [www.livegreenslc.org](http://www.livegreenslc.org)

May 10 — 5th Annual Bicycle Film Festival, showings will include films from the Bicycle Film Festival never before seen in Utah, live

music afterwards, benefit for the SLC Bike Collective, 7:30 pm, The Depot at The Gateway, 400 W. and S. Temple, Salt Lake City, (801) FAT-BIKE [slcbikecollective.org](mailto:slcbikecollective.org)

May 11 — Intermediate Mountain Bike Tour 2:00 – 5:00 p.m., Meet at Popperton Park at 11th Ave. & Virginia St. in SLC. Cost: free. More info: Brian Price [brian@slcbikecollective.org](mailto:brian@slcbikecollective.org)

May 12 — Tailwinds Bicycle Touring Downtown Historic Tour of Salt Lake City, Meet at Popperton Park at 11th Ave. & Virginia St. in SLC at 6:00 p.m. Cost: free. More info: Grant Aagard (801) 556-3290 or [grant@tailwinds-tours.com](mailto:grant@tailwinds-tours.com)

May 13 — Salt Lake County Mayor's Bike to Work Day, Presented by the Salt Lake County Mayor's Office and the Salt Lake County Bicycle Advisory Committee. Join us for a mellow ride with Mayor Peter Corroon and other city mayors under Sheriff's escort. Bike from Liberty Park to the Salt Lake County Government Center at 2100 S. State St. Meet at 7:30 a.m. at the northeast corner of Liberty Park, 700 E. 900 S. Cost: free. More info: Dan Fazzini Jr., chair@slcbac.org, [www.slcbac.org](http://www.slcbac.org)

May 13? — UTA Bike to Work Stations, riders can stop at one of our stations for free bagels and cream cheese, TENTATIVE: 900 South and 900 East, Contender Bicycles, 3600 South 700 West, UTA Administrative Offices, 2100 South and State Street, Salt Lake County Government Center, 500 Chipeta Way, ARUP at Research Park, Westminster College — 1840 South 1300 East (Tanner Plaza), University of Utah — TRAX Stadium Station, Hotel Monaco — 15 W. 200 South, (801) 287-2066

May TBA — Utah County UTA Bike to Work Day, West side lawn of the Historic County Courthouse in downtown Provo (University Avenue/Center Street), 7:30 - 9 am, For more information contact, For more information contact Stacey Adamson at [sadamson@rideuta.com](mailto:sadamson@rideuta.com) or (801) 227-8958 Visit [www.utarideshare.com](http://www.utarideshare.com) for event updates.

May 15? — Road Home Bike Tuning. Free bicycle tune-ups at the Road Home, 210 S. Rio Grand St. (455 W.) sponsored by the SLC Bike Collective. More info: [www.slcbikecollective.org](http://www.slcbikecollective.org) or 801-FAT-BIKE

May 16 — UTA Rideshare Bike Bonanza. Music, food, prize drawings, expo, free bike tune ups, activities for kids and much more! Join us at the Gallivan Center (239 S. Main Street) from 4:00 – 9:00 p.m. Pick up your registration packet for the Salt Lake Century Ride at the event too. Cost: free. Visit [www.utarideshare.com](http://www.utarideshare.com) for event updates. More info: Pat Dierks [pdierks@rideuta.com](mailto:pdierks@rideuta.com) or (801) 287-2062, [www.utarideshare.com](http://www.utarideshare.com)

May 16 — Summit County Bike to Work Day, and Commuter Cup Challenge, free breakfast at certain locations, Encouraging Park City and Summit County to Bike to Work, (435) 649-6839, (435) 731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [www.mountaintrails.org](http://www.mountaintrails.org)

May 17 — Cycle Salt Lake Century Ride, Salt Lake to Antelope Island and back, 35, 67, or 100 mile options. Utah State Fair Park, 155 N. 1000 W., SLC. 7:30 AM Mass start time. Registration opens at 6:00 AM., (801) 596-8430 or Fax (801) 322-5056 or [cslcentury@mac.com](mailto:cslcentury@mac.com), Online registration at [www.cyclesaltlakecentury.com](http://www.cyclesaltlakecentury.com) or download a Registration Form 2006 Course Map

May 17 — Cache Valley Bike Festival, workshops, races (fastest and slowest), bike decorating,

bike toss, and more, 10 a.m. to 2 p.m. at Merlin Olsen Park (300 E Center St.), Logan, Utah, Aggie Blue Bikes @ 435-797-0964 ext. 3 or [aggiebluebikes@gmail.com](mailto:aggiebluebikes@gmail.com) or [www.usu.edu/ucc/bikes](http://www.usu.edu/ucc/bikes).

May 17-18 — Cole Sport Bike Swap, supports the Mountain Trails Foundation, 1615 Park Avenue, Park City, (435) 649-4806, [mountaintrails.org](http://mountaintrails.org)

May 21 — Ride of Silence. Ride to raise cycling safety awareness among motorists, police, and city officials. This is a free ride that asks cyclists to ride no faster than 12 mph and remain silent during the ride. Meet at 7:00 p.m. at the Gallivan Center (239 S. Main Street). More info: Raleigh Fehr [raker@msn.com](mailto:raker@msn.com) or [www.rideofsilence.org](http://www.rideofsilence.org)

June 7 — National Trails Day, Volunteer on Trail Projects, call Eric Spreng at REI, (801) 486-2100 for info.

June 7 — National Trails Day, 9 am, Meet at White Pine Touring at the Rail Trailhead, Coffee and bagels, Project TBA, (435) 649-6839, (435) 731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [www.mountaintrails.org](http://www.mountaintrails.org)

June 14 — Venture Outdoors Festival, 3-10 pm, Millcreek Township Festival, cycling clinics, cycling gurus on hand, Canyon Rim Park, 3100 S. 2900 E, (801) 466-0686, [millcreekoutdoors.org](http://millcreekoutdoors.org)

June 18-21 — IMBA World Trails Summit, IMBA Summits bring mountain biking advocates, land managers, ski resort professionals, trailbuilders, tourism officials and the bike industry together for collaboration, planning and celebration, Patti Bonnet [patti@imba.com](mailto:patti@imba.com), 303-545-9011, IMBA.com

July 12 — Utah Tour de Donut, 21 mile circuit race and donut eating (subtract time for eating donuts each lap), bike safety rodeo, kids race, American Fork, UT, (801) 763-1216, [utahtourdedonut.com](http://utahtourdedonut.com)

September 22 — World Car Free Day, [worldcarfree.net](http://worldcarfree.net)

September 27 — Endurance Festival, run, trail run, road cycling, mountain biking, duathlon and off-road duathlon events, entertainment and more, Old Town Pocatello, ID. [www.EnduranceFestival.com](http://www.EnduranceFestival.com), [info@EnduranceFestival.com](mailto:info@EnduranceFestival.com), (866) 8-ECO-FUN or 208-233-3798



## Tours and Festivals

### 2008 Events

April 11-15 — JDS Sportcoaching Mountain Bike Skills Camp, recreational mountain bike rider with off-road experience, as well as mountain bike racers of all levels - beginner to expert, contact [scott@jdsportcoaching.com](mailto:scott@jdsportcoaching.com), 303-736-2198, [www.jdsportcoaching.com](http://www.jdsportcoaching.com)

April 18-20 — Bookcliffs Trailfest, Three days of trail-riding, Trail-school, Trail-building, More trail-riding, Food, Music, Partying, and More trail-riding. It's TRAILfest!, [FuzzyTheBikeGuy@msn.com](mailto:FuzzyTheBikeGuy@msn.com), [fuzzysbicycleworks.com/](http://fuzzysbicycleworks.com/), (435) 637-2453

April 24-27 — 13th Annual New Belgium Brewing Company Fruita Fat Tire Festival, World renowned trails, bike events, bike expo and live music in downtown Fruita, Clunker Crit, Prizes, Fun, Fruita, CO, (970) 858-7220, [fruitamountainbike.com](http://fruitamountainbike.com)

*Sports-Am* **East Canyon Road Race**

**April 26, 2008 Start Time 10 AM**

East Canyon Resorts to Lost Creek Reservoir and back to the resort 60 mile ride

Entry Fee \$30 (Juniors \$15) After April 14th \$35 (Juniors \$20)  
**NO ENTRIES TAKEN AFTER APRIL 19th**

**PRE-REGISTRATION ONLY!  
LIMIT TO 350 RIDERS**

**Road in disrepair in several locations** **This is a self supporting race. No Support Available**

**Register at Canyon Bicycles 3969 S. Wasatch Blvd. and avoid checking in on race day**

**For more information log on to:  
[www.sports-am.com](http://www.sports-am.com) or call 801-583-6281**

**May 1-4 — IMBA Trail School,** Flagstaff, AZ, Anthony Quintile [anthony@absolutebikes.net](mailto:anthony@absolutebikes.net)

**May 15-16 — IMBA Trail School,** Durango, CO, Mary Monroe, [mary@trails2000.org](mailto:mary@trails2000.org)

**May 16-18 — San Rafael Swell Mountain Bike Festival,** 22nd Annual, Emery County, (435) 637-0086

**May 22-26 — Black Hills Fat Tire Festival,** rides, races (hill climb, XC, Super-D), Film Festival, and more, Rapid City, South Dakota, (605) 394-5225, [bhfat tirefestival.com](http://bhfat tirefestival.com)

**May 24 — 2nd Annual Amazing Earthfest,** in Kane County, Utah, 5 pm Trail Ride, Joy Jordan Woodhill Trail, 12 mile, non-technical, hard-packed loop on BLM, featuring expansive views of the Kaibab Plateau and the colorful cliffs of the Grand Staircase. Meet at the Fredonia Welcome Center on US 89-A, Fredonia, AZ. Note: Utah is on daylight savings time. Arizona is on standard time, Rich Csenge, 435-644-3735, [jiw@gwi.net](mailto:jiw@gwi.net), [www.amazingearthfest.com](http://www.amazingearthfest.com)

**June 7 — National Trails Day,** Volunteer on Trail Projects, call Eric Spreng at REI, (801) 486-2100 for info.

**June 21-22 — Wild Rockies 11th Annual Boise to Idaho City Tour,** Boise to Idaho City (camp over night) and back to Boise, Darren Lightfield 208-388-1971, [wildrockies.com](http://wildrockies.com)

**June 18-21 — IMBA World Trails Summit,** IMBA Summit will bring mountain biking advocates, land managers, ski resort professionals, trailbuilders, tourism officials and the bike industry together for collaboration, planning and celebration, Trail Care Crew too, Patti Bonnet [patti@imba.com](mailto:patti@imba.com), 303-545-9011, [IMBA.com](http://IMBA.com)

**July 14-15 and July 17-18— Rocky Mountain Bicycles Dirt Series Women's Mtn Bike Camp,** Park City. Contact (604) 905-8177 (canada) or [info@dirtseries.com](mailto:info@dirtseries.com) for more info.

**July 21-22— Rocky Mountain Bicycles Dirt Series Women's Mtn Bike Camp,** Sun Valley, ID. Contact (604) 905-8177 (canada) or [info@dirtseries.com](mailto:info@dirtseries.com) for more info.

**June 15 - September 5 — Great Divide,** Canada to Texas, dirt, Adv. Cycling Association, (800) 755-2453

**July 9-13 — Girlfriends Go Tours: Park City Mtn Experience.** Mountain Bike Clinic & Summer Camp for Women. All inclusive 5-day bike camp. For more info, [www.girlfriendsgo.com](http://www.girlfriendsgo.com) or Lynn, (435) 640-3931

**August 16-22— Cycle the Divide,** starts in Steamboat Springs, CO, Adv. Cycling Association, (800) 755-2453, [adventurecycling.org](http://adventurecycling.org)

**September 13-19— Base Camp Fruita,** mountain biking camp, Fruita, CO, Adv. Cycling Association, (800) 755-2453, [adventurecycling.org](http://adventurecycling.org)

**September 21-28 — Colorado/Utah Canyon Country,** Fruita-Moab-Fruita, Kokopelli Trail and more, dirt, 335 miles in the dirt, Southern Utah, Adv. Cycling Association, (800) 755-2453, [adventurecycling.org](http://adventurecycling.org)

[cycling.org](http://cycling.org)

**September 27 — Endurance Festival,** run, trail run, road cycling, mountain biking, duathlon and off-road duathlon events, entertainment and more, Old Town Pocatello, ID. [www.EnduranceFestival.com](http://www.EnduranceFestival.com), [info@EnduranceFestival.com](mailto:info@EnduranceFestival.com), (866) 8-ECO-FUN or 208-233-3798

**October 4? — Take Your Kid on a Mountain Bike Ride,** Boise, ID, [byrdscycling.com](http://byrdscycling.com)

**October 24-26 — Chile Ho-Down Bike Festival,** 3rd annual festival includes group rides, a dirt jump contest, Halloween costume party, prize giveaways and just an all around good time, possibly a DH race, Chile Pepper Bike Shop, 435-259-4688, [www.chilebikes.com](http://www.chilebikes.com)



**Mountain Bike Racing**

**General Info**

**Intermountain Cup** information (Utah) (801) 942-3498.

**USA Cycling,** Mountain Region,(UT, AZ,NM,CO,WY,SD), (719) 866-4581

**Weekly Series Races**

**Tuesdays TBD — Solitude Full Throttle Midweek Mountain Bike Race Series,** June 24, July 1, 8, 15, 22, 29, August 5 Registration at 5:45, race at 6:30, 4, 8, and 12 mile options, Solitude Mountain Resort, Entry 1 (Moonbeam Lot), [SkiSolitude.com](http://SkiSolitude.com) or call Nick or Jay at (801) 536-5784

**Wednesdays — May 7,14, June 4, 18, July 2, 16, 30 August 13, 27, Soldier Hollow Training Series,** (alternates with Sundance) 6 p.m., (801) 358-1145

**Wednesdays — May 21,28, June 11,25, July 9,23, August 6,20, Sundance Weekly MTB series,** 6:30 pm, alternates with Soldier Hollow Training Series, Kids' Races on May 21, June 25, July 23, August 20, Sundance Resort, (801) 223-4121

**2008 Utah MTB Races**

**April 12 — Cholla Challenge,** Intermountain Cup #2, Hurricane, UT, XC, Jerry Simmons, (435) 674-3185, [intermountaincup.com](http://intermountaincup.com)

**May 3 — Showdown at Five Mile Pass,** 14th Annual, Intermountain Cup #3, Lehi, UT, XC, Ed Chauner at (801) 942-3498, [intermountaincup.com](http://intermountaincup.com)

**May 10 — Wimmer's Bicycle Race XC,** Intermountain Cup #4, Sherwood Hills Resort, Logan, UT, (435) 752-2326, [intermountaincup.com](http://intermountaincup.com)

**May 17 — Hammerfest at the Hollow,** Intermountain Cup #5, Soldier Hollow, Midway, UT, Ed Chauner at (801) 942-3498, [intermountaincup.com](http://intermountaincup.com)

**May 24 — Sundance/Parks Sportsman Super-D Downhill Race,** 9 am, Sundance Resort, (801) 223-4849, [sundanceresort.com](http://sundanceresort.com)

**May 26 — Stan Crane Memorial XC,** Intermountain Cup #6, Draper, UT, Ed Chauner at (801) 942-3498, [intermountaincup.com](http://intermountaincup.com)

**CYCLES SALT LAKE CENTURY MAY 17, 2008**

Start Time 7:30 AM, Utah State Fair Park, 155 North 1000 West  
 Three Ride Lengths 36, 67 and 100 Miles. For More Information  
 and Online Registration go to [www.cyclesaltlakecentury.com](http://www.cyclesaltlakecentury.com) or  
 Call Jon R. Smith 801.596.8430 Fax 801.322.5056

[www.rei.com](http://www.rei.com)

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801-815-9918 [edwincycles.com](http://edwincycles.com)









Continued

**May 17, 2008 — Cycle Salt Lake Century Ride,** Salt Lake to Antelope Island and back, 35, 67, or 100 mile options. Utah State Fair Park, 155 N. 1000 W., SLC. 7:30 AM Mass start time. Registration opens at 6:00 AM., (801) 596-8430 or Fax (801) 322-5056 or cslccentury@mac.com, Online registration at cyclesaltlakecentury.com or download a Registration Form 2006 Course Map

**May 18 — Santa Fe Century,** Santa Fe, NM, (505) 982-1282, santafe-century.com

**May 26 — McCool McMemorial Day 100,** BBTC Super Series ride, SLC, UT, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

**May 31 — Bikes for Kids with Dave Zabriskie,** metric century (62 miles) plus 4 and 25 mile options in Salt Lake City and Murray. We will be giving away 1,000 bikes, helmets and jerseys to disadvantaged children in the Salt Lake Valley. The start time is 7:00 am at the Costco in Murray and a bike safety and rodeo will be held at 11:00 for all kids. Contact Teresa at (801) 453-2296 or tmay@finsvcs.com, bikesforkidsutah.org

**May 31 - June 6 — Cycle Utah,** St. George through the National Parks, 279 miles, Southern Utah, Adv. Cycling Association, (800) 755-2453, adventurecycling.org

**June 1 — America's Most Beautiful Bike Ride,** 35, 72, 100 miles, 16th Annual, benefit for the Leukemia and Lymphoma Society, Stateline, South Shore Lake Tahoe, NV, (800) 565-2704, bikethewest.com

**June 1 — Eureka 105,** BBTC Super Series ride, Saratoga Springs, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

**June 2? — Utah Lake Festival,** Begin at Vivian Park, end at Utah Lake, bike ride begins at 10:00am, (801) 538-5216

**June 7 — Little Red Riding Hood,** women's only metric century ride, 35, 63, and 100 mile options, Wellsville, Cache Valley, (801) 474-2282 or bbtc.net

**June 7 — Utah Summer Games Petroglyph Century,** in conjunction with the Utah Summer Games, 50, 62, 100 mile options, Starts at the Cedar City Equestrian Center (just North of Hwy 56, west of Cedar City), through Hamilton, Kanarrville, New Harmony, Parowan, Summit, and Enoch, Cedar City, UT, (801) 677-0134 or (435) 865-8421 or bike2bike.org

**June 7 — Hurricane 400 K,** self-supported brevet ride, Hurricane Utah, (435) 586-7567 or subvretet.org

**June 7? — Utah Independent Living Center's 5K "Run & Roll",** hand-cycle, wheelchair & walk/run categories. (Best hand cycle time last year was 14:13). Meet east of the Redwood Recreation Center, 3100 So. Redwood Rd., SLC. Registration 8:30 am., race time 9:30. Cost (incl. T-shirt) pre-race \$15, race day \$20. On-line reg. at ulic.org or call Cathy or

Kim at 466-5565 voice or TTY.  
**June 9- July 3 — Great Alaska Highway Ride,** Dawson Creek to Fairbanks, AK, rides@pedalers-pubandgrille.com

**June 14 — American Diabetes Association / Tour de Cure-Golden Spike Century,** 25,60, and 100 mile options. This ride is for a great cause in a beautiful rural setting. Box Elder High School, Brigham City, UT. For more information call (888) DIABETES - email Marshall Emsley, memsley@diabetes.org or register now at tour.diabetes.org

**June 14 — Bob LeBow Bike Tour - "Health Care for All,"** routes from 3-100 miles, ride benefits the TRHS Zero Pay Fund, helping support primary health care for our most indigent patients, Nampa, Idaho, asandven@trhs.org or 208-467-4431, trhs.org

**June 16 — Up and Over 100,** BBTC Super Series, self-supported century, bottom of Emigration Canyon to Park City, Coalville, and back, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

**June 21 — Bike for the Cure Century,** a benefit ride for the Susan G. Komen Foundation, 28, 34, 50, 60, and 100 options through Central Utah. Start and finish in Spring City, UT. Register on-line at active.com or contact Erika Stover (435) 283-2158 or cestover@mail.manti.com, sanpete.com

**June 21 — Up and Over,** BBTC Super Series ride, Salt Lake to Summit County roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

**June 21 — Tour of Marsh Creek Valley,** fully supported ride presented in conjunction with the Pocatello Riverfest! Options of 25, 62, or 100 miles on the lonely roads that traverse the lovely country between Pocatello and Malad Pass, then enjoy food, fun, and music at the Riverfest. Rob Van Kirk at (208) 652-3532or (208) 233-0951, idahocycling.com

**June 21-27— Cycle Montana,** Missoula-Anaconda-Missoula, Adv. Cycling Association, (800) 755-2453, adventurecycling.org

**June 22 — Tour of the Carson Valley,** on former Pioneer, Pony

Express, Stagecoach & Emigrant Wagon roadways. 14, 20, and 44 miles, Genoa NV, (800) 565-2704, bikethewest.com

**June 22-28 — Utah Border to Border Tour,** Kanab to Logan, 479 miles, (801) 556-3290, tailwinds-tours.com

**June 28-29 — Bike MS: Harmon's Best Dam Bike Ride,** Benefits MS Society and multiple sclerosis research, 40, 75, or 100 mile route on Saturday and Sunday, Cache Valley Fairgrounds (400 South 500 West), Logan, Utah, (801) 424-0112 or fightmsutah.org

**June 28 — Summit Challenge,** to benefit the National Ability Center, 35 miles (Preview ride for the 2009 Summit Century), 8:00 a.m. at the National Ability Center in Park City, Contact: Jennifer Andrs Atkin, Special Events Manager, 435-200-0985, jennifer@discovernac.org, discovernac.org

**June 28 — RATPOD (Ride around the Pioneers in one day),** 130 mile tour, Dillon, MT, ratpod.org, (406) 549-5987

**July 4 — Taterville 100,** BBTC Super Series Ride, self-supported century, Wellsville to Idaho and back, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

**July 4-6 — Northwest Tandem Rally,** McMinnville, OR, nwtr2008@verizon.net, nwtr.org

**July 4 - September 20 — Great Western Loop,** Frisco, CO to Jackson Hole, to Oregon, California, Nevada, Utah and Frisco, Adv. Cycling Association, (800) 755-2453, adventurecycling.org

**July 12-13 — Dual State, Dual Century Weekend Challenge,** two 100-mile rides or two 50-mile rides, Tremonton, UT, (801) 556-3290, tailwinds-tours.com

**July 13— Mt. Nebo Loop,** BBTC Super Series Ride, self-supported century, start in Nephi to Springville to the Mt. Nebo loop, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

**July 13-18— Idaho Relaxed,** bike trails tour, Coeur d'Alene, ID, Adv. Cycling Association, (800) 755-2453, adventurecycling.org

**July 18 — Antelope by Moonlight**

**Bike Ride, 13th Annual,** This a popular non-competitive ride, held at night during the full-moon. Views are spectacular, food is delicious. ride goes from marina to the historic Fielding Garr Ranch, about 22 miles round-trip. Registration fee includes park entry, t-shirt and refreshments. For more information contact Neka Roundy, Davis County Economic Development, 801-451-3286 or tour@co.davis.ut.us, daviscountyutah.gov

**July 19 — Bryce Canyon 200 K,** self-supported brevet ride, checkpoint will be open at 6:15 am, ride at 7:00 am., Garfield County Fairgrounds at 800 North Main St. in Panguitch Utah, (435) 586-7567 or subvretet.org

**July 20 — Upland Roller 100,** BBTC Super Series Ride, self-supported century, Wanship, UT, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

**July 24 — Chalk Creek 100,** BBTC Super Series Ride, self-supported century, Park City to Coalville to Chalk Creek and back, roadcaptain@bbtc.net or (801) 598-0294

**July 24?? — Pedal Away Parkinson's,** 10 mile benefit ride, 8 am, Gailley Park, 200 S 300 W, Kaysville, pedalawayparkinsons.com or redspike@comcast.net

**July 26 — Pioneer Century,** BBTC Super Series Ride, self-supported century, Morgan, UT, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

**July 26 - July 30 — Family Fun Idaho,** bike trails tour for the family, Coeur d'Alene, ID, Adv. Cycling Association, (800) 755-2453, adventurecycling.org

**July 27- August 1 — Bicycle Washington,** Mead, WA to Colville to Mead, (541) 385-5257 or 800-413-8432, oregonbicycleride.org

**August 2 — Felt Tour de Park City, Fully Supported Century Road** Ride starting and finishing at Park City. 52, 108, 170 mile rides through Northern Utah's beautiful mountain valleys, great aid stations, raffle. Contact info@mountainraceworks.com for questions. Additional details can be found at tourdepartcity.com or contact Riley at 435-671-5053

**August 3 — Preride ULCER,** BBTC Super Series Ride, self-supported century, Thanksgiving Point, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

**August 4 — R.A.N.A.T.A.D. (Ride Around Nebo And Timp in A Day),** Start at Sundance and ride down and around the Nebo Loop to Nephi and then back to the mouth of American Fork Canyon, over the Alpine Loop, finishing back at Sundance, 165 miles with over 12,000 feet of climbing, (801) 223-4849, sundancersort.com

**August 9 — ULCER,** Century Tour around Utah Lake, 100, 74, 56, and 24 mile options, (801) 474-2282 or president@bbtc.net or bbtc.net

**August 10 — Blue Cruise Wheels for Wellness,** Meridian, ID, (208) 331-7409, bcidahofoundation.org

**August 10-16 — Ride Idaho,** 7 day supported bicycle tour, Pocatello, Driggs, Idaho Falls, (208) 344-5501, ridelidaho.org

**August 10-16 — Oregon Bicycle Ride XXII,** Cave Junction to Etna, CA and back, (541) 385-5257 or 800-413-8432, oregonbicycleride.org

**August 16 — Stanley Challenge,** Boise to Stanley, unsupported, Boise, ID, (208) 867-2488, georges-

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**Epic Finish Highlights XTERRA Winter World Championship**

MARCH 8, 2008 – Brian Smith, 32, of Gunnison, Colorado jolted past Josiah Middaugh, 29, of Vail, CO, less than 20 meters from the finish line to win the inaugural XTERRA Winter World Championship in dramatic fashion at Snowbasin Resort this afternoon.

After nearly two hours of grueling racing action that included mountain biking, snowshoeing, running and ski mountaineering in snow flurries at 6,000+ feet elevation, Smith pulled off a jaw-dropping come-from-behind victory by a little more than one-second in 1:58:29.92 (with Middaugh right behind in 1:58:31.21).

"I didn't think I could do it until four gates before the finish and I saw Josiah snow plowing," said an exuberant Smith. "I've been alpine racing since the third grade so that last stretch was my cup of tea."

Spectators at the finish line remarked that it was the most unbelievable 13 seconds of racing – in any sport – they had ever seen.

"I had goose bumps, it was unreal," said Mike Caldwell of Ogden, UT. "That's about as pure and epic a sporting moment as I've ever witnessed."

Talk about Mommy power - the top four women across the finish line all gave birth in the last year-and-a-half, and Sari Anderson, 29, of Glenwood Springs, CO – with an eight-month-old in tow – led the charge.

Anderson staged perhaps the most unlikely comeback of the afternoon by making up more than two minutes in the final stage to jump from third-to-first with a winning time of 2:29:47.

**Endurance MTB Stage Race to be held in Brian Head**

Can't travel to Costa Rica for the Ruta de los Conquistadores? You don't have to. Team Big Bear and Blue Wolf Events, promoters of the long standing Deer Valley MTB National Race, will hold the American Mountain Classic on August 21-24, 2008. The event is billed as America's first endurance mountain bike stage race. The four stage event covers 170 miles and 14000 vertical feet of climbing in the Brian Head Area. Stage lengths will be 6 miles, 55 miles, 55 miles, and 27 miles. The race is open to all categories of individual riders and two person teams. \$15000 in prize money will be awarded to the Elite Men, Women, and Master's 40+. For more information, visit teambigbear.com or contact Tom Spiegel at teambigbear@aol.com.

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**August 16 — Sawtooth Century Tour**, Ketchum, ID, mgilbreath@vengaventures.com, (208) 726-7285

**August 17 — Promontory Point 120**, BBTC Super Series Ride, self-supported century, 120 miles, Brigham City to Promontory, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

**August 23 — Desperado Dual**, 200 mile double century in Southern Utah, 100 mile option, Panguitch, UT (435) 586-7567, desperadodual.com

**August 23 — Cache Valley Century Tour**, 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 8 am, 12 mi north of Logan on Hwy 91, 435-752-2253, cvveloists.org

**August 23 — Bike the Bear Century**, 50, 100 mile rides, Camp Hunt, Bear Lake, Garden City, UT, (801) 475-7488, jeborn@bsamail.org

**August 23 — CASVAR 2008**, Pony Express 20, Colt 45, Pioneer 65, Blazing Saddle 85 and Saddle Sore Century rides, Star Valley - Afton, WY, info@casv.org, 307-883-9779, or casv.org

**August 23-24 — Bike MS Road, Sweat, and Gears**, benefits the MS Society of Idaho and multiple sclerosis research, 25-75-125 miles, McCall, ID, (208) 336-0555, blkems.org

**August 23 - September 7 — BRA SU**, Bike Ride Across Scenic Utah Tour, 5 states, 5 National Monuments, 5 National Parks, 2 National Forests, and 5 Nations, (801) 677-0134 or bike2bike.org

**August 24 — Twin Counties Century**, 8, 30, 66, and 100 mile options, Huntsville Park, Huntsville, UT, (801) 556-3290, tailwinds-tours.com

**August 24 — The Big Ride**, BBTC Super Series Ride, self-supported, 150 miles, Sugarhouse Park, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

**August 24-30 — Tour of Southern Utah**, St. George, Carmel Junction (via Zion National Park), Bryce National Park, Escalante, Torrey, Panguitch, Cedar City and back to St. George, planetultra.com, 818-889-2453

**August 31 - September 6 — North Rim Tour**, St. George, to Jacob Lake, AZ, to the North Rim of the Grand Canyon, planetultra.com, 818-889-2453

**September 1 — Hooper Horizontal 100**, BBTC Super Series Ride, self-supported century, State Agriculture Building to Hooper and Back, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org

**September 4-13, 4-6, or 7-13 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah)**, three ride options, Blanding to Cedar City, 400 miles on scenic highways and through National Parks, (801) 654-1144, lagbrau.com

**September 7 — Tour de Tahoe**, Bike Big Blue, 6th Annual, ride around Lake Tahoe on the shoreline, spectacular scenery, great food and support, 72 miles, Lake Tahoe, NV, (800) 565-2704, bikethewest.com

**September 7-13 — Southern Utah National Parks Tour**, 233 miles through Cedar City, Zion, Bryce Canyon, Cedar Breaks, (801) 556-3290, tailwinds-tours.com

**September 13 — Tour de Vins 4**, Bike Tour and Wine-Tasting Event, 16.5, 32 and 60 mile options, Idaho State University, Pocatello, ID, more info: FSAlliance.org, Sarah Leeds, (208) 232-0742, contact@fsalliance.org

**September 14-20 — OATBRAN**, One Awesome Tour Bike Ride Across Nevada, 17th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704, bikethewest.com

**September 19-21 — Moab Century Tour**, Moab to La Sals and back, 45, 65, 100 mile options, Tour benefits the Lance Armstrong Foundation, (435) 259-2698,

moabcentury.com

**September 20 — Fall Colors Ride**, BBTC Super Series Ride, self-supported century, SLC to Wanship, roadcaptain@bbtc.net or (801) 598-0294, bccutah.org



## Multi-Sport Races

### 2008 Multi-Sport Events

**April 3 — Wasatch Revolution tri team free mini clinic**, "Basic Bike Maintenance" at Revolution Mountain Sports 8714 S 700 E Sandy 6:00 p.m., Kim Abbott, triathlonmom@gmail.com, (801) 523-3659

**April 5 — Adventure Xstream Moab - 12 Hour race**, 10-15 mile river run, 35-40 mile mountain bike, 6-8 mile trail run, 275' rappel, (970) 259-7771, gravityplay.com

**April 12 — USU Triathlon**, 9 am, 400M Swim, 10K bike and 2.5K run, HPER building on USU's campus in Logan, UT, sigep.usu@gmail.com, Scott Biggs, 435.881.5033, www.ususigep.com

**April 17 — Wasatch Revolution tri team free mini clinic**, "Transition Training" at Wasatch Running Center 8946 S State Street Sandy 7:30 p.m., Kim Abbott, triathlonmom@gmail.com, (801) 523-3659

**April 19 — Kanab Triathlon Sprint**, Swim 400 meters, Bike 10 miles, Run 3.1 miles Beginner, Swim 200 meters, Bike 5 miles, Run 1.5 miles, Kanab City Pool, kanabtri.com, 435-632-6012

**April 19 — Sand Hollow Aquatic Center Triathlon**, St. George, UT, 435-627-4560

**April 19 — Rage 5 Triathlons**, Intermediate, Short distances, Lake Mead, NV, bbscendurancesports.com

**April 26 — 4th Street Clinic Triathlon and 5 K**, 300 yard swim, 8 mile mountain bike ride, 5K run, Huntsman Center, University of Utah, 4thstreettriathlon@gmail.com, (801) 540-6213, 4thstreettri.blogspot.com/

**April 26 — Telos Timp Triathlon**, Orem Fitness Center, Orem, UT, www.t3triathlon.com, 801-678-4032 or shaun@t3triathlon.com

**May 3 — Buffalo Duathlon**, Duathlon, Sprint and International distances, Antelope Island State Park, Utah, Joe Coles, info@buffaloduathlon.com, 801-335-4940, www.buffaloduathlon.com

**May 10 — St. George Triathlon**, Sand Hollow Reservoir, St. George

UT, sgtrifecta.com, race@sgtri.com, (702) 401-6044

**May 17 — TriUtah Women of Steel Triathlon**, 8 am, American Fork Recreation Center, 454 North Center, American Fork, UT, 300 meter pool swim, 10 mile bike, and 3 mile run, relay teams are welcome, triutah.com, info@triutah.com, 801-631-0965

**May 24 — Sunrise Duathlon**, run-bike-run, International Distance and Sprint Distance, Copper Hills High School, West Jordan, UT, hesstravis@hotmail.com, 801-520-9755, hesscancer.org

**May 31 — Shark Attack Triathlon**, 400 yd swim, 12 mile bike, 5k run, Also Kids race, Crystal Hot Springs, Honeyville, UT, Kelly McPherson, kellym@desertsharks.com, (801) 634-5490, desert-sharks.com

**May 31 — Unicycle Triathlon**, swim 400m, unicycle 2 miles, run 3k, South Jordan Aquatic Center, UT, copeland.thomas@gmail.com, (801) 913-8017, unicycleutah.tripod.com/id2.html

**June 1 — IronMan Boise 70.3**, 1.2 mile swim, 56 mile bike, 13.1 mile run, Boise, ID, (727) 942-4767, ironmanboise.com

**June 7 — Salem Spring Triathlon**, Knoll Park, Salem, UT, racefri.com, (801) 465-4318

**June 7 — Vikingman**, 1/2 distance triathlon, Burley, ID, 208-431-0463 or vikingman.org

**June 14? — Pleasant Grove Triathlon**, 14 and under Super Sprint (1 mile run, 3 mile bike, 250 yd swim), Sprint for all others (3.1 mile run, 8.5 mile bike, 500 yd swim), team categories also, pgtri.com, (801) 796-1745

**June 14 — Utah Summer Games Triathlon**, Olympic and Sprint, Sand Hollow Reservoir, Hurricane, Utah, utahsummergames.org/sports/triathlon.html, 435-865-8421 or email race@sgtri.com

**June 14 — Battle at Midway Triathlon**, Olympic Distance Tri, off-road duathlon, doggie duathlon, Midway, UT, 801-450-8477, info@bamtriathlon.com or bamtriathlon.com

**June 21 — TriUtah Cache Valley Classic Triathlon**, Hyrum Reservoir, Hyrum, UT (near Logan, UT), Sprint and Olympic distance open water swim triathlons, Sprint road: 750 Meter Swim/20K Bike/5K Run, Olympic road: 1.5K Swim/40K Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

**June 21 — Provo Triathlon**, Olympic and Sprint, also kids race, Utah Lake State Park, Provo, UT, (801) 361-9425 or provotri.com

**June 28 — DinoLand Triathlon**, Olympic and Sprint, Vernal, UT, 435-789-7720 or www.dinotri.com

## COACH'S CORNER

### Triathlon Pre-Race Organization

By Scott Kelly

Triathlon combines three disciplines (swimming, biking and running) requiring extensive pre-race organization. The more organized you are the better. This will eliminate a lot of the pre-race panic that you will experience if you forget an important piece of equipment.

Start the process with a compartmentalized bag or pack and place the items listed below, organized by discipline, into the bag the night before the race. Transition areas tend to be crowded with limited space for each participant. Limit the number of items you bring into the transition area and keep your space clutter free, respecting the space of all participants surrounding you.

#### Equipment Checklist

##### Swim

- Timing Chip (don't forget this – provided by race)
- Goggles
- Tri suit (worn under your wetsuit)
- Wetsuit
- Swim cap (race usually provides one)
- Waterproof sunscreen lotion (apply pre-swim)
- One bath towel

##### Bike

- Bicycle
- Bike number (affix to bike – provided by race)
- Helmet
- Spare tube
- Underseat pack (to store tube, patch kit, tire removal device, Allen wrenches, etc.)
- Water bottles
- Bike shoes
- Air pump/CO2 cartridges (if you get a flat you've got to fix it yourself)
- Preferred triathlon attire (shorts, jersey, tri suit, etc.)
- Sunglasses
- Make sure your tires are fully inflated on or close to max. p.s.i. level prior to the start of the race

##### Run

- Run number (affix to your jersey/shirt - provided by race)
- Race number belt (holds your number - no pins required)
- Running shoes
- Socks
- Speed lacing device so you don't have to tie your shoes (i.e.: elastic laces or plastic lace synching device)
- White cap (particularly for longer races in hot weather)

#### Pre-prepared fluids and energy sources

- Pre-mix your electrolyte replacement drink of choice the night before the race and/or fill up your water bottles so they are ready to go in the morning
- Pack your favorite energy gel and/or energy bars
- Energy bars or gels can be tucked into jersey pockets and/or duct taped (if need be) to the top tube of your bike for easy access. Plastic gel flasks are handy to have and eliminate the need to carry gel packets.

Scott Kelly is a 25-year veteran of the sport. He is a personal trainer specializing in the sport of triathlon and the founder/Head Coach of TEAM Fast Lane a Salt Lake City based, USA Triathlon sanctioned club. For more info visit teamfastlane.com or call (801) 558-2230.

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**TOURING**

**On Holy Ground - Riding the Climbs of the Tour de France II (Continued from page 2)**

pretty much opposed, for obvious reasons, but that those in far off Paris thought it a good idea. That sounded more than vaguely familiar



Elliot at the start of the climb to Plateau de Beille Photo: Dave Ward

turned sharply right and switch-backed several times up a steep slope from where it ran for a kilometer to a higher meadow situated in a broad bowl at the base of the final slope to the Port de Pailhères. As I approached this second meadow, I saw a cow, girded about the neck with a large leather strap from which hung a burnished bell, taking up the left side of the road. It paid no attention to me but focused only on licking the road. It wondered at this, till it struck me that the cow

was licking the road for the salt that had been put down when the road was plowed.

As I passed her and rounded the bend, I saw the rest of the herd, with many of the cows also seeking their share of the salt. I had to wind my way through them as they were more interested in the salt than in moving for me, and made the final climb to the top.

At the summit, we were poised on a high ridge with snow-covered mountains leading off into the dis-



Switchbacks to the top of Luz Ardiden

tance, meadows of patchwork green and white rolling out below us to the warm and snow free canyons below,

all under the brightest blue sky we could hope for. It was stunningly and magnificently beautiful.

After another fast and exhilarating descent down the mountain, we had fun cruising back to town. Except for the fact that I had a chain link begin to stick, and my chain was skipping regularly during the last 30 kilometers. Given our steady pace, I could even time the skip, easing up for it so it was not so jarring. This ended up being our longest ride of the trip, 99.25 kilometers. We climbed 1600 meters (5249 feet).

During this ride, we notice writing on the road in the higher slopes stating, "Non aux ours", or "no to bears". Another writing said, "150 brebis morts en sept jours", or "150 sheep dead in 7 days". Such scrawled messages were a constant upon the Pyrenean roads we rode. Upon inquiry, I learned that bears had been reintroduced to the high Pyrenees. The lady of whom I inquired said that the locals were

with its parallels to Washington and the western United States.

The next day consisted of climbing to Plateau de Bonascre (Ax 3 Domaines) followed by a climb to Plateau de Beille. We first drove over the Port de Pailhères, through Ax-les-Thermes, where we would spend the night, and to the small town of Les Cabannes. From there, we rode back to Ax-les-Thermes and started with the shorter and easier climb to Ax 3 Domaines. I had been here four years earlier for the Tour de France, and had ridden to within two kilometers of the top before stopping to watch the oncoming race on a Frenchman's small television in his travel trailer. So it was nice to finally go all the way to the top.

After a quick descent and a fast ride back to Les Cabannes, we took on the longer and steeper climb to Plateau de Beille. It had become overcast and, by the top, fairly cool. Upon arriving at the top, I was greeted by a large, lumbering dog (which I dubbed "the sale bête") who apparently did not take to my

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Dave arriving at the top of the Col d'Aubisque Photo: Elliot Morris

being there. I was quickly cooling off and headed to the lodge to await Elliot inside. The place was virtually abandoned except for a few cars in the lot. The sale bête barked and growled at me all the way to the stairs up to the lodge. Finding several small stones handy, I soon let him know two could play his game, and he backed off, allowing me entry into the building.

Elliot, who had bonked on this climb, thus allowing me my third victory of the trip, finally arrived. We put on our cool weather garb for the descent, and then I again had to confront the sale bête to get back to my bike and out of the parking lot. Our total elevation gain for the day was 1816 meters (5958 feet).

We had debated whether to drive on before finding a hotel, but the charms of Ax-les-Thermes proved too tempting. As it turned out, we were glad we stayed. We found an attractive hotel next to a creek into which flowed the thermal springs for which this town is famous. Elliot was not feeling his best after having hit bottom on the climb to Plateau de Beille, so after our in-room dinner of sausage, cheese and baguettes, he quickly hit the sack. It had grown

dark, and so I took my camera and headed out for an extremely refreshing stroll while experimenting with my nighttime photography.

Two things marked our stay at Ax-les-Thermes. First, we discovered the next morning that someone had severely scratched the finish on a car parked just two spaces away from ours. While I certainly felt for the owner of that car, I also felt fortunate it had not been our rental car on the receiving end of this vandalism. Second, after arriving back home, I discovered I had left behind a pair of nice cycling shorts purchased in Bourg d'Oisans that matched my Alpe d'Huez jersey. I had retained a card from the hotel, as we had enjoyed it so much, and it had an email address. Upon contacting them by email, the manager confirmed they had the shorts and agreed, and did, send them to me. So far as I can remember, this is about the only time I have ever been able to recover something left at a hotel. Not only was it a nice hotel, but the customer care was outstanding.

The next morning, after a great breakfast at the hotel, we took another very pleasant walk down and back up the creek before loading

up and heading west. Our destination was the Col de Portet d'Aspet and the Col de Menté.

We began our ride at the town of Castillon-en-Couserans. This region is far from any large towns, and our route took us through a meandering assortment of small villages till we reached Portet d'Aspet, a small village at the base of the climb bearing its name. This is a short and not very difficult climb. Rather, the difficult part is the other side of this climb, with its two short but leg-burning climbs pitching upward at 17%. It was while descending down this steep slope in 1995 that Lance Armstrong's Motorola teammate, Fabio Casartelli, came too fast into a turn, crashed into a rock wall and died from fatal head injuries. There now stands a striking memorial to Casartelli. This is also the spot

at which my friend, Elliot, nearly brought an early end to his bicycle tour, but more on that shortly.

Before going back up this climb, we had to first conquer the slopes of the Col de Menté. This is a tough climb, but one is rewarded with beautiful panoramic views of the ascending canyon and surrounding mountainsides, and a nice lunch at the mountain top café.

As this was an out-and-back ride, we descended back down the Col de Menté. Reaching the bottom before Elliot, I decided to begin the climb up the brutal west slope of the Col de Portet d'Aspet. Once again, I was striving to reach the top before Elliot could catch me. To my surprise, I arrived first.

After waiting for several minutes, I strolled over to the bar and bought an Orangina, France's best soda, to refresh myself. As Elliot had still not arrived, I took my soda and returned to my bike. Finally, after nearly 15 minutes, Elliot arrived. He explained how he had stopped to look at a small memorial to Casartelli that someone had placed on the infamous rock wall. Then in taking off, he tried to insert his cleat in his pedal and start climbing at the same time. Unfortunately, his foot slipped and he fell, doing splits that his aging hips were ill prepared for. Indeed, that resulted in a very painful ride to the top, and he feared his climbing on this trip was over.

Thankfully for Elliot, from here it was downhill, except for a few small rollers, all the way to the car. It was early evening as we covered these final kilometers, and extremely pleasant. In fact, despite his mishap, Elliot later exclaimed this to be his favorite ride of our trip. I have ridden this area twice now, and agree that it is one of my most satisfying places to ride because of its pleasant, picturesque pastoral setting.

By the time we arrived at our car, we had covered 70.55 kilometers and gained 1669 meters (5476 feet) in elevation. We quickly changed

clothes, jumped in our car, and made the drive to the pilgrims' destination of Lourdes. Most people go there for the holy site where Bernadette saw the Virgin Mary and to partake of the holy water. Our pilgrimage was to challenge what many consider the most sacred climb of the Tour, the Col du Tourmalet.

Being uncertain of Elliot's condition, we decided to drive to Campan to start our climb. I had ridden the Col du Tourmalet from the west side two years before, so I was anxious to try it from the east side. The plan was for Elliot to ride part way up the climb, and to return to the car and drive it to the top. We would then go Luz St. Sauveur where we would also do the climb to Luz Ardiden, with Elliot going as far as he felt able.

While riding from Campan, I happened to espy a plaque on an old building, thus inadvertently stumbling on to a memorable piece of Tour de France lore. The plaque identified this building as the old blacksmith shop where, during the 1913 Tour, Eugène Christophe repaired his bicycle's broken fork. He was leading the Tour at the time his fork broke. Under existing rules, no one could help. He carried his broken bike several kilometers to this shop, welded the fork himself, and continued on with his race. He lost all chance of winning the Tour, but as the plaque states, he "gave a great lesson on courage and tenacity."

While Elliot was worried about his hip, the fact was, once he started climbing, he only felt better, and I was again unable to keep pace as I watched him move on up the mountain. The climb up the east side of the Tourmalet is not quite so hard as from the west, though the last five kilometers have an average grade of 9% to 10% for a harder finale.

Once on top, we made for the

Continued on page 25

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## MOUNTAIN BIKE RACING

## Gillespie and Emmett Win Rampage



Above: Kelli Emmett (Giant Bicycle) cruised to win the Women's Pro Class.  
Right: Mike Hileman (NuVision Optical) won the Expert Men's 40+ race.  
Photo: Joaquim Hailer. Find your photo at Zazoosh.com



By Brad Pilling

With this past winter, you may have been afraid that the Desert Rampage race held March 1, 2008 in St George, UT would be snowed out or at least have snow banks on the sides of the trail. Mercifully, snow gave way to sun and the Desert Rampage race did not disappoint. Well over 300 racers showed up to battle the 7 mile course and get some biker tan lines started. Racing this early in the season is not always the best feeling, but with record race attendance and packed classes, racing was better than ever.

24 Pro Men racers lined up for the start with nationally ranked Bart Gillespie (Mona Vie/Cannondale), Travis Brown (Trek as well as '99 NORBA Series XC Champion and former Olympian), Cale Redpath (96er), Adam Snyder (3D Racing) and Troy Wells (Tokyo Joe's)

among the other area locals.

The sight of 25 Pro Men burning the first lap must have been great to see. My vantage point of this spectacle was seeing the group strung out on the first climb as I sat in 18th place. I could see a group just up from me that I initially mistook as the lead group. I then realized that there was a faster group that was further up ahead on the initial climb that already had a sizeable gap on the rest of the field and were pulling away.

Local phenom Bart Gillespie (Mona Vie/Cannondale) was in the front group. He summarized his race, "This is a good early season course as the climbs are short and not very steep so you can use momentum to get into a rhythm. The first lap my legs were heavy and without much snap but I rode near the front anticipating they would come around. At the end of the first lap I found myself alone on the front as Troy Wells punctured on the rocky downhill. I forged on alone and got into a pretty good rhythm with what felt like a pretty fast 2nd and 3rd lap. By the 4th lap my legs were getting tired but I still had pretty good energy and worked the momentum game".

With a 2008 race time of 1:50:14 and a 2007 race time of 1:50:52, one of Gillespie's characteristics of greatness is his consistency. Frankly, it's unbelievable. 2nd place was Durango resident Cale Redpath (69er) at 1:57:01 with fellow Durango resident Troy Wells (Tokyo Joe's/Clif Bar) coming back from a

flat tire in 3rd at 1:58:33.

The women fared well with the Pro Women's race winner Kelli Emmett (Colorado Springs, Giant Bicycles) completing 3 laps in only 1:33:10. Heber resident and SoBe/Cannondale sponsored Kathy Sherwin placing 2nd at 1:35:24 with Amanda Riley-Carey (Kenda-Titus-Hayes) 10:47 behind in 3rd.

Sherwin remarked that her favorite part of the course were the uphill washes. "What a fantastic way to take your mind off the pain and suffering you are going through at the moment". Amazingly, Sherwin took 8 minutes off her race time from last year. "Most people are laying down groundwork for the core of the season which means no resting for the race. With a heavy block of training leading up to the race I was certainly toasty out there, but after it was all said and done, I was psyched to be that much faster".

Other classes were bulging with enthusiastic competitors. The Sport Men 40+ class had 28 finishers with Dave Smith (Red Rock/Mega Pro) winning in a time of 1:05:03.

Jay Griffin (utahmountainbiking.com) was 2nd at 1:07:47 with Doug Rock (Red Rock/Mega Pro) in 3rd at 1:10:25. These 40+ were hauling and their numbers were not limited to the sport class. Sixteen men started the 40+ beginner class and fourteen finished the 40+ Expert race. Who says racing mountain bikes is only for the young!

While some racers have commented that the course is getting 'tired' because the best single-track has been converted to 4-wheeler double track, there is something great about racing in Utah in early March. The desert course is challenging both technically and aerobically and with all that 70 degree sunshine no one was disappointed. The 2008 race season is off to a great start.

The Intermountain Cup continues April 12 with the Cholla Classic held just outside Hurricane, UT. For the complete race schedule, see **cycling utah's** calendar section.

See results on page 24.

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## RACE SCHEDULE

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19: TAX DAY CIRCUIT  
26: EAST CANYON RR

## MAY

03: BUFFALO STAMPEDE RR  
10: SLC DOWNTOWN CRITERIUM\*\*  
17: BEAR LAKE RR  
18: BEAR LAKE TTT\*  
24: GARDEN CREEK GAP RR  
31: SKULL VALLEY TT\*\*

## JUNE

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**Remembering Richard Barnum-Reece, Publisher of Utah RunnerTriathlete**



**Richard Barnum-Reece, 1945-2008.**

**By Scott Kelly**

On the morning of July 22, 2006 I was standing on the floating dock just below the Mountain View campground on Scofield Reservoir watching participants warm-up for the swim leg of the newly revamped Scofield Triathlon. As I gazed at the water I noticed a familiar figure feebly doing the sidestroke below me. It was Richard Barnum-Reece. I was about to shout out to him that he should come see me for some swim lessons but, for some reason, I held my tongue and said nothing. Little did I know what was in store

for Richard just a few short minutes later after the start of the swim leg of the race. He never made it back to the dock on his own. Richard was fished out the water, not far from the end of the dock where he had been found floating, face down and unconscious.

Richard lay on the end of the dock where emergency personnel administered CPR in hopes to resuscitate him. He was rushed to the nearest hospital in Price and later air lifted to Utah Valley Regional Medical Center in Provo. Attempts to revive him were successful, however, lack of oxygen had caused extensive brain damage affecting both his cognitive abilities and short-term memory. Richard would never again be able to function on his own. He spent the next 18 months in a nursing home and passed away on January 29, 2008 as a result of complications from the heart attack he suffered on that fateful day. Richard was 62 years old.

To say Richard lead an interesting life would truly be an understatement. He was a self-made man who "marched to the beat of a different drummer" and liked to do things his way. His gruff personality often put people off, however, once they got to know him it was easy to discover that he had a huge heart. He wrote his own obituary, from which I've culled a few facts about his life for this article.

Richard was a 1964 graduate

of Hillcrest High School where he was an all region football player. He fostered his love of the written word as the sports editor for his high school newspaper, the Hillcrest High Sentry. Richard's prowess on the high school gridiron earned him an athletic scholarship to the University of Utah where, as a freshman, he was on the U of U football team that won the 1964 Liberty Bowl, 32 to 6 versus West Virginia. He was later sidelined with a knee injury that would plague him for the rest of his athletic career. While in college, Richard continued to develop his penchant for writing, eventually working his way up to being sports editor of the Daily Utah Chronicle and editor of the University Magazine. He graduated from the University of Utah in 1974 with a Bachelor's in political science and continued on to earn a Master's in journalism in 1975.

After working and traveling for a few years, Richard attended law school at Hamline University in St. Paul, Minnesota. He was forced to drop out after experiencing heart trouble and was treated at the Mayo Clinic. According to his brother, Brent Barnum, he was then diagnosed with an enlarged heart. Richard had known about his heart troubles way back in his teenage years. He would subsequently have four other heart attacks (or mini strokes) in addition to the one that ultimately incapacitated him.

Due to the unusual nature of his heart ailment, the Mayo Clinic wanted him to be part of a heart study they were conducting. Richard politely declined. He didn't like hospitals or doctors!

Richard was also an avid skier. He was a ski patrolman at Stowe, Sun Valley and later became a ski instructor at Park City Mountain Resort. He combined his love of skiing with a journalism career, working for the Wood River Journal in Hailey, Idaho, the Ogden Standard Examiner and the Deseret News. He even had a short stint as an on-air reporter for KUTV. His work was published in the Baltimore Evening Sun, Minneapolis Tribune, Las Vegas Sun, Skiing Magazine, Ski Racing Magazine, Utah Holiday Magazine and numerous other publications. He published three books: "Poetry for Mysha and the Windy Day", "Once Before I Die" and "The Gonzo File" along with a host of articles and ruminations all of which had to do with his life and impending death.

Next to writing, Richard's other passion was ultra distance trail running. He completed 29 marathons and seven 50 miles races over the course of his endurance athletic career. Richard later became interested in race directing starting the, now famous, Wasatch 100 Endurance Run. He was also the originator of Crazy Bob's Bair Gutsman and the Wasatch Steeplechase, both popular events on the local trail running scene.

"Richard came to believe that writers were like slaves working the cotton fields and that he'd rather own the plantation if he was going to have to work on it. He created the Utah Runner & Cyclist Magazine to find a place to write and get paid decently".

Much of the editorial content of Utah Runner & Cyclist was filled

with stories about the various triathlons, duathlons and running races that Richard directed. Many local area athletes got their start in the sport of triathlon through the many pool swim triathlons that Richard organized. His "no frill" events didn't attract many people, but those who attended always had a good time and they could count on seeing their names and exploits published in Richard's newspaper shortly after their respective triumphs. In later years he changed the name of the publication to Utah RunnerTriathlete to more aptly reflect the subject matter within the publication that he so enjoyed.

Ironically, when he turned 60, Richard had planned to scale back his race directing commitments, allowing more free time for travel and fun. He had given up alcohol for over 20 years and carefully watched his diet ultimately become vegetarian.

Participating in the Scofield Triathlon was a treat for man who normally would be found behind the bullhorn directing both volunteers and participants as they toed the line for the start of one of his events. Earlier in the year, Richard had handed the reins of the Scofield Triathlon to Burke Priest and Justin Jones, younger men with big plans to improve the event. This enabled Richard to participate in the race he had nurtured from its infancy. Unfortunately, it was to be his last great race!

Richard's life and work was

**Continued on page 23**

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RIDE OF THE MONTH

A Trip to Bountiful

By Gregg Bromka

Last month, I took you to the south end of the Salt Lake Valley on several road tours originating out of Draper. This month, we'll make a 180-degree turn and visit our neighbors in North Salt Lake and Bountiful on two rides that cross over to Davis County.

**North Salt Lake Loop (20.5 mile-loop, 300-foot gain, moderately easy, poor to fair margin of comfort)**

This north valley loop links Salt Lake City with North Salt Lake on a tour of striking "diversity." The bulk of the loop follows busy city streets and highways where shoulders are absent and high-speed traffic is heavy. You'll pedal past industrial complexes, gravel pits, airports, and oil refineries. And there is nary a hill to speak of. So why bother? Despite these blights of civilization, the first and last legs of the loop follow bike lanes through quaint ethnic neighborhoods and across open spaces where cattle graze. The miles are respectable, you can spin at tempo pace the whole way, and the last mile on the Jordan River Parkway is a pleasant way to wind down.

"Back to that bit about oil refineries, gravel pits, and high-speed traffic," you say? There is one caveat to this ride. You must pedal 1.5 miles along busy US 89/ Beck Street north out of Salt Lake City. This stretch of six lane highway is unnerving, but it's the only way between here and there. New bike lanes from 600 North on 300 West/ Beck Street help calm the nerves. Even so, hold your line, stay single file, wear obnoxiously bright clothing, and count your blessings.

The starting point for this loop is Constitution Park (300 North and 1200 West) just northwest of the Utah State Fairpark. Head east on 300 North (bike lane), cross 300 West/US 89, and turn left onto 200 West (bike lane). You'll eke out an extra mile of safe riding before inevitably joining the bike lanes on 300 West/US 89. After passing Victory Road, which enters from the right, you enter the danger zone of Beck Street/US 89 where the shoulder all but disappears. Fortunately there are no scenic attractions along this stretch, just industrial complexes and oil refineries, so keep one eye glued to the road ahead and one eye covering your butt to the rear. Four miles into the ride, turn right at 1810 North, opposite Southern Exposure Show Club, and link to the bike lanes on the frontage road at the entrance to the gravel pits. High speed traffic is traded for rumbling dump trucks accessing the gravel

pits. Plus, the pockmarked road batters you like the cobbled lanes of Paris-Roubaix.

From the frontage road, take the new Class I Bike Path for a short distance into North Salt Lake, turn left onto Main Street, and breathe a welcomed sigh of relief. Although you'll pass more industrial centers and warehouses, traffic is light, and you'll pretty much have the road to yourself for the next 3 miles. A left turn onto 500 North/UT 68 begins the loop's "back nine," and in a mile, the road bends south as Redwood Road. Traffic picks up quickly, and at times the road is a tight squeeze for cyclists.

You'll escape the snarling motorists by turning right onto Center Street. The bucolic ranch lands and placid Jordan River give the road a country lane feel; that is until a jumbo jet roars off the runway from nearby Salt Lake International Airport. Still, you'll take comfort in the roadside bike lane on 2200 West and enjoy distant sights of Oquirrh Mountains' 9,000-foot peaks.

A left turn onto 700 North returns you to the hurried pace of our petrol-based lifestyle. There is a designated bike lane along the road's edge, but it's laughably narrow at times. Shortly after crossing Redwood Road, you can catch the Jordan River Parkway and return to Constitution Park via the cottonwood-lined, paved bike path.

**Bountiful Bench (29.2 miles out-and-back with loop 1,800-foot gain, strenuous, poor to fair margin of comfort)**

Like the North Salt Lake Loop, this trip to Bountiful and back requires doing battle with Beck Street/US 89 north of Salt Lake City. But there is good reason to endure the road's high-speed traffic and industrial blights. First is the scenery. The loop portion of this ride takes you high onto Bountiful's east bench, where views of the Great Salt Lake and Wasatch Range are striking, and you'll ride right past the L.D.S. Bountiful Temple. Second is the ride's elevation profile. Although there are lots of easy, flat miles where you can spin at tempo pace, you better have ultra low gearing or legs of steel for the sharp climb up Eagleridge Drive—one of the steepest climbs on the Wasatch Front. The hill is only 1.8 miles, so it's no Alp de Huez, but its 12-percent grade is nothing to scoff at. If you can't hang, then you'll suffer.

Liberty Park makes for a dandy starting point because you can link to bike lanes alongside 800 South and 200 West for a safe route through the heart of Salt Lake City. Nearly 4 miles into the ride, a jog

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left onto Wall Street leads to the inevitable mayhem of 300 West/US 89. Battle traffic for 1.5 miles; then veer right onto the frontage road at 1810 North. Dodge potholes and dump trucks, merge with US 89 for a short spell, and come to the traffic circle at Eagle Ridge Drive. Up you go!

You'll exhaust your gears in short order, and your heat rate will ramp up to the red zone instantly. The road curves out of the valley and onto the ancient Lake Bonneville shoreline 800 feet above, passing ritzy custom homes along the way. Whether you're a lithe spinner or a powerhouse diesel, you'll find that the savage grade is borderline humorous. The hill slackens in a half mile, but only briefly, then it pitches up again to a crushing 12-percent for another half mile. Ouch!

High fives when you reach Eaglewood Golf Course, and relax while rolling along Bountiful Boulevard. The Great Salt Lake can be seen between the custom homes, and Ogden's Ben Lomond pokes its head over the shoulder of Bountiful Peak. Pass the Bountiful Temple and ready the brakes for a sharp drop off the foothills, as Bountiful Boulevard bends and becomes 400 North. This is no place to tuck-and-glide because you'll have to brake hard for the stop sign at 1300 East. A quick left onto Davis Boulevard takes you back through an upscale neighborhood for several miles to 3100 South. Another high-speed descent takes you to Orchard Drive, which returns you to the traffic circle at Eagleridge Drive. Another lap? Finish off the ride by retracing your tracks to Liberty Park, exercising extreme caution along Beck Street/US 89.

Excerpted from *Bicycling Salt Lake City*, by Gregg Bromka

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

## MECHANIC'S CORNER

### Routine Maintenance

By Tom Jow

Routine maintenance is an important and unfortunate part of owning and riding a bicycle. Time spent working on the bike equals less time spent riding. A well-tuned bike, however, performs better and lasts longer. Will you be working on your own bike this year? Maybe you take it to the shop for the annual spring tune-up. Either way, how do you know how much service the bike really needs? Performing regular maintenance on your bike keeps you in touch with what needs service and when. It also makes it easier to communicate with the techs at the shop should you need their assistance.

Your bicycle service should always begin with washing the bike. Nobody likes to work on a dirty bike. First, if it's a mountain bike, make a mental note if the suspension fork or rear shock is particularly oily and dirty. Then, degrease the chain, cassette and chainrings. Remove the wheels; wash them and the frame with soapy dishwater. Rinse everything with a light spray of the water hose.

Now that everything is clean, begin by inspecting the wheels. Quickly check the tire tread and sidewalls for cuts and other damage. Also look at the rims for any dents or cracks. Next, roll the axles gently between the fingers. They should roll smoothly and quietly. Any roughness indicates a need for adjustment or overhaul. Grasp the axle end and attempt to wiggle it sideways. If you feel movement, an adjustment may be required. Be aware, however, hubs with cartridge bearings are usually not adjustable. When worn out, cartridge bearings require replacement.

While the wheels are off, inspect the bottom bracket. Derail the chain and examine it using the same procedure as the hubs. The modern bottom bracket uses cartridge bearings. If the axle spins rough or has lateral movement it will need to be replaced for best performance. Next, inspect the chainrings. Worn chainrings have teeth that appear

to have hooks. In some cases they may look like the dorsal fin of a shark. Chainrings that are worn can contribute to an occurrence called chain-suck. Also look for bent or broken teeth.

Prior to installing the wheels is the time to inspect the brake pads. Rubber brake pads that are unevenly worn (it'll be obvious) should be replaced. Also, small stones and bits of aluminum are often embedded in the brake pad surface. These bits can be easily removed carefully with a sharp pointed tool. Disc brake pads are easily examined by looking into the brake caliper with a flashlight. The disc brake pads should be replaced when the pad material, which is bonded to a metal backing plate, is 2mm thick or less.

When these checks are done, restore the chain, wheels and brakes to their functioning position. Spin the wheels to see if they straight and round. Now inspect the chain for any twisted or damaged links. An easy way to do this is to rotate the cranks backward slowly while watching the chain closely. Also look over the cassette and chainrings for damaged or bent teeth. Keep in mind that when replacing any one component of the drivetrain (i.e. chain, cassette, chainring) there is a possible incompatibility between the new and old part. This may cause the chain to skip under hard pedal pressure.

A skipping chain may also be caused by worn or dirty derailleur cables. Dirty or worn cables do not allow the derailleur to align properly under the cassette. Cables in good condition slide smoothly inside the cable housing. They will also be free from kinks and broken strands. Remember to check the cable head inside the brake or shifter lever. Also

inspect the cable housings and brake lines. These too should be free from both kinks and cracks. It is possible that these housings may be worn on the exterior from the friction of rubbing somewhere on the frame. Replace any housings or brake lines with significant exterior wear.

Before packing up all the tools, remember those dirty suspension parts? Inspect the fork legs and/or rear shock shaft for wear and scratches. When extremely worn, these parts will have aluminum color showing through. It is important to keep these parts clean and scratch free to avoid premature. Wipe the shock and forks clean before every ride.

That's all there is to it. Including

bike wash, this inspection can be performed in less than an hour. In fact, this is similar to the service that team mechanics perform on every bike, every day. Done every couple weeks, or when the bike is so dirty you can't stand it, this routine maintenance will reduce the chance of problems on the road or trail. It will also keep you and your bike performing tiptop without spending too much time in the shop.

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

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- May 10 Wimmer's Bicycle Race, Sherwood Hills, UT
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- May 26 Stan Crane Memorial XC, Draper, UT
- May 31 The Sundance Spin, Sundance, UT
- June 7 Deer Valley Pedalfest, Deer Valley Resort, UT
- June 14 Chris Allaire Memorial/Utah Open State Championship, Solitude, UT
- July 19 The 20th Annual Mountain Bout, Snowbird, UT
- July 26 Taming the Tetons, Jackson Hole, WY
- August 9 Wolverine Ridge XC Race, Double Points!, Regional Finals, Evanston, WY

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## PROFILE

## Jonathan Kolon: Dentist and Bike Shop Owner Storms Park City Armed With a Truing stand, a Dental Chair, and Uncontainable Zeal



He'll fix your teeth and your bike.

Story and Photo by Lynn Ware Peek

"Good morning, Silver Creek Dental & Bike Shop," says Lorin Tedeschi, answering the phone. To be more precise, it's Silver Creek Dental Office and Dharma Wheels Cyclery, owned by the only bike mechanic/ dentist I've ever met. That's right, a dental office and bike shop all in one. I soon find out that it's about passion for what he loves and not the high Park City rents that make Dr. Jonathon Kolon combine the unlikely double business.

But why? I am curious, so I sit down with Kolon over tea one snowy evening and hear about how one guy transforms a wild and wacky thought into reality.

There's a bottom line and this is it. "I truly love cycling enough to open my own shop and I truly love helping people enough to open my own dental practice," he states, meaning it with the deepest sincerity. When the idea of a bike shop/dental office entered Kolon's creative horizon, he called buddy Troy Rarick, a visionary in the 'making' of the Fruita destination bike scene. "If you're going to do it, DO SOMETHING #\$\$&in' RADICAL!" said Rarick. Well, radical it is and maybe that's just why it works. It felt like it worked the first time I walked into the business. To walk into a dental office and be greeted by colorful bike socks hanging on the wall immediately puts me at ease. It doesn't even smell like a dental office. I can even bring in my bike for a shock overhaul before I sit in the dental chair. Then I can take my happy gas journey into the red rock mural on the wall while Dr. Kolon expertly excises my cavity.

Where did this idea come from? Kolon's work ethic, his love of the bike, his mechanic skills, and indeed his life was shaped by a place called Campus Bike and Toy in Ann Arbor, Michigan, where he worked during his eight years as a college student and an aspiring dentist. And, well, an aspiring bike shop owner to boot. He could have chosen one of the other bike shops in this college town, but instead liked the concept of this family run business that had been around since 1932 and had been run by four generations. Notice the theme here? Bike and Toy. Bike and Dental. "Everything I know about business, I learned at Campus Bike and Toy," he says. He applies it in both his dental practice and his bike shop. Kolon's friendly disposition and excitement about what he does is infectious. I almost want to get my old filling replaced. I certainly want to have my bottom bracket replaced.

Dentistry and biking have been connected in the web of Kolon's life for a long time. The story of why he chose dentistry came back around, somewhat believably...to biking. Kolon was trying to decide between medical school and dental school. He laughs as he reminisces, "The University of Michigan not only had a great dental school, but it was right in the middle of town and had covered bike parking." That's right. He could ride his bike everywhere and have it protected from the elements. Sometimes decision-making

is simply about priorities.

During his time at Campus Bike and Toy between 1993-2001, he earned the spot of service manager most likely because he likes people, he likes to please, and he likes seeing everyone happy on a bike. Simple recipe. During dental school he had very limited time to work at the shop, but the storeowner made it possible. "All I could manage was Fridays from 5-7 at the bike shop," he remembers. They liked him enough that they let him stay on.

During those two hours per week, he did shock service, and that was it. He realized how difficult it was for the bike shop to keep him employed at such a limited amount of time, but they did it and for that he is still grateful. "It's kind of a mirror of how life is," he says. You get back what you put in. He learned about having employees from being one. And now he can give back to the biking world for the opportunity he got at Campus Bike and Toy.

At Dharma Wheels Cyclery, he employs some of the best mechanics in Park City who moonlight for him after they put in hours at the other local shops. They seem to drink in the relaxed atmosphere and the focus on the bike as a healthy yet cult-like icon. And they have a great time doing it. The Dharma Wheels Cyclery race team is made up of this kind of vision. About 30 of them will meet at a local watering hole for their team meeting and talk about , hmmm.... new wheels and racing, and pedals and endurance events and frames and new trails and...you get the idea. Because it is their passion and the passion that Kolon envelops himself in, with anything he does.

Kolon is big on tying life together with metaphor. He likens going through dental school to owning a business to racing a bike, which he did as a Category 1 racer while in college. Wait, a minute. Then he reveals to me his 'super secret passion' which was track racing. He spent lots of quality time at the velodrome in the Pro 1-2 group. "What I love about the velodrome," he says, "is that for a guy my size that normally gets dropped on the uphill, I could demonstrate my sprinting strength." "Also there's something great about knowing that if you lose in this five minute race, you can have another chance to win in the next five minutes." Racing a bike or going through dental school is a display of how life is, he claims. "It's you against everyone, there are a lot of talented people going for the same thing you want," he says. You make good choices and bad choices and they all affect the outcome. He hopes he learned from those lessons to guide him through this journey he has taken in Park City. "Bike shop mentality has provided a lot for me, and I want to give back."

The thing that I like about Kolon's demeanor is his intense focus on what he wants out of life and his businesses, and yet the laid back approach he takes to all of it. He tells me bike shop stories for two hours non-stop with so much enthusiasm my head is spinning and yet by the end, I'm convinced that merging a bike shop together with a dental office is the most natural and logical thing in the world.

Why Utah? Kolon bid farewell to his world in Ann Arbor in 2002 and headed west. Upon his departure, his 'family' at Campus Bike and Toy awarded him the highest of honors — the fabled Campagnolo wine opener. This ain't no ordinary corkscrew... it's the coveted Campy as well as his symbol to stay connected to biking. He did his residency at the University of Utah Hospital and started working at a dental practice in Park City in 2002. He began making friends in the cycling community in Park City and mountain bike racing in the local Intermountain Cup races. And he kept that Campagnolo bottle opener close by his side. Every time he would open up a bottle of wine it "kept the feeling and the memories going." He found he longed to use his mechanic skills again. So he signed on to work at White Pine Touring, in Park City, as a bike mechanic between hours as a tooth mechanic. Then he got the idea. The mother of all ideas. And that is when he called his buddy in Southern Utah and received the aforementioned fervent four-word advice. ...

And so was born Dharma Wheels Cyclery. The name has a good feel so I ask Kolon about it. "Well, you see, I lived in this commune while at Ann Arbor and we fixed bikes in the basement..." And so begins another captivating bike shop story. Another story that adds color to this would-be conventional dentist. Another story that makes you think this will probably just work out brilliantly.

When asked to describe his bike shop, he usually says something like this: "We have a small town shop in the county that specializes in frame-up bicycle assembly and custom wheel-building." Visit Jonathon at Silver Creek Dental Office/Dharma Wheels Cyclery (or online at dhar-mawheelscyclery.com) sometime when you're in Park City. He'll be the one in his early 30's in blue scrubs and a Moots t-shirt. A pony-tail that manages to look respectable, a huge smile, and is that a chain smudge on his apron? Dr. Jonathon Kolon is the one who sneaks in the back for a moment to admire the shipment of titanium frames he just got in from Moots.

Lynn Ware Peek is a Park City cycling enthusiast and co-owner of Girlfriends Go Tours. She's not so enthusiastic about getting her teeth drilled.

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**COMMUTER OF THE MONTH**

**Scott Martin — Bike Commuting with a Growing Family**

By Lou Melini

This Month's Commuter Profile is Scott Martin, an Attorney with Snow, Christensen & Martineau. He has commuted from his home in Holladay to downtown Salt Lake City since early in 2006. He is also a road racer.

**Cycling Utah:** Scott, congratulations on the new twins. They will be 9 months old at the time of publishing of this column. Three children impacts time management at home I assume. How do the children affect your bike commute?

**Scott Martin:** That's true. I have not been able to commute this winter. The twins have made the morning departure more hectic. On the other hand, the skiing has been too good so have been doing some short lunchtime ski tours. I started commuting to work again the 1st of March.

**C.U.:** So can I presume that you were a more dedicated bike commuter before kids?

**S.M.:** Actually, the bike commute has come about as a result of my first child. I like to be home with them as much as I can. Getting a bike workout done to and from work makes this possible. Commuting has actually given me more time during my day as it takes 45-60 minutes to drive and it is replaced with about 1 hour of riding, maybe 1.5 hours if I stretch my ride up City Creek or Emigration Canyon. I also arrive at home or work usually in a better mood.

**C.U.:** What are some of the challenges when one has a family? Do you find yourself thinking about safety issues more now that you have a larger family?

**S.M.:** My wife also works so there is some juggling that goes on during the week. Time is the biggest challenge, as there never seems to be enough of it. Getting a ride in before and after work really helps out—especially when the days are shorter in the Spring and Fall. I would not be able to get out for a ride after the family has gone to bed and my tolerance for a trainer has diminished over the years. I tend to need the outside.

I am a safe rider, however I am more of a safety junkie now. I try to be in tune with the car traffic and make sure I anticipate possible "difficult situations". I have two blinking lights (front and rear) even for daylight riding.

**C.U.:** With children, there are many more places to explore on a bike. Do you ride with them?

**S.M.:** I have a Chariot 2-child capacity trailer hooked up and a child seat on the rear rack along with panniers. I can transport all 3 kids with swimsuits, towels and lunch. Great for noodling around Holladay and beyond with the brood on board. Lots of colors, lights, reflectors and flags to make sure the world sees us out there.

**C.U.:** With regards to your ride

downtown, any tips for others?

**S.M.:** Stay alert; drivers sometimes get more aggressive due to the unsynchronized lights, lots of unexpected right turns sans blinkers. Avoid the construction blocks and I avoid the streets with Trax, both of which compromise space for bikes. Secondly, enjoy it! South Temple is an amazing street with great architecture and historic homes and buildings. I try to use it as my east-west route just to watch the buildings go by. It is a nice way to get to the east bench in the afternoon, which is how I usually go home, a watch the sun set out west.

**C.U.:** There are political issues regarding "bicyclists not obeying the law". As you ride downtown, is this a generally true perception? How bad is the problem? What is the political fallout for this problem? Is using "bicyclists not obeying the law" a distraction or excuse for not building more bicycle specific infrastructure?

**S.M.:** The "not obeying the law" argument is true in some respects but mostly I think it is a misperception on the part of motorists who watch cyclists apply the rules of the road in a different medium. Clearly bikes and cars are two very different modes of transport. It seems that if the motorist could appreciate how vulnerable the cyclist is and the cyclist appreciate how a driver interacts with the cyclist, maybe things would be a bit better. Still there is some very unnecessary angst out there on the road. I think the situation would be better if there were more and better bike lanes and more cyclists using them so we are not such an anomaly to your everyday

driver who hasn't ridden a bike since grade school. Bottom line: Cyclists should adhere to the rules better and drivers should take a deep breath and realize bikes are part of the driving landscape.

**C.U.:** Perhaps a difficult question or one without a good answer- Does the government have a duty to provide a safe means of transportation for bicyclists given that bicycles are defined as a legal vehicle?

**S.M.:** I am not sure about a "duty" per se, but for sure an obligation to its citizenry/taxpayers. More importantly, elected officials should be tuned into the needs of their constituents and provide for them. Cyclists come from all walks of life—rich, poor, race, repubs, dems, LDS or not- they all need safety improvements. I would love for Ralph Becker and Peter Carroon (Mayors of SLCity and SLCounty) to establish 2 or 3 north/south and east/west corridors for bike commuting that go the whole length and width of the SL Valley. Currently bike routes are too hit and miss and dead-end when you hit certain streets/mileposts/municipal boundaries. For instance, make 5th East a clean and easy bike route from Draper to the Avenues. Tons of people would use it and motorists would know that what is on 5th east and would hopefully behave accordingly. I think the bike lanes on 7th east are a waste. Let 7th east go back to being 4 lanes each way. The road is just too busy and too fast to introduce a dedicated bike lane. No one uses it! Put all of the cars you can on 7th east and put the bikes on 5th and 9th east.

**C.U.:** I still see a lot of night riding without lights. Utah State law

**Quick Shot by Chad Nikolz**



states that "You are required to have a white headlight, red taillight or reflector, and side reflectors, all visible for at least 500 feet any time you ride earlier than a half hour before sunrise, later than a half hour after sunset, or whenever it is otherwise difficult to make out vehicles 1000 feet away." From a lawyer perspective, what are the legal ramifications if a rider is hit by a vehicle at night but is not using lights?

**S.M.:** Utah is a "comparative fault" state, which means a jury weighs the cyclist's fault against that of the driver. Not having a light on—especially in derogation of the statute would likely be a hurdle for the cyclist and likely reduce a monetary judgment, depending on the all-important facts of course—the jury box being one. The critical point here is that we want commuters to get home safely and never ever have to be in a hospital bed or on the witness stand. Having blinking lights (\$10 at your favorite bike shop) is the first and best step toward being seen by motorists.

**C.U.:** I understand one of your bikes that you commute on has quite the

history!

**S.M.:** If that Rockhopper could talk! It is a rusty, 1988 "beast" that I have permanently borrowed from my friend and roommate in D.C. It was ridden heavily in D.C. by him, and I rode it for months in Europe, sometimes when we were, shall I say, out on the town. It's been hit a few times by cars and a bus. It still runs as my all weather commuter and errand bike.

**C.U.:** Anything else you wish to add?

**S.M.:** Bike commuting's time has come. The reality is I can now get around faster in SLC on bike rather than a car. More people should know this.

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

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## BOOK REVIEW

**Pedal Power Discusses the Politics of Cycling**

Review By Lou Melini

J. Harry Wray Ph. D. is a Professor of Political Science at DePaul University in Chicago. He is also a bike enthusiast. He therefore teaches a course in which his students bike through every part of the city of Chicago to show them how politics, economics, and the environment combine to affect culture and be affected by it. In *Pedal Power*, Dr. Wray expands the local course he teaches into a national and some international discourse on the politics, economics and the environment of cycling.

This book is a rather in-depth somewhat academic analysis of how cultures work within the political systems with regards to transportation choices. In other words, why do we drive a car vs. ride a bicycle? The book's copyright date indicates that the book is up to date. The references are adequate, though I expected more from a professor of political science.

After reading the Introduction and Chapter One, I realized this is not going to be an easy book to read. I was introduced to the term "subjectivity of perception" and I was reminded that the "substance of politics is the allocation of values." Professor Wray got me hooked with the bike riding around Chicago, but then I had to do some serious work and reading. This reminded of a course I took in college in 1972 entitled, *Caricature, Satire and Farce*, in which I got to watch some Marx Brothers movies. The reality of the course hit me when the professor actually expected me to analyze the films in the context of serious academic discipline.

Fortunately, Chapter 2 reverted to easier and more pleasurable reading with a historical and political account of why Holland is bike-happy. Obviously, some of the transportation choices are due to the flatness of the country, but most of the reasons are related to the attitudes of the citizenry for their transportation choices. Even immigration policies may be related to biking as those that are openly welcomed are from countries that also value the bicycle as a means of transport. Just to be sure that there is an academic aspect of the chapter Dr. Wray includes references to Calvinism in his discussion of why the Dutch choose bicycles as a transportation choice.

Throughout the rest of the book Wray weaves culture, politics, history, individualism, materialism and economics in a manner that will retain your interest, teach you why the bike is where it is in the hierarchy of transportation choices, and will solidify why you choose to ride bikes. You will meet and get to know many personalities from local activists in the Chicago Bike Federation to Congressmen Earl Blumenauer and James Oberstar, who both sit on national transportation committees.

One of my favorite chapters, *Pushing the Envelope*, you will learn about Critical Mass, and the SHIFTS, a Portland group who help people move including their couches. The name Critical Mass, according to Dr. Wray, has its origins in physics, but is applied to the flow of bicycles in traffic. This section on Critical Mass will be of particular interest to local CM riders where CM is metaphorically compared to civil rights struggles. Interestingly, Critical Mass failed in Amsterdam. "Since so many Amsterdamers ride every day, a event celebrating riding was not seen as serving any particular purpose". The city of Chicago is featured in this chapter, as it seems to have a varied counter-culture within the culture of bicycling. You will learn about the Rats, who are an interesting group but too much of a sub-culture for me to describe in the space of this review. Also you will be introduced to the ChiTown cruisers, a predominately Puerto Rican group on their vintage Schwinn.

Dr. Wray finishes his book with a chapter on Global Warming. This chapter is a chapter that didn't fit into the book. Yes global warming is important, and it is a political issue, and yes bicycling does reduce global warming a lot. However marketing bike riding as "the right thing to do" has been as successful as the Edsel was to Ford motor company in the '50's. Certainly riding a bike to work is the socially "right thing to do" but it hasn't translated into more bike commuters reducing air pollution and global warming. Automobile marketing has done a much better job at convincing the American people that driving, to quote Vice-President Cheney, is sacred. Dr. Wray would have better served the book with a discourse on the politics of financing transportation choices, do more comparisons with Europe or perhaps detail the lobbying efforts in Congress by the League of American Bicyclists.

This is certainly a worthwhile book to read. It is not a book to pick up for a quick weekend read, as you will need time to digest the numerous though provoking passages. It does have an academic twist, but the great majority of the book is entertaining, easily understood and informative.

Note: And for the Utah connection, Grant Agard, owner of Tailwinds Bicycle Tours is one of about 50 people in a group photo on the cover of the book.

PEDAL POWER: The Quiet Rise of the Bicycle in American Public Life by: J. Harry Wray, 2008 by Paradigm Publishers; Boulder, Colorado

## HEALTH

**An Overview of Common Mountain Bike Injuries**

By Erik Moen PT, CSCS

Mountain biking has gone through its "honeymoon-phase" in popularity. It still remains a very popular sport. In fact the portion of mountain biking that seems to be growing the most is free ride and downhill. There are health risks associated with any sport. Mountain biking has a unique set of emerging risks. Who better to have a good understanding of mountain biking risks than someone from the Vancouver BC area hospital system? A recent paper<sup>1</sup> in the *Journal of Trauma* evaluated a ten-year period of mountain bike trauma in the greater Vancouver BC area that included the Northshore and Whistler-Blackcomb mountain bike areas. This ten-year study puts historical perspective on traumatic mountain bike injuries and helps provide some insight in the prevention of injury.

**Who is riding mountain bikes?**

This study looked at Emergency Room (ER) data from the three major trauma centers in the greater Vancouver BC area. Study inclusion criteria included riders who came to the ER within seven days of injury, admission to the hospital for 3 or more days, had a recorded score of injury severity, and/or died in the hospital. Mountain bike injuries were defined as injuries sustained while using mountain bike trails or commercial mountain bike parks in the Greater Vancouver BC area. Bicycle injuries that occurred on the road or areas other than dirt were excluded from the study. The study included patients from ages 2 to 70 years old. The 2 year old was a passenger. The youngest rider injured was a 5 year old. The most common injured age group were males ages 21-30. We probably did not need a study to prove that statistic. Study data demonstrated a threefold increase in injuries over the ten-year period. Data also demonstrated an exponential rise in injuries classified as severe. The study suggested that most mountain bikers were injured during planned events, such as jumps or trick riding. Helmet use data was available for forty-one percent of the studied patients. Of those patients, 85% of these injured mountain bikers were using a helmet at time of injury. The use of other safety equipment, such as body armor was also noted.

**Types of Injuries**

The following rank-order injury types were observed in this population of injured mountain bikers. The population consisted of 399 ER admissions/patient who had a recorded 1092 injuries. Mountain bikers made up 05-3.3% of all ER admissions in these three hospitals.

**Orthopedic (46.5%)**

The majority of the orthopedic injuries were fracture/dislocations (68%). Of these injuries the most common bones to break were the tibia (shin) and the radius (arm). Fractures of the upper extremity accounted for 25% and lower extremity 29% of all the orthopedic injuries. Other orthopedic injuries included soft tissue trauma (29%) and nerve/tendon/ligament injuries (3%).

**Head (12.2%)**

The majority of classified head injuries were loss of consciousness labeled as a concussion and closed head injury. Some of these injuries requiring ER admission required a

hospital stay for clinical observation. Head injuries that resulted in brain bleeds or contusions were recorded. It should be noted that these many head injuries occurred even with a fairly high percentage of helmet use.

**Spine (12%)**

It is interesting to see that 36 of the recorded 63 spine injuries occurred in the last three years of the study (1999-2002). Spine injury occurrence is rank ordered; cervical, thoracic and lumbar. Spinal cord trauma occurred in 24% of the total spine injuries. Injuries resulting in paralysis did occur; four paraplegic and eight quadriplegic. Nearly half of recorded spine injuries required some sort of surgical intervention.

**Chest (10.3%)**

Trauma to the chest wall was the most common chest injury. Collapsed lung and then bleeding into the lung were secondary diagnoses. None of the thoracic injuries required operations but twenty percent of chest injuries required the use of a chest tube for either lung drainage or re-inflation.

**Facial (10.2%)**

Lacerations (cuts) and abrasions were the most common facial injuries. Twenty-eight percent of facial injuries were fracture/dislocations. The most common area of fracture was of the maxilla (upper part of the jaw region).

**Abdominal (5.4%)**

Solid organs were more commonly injured than that of the digestive system (stomach/intestines). Injuries to solid organs were distributed as follows; spleen (49%), liver (15%), adrenal gland (8%), and pancreas (5%). Injuries to the digestive elements consisted of 23% of all abdominal injuries.

**Genitourinary (2.2%)**

The kidneys (80%) win the popularity contest with injuries to the genitourinary system. The other injury frequencies include ureter (8%), scrotum (8%), and testicles (4%). It should be noted from the

study that all "scrotal and testicular injuries were managed conservatively", nothing requiring surgery.

**What can you learn from studying injury patterns?**

Injuries sustained from mountain biking are different than that of road biking. Differences in terrain, surrounding environment and chosen style of riding (jumps/tricks vs. road) help differentiate these injury populations. The most serious mountain bike injuries are reported to include a rapid deceleration (e.g. hit a rock) and being thrown forward off the bike. A majority of these injuries occurred with planned activities, such as jumps, tricks and maneuvering over obstacles.

The classification of mountain bike injury risk should be used to make better activity judgments. Understanding risk of activity participation and incorporating good techniques and habits will lessen your exposure to injury. Obvious healthy habits should include proper use of a bicycle helmet, appropriate use of body armor for downhill/free-ride mountain biking and the utilization of mountain biking lessons for skill acquisition.


Go ride your mountain bike!

**Reference:**

1. Mountain Biking Injuries Requiring Trauma Center Admission: A 10-year Regional Trauma System Experience. Peter T. W. Kim, MD, Dalbir Jangra, MD, Alec H. Ritchie, MD, CCFP(EM), Mary Ellen Lower, BFFA, Sharon Kasic, CCHRA(C), D. Ross Brown, MD, FRCS, FACS, Greg A. Baldwin, MD, FRCP, and Richard K. Simons, MB, BChir, FRCS, FACS *J Trauma*. 2006;60:312-318.


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

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## Road Riding

# Sharing Our Urban Canyons: A Guide to Safe and Courteous Riding

By Dan Fazzini Jr.

Urban Canyons are a great place to ride. They usually offer great scenery, generally slower motor vehicle traffic and are close to the areas which we live. The convenience of these canyons also comes with some tradeoffs.

Many hazards and challenges are presented to us when riding these canyons. Some have better shoulders than others, some are narrow, some are wide, some have rock fall and some have intermittent natural light.

Many modes of transportation are frequently used in these canyons. In addition to cyclists other users include: drivers in motor vehicles, runners, equestrians, hikers, motorcyclists, those just on a scenic drive, dogs and the occasional moose. In order for each user group to be safe, we must all respect each other's right to use the roadway corridor in a safe and thoughtful manner.

### Shoulder Use

Many canyons have a useable paved shoulder. The uphill cyclist should utilize these as much as possible (provided that the shoulder is reasonably free of debris and obstacles such as garbage cans, large rocks and parked cars). However, a cyclist should not ride so far to the right as to be "invisible" to residents pulling out of their driveways or being hidden around right bends to other drivers cutting over the fog line (white shoulder stripe).

Utah State Code 41-6a-1105 requires the cyclists to ride as far to the right as is "practicable," gives

some examples as to why the cyclist could or should move from that position, and when it is "legal" to ride two abreast.

### Riding Two Abreast

For the purposes of riding in these canyons, law enforcement is currently including the shoulder when determining if riders are riding two abreast if at least one is in the traffic lane. To my knowledge, this has not yet been challenged in court. Their opinion is that if it is safe for the rider to ride in the shoulder, then the 2nd rider is unnecessarily "impeding the normal and reasonable movement of traffic." For canyons such as Emigration Canyon in Salt Lake County, the County installed a widened shoulder striped on both sides of the shoulder which could be taken as being part of the "roadway." There are arguments on both sides of this issue which we could discuss, but that is for another forum.

Due to increasing calls to the Sheriff's office in Salt Lake regarding Emigration Canyon, by both motorists and cyclists, they are increasing their enforcement efforts and citations in the canyon. The Canyon Patrol Deputies will generally watch to see if you were just passing or having an extended conversation while keeping two abreast. If you can both safely keep in the shoulder, you can ride two abreast. If you do get stopped, be polite! And it does yourself and the rest of us no good to lie to them about how long you were riding two abreast.

### The Major Issues

In State law, the right to ride

two abreast includes not "impeding the normal and reasonable flow of traffic." Dropping back once the cyclist sees a motorist could be taken as violating this rule as the motorist has likely already slowed down. As the driver now has to accelerate (uphill), it takes them longer to safely pass, and the longer they are near or over the centerline, the longer safety is reduced to both the motorist and cyclist.

The number one issue for residents in the canyon is "large groups" riding together. Even though we all have the "right" to use the canyon, please be cognizant of the rights of the other users as well. There is little drafting advantage in riding in large packs uphill and it can be unsafe at downhill speeds. In addition to the fact that large packs have a tendency to ride two or three abreast (see above), they are much harder to pass safely on narrow canyon roads due to their extended length. "We all want the same thing, for all users to enjoy travelling the canyon safely," notes Joe Smolka, Chair, Emigration Township Council.

### Rider's Duty to Share the Road

By being good stewards of the roadway and avoiding riding in large packs and two or more abreast when it is not necessary, motorists have less reason to get impatient. This can decrease passing when it is less safe to do so, either by crossing the double yellow line or passing too closely to the cyclists. Although, an "unsafe" pass by a motor vehicle isn't excused by an illegally riding cyclist, the cyclist can ease tension by making reasonable efforts to share the roadway when safe. The cyclist has the most at risk as being the more vulnerable vehicle; this includes recognizing when even a single rider may be delaying a long line of motor vehicles due to the terrain.

As for other areas of the canyons: constantly be on the lookout for bottlenecks and other hazards, such as narrow lanes with no shoulders, going around turns, hidden rock fall around turns coming down the canyon, and other incursions by vehicles and pedestrians. Extra caution is needed when travelling down the canyon at higher speeds; at these higher speeds, it is more reasonable to ride further to the center of the lane, so that you'll be seen more as a vehicle by cross traffic and have a better view of the roadway and debris.

In Salt Lake County, we are working with the County to provide more frequent sweepings of the canyons, re-examining the signage for both motorists and cyclists, evaluating and repairing the shoulder and other portions of the roadway used by cyclists, and working with the Sheriff's office on reasonable enforcement issues. The Township is also working with the County and residents to make Emigration Canyon safer by keeping obstacles such as garbage cans off the roadway. No matter where you live, communicating with your government and local officials mends many fences, but it all starts and ends with the cyclist's behavior on the roads, we must each take responsibility for our own actions first.

Here are some general tips to help keep us all safe in the canyons:

### Ride Single File

When riding up narrow canyons, ride single file as much as possible. Always be on the lookout for motorists behind you. Remember you are traveling much slower in this direction. Allow faster traffic to pass when it is safe to do so. Avoid riding in large groups which are harder to pass, even in single file.

### Riding Down

When riding down a canyon, watch your speed, you can be ticketed for speeding. Only ride a speed that you are comfortable with for the given conditions and your riding ability. If riding less than the speed of other traffic, you still must "ride as near as practicable to the right-hand edge of the roadway" as conditions permit; however, your safety comes first.

Use caution when braking and going around turns; you want to do a majority of your braking before the turn. Hard braking during a turn can result in your bike swerving into the oncoming lane.

Use caution around narrow curves, especially where rock fall is common, Utah law allows cyclists to ride towards the center of the lane when: "a lane that is too narrow for a bicycle and a vehicle to travel safely side by side within the lane." (Do so sparingly, but your safety comes first)

### Obey All Signage

Obey all traffic control devices (stop lights, stop signs, single file signs etc.).

### Be Courteous

Remember the roads and trails belong to everyone. Be a "Bicycle

Ambassador," wave to others to acknowledge others who recognize and give you the right-of-way, whether they were required to or not. There is a difference between "our right" and "doing what is right."

Utah and Salt Lake County bicycle related laws can be found at [www.safe-route.org/laws](http://www.safe-route.org/laws)

For information on taking a "Cyclist Education/Vehicular Cycling" course, please visit [www.slcbikecollective.org](http://www.slcbikecollective.org).

Dan Fazzini is a longtime bicycle commuter, a League Cycling Instructor, chair of the Salt Lake County Bicycle Advisory Committee, founder of Safe-Route Connection, Inc. and sits on various cycling and planning boards. [www.slcbac.org](http://www.slcbac.org), [www.safe-route.org](http://www.safe-route.org), [dan@safe-route.org](mailto:dan@safe-route.org)

## Cactus Hugger Festival

The Cactus Hugger Cycling Festival is just around the corner featuring two days of cycling for the whole family through the stunning redrock landscape under the sunny blue sky of Ivins in Southern Utah.

For adults and teens 12-years and older the festival offers great road rides such as the Cactus Hugger Century, Metric Century and a 42-mile option on Saturday April 26. On Sunday April 27, 2008 there is a 42-mile leisurely ride through Zion National Park.

Two hundred brand new bicycle helmets will be given away to 200 kids ages 1-12 at the Festival on Saturday April 26, 2008. Kids must be accompanied by a parent who is willing to learn how to fit the helmet correctly to the child's head. Other family events are a five-mile family fun ride and a bicycle safety course with ice cream for everyone!

The Cactus Hugger Cycling Festival is sponsored every year by the Southwestern Utah Bicycle Touring Association, the local non-profit club to raise funds to purchase the helmets for kids, support club activities, and promote bicycle safety education and advocacy in southern Utah. For more information, visit [www.cactushugger.org](http://www.cactushugger.org).

## SLC Collective News - Bike Safety Classes

Like the changing season the Salt Lake City Bicycle Collective and the UoU Bicycle Collective satellite are warming up. Get-a-Grip Bicycle Safety classes have already started. The Community Bike Shop has had a complete face lift for efficiency. Plans for the the Bicycle Film Festival are under way so save the date, May 10th at the Depot in Salt Lake City. Find out more at [www.slcbikecollective.org](http://www.slcbikecollective.org).



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editor to:  
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**Club Guide - Continued from page 5**

the U.S. Postal Service team, and Levi Leipheimer, now riding for the Astana Team. Currently, the club has members who race criteriums, and others who concentrate on road races. The purpose of the club is to provide a network for a fairly broad range of racers and riders.

**Ogden One Cycling Club**

Sponsors - The Bike Shoppe  
 Contact - Manny Cypers (801)603-0887  
 Mannycypers@hotmail.com  
 Website - www.thebikeshoppe.com  
 Type of Cycling - Road and Mountain for beginners and advanced cyclists who enjoy racing or just a good ride for exercise a couple times a week.  
 Location - So. Ogden Utah  
 Club Statement - Our mission is to help all who want to adventure into the cycling world an opportunity to ride and or race with fellow cycling enthusiasts. We offer group rides one evening per week on both the road and the mountain. At each ride there are more experienced riders as well as beginners who would like to learn how to ride in a group setting. We also offer racer reimbursements for the hardcore racer.

**P.A.S.S. (Price Area Singletrack Society)**

Sponsors - BicycleWorks in Price, Utah  
 Contact - Fuzzy - 435-637-BIKE - FuzzyTheBikeGuy@msn.com  
 Website - P.A.S.S. link at FuzzysBicycleWorks.com  
 Type of Cycling - MTB riding & Trail Building  
 Location - Price, Utah & Carbon County  
 Club Statement - PASS was founded in 2002 and their first trail project was LUKE'S TRAIL, which has become a favorite of locals & travelers alike. Weekly "Big Wednesday" group-rides and annual events like TrailFest (3rd weekend in April) and the 4th of July rides & Barbeque are how we introduce riders to our ever-growing trail system. PASS is also involved in Trail-Building Land-Access issues, fighting to educate user-groups and prevent trail & area closures.

**Pedro's Salt Lake City**

Sponsors - Canyon Bicycles, Este Pizzeria, & William's Realty  
 Contact - Doug Peterson - 801.523.6010 - MTN-D@moderntele.com  
 Website - www.pedrosSLC.com  
 Type of Cycling - Mountain (XC & DH) / Road  
 Location - Salt Lake City, Utah  
 Club Statement - The Salt Lake City Pedro's team began in the summer of 1999 with 7 members who loved the sport of cycling. As we enter 2008 our roster has grown to over 30 everyday people with professional careers ranging from doctors to general contractors. For over a decade our grassroots team has maintained a passion for cycling and a willingness to be positive ambassadors of our sponsors to the cycling community. Our weekly group rides focus on having a good time - rides usually end with a cold adult beverage and some good laughs. All are welcome to join the group rides which are posted at www.pedrosSLC.com.

**Porcupine Cycling**

Sponsors - Porcupine Pub & Grille, The Dodo Restaurant, Miller Paving, Pharamanex, Squatters/Wasatch Beers, Cobblestone Mortgage, Bingham's Cyclery, Backcountry.com, Reynolds  
 Contact - Mike Meldrum, 801-424-9216, mikesride@gmail.com

Website - www.porcupinecycling.com  
 Type of Cycling - Road & Mountain biking and recreational/casual.  
 Location - Salt Lake City  
 Club Statement - Porcupine Cycling Club is dedicated to bettering the appreciation and enjoyment of cycling while having fun. Our club consists of cycling and mountain bike enthusiasts ranging from highly competitive racers to those who are simply looking for riding partners. We also put on the Porcupine Big Cottonwood Hill Climb to raise funds for local cancer research and victims. We will once again be running the 3rd annual Chalk Creek Road Race in Coalville UT, which is the State Championships for Masters & Junior categories.

**Porcupine Pub and Grille / Specialized Racing**

Sponsors - Porcupine Pub and Grille, Specialized Bicycle Components, SRAM, First Endurance, Back In Motion Chiropractic, Cobblestone Mortgage, Easton Mountain Products and the Chasebrook Company.  
 Contact - Aaron Jordin, 801.419.2276, ajbikes@hotmail.com  
 Website - None  
 Type of Cycling - Road, mountain bike, and cyclocross racing  
 Location - At the mouth of Big Cottonwood!  
 Club Statement - The Porcupine / Specialized Racing Team is an affiliate of the Porcupine Cycling Club. The team focuses on the competitive side of cycling and competes in men's, women's and junior road, mountain bike and cyclocross races on a local, regional and even the occasional national level. The team consists of a group of very competitive Cat. 1/2 and masters road cyclists, as well as pro and expert mountain bikers. We also have a presence in Jr. racing, supporting a select number of racers. As part of the Porcupine Cycling family we are involved with and support fund raising efforts in the cancer research arena. We have a fun, tight knit group and are supported by an incredible collection of sponsors.

**Rocky Mountain Cycling Club**

Sponsors - Cyclesmith, Scott Machinery, Finns Restaurant, City Pet Club  
 Contact - Nick Ekdahl, 801-243-4263, nick\_ekdahl@hotmail.com  
 Website - www.rmconline.com and Google Groups at groups.google.com/group/rmcc-cyclesmith?hl=en  
 Type of Cycling - Road, Mtn, Cyclocross - sometimes competitive, other times not so much.  
 Location - Salt Lake City  
 Club Statement - While we are primarily a road club, we have members riding and racing in almost every type of two wheel event. MTB, cyclo-cross, touring, triathlon, etc. We are a pretty laid back, fun group and encourage anyone who is interested in riding with a group to come on by Cyclesmith and join us for our rides.

**Southwestern Utah Bicycle Touring Association**

Sponsors - None  
 Contact - Lucy Ormond, 435-229-1404 clucygo@skyviewmail.com  
 Website - SWUBTA.com and Cactushugger.org  
 Type of Cycling - road touring, mountain biking  
 Location - St. George, Utah  
 Club Statement - Purpose: To provide weekly group rides and multi-day tours for club members; to promote bicycling as an alternative transportation form; to provide bicycle safety education and advocacy for the local community. Proceeds from the Annual Cactus Hugger Century enable the club to buy 200 new bicycle helmets to give to kids in the community annually.

**Spin Cycle Racing**

Sponsors - Spin Cycle, First West Benefits, Ken Garff West Valley, Podfitness, Workman Floor Coverings, Hoj Engineering, De Rosa Bicycles, Zipp Speed Weaponry, Trialtir.  
 Contact - Jeff Mori 801-277-2626 sales@spincycleut.com, Aaron Rennert aaron@farmhouseholdings.com  
 Website - www.spinracingteam.com, www.spincycleut.com  
 Type of Cycling - Predominantly road racing and road touring. However we

have Rob Westerman and Ellen Guthrie, both national champions, shoring up the mtb bike side.  
 Location - Holladay, UT  
 Club Statement - We at Spin Cycle Racing strongly believe in a team oriented club that works together, trains together, and wins together. Spin Cycle Racing was put together by a group of racers who strive to do their best in both cycling and their everyday lives. We are a race centric club that engages in a club/community atmosphere.

**Team In Training**

Sponsors - Team In Training National Sponsors: Runner's World, P.F.Chang's, Nike, Powerbar, Seagate, American Airlines and a newly added cycle sponsor of Schwinn!  
 Contact - Meg King - 801-519-6600 meg.king@lls.org  
 Website - www.teamintraining.org  
 Type of Cycling - Road touring - training for Century rides.  
 Location - Salt Lake City, Utah  
 Club Statement - The Leukemia & Lymphoma Society's Team In Training® (TNT) program began in 1988 and has grown into the world's largest endurance training program. TNT offers various endurance-sport programs to help you reach your goal. Team In Training's cycling program offers the opportunity to take on the challenge of 100 miles and make a difference in the lives of 785,829 Americans living with blood cancers. Along with a customized training program and expert coaching, participants train with a local group of like-minded individuals for motivation and inspiration.

**Team Fast Lane**

Sponsors - SPIN Cycle, West Valley Auto Plaza, Woolpower, Focus Health & Fitness, Wild Rose, Asmaster  
 Contact - Scott Kelly, (801) 558-2230, teamfastlane@comcast.net  
 Website - www.teamfastlane.com  
 Type of Cycling - Triathlon, duathlon, running, road & mountain bike racing, adventure racing  
 Location - Salt Lake City  
 Club Statement - Team Fast Lane is a USA Triathlon sanctioned club open to individuals of ALL ages and ability levels. Member benefits include access to year round, weekly, coached training sessions, support services, equipment discounts, racing, fellowship, and FUN! Although our primary purpose is as a training program for those interested in participating in the sport of triathlon, many members also train & compete in other sports like duathlon, road and mountain bike racing, alpine, telemark, & cross country skiing, long and short distance running, climbing, kayaking, adventure racing, etc.

**Team Revolution Peak Fasteners**

Sponsors - Revolution Mountain Sports, Peak Fasteners, Cannondale, Titus, Redwood Road Endodontics, Edgewood Builders, S-Works Audio Visual, Karma 365, Infinity Insurance, Continental, Fizik, GU, ERGON, Crank Brothers, Reynolds, Sigma Sport, Solitude Mountain Resort  
 Contact - Bob Saffell, 801-588-9020, stupidbikebs@mac.com  
 Website - Teamrevolutionracing.com  
 Type of Cycling - Mountainbike and Cyclocross  
 Location - Salt Lake Valley, Utah  
 Club Statement - THE Dirt team in Utah, several team championships since 2004, several individual champions and wins. Countless hours of trail work, camaraderie and fun. 2007 Intermountaincup Team Champions. In 2008 we are getting the CX trophy back.

**University of Utah Cycling**

Sponsors - Black Bottoms, Cyclesmith, Chamois Butt'r, Tifosi Optics, Raleigh Bicycles, Maxxis, Ritchey  
 Contact - Joel Hsia, 801/809-8634, uofucycling@gmail.com  
 Website - www.utahcycling.org  
 Type of Cycling - Road + Mountain Racing, Road + Mountain Recreational, Cyclocross  
 Location - Salt Lake City, Utah  
 Club Statement - The University of Utah Cycling team and club is for any student with a desire to ride and improve his or her skills. Those wishing for an opportunity to travel and experience competitive races are invited to participate in col-

legiate NCCA races. People who simply wish to support the team are welcome to purchase U of U Cycling paraphernalia.

**UtahMountainBiking.com**

Sponsors - UtahMountainBiking.com, Mad Scientist Software, Inc.  
 Contact - Michael Engberson, 801-653-2689, umb@madsci.com  
 Website - UtahMountainBiking.com  
 Type of Cycling - Mtb racing and Mtb recreational riding  
 Location - Lehi and Alpine  
 Club Statement - UtahMountainBiking.com has a race team that competes mainly in the Intermountain Cup Racing Series. The race team won the 2006 Intermountain Cup Race Series team competition, placing 2nd in 2007. We are beginner and children friendly. Come race with us! We also hold group rides for all riding abilities that are organized through the website's mountain biking discussion board. Please visit the forum section to get involved.

**Utah Premier / Ski Utah Cycling Team (formerly Vanguard Cycling Team)**

Sponsors - Ski Utah, Canyon Bicycles (SLC), Reynolds Cycling  
 Contact - Bill Cutting, 801-949-4080, bcutting@vanmedia.com  
 Website - www.skiutahcycling.com  
 Type of Cycling - Primarily road cycling and road racing. 50 percent recreational, 50 percent competitive. 78 members for 2008.  
 Location - Salt Lake City  
 Club Statement - Whether you are an aggressive competitor looking for teammates and support, a newcomer hoping to try racing for the first time, or a weekend rider in search of riding partners, the Ski Utah Cycling Team/Utah Premier Cycling Club atmosphere will enrich your cycling experience. Promoter: Annual Sanpete Classic Road Race, Salt Palace Criterium (now affiliated with the Tour of Utah), and the weekly Criterium at the Driver's License Division (formerly known as the DMV Crit.) Co-Sponsor (with team member Jeremy Smith) of the Triple-Valley Stage Race.

**Utah Rocky Mountain Bikers (URMB)**

Sponsors - R&R Environmental Inc. Other: Parks Sportsman, Out N Back, Utahmountainbiking.com  
 Contact - Kerry Smith-801-221-9365; smith4@burgoyne.com

Website - www.urmb.org  
 Type of Cycling - Cross Country Mountain Biking, trail maintenance/building and advocacy.  
 Location - Orem, Utah  
 Club Statement - URMB is a club of mountain biking enthusiasts centered in Utah County. We are riders, trail builders, trail advocates and partners with other trail users. We look beyond the next bend in the trail and the next ride to ensure trails for the future. URMB has adopted in partnership with the Pleasant Grove Ranger District of the United States Forest Service two sections of singletrack trails in Utah County. They include: Sections of trails #150(Salamander Flat), #047(Pine Hollow), and #157(Ridge) in American Fork Canyon and trail #219 (Bridal Veil Falls to Squaw Peak Road section of the Bonneville Shoreline Trail located in Provo Canyon). URMB is an IMBA affiliated club (since 2004). We follow IMBA Rules of the Trail.

Editor's Note: If you missed getting your club listed, you have a second chance. We will publish part III of the club guide soon. If you would like your club listed (it's free), please email dave@cycling-utah.com for details.

**Barnum-Reece - continued from page 15**

remembered in articles in Tri Hive Magazine, The Utah Daily Chronicle and the Deseret News. There were also over 40 posts on www.legacy.com with tributes to Richard from family members, friends and athletes. Although Richard will be sorely missed, he will always be remembered in the hearts and minds of endurance athletes whose lives he touched throughout the state of Utah and beyond.

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### On Holy Ground - Continued from page 13

restaurant where we had a delicious bowl of soup and hot chocolate. While the weather was temperate, at this time of year these high elevations are always cool, especially in the breezes that are usually blowing about. And being tired from climbing, a food and hot beverage break in the cafés which one almost always finds at these summits is a welcome respite.

We then returned to the car and drove back to the top. As I love descending, and as descents are a necessary evil from Elliot's perspective, he agreed to drive the car to Luz St. Sauveur while I rode there from the top of the Tourmalet. This is a great road for descending and I arrived more than five minutes before Elliot. When he did show up, we found a spot to park the car and began our ascent to the ski resort of Luz Ardiden.

I have a special affinity for this climb. It was in 2003 that Lance Armstrong, looking extremely vulnerable, took a tenuous 17 second lead over Jan Ulrich onto this slope. It was here that his infamous hooking of a young fan's swag bag and resulting fall precipitated a blistering attack which saw him blow past Ullrich on his way to the top of this climb to win the stage, regain his grasp on the Tour, and virtually insure his victory.

And I was there. Preceding the arrival of the Tour, I had ridden to within a kilometer of the top before being stopped by the French Gendarmerie, i.e. police, because the road was now closed (even though the race, and the publicity caravan were still a couple of hours away). So the two times I have been back, I have made it a point to do this climb. Besides, it is a tough and challenging climb, and the view from the top of the switchbacks snaking up the side of this massive cirque is incredible. By the time Elliot and I made the top, we had amassed 2257 meters (7405 feet) of elevation gain, the most of any one day of this trip.

It is a winding, twisting 13 kilometers from Luz St. Sauveur to Luz Ardiden, and so the descent is fast, technical and exciting. I arrived nearly ten minutes ahead of Elliot. These downhill victories helped assuage my bruised ego from the battering administered by Elliot on the way up. After his arrival, we decided to ride up the road about a kilometer to the Pont Napoléon, a beautiful bridge crossing the gorge and the canyon creek far below. As Elliot started out, he fell, while shifting gears, right in front of a car approaching from behind. His fourth and final fall of this trip, he was unhurt except for a slightly bruised and somewhat embarrassed ego.

That night, we walked to Notre Dame de Lourdes and watched, from a vantage point atop the front of the cathedral, the nightly procession of

and service for visiting pilgrims. It is a humbling sight to watch these hundreds, if not thousands, of people, prayer candles in hand, as they follow behind the statue of the Virgin Mary up the long oval path and back to the front doors of the cathedral where the service is held. I am touched by their devotion. They seem to possess a faith that I long for.

The morning of the next day was a sad day, our last of this marvelous trip. Naturally, we saved one of the best for last, the climb up the west side of the Col d'Aubisque. To reach the start of this ride, we drove from Lourdes, up the Aubisque from the east, then down the other side to Larens.

The climb back up was, as expected, and especially after the nine previous days of climbing, a real chore. Still, I have been amazed on these two trips at how, despite always feeling fatigued before the start of each ride, I am able to quickly slip into a good rhythm for the day's climbs. Undoubtedly, with a couple of days off, I would probably feel fresher and climb a little faster. But time is precious when you have come this far, and I always want to do as many of the famous climbs as I can. So we take no breaks.

This, as are all the climbs, was beautiful. As Elliot said, every ten feet is a photo opportunity. While riding through the town of Eaux Bonnes, I managed to miss a turn and ended up taking a side road to a dead end. This was actually a serendipitous error as I found an exquisitely scenic little corner of this town containing a beautiful old but well kept home nestled into the canyon slope and a bright green, moss-covered creek.

After correcting my route, I continued up to the resort town of Gourette, and then the final five kilometers to the summit. These are the same slopes that saw Levi Leipheimer, in this last Tour, battle Cadel Evans and Michael Rasmussen to the top, with Evans dropping off, and Rasmussen finally putting a few meters between himself and Leipheimer to win the stage. Of course, it was also right after this stage that Rasmussen's team pulled him and his yellow jersey from the Tour.

As you do these climbs, it is incredible to look back down and often see your starting point way below in the distance. I am always amazed at how high my bike and I can climb. Our bodies and their synergy with the bicycle are a wonder indeed.

After another exhilarating descent, we cruised from Larens to Bielle, where we turned left to head up our final slope of this trip, the Col de Marie-Blanque. The first part of this climb was quite steep. I knew the total elevation gain on this col, and quickly realized we were gaining most of it in these first few kilometers. Sure enough, I soon came over a rise and onto a plateau that extended for several kilometers before the final two kilometers rose up to the top of the climb. It was now late afternoon. We rested briefly, surveying what was apparently a film crew at work, and then turned and headed back down. The temperature was comfortable and the air fresh, and while riding back to Larens, we watched the sunshine disappearing up the slopes of the Pic de Ger, a huge, barren and beautiful mountain peak towering over the Col d'Aubisque, as the sun set on this day and our exciting trip.

We made the drive back to Lourdes to visit the actual grotto

where Bernadette saw the Virgin Mary, and upon which Notre Dame de Lourdes is built. We then stopped on the walk back to our car for a final serving of "frites" (authentic french fries) before embarking on a grueling 36-hour return home. We first drove to Toulouse, where we were to catch our flight, checked into a hotel upon our arrival at 11:30 p.m., and spent the next two hours packing our suitcases and bikes. We were finally able to sleep a couple hours of sleep before being awakened at 3:30 a.m. to drive to the airport, return the car, check in, catch our flight at 6:30 a.m. and spend the next 20 hours flying back home.

### Postscript

Writing an article on one's experiences obviously involves a lot of recollection and reflection. This article was no exception and as a result I want to share some general observations and comments.

First, in trying to describe these climbs, it is hard to distinguish them. They are all beautiful in their natural mountain settings, and yet each is unique in its particulars. I can visualize each one. However, space, and the challenge of actually trying to articulate their differences, makes an attempt to do so in an article such as this unfeasible. This article is probably too long as it is. For a trip of this nature, though, it is the experience and awareness of what is happening around you at that particular moment, along with the innate beauty of the setting, that makes each ride memorable and unique. As such, I have tried to avoid too much repetition regarding the natural splendor, and rather have focused on the particular circumstances and events to express the unique experience each ride brought.

Second, I find these French mountain roads fun to ride. They are usually narrow, but almost always well paved and maintained. They seem to wind and undulate in a



Sculpture at the top of the Col d'Aubisque. It symbolizes the mountain jersey leading the way at the top with the yellow jersey right on its wheel, and the green sprinter's jersey a greater distance behind.

way our roads, particularly here in the west, do not. Additionally, you regularly pass through small, quaint villages resting in the valleys and on the hillsides along the way. Nearly all the climbs in the Pyrenees have signposts every kilometer denoting the remaining distance to the top, the current altitude, and the slope for the next kilometer. The Alps do not, though the climb up l'Alpe d'Huez does have a sign at the corner of each switchback with the name of a winner of the Alpe d'Huez stage. Finally, almost every pass has a restaurant at or near the top, a nice reward for a strenuous climb.

Third, this represents my preferred method of vacationing. That is, I like to rent a car, preferably during the off-season, and go my own way. I have been on organized tours, and in particular circumstances, that is the way to travel. I definitely appreciated them the two years my wife and I went to watch the Tour. But having a car and following your own itinerary gives you a flexibility to alter and adapt to maximize the enjoyment of your trip. Going in the off-season alleviates the fear of full hotels, though it does help to arrive before midnight when they have mostly all closed.

Of course, in my case, speaking French is a big help with my independent travels in France.

Fourth, I am a slow climber. Always have been. But I find climbing satisfying. It feels good to get into a rhythm, be able to hold it for a long time, and feel the synergy between the bike and me and our combined ability to ascend steep roads. Of course, nothing is more exhilarating than flying down such a road with a smooth, steady and smart-handling bike beneath me. Indeed, descending is one of the primary perks of all those hours spent struggling up steep slopes. And nowhere is descending more fun than on these French roads.

Finally, I love the Tour de France and its lore. I relish the stories of famous cyclists who have labored up these legendary climbs. They have indeed made this ground holy. And that, above all, is why I so enjoy going to France: To ride these great, mythical climbs, and thereby pay homage to those who have made them famous.

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## MOUNTAIN BIKING

**Trans-Wasatch Traverse an Epic Ride**

Lynn Ware Peek on the Ben Lomond Traverse

**Story and Photos by Tom Diegel**

Everyone knows that our beloved Wasatch range is veritably polluted with great singletrack, and there are a myriad of awesome destination riding areas: Ben Lomond, Lewis Peak, Mormon Trail, Park City,

American Fork, and Timpanogos. However, it's not often that there's talk of linking them all up in one Grand Traverse. However, with a bit of scouting, some creativity, and some well-positioned and hospitable friends, a Trans-Wasatch traverse could someday be destined as a classic.

With Labor Day looming and a

busy summer schedule and the blistering heat putting a bit of a crimp in our abilities to get out for some good adventures, the concept of not only going on a bit of an epic but doing so by never being more than 50 miles from home and not dealing with holiday traffic was very appealing. Turning up the heat on possible new adventures that exist locally is – with gas at \$3 a gallon and ever-present guilt over too much driving anyway – very appealing. So with a little help from Gregg Bromka's book (Mountain Biking Utah's Wasatch Front), the Wasatch100.com (ultramarathon) website, and a bit of scouting, we realized that we could put together a ride of epic proportions that not only pushed 200 miles but – most importantly – was about 70% singletrack across the virtual top of the Wasatch.

Like a lot of adventures, I thought that I was the originator of the great idea to ride the true "crest" of the Wasatch from Ben Lomond to Timpanogos, but most certainly plenty of other people have considered it. Then, out of the blue, well-known local photographer Scott Markewitz invited me on a Bike Magazine trip of the same last July. Due to scheduling conflicts I couldn't join, but Scott and his crew did it in 5 days with a pretty heavy focus on getting his trademark stellar photos (with Scott lugging a lot of heavy camera equipment). We didn't get the details, but we got the word that it was awesome, so we decided to follow suit.

Scott's crew had enlisted a van and a driver and camped along the way, but since we couldn't find anyone willing to sacrifice their Labor Day weekend driving around for us, we decided to go light and take advantage of the necessity

to drop into Layton and stay in a motel there, some good friends who lived in Summit Park, and another set of friends who had a house at Alta to use as our overnights. This minimized the amount of gear we had to bring with us, but also not only committed us to making the distances each day but also shaving a day off of the Bike Mag's crew. However, although the distances were relatively far for a day of mountain biking with some decent hike-a-bikes, we were confident that a summer's worth of decent riding and good (albeit hot) weather would enable a successful 4 day traverse.

The ride starts off with a bang with the hour and a half, 3000 foot climb up the north side of Ben Lomond. An alternate start (and possibly more of a "true" traverse could be going up the north side of the Skyline trail from Mantua to Willard peak and traversing the ridge, but for a variety of reasons (not the least of which is the very aesthetic singletrack climb) we elected climbing Ben Lomond. Lynn Ware Peek (a frequent Cycling Utah contributor) joined us for day one and was thrilled for the opportunity to ride the Ben Lomond/Lewis combo, which she hadn't done before.

On our way down the epic south ridge of Ben Lomond we almost piled into local SLC hardman Steve "Zeus" Cook, who was practicing frying his brain near the top of the searingly hot climb from North Ogden Divide. However, I think that as we left him Steve felt he was still in better shape than us, because he had just come down the notorious north side of Lewis Peak, which is a great descent going northbound but a long mandatory hike-a-bike nearly 2000 feet back up towards the top of Lewis when headed south. Fortunately, the northerly aspect of this section protected us somewhat from the unseasonably-hot temperatures, and when we remounted for a traverse over to the beginning of the Best Descent In the World (the south side of Lewis) we weren't too blown.

At Pineview Reservoir we reluctantly bid adieu to Lynn, who had graciously offered to ride back to North Fork and then drive our car home, while we headed across the dam and into Wheeler Canyon,

where we began another ascent up to the two Snowbasin access roads on nice double and singletrack. We gained another 1500 or so feet knowing that we would lose it all and more on pavement, something that most mountain bikers hate, but for the good of our "cause" we accepted it and coasted down to Mountain Green and I-84.

It is here that the Trans-Wasatch Traverse makes a bit of a painful detour. While the slope of the hills heading south from the freeway look ripe for some nice trails, and there is a double track that rides the crest from Francis Peak to the Weber River Overlook, there is not (that we could see on either maps or Google Earth) a viable way to climb up to the ridge. The Wasatch 100 climbs the Great Western trail out of Kaysville but conversations with bike-savvy runners who have done the race assured me that the 600+ foot/mile trail was not only too steep but also too loose and rocky to ride. So we were forced into riding the glass-filled shoulder of 84 to the mouth of the canyon (with a slight detour around the Scrambled Egg Bend section of the Weber river, which avoids a virtually-shoulderless section of the freeway) and then traversing the valley to the Farmington Canyon climb.

At the end of a long day of glorious singletrack the last thing we felt like doing was stumbling around the suburban hell of Layton trying to find a motel amongst the chain restaurants as the sun was setting. When we finally found a Comfort Inn within a stone's throw of I-15 and the Layton Hills Mall our surprise at \$80 for a room was tempered by the knowledge that if they'd said it was \$200 we'd have taken it at that point. When we inquired if there were any locally-owned restaurants nearby or even anything with any soul the perky receptionist said "The Training Table is right there!" We accepted our fate, and after showering we ate a marginal but filling meal (clearly very "filling", by the looks of our fellow rotund diners) that was within terrifying (due to traffic) walking distance from the hotel. In retrospect, a quick side outing from a northern-bound road trip to scout the Layton/Kaysville/Fruit Heights

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Ashley Patterson on top of the world above Bountiful.

area for possible better places to stay would have been a good idea.

However, the distance from Layton to Kaysville did give us a nice warmup the next morning for the initial climb of what we knew would be a long day. Farmington Canyon to Bountiful Peak is just a couple hundred feet shy of a continuous 5000 foot climb, and that's to the beginning of the difficult section. We knew that it takes some of the fastest Wasatch 100 runners around 5 hours to go from the top of Farmington Canyon to the Brink, and based on Bromka's description of this section of the Great Western as being for the masochists who love taking their bikes for long walks, we knew that we would probably be slower than unencumbered runners. Sure enough, this section of the Great Western traversing the little-traveled Sessions Mountains lived up to its reputation as a grueling, time-consuming and draining endeavor. There were some fun rideable sections for sure in this surprisingly remote section (surprising since we were actually only a few miles from downtown Bountiful and SLC at the head of the canyons of Mueller Park and City Creek) but much of it was slow and hot hiking, even after we reached the infamous Brink section.

When we finally reached Big Mountain, we were ready for the well known and super fun descent

down the Mormon Trail and the subsequent spin up East Canyon to Jeremy Ranch. Again, this section is a possible compromise of a true "traverse" given the opportunity to ride the fun – but challenging and time consuming – continuation of the Great Western Trail along the ridge above Little Dell towards Parley's Summit, but after 10 hours in the saddle we had no problem with our decision, and given the fatigue we felt in climbing past the Jeremy ranch golf course and from Jeremy to Summit Park we were pretty much done for the day. We stumbled into our friends' house just as their birthday party for their two year old was getting into swing, but with a shower and copious birthday barbeques and cake we were rejuvenated enough to last until we collapsed into bed.

The next day was a welcome change (after our previous day's hikefest) to flying along familiar buffed singletrack. Joined by two of our gracious hosts, we ground up through the maze of Pinebrook and then tore across on the mid-mountain trail to PCMR, where we climbed easily up to Scott's pass and raced down Guardsman to Brighton. A quick refuel at the store was necessary before making our way slowly up the Millicent side to the Twin Lakes dam, where we caught a hiking trail up to the traverse to Twin Lakes Pass. This involved a bit of

hike-a-biking, but relative to the previous-day's antics it seemed trivial. We bounced down Grizzly Gulch to Alta, and were again welcomed with open arms into our friends' home, and this time we not only had more time to socialize but were a bit more coherent after a far-easier day.

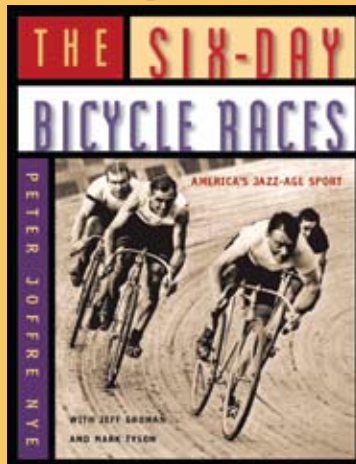
Our last day started with a nice cruise up into Albion Basin and then a short stout climb to Catherine's Pass. A short sandy hike brought us to the glorious view of the entire central Wasatch and the Timpanogos massif, and we began the relatively treacherous descent into Dry Creek; the uppermost drainage of the American/Tibble Fork Drainages. As we picked our way down the steep, loose, and rocky descent I once again marveled at the Wasatch 100 runners who – in a week's time – would be negotiating this not only at mile 75 or so, but also most of them would be in the dark. Quite impressive. An inauspicious left turn back onto the Great Western brought us to the last notable hike-a-bike of our journey of about 15 minutes to the top of Ant Knoll, where amazing cruising would lead us to Pole Line Pass and beyond on the 157 trail (which has definitely been hammered lately by motos).

Once on the 157 it's possible to have multiple excellent finishes to a trans-Wasatch. Our original intent had been to drop down to Timpanooske and do the awesome Timp Traverse, finishing with a final gut-busting climb up to Bald Knoll and a finger/forearm-crimping 3500 foot technical singletrack descent to the Provo river, but we ran out of time and instead dropped down the equally hoot-raising Tibble Fork singletrack and then cruised down American Fork Canyon where we met the Canyon Shuttles driver (who brought us back up to SLC for \$100).

There are multiple ways to do this ride, and any/all of them work, but having the support of strategically-placed good friends helps a lot. It's tempting to say it's "destined to be a classic", but the difficulty and logistical challenges will probably keep it off the IMBA-epic list, which is probably just as well. In any case, it's a grand and unique adventure that looms literally right in our backyard.

**BOOK REVIEW**

**Terrific Book Recounts Origins of Six-Day Track Racing**



By Greg Overton

Peter Joffrey Nye, along with Jeff Groman and Mark Tyson, has presented a wonderful book for the coffee table or library of any cycling enthusiast, and a must for any track racing or cycling history fan. The Six-Day Bicycle Races, America's Jazz Age Sport, is a hardcover book containing 300 photographs and illustrations within its 224 pages, and intersperses the visual with wonderful text and captions that give the reader a sense of what the sport was like, especially in the early 20th century, when six-day racers were the highest paid and most famous athletes in sport in the USA.

Nye recounts the sport's traveling spectacle as it covered the U.S., including Salt Lake City's Salt Palace track, where John Chapman and Iver Lawson set the 5-mile tandem record in 1901, at more than 30mph. Chapman later returned to manage

the Salt Palace track and went on to become one of the sports most influential promoters. Other names that factor prominently in the book can be looked upon as the grandfathers of American racing, Fred Kramer, Jack Simes Sr. and Jr., Major Taylor, Bobby and Jimmy Walthour, racers who were being paid up to \$20,000 per year at a time when baseball players were paid hundreds and original NFL franchises were offered for \$100. There were bad times, too, and the book covers the dark period in the middle of the century, and then the rebound, mostly in Europe as top road racers used the six-days for winter training. Some American racers also competed, culminated by Olympic and World Champion Marty Nothstein teaming with Ryan Simes Oelkers winning the 2002 six-day World Championship in Moscow.

The 8 1/2" x 11" format offers large photographs and illustrations worthy of a coffee table flip-through just for the visual, but the text will undoubtedly draw your interest as it's placed in and out of the illustrations and photos of the riders, event posters, tickets and newspaper accounts. The book is a winning fulfillment of a daunting task of gathering historical data and organizing it to give an interesting and fun retrospective of this once mighty sport. It's a \$39.99 investment that will have you returning again and again, a wonderful accomplishment that is recommended to more than just the hardcore cycling aficionado. Published by Cycle Publishing, 2006.



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