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FREE

JUNE 2011

# cycling utah

WEST MOUNTAIN CYCLING JOURNAL



**UTAH, IDAHO,  
& REGIONAL  
EVENT  
CALENDAR  
INSIDE!**

**DIRT  
PAVEMENT  
ADVOCACY  
RACING  
TOURING  
TRIATHLON  
COMMUTING**



A view from the road at the Cycle Salt Lake Century. Photo: Dave Iltis

## SPEAKING OF SPOKES

### Guardian Angels

By David Ward

Guardian angels. That must be it. Jon Smith, promoter of the Cycle Salt Lake Century Ride (CSLC), has to be the most fortunate promoter around. His event has not had bad weather for as long as I can remember. Jon says it has been 15 years, and that each year he sells another small piece of his soul to insure a good day for us riders.

So it was that this year, the most beautiful day of this elusive spring, sandwiched between a seemingly endless string of rainy days, also happened to be the day of the CSLC. Over 2000 of us showed up, hungry

to soak up the sunshine while putting some good miles on our bikes.

For many of us, the CSLC is our first major ride of the year, and the event that motivates us to get going. It is also a time to meet, greet and hook up with old cycling buddies. This was especially true for me this year. In December, my wife and I purchased a new home, or rather an old home in serious need of attention. As our home of 30 years had not yet

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Cover: Three riders crest a hill on Antelope Island during the Cycle Salt Lake Century on May 21, 2011.

Photo: Doug James. Find your event photo at Zazoosh.com

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## THE '11 ROAD RESPECT TOUR

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back to Moab

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**Sat, June 18**  
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To find Road Respect Tour ride-along opportunities, participate in a rally or to learn the Rules for Riders, visit:

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**FAMILY CYCLING**

**Raising Bike Friendly Kids Part 2**



Above: The Co-Motion Periscope Torpedo Tandem is a good solution for a variety sizes on the back.

By Ryan Barrett

In part one of this series, we discussed trailers, but what happens

when your kids outgrow them — are you stuck, waiting for them to be able to keep up with you? Luckily not, there are a couple options to keep

help them keep the pace.

The most common option is the Trail-a-Bike, which simply mounts to your seatpost and allows junior to pedal along behind you. As with the trailer, it's well worth the extra money to buy quality if you plan to get some use out of it. They are foldable, so can be taken on trips and even the top end models are relatively inexpensive. The only real disadvantage of this set-up is that while the kid in the back is pedaling, it's not really powering the bike. The flipside is that this allows the kid to coast while you pedal. Take that how you will!

If you are going all-in and plan on having loads of kids, like me, purchasing an adjustable tandem might be the way to go. With our Co-Motion Periscope Torpedo (pictured), I am able to adjust it to fit my six year old daughter at 4'1" and my wife at 5'3", due to the telescoping seatpost and stem. There are two disadvantages to this bike- it's really large and takes up a huge amount of space, and they ain't cheap! From my vantage point, the money was pretty easy to justify with several more kids waiting to get big enough to ride the tandem. I can say that my daughter loves riding it and often asks me to take her for a ride.

From experience, riding the tandem feels far more connected than the Trail-a-Bike, but whether the monetary difference is worth that is up to the individual. Both are great options and will allow you a little more bike time, while not completely flaking on your familial duties. As with the trailer, the important part is to make it fun for the kids. Stopping

**New Salt Lake City Bike Map Now Available**

Dozens of miles of new bikeways, all-new cartography, and revised "tips" for bicycling in Salt Lake City are all featured on the new Salt Lake City Bikeways Map, released in mid-May during Utah Bike Week.

Published by Salt Lake City and the Mayor's Bicycle Advisory Committee (MBAC), the 24" x 36" map shows bike lanes, pathways including the Jordan River Parkway and Bonneville Shoreline Trail, designated bike routes, and quiet streets that are good for cycling. The map also identifies bridges and difficult intersections where cyclists should be extra cautious. Bicycle-specific amenities such as bike shops, bike lockers, and trail access points are shown.

The new map is the first release since 2006.. The new text offers tips on commuting, sharing the road, route finding, bikes and transit, equipment choice and maintenance, along with bike route definitions and a welcome message from Salt Lake City Mayor Ralph Becker.

The map production was lead by Becca Roof, Bicycle and Pedestrian Coordinator for Salt Lake City, and Dave Iltis, Chair of the MBAC. "The production of the map was a community effort," said Roof, "with many local bicyclists suggesting routes, helping to edit our text, and giving feedback on the map itself."

Free copies of the map are available at all Salt Lake City bike shops. For those who want a more durable waterproof map, a version on plasticized paper is available for \$4 at Fishers, Guthrie Bicycle, Bingham Cyclery, Wild Rose, Squatter's Pub, Wasatch Touring, The Downtown Alliance, Saturday Cycles, Bicycle Center, and Salt Lake City Bicycle Co. Those businesses, Salt Lake City, and a Energy Efficiency and Conservation Block Grant from the U.S. Department of Energy supported the map printing cost.

To obtain a PDF copy of the map or to learn more about Salt Lake City's bicycle initiatives and the MBAC, visit [slcgov.com/bike](http://slcgov.com/bike).

at a park is mandatory on any of our longer, weekend rides, and I have found stopping to look at horses, wildlife, views, etc.

Weather is also a factor, dressing the kids appropriately can have a huge effect on on their (and therefore your) enjoyment of the ride- being hot always beats being cold!

Next time, we'll discuss getting the kids out on their own bikes safely. Remember, having kids will change your training program, but it doesn't mean you have to suck!

Ryan "Turbo" Barrett is the owner of Turbo Sports Marketing- coaching and representing brands in the cycling industry throughout the intermountain west. He also manages the Ski Utah-Market-Star Elite team and is still an active Cat. 1 racer. When he is not writing about himself in the 3rd person, he stays busy chasing his three girls.

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**RIDER PROFILE**

**Matt Bradley Won't Let Cancer Keep Him Down**



Above: Matt Bradley racing in the 2011 Hell of the North Road Race. Photo: Dave Ittis

By Jared Eborn

The news hit Matt Bradley like a punch to the stomach.

Cancer. Six little letters that carry an entire dictionary worth of impact.

A competitive cyclist who had found considerable success racing in the Cat 3 field, Bradley had built a reputation as an aggressive racer who showed little fear when attacking the field, even winning the 2010 Tour of the Depot.

But his life changed in ways he never imagined after he felt some strange pain in his right foot in March of 2010. At first, Bradley said he thought maybe he had some problems with his shoe or maybe a pinched nerve.

"I just ignored it for a while," Bradley said.

But in just a couple of months, the pain was too severe to ignore.

"Finally, in June, I did a race and the pain was so bad I couldn't even clip in," he said.

A visit to the doctor where he thought he'd get a quick diagnosis and have a little recovery time was what he hoped for. Instead, his visit to the doctor became a life-altering experience – one that led to the amputation of his leg just below the knee.

The pain that started in March became a fast-growing cancer diagnosis that required quick decisions.

"I sat in my truck and cried for a minute," Bradley said of his reaction. "At first, I thought I'd be off my foot for a week or two and then I'd be back to normal."

Normal, unfortunately, wasn't an option.

After discussing the options with his doctors, family and friends, Bradley decided the best – most effective – treatment was also the most drastic. His right foot – the one he used so often to push and pull with on his bike – would have to go. Chemotherapy and radiation were considered but the cancer was a type that was growing fast and could easily spread.

So, in August – just a few short months after first feeling pain in his foot – Bradley and friends hopped on their bikes and enjoyed one last ride with 'Righty' as they pedaled to the Huntsman Cancer Institute.

Instead of amputation of just the foot, Bradley opted to have the lower portion of his leg removed as well because the prosthetic options were better and, despite the drastic move, he could more easily resume the passion that cycling gave him.

Within a couple of weeks of the surgery, Bradley was on a bike, doing one-legged drills to prove cancer may have robbed him of his leg, but not his spirit and certainly not his drive.

The Utah Cyclocross Series joined forces with Bradley – and other Utah cyclists affected by cancer such as Connor O'Leary and Cindy Yorgason -- to host a 'cross-out cancer' event raising funds for the Lance

Armstrong Foundation.

That got his competitive fire burning a little bit and he picked up his training. Now, he's back on the bike and lining up with the Cat 3 field again. He knows he's at a bit of a disadvantage, but refuses to give up.

"Calves are an important muscle," Bradley said. "I definitely feel the lack of it, especially on hills. But I get a little bit better each race and I'm getting my form back."

Bradley, less than a year after the amputation, is back in the mix.

"Midway through today's race this guy rolls up next to me and says, 'you do pretty good for only having one and a half leg,'" Bradley said of a reaction he received during the Bear Lake Classic Road Race on May 14. "I beat him."

There are times, Bradley admits, cancer could get him down. But he won't let that happen.

"Even last place," he said, "is better than just sitting on the couch and not doing anything."

**Tour of Utah Volunteers Needed**

Following the celebrated Tour de France, some of the world's best professional cycling teams will travel to American soil and race in the Larry H. Miller Tour of Utah, August 9-14, 2011. Enjoy the race by being PART of the support team that makes this event possible! Volunteers are needed for a variety of positions, from one stage to a full week. Providing your energy and expertise is a great way to get plugged into the community and be part of all the fantastic festivities. Positions include Course Marshals, Security, Media Operations, Spectator Marketing and more. Help the Tour of Utah take center stage in the world of professional cycling this August and make it the best experience for the athletes, sponsors, visitors and neighbors. For more information, visit [tourofutah.com/volunteer](http://tourofutah.com/volunteer).

## COMMUTER COLUMN

# The Bicycle Transit Center: Serving the Needs of Commuter Cyclists.

By Lou Melini

The Bicycle Transit Center (BTC) at the UTA Intermodal Hub has been in existence for just over a year. Its location and services have made a big impact for the bike commuter traveling on FrontRunner, bus or TRAX. Even if you do not use public transportation to assist you with your bike commute, The BTC may still have services for your needs.

The BTC is run by Canyon Sports. Sam Christensen and Chase Gentry will give us a quick tour of the BTC and help you with your commute.

Cycling Utah: Sam, What are some of the unique services that bike commuters will have at the BTC?

Sam Christensen: The BTC will offer several unique services to their members: storage, after-hours access, shower and lockers, tools and a repair stand. The storage is in-doors, heated and even monitored. Even if the shop area is closed, you can still enter between 5 a.m. and midnight to access the storage area. In the storage area there are lockers and a workstand with tools and pressurized air. During the business hours from 7 a.m.-6 p.m., the members will also have access to a shower.

As for rentals, we will offer road bikes, mountain bikes and a commuter style bike. We feel that for those who are looking to come downtown and rent a bike to see Salt Lake City, the commuter will be ideal because it is a hybrid between the relaxed mountain bike positioning and the larger road bike wheel size and slightly

bigger tires. The commuters also have an 8-speed internally geared hub and chain guards that will keep your pants or apparel clean.

We will have full size runs available and customers can call ahead to make reservations. As for pricing: the commuter has a 3-hour rental for \$8 and full day rental for \$25. Road bikes are \$35/day and mountain bikes are between \$25 and \$35/day, hard-tail and full-suspension respectively. Overall, the BTC will provide access and information to meet everyone's needs, not just the commuter.

C.U.: Chase, how will the BTC change the environment for the downtown bike commuter? The bike commuter using a bus, Trax or Frontrunner?

Chase Gentry: The BTC is a great facility for the downtown commuter or just any commuter. If you live in an apartment and have no room for your bike(s), or come in on Front Runner or Trax, you can park them here for a cheap rate, and pick them up anytime from 5:00AM to midnight. We have a private restroom with a shower if you need to shower before you go to work. Also we open at 7:00 am! No bike shop is open that early. If you're riding into work in the morning and need a tube, we'll be open! We also are big in bike rentals. Biking is the only way to get around and really see our city. We are avid cyclists, and we rely on commuting too; we understand the passion behind biking. Our goal is simply just to make the best commuter's bike shop.

C.U.: Will the BTC have a niche market or is it a full service bike shop? Will one be able to drop the bike off



Chase Gentry at the Bicycle Transit Center. Photo: Brian Manecke

in the morning after commuting in and have repairs done for the commute home? Will the BTC be able to help out for those that forget their rain jacket, light, shoe toe-covers, etc?

Sam Christensen: The BTC will offer a full repair services, bicycle rentals, demo bikes and special order bikes. We will also provide essentials such as tubes, lube, tires, locks, lights and other accessories. As for clothing, we'll be limited to arm warmers, light jackets, and shorts. We will also have some nutrition available. As for repairs, we will offer rush service if necessary but our turnaround time right now is same-day.

Chase Gentry: Although commuting is the theme of our store, we welcome every customer whatever their biking need. We have a full service shop to fix and repair every bike for a great price. If we don't have a specific part or accessory in the shop, almost always we are able to order it in within a few days.

C.U.: Sam, with your degree in Exercise Physiology and with a background in using that degree in a rehabilitation setting, can a bike commuter apply principles of exercise physiology to their bike commute or as a means of rehabilitation? Do you find yourself doing sprints or intervals to practice your background?

Sam Christensen: When it comes to commuting I like to stay in my aerobic zone, however when there are hills I know that my heart rate will jump up and thus I hammer up the hills with a little more gusto. As for doing sprints or intervals during my commute, I don't. I just ride to enjoy it.

Riding a bike can definitely be part of a rehabilitation program, however after running stress test for a cardiology clinic I have learned that it is best to discuss your exercise protocol with your physician who is aware of your medical history and conditions. There are some instances in which yes you should ride a bike and others where they may advise a regimen of five to ten minute walks.

C.U.: Would studying of the principles of Exercise Physiology help the average commuter and cyclists in general?

Sam Christensen: Absolutely, I think people who are interested in performance should seek an understanding of the underlying principles that make them go. I can easily recall discussing nutrition and physiology with many amateur and veteran athletes and it was never surprising to find out how many were following incorrect principles and practices. Enrolling into a course may be time constraining and it may be more beneficial to read books or even listen to audiobooks but with that said I do believe it should all be done with critical analysis.

C.U.: From a shop employee point of view, what should one look for in a commuter bike and accessories? There obviously isn't an ideal commuter bike but do you have any favorites? What do you ride?

Sam Christensen: There are several factors to consider when commuting. From my backpacking days I have learned that light and fast is personally a preferable principle and thus I don't use panniers or racks. However, if you are packing a laptop, a suit, showering supplies, etc. then things add up and may be advisable.

As for which bikes are my favorites, I am a big fan of the Surly Cross Check. It is setup as a do it all cyclo-cross bike, with mounting rivets that are usually found on touring bikes. So it pretty much does everything and as a steel bike it can handle most everything. I commute on an older Raleigh bike that allows for bigger tires during the winter. But, I also like to use the Jamis Commuter, which is a more relaxed version of a road bike. The relaxed fit of the bike just makes it a fun bike to zip around town on, but it is not an ideal bike if you have to climb a lot.

Chase: For me less is definitely more. My bike is a bare bones 1x9 set up with friction shifters. It is very easy to maintain, it's lighter, and it works whenever I want to ride it. I carry with me a small multi-tool, tube, pump, and detachable fender. I've noticed that if I keep my bike tuned and repaired, then I almost never run into problems on my actual commute.

Commuting set ups are very different for each person. Some like a road racing bike that puts them in an aggressive, fast riding position. Some like more of a cruiser/hybrid type bike

that puts them in a much more comfortable upright position. Some are in between. As far as bikes go, cyclo-cross and touring bikes are the bikes I suggest the most. These types of bikes are versatile, can be built to be a more aggressive/racing bike or into a more upright/comfortable bike. They have larger 700c road sized wheels, but have space to put fenders, and wider tires with treads on them. These are bikes you can use in any season, and still be an efficient commuter.

C.U.: A few technical questions: Do you like full shoe covers or toe-covers? Are fenders worth the investment? Why should one have their chain wear checked periodically and replaced when wear is evident? Do you have a favorite commuter tire?

Sam Christensen: Shoe covers: This is pretty subjective, personally I wear toe covers, even in warm rain or snow I just need something to protect my toes a little more and in really low temps less than 30 degrees, I would consider throwing on a neoprene booty. The neoprene booty will do more for people who get cold feet quickly by retaining heat. Also, people who use highly ventilated carbon fiber soles (e.g. triathlon shoes) should switch their insole and use a full cover shoe. So the key factors are weather, shoe design, personal preference.

Fenders: If you are purchasing a bike specifically for commuting/year-round riding, then I would recommend a bike with eyelets. If you are looking for a more serious bike, for example a road bike, then I would just buy a road bike. The perk to having eyelets is having the ability to mount racks and fenders to your bike. With that said, when considering a bike you should also ask yourself, how often does it rain or snow? If not much or you don't intend to ride in such conditions then eyelets are not necessary. There are plenty of options available that don't require eyelets.

Chains: The number one reason to take care of your chain is to increase the life of your components. I've seen many people frustrated because their shifting isn't perfect as it once was. One reason for this can be due to the chain. When a new chain is put onto a new crank and cassette, the spacing is as close to perfect as possible. The chain fits into each groove as designed. Now when a chain stretches, the pins are strained and stretched and will slowly start to enlarge the grooves of the crank rings or cassette. Thus, cogs start engaging at undesired intervals and wear out the cogs to the point that your shifting suffers. If you let it get to this point, then your \$45 chain will now cost you a new cassette and maybe new rings for your crank.

Tires: The problem with declaring a favorite is that tomorrow it will change. So I will say this, I really like Schwalbe tires. The Marathon series comes with reflective strips on the sidewalls, puncture protection and roll well. During the winter, I like cyclo-cross tires that can handle everything except ice, which can be handled with studded tires.

Chase Gentry: I'll add just a few thoughts. I like booties because they cover my entire shoe. Usually when its dry and above freezing I don't wear them, but when it isn't the extra coverage keeps me dry/warm and happy.

I'm not a huge fan of full fenders.

## SATURDAY CYCLES

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I just carry some lightweight water-proof pants, and a jacket. If it's wet I just throw them on and ride. But I do have a small detachable fender that clamps to my seatpost. I keep it in my bag and use it too. It's great for bikes like mine that have no eyelets.

Sam's comment about chains is perfect. The fastest way to wear out your gears is to never change your chain. If you periodically change your chain it WILL save you from spending hundreds of dollars at once having to put on an all new cassette and chainrings.

My favorite commuter tires are the Continental Gator-Skins. When it's dry, they have a durable flat/pinch resistant casing that is very strong, lightweight and long lasting. I also have been riding Kenda Kross tires and although they have a 60tpi they have been awesome, they are cheap, and roll great.

C.U.: Talk about your commute, when did you start? When did you realize that bike commuting was more fun than driving? How far is the commute? If someone came in to the BTC and wanted to start bike commuting, what would you tell them?

Sam Christensen: I started commuting in college, I didn't have a car and campus was only a few blocks away. Even in my junior year when I bought a car I quickly found that it was quicker and easier bike to class and park my bike near my classes. When I commuted to work nearby, sometimes the commute was quicker than driving. Now, I commute over ten miles to the down town area.

When people want to start commuting, I would tell them first to analyze their needs and then work out how to accommodate them. For example, will your commute require you to shower? If so, do I have a bag or do I need invest in panniers? Will my bike accommodate panniers? What is the best route to commute on and what is traffic like during the time frame I would be commuting?

Chase Gentry: My commute recently changed to a very short commute to work and school. But whether it's five miles a day or almost thirty I love just being outside of my car, getting around, and getting the exercise. I originally started commuting the summer of 2008 because gas was like 4+ dollars at one point, and I was literally spending more money on gas for my car than any other monthly expense. So I picked up an old steel Centurion road bike at the thrift store, and still ride it to this day.

I always get excited when people want to start commuting. Like Sam I would suggest taking a good look at what equipment they have, and what equipment they'll need to make their commute most efficient. But above all else my biggest suggestion for them is to find a safe route. As much as you wish cars would see you, most of the time they won't. There's no sense in riding on a busy road with little to no room for bikers jam-packed with cars. Find a wider road that's less busy, even if it may extend you're commute a little longer.

C.U.: Thanks guys for your help. Sam, congratulations on your acceptance to the Physician Assistant program at Stony Brook University in Stony Brook NY. I'm sure the BTC will miss your expertise.

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.

**COMMUTING**

**Add Some Rail to Your Commute**



By Kevin Day

When it comes to full-time commuting, I'm by no means an expert. It takes a pretty solid commitment to fully abandon the comforts and freedom of using a car to get to work each day. From my house in Kaysville to the office in Salt Lake

City, it's about an hour and fifteen minute bike ride. Some days it's more. Some days a little less, depending on how late I leave my driveway. Then there are those days when dealing with traffic, stoplights, stop signs, weather or just being a little tired, I turn to another healthy

option called Public Transportation.

Since opening day of the UTA Frontrunner, I've been a big fan of utilizing the train to get me to and from SLC. If I time it right, I can leave my house and pedal to the Farmington station in about ten to fifteen minutes. Hop on the train and effortlessly ride into Salt Lake. From the downtown Intermodal Hub, it's just an easy fifteen minutes through the city and I'm at work. One very cool aspect is that nearly 100% of my riding commute is done on bike paths or in a designated bike lane. And it's really quite enjoyable taking the train, especially over the past few months since UTA has made some great strides to accommodate cyclists.

UTA has started adding dedicated bike space on certain FrontRunner rail cars. Before there were only two official bike slots per car, but now there's nearly an entire floor dedicated to bikes. The bike-friendly train car is almost always the one closest

to the locomotive.

The nice thing about our transit system is that nearly every vehicle in their system is bicycle friendly. With the exception of Ski Bus, you can take your bike on TRAX, the Express bus and any other system-wide bus.

For TRAX, cyclists are encouraged to load their bike at the end doors of each car. TRAX cars can only support two bikes at a time, but there are generally at least three cars to choose from on each train. On the Express bus or any other system-wide bus, there are easy-to-use bike racks located on the front bumper of the bus. Most of us are probably familiar with these types of racks already. It seems as though most consumer hitch racks are nearly the same style. To load your bike on any of these racks, simply lower the rack and place your bike in the first available slot. Raise the lock bar and

Continued on page 13



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## TRACK

**Draper Velopark Moves Forward**

By Jared Eborn

Utah has a rich cycling history with velodromes at Saltair, the Salt Palace, and other Utah locations attracting some of the sports biggest names in racing decades ago.

Draper would like to bring some of that legacy back to life and is moving forward with plans for a multi-function velopark that could become the focus of Utah's cycling community.

With a velodrome, a cyclocross park, a criterium course and a BMX/mountain bike skills course, the Draper Cycle Park could attract as many as 100,000 visitors per year and provide a year-round training and racing facility used by cyclists of all types. In addition to the cycling focus, the Draper Cycle Park – which will be built next to the existing Equestrian Park near the popular Corner Canyon mountain biking trail system – will have an inline skating, handcycling, a climbing wall, a playground and concessions to make the park as multi-functional as possible.

In a brochure prepared by Draper City, Mayor Darrell H. Smith touted the benefits of the facility to not only Draper but also the entire Utah cycling community.

“The Cycle Park will be a tremendous addition to the community of Draper,” Smith said. “The city has already built innercity cycling and hiking trails that link together and access the Corner Canyon Regional Park, more than 1,000 acres of open space in the foothills of southeast Draper. This park will host national and international events and attract visitors from around the world.”

The proposed velodrome will be the focal point of the park and will be

a UCI-sanctioned 250-meter facility that might attract numerous national and potentially international events. The altitude of the Salt Lake Valley is ideal for record breaking rides. The outdoor facility will be constructed with concrete and, because it will not come with a roof and the associated costs, will be significantly less expensive to build and maintain than an indoor velodrome.

The price tag for the facility, which will be built in phases and has a target completion date of Summer 2014, is \$3.35 million. The largest chunk of the project was a \$6.36 million land-acquisition purchase in 2009.

The velodrome would likely be used on most days of the week for training. The proposed criterium course could easily become home to a weekly race series and host numerous weekend events. The velodrome will feature a connector so that criterium races could finish on the track. As calendar turns and the temperatures drop, the cyclocross course would extend the park's use through the fall and winter months as Utah's cyclists put the skinny tires away and break out their knobby tires in search of alternate training and competitive fixes.

With a connector to the already popular Corner Canyon trails, the Draper Cycle Park would serve cyclists of all varieties throughout the year.

“It sounds like a great facility and I know people in Utah will get plenty of use out of it,” said former Olympic speedskating medalist and Olympian in track racing Chris Witty. “It's such a healthy and fit culture. It would be awesome if you could get a velodrome built. Speedskating and track cycling have been my passions

third week of April, when we made a trip to visit two of our children living out of state, that I finally sat my hiney down on a bike. And while it may have disagreed, the rest of me, physically and emotionally, was grateful.

Indeed, this was the first time, since I took up cycling as a regular hobby, that I had missed more than a couple of weeks on a bike, and even that was rare. And as I have finally been getting back in the saddle more regularly, I have realized how important cycling has become to me, not just physically, but mentally and emotionally as well.

So the CSLC was especially welcome this year. Not just to get me going for the cycling season, but to pull me out of a funk I had fallen into after three months of not riding.

## ROAD RACING

**Tour of Utah To Show on Fox Sports Network Locally and Nationally**

Organizers of the 2011 Larry H. Miller Tour of Utah announced that the August 9-14 professional bicycle race will receive regional and national broadcast television coverage for all six days of the event. This is the first time in the event's seven-year history that broadcast television and online programming have been activated for a national and worldwide fan base.

FOX Sports Network (FSN) will be the national broadcast partner. ROOT Sports will broadcast regionally in the Rocky Mountain area. And the local broadcast affiliate will be KJZZ TV for Salt Lake City, Utah. All broadcast partners will air a one-hour recap show of the professional bicycle race each evening August 9-13, and a two-hour feature and highlight show following the final stage on Sunday August 14.

Both FOX Sports Network and ROOT Sports plan to air nightly recap shows during race week at 11 p.m. (check local listings to confirm air times). FSN reaches 85+ million

my whole life so for me it's like a dream come true to have both venues at the same location.”

Though blueprints and brochures are already to go, the funding is still a work in progress.

The Salt Lake Velodrome Association (saltlakevelodrome.com) has partnered with Draper City to help fund the project. Canyon Bicycles of Draper has donated \$50,000, as has the Bunny Bradley Memorial fund.

For more information on how to help the project, visit [www.DraperCyclePark.com](http://www.DraperCyclePark.com) or call (801) 576-6527.

homes via its 18 regional sports network affiliates in the U.S., including ROOT Sports. ROOT Sports Rocky Mountain region is based in Denver and is the cable home of the Utah Jazz and Colorado Rockies.

KJZZ TV, an independent broadcast television station based in Salt Lake City, serves households across the entire state of Utah, as well as parts of five other western states. The station has announced it will air the weeknight and Saturday recap show at 9 p.m. mountain time, and the two-hour Sunday show from 9-11 p.m. mountain time.

“Regional and national coverage with ROOT Sports and Fox Sports Network is perfect for the Tour of Utah, which has such a vast fan base across the country already because of the pro teams and top UCI Continental teams competing this August,” stated Steve Miller, president of Utah Cycling Partnership

(UCP) which owns the Tour of Utah. “It's a pleasure to work with a dedicated media partner in Utah such as KJZZ TV. We plan to incorporate pre-race promotional spots to generate a local buzz for the event.”

Windfall Productions will edit four to five hours of daily video footage for each nightly one to two hour show. Multiple camera operators will utilize creative resources, such as motorcycles, helicopters and roof tops, throughout the week to capture the excitement and competitive tactics of the 120 professional cyclists racing over more than 400 miles of scenic roadways in Utah.

Live web casting will be provided by UCP via the official event web site, [www.tourofutah.com](http://www.tourofutah.com). Social media platforms, such as Twitter, Facebook, YouTube and Flickr, will continue to be used to engage cycling fans in advance of the event and during race week.

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26TH ANNUAL  
SATURDAY, MAY 19, 2012

**Speaking of Spokes  
Continued from page 2**

sold, we were content to stay there while working on our project home.

But by the end of January, the project was demanding more of our time, some of which we had been devoting to our spin class. And then, at the beginning of March, our home went under contract, and we only had a month till we had to move. Our immediate focus, and big push, was to sufficiently finish the basement so we would have a place to which we could move.

So that is how it happened that the last time I rode a bike of any kind for nearly three months was on February 3rd. It was not until the

I began looking for opportunities to ride, squeezing miles in between the onslaught of storms and the accompanying rain and snow, to prepare for the CSLC.

By the time the CSLC was here, I had still not logged enough miles to take on a full century. But I did get in 75 miles, and it felt good. I rode with good friends, and was able to visit with old cycling pals. My mind, body and soul are rejuvenated. And I have the CSLC to thank for getting me back in the groove.

Thanks Jon for a great ride. And thanks to your guardian angels, and the little bit of soul you surrendered, for this year's rare and wonderful weather.

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**COACH'S CORNER**

**Buy the Stamp – Cornering on a Road Bike**

**By Mark Deterline**

Generally speaking, to corner confidently on a road bike, keep in mind these five fundamentals:

1. **Do any braking BEFORE you enter a turn**
2. **Stay loose and light on your front end**
3. **Lean your bike for traction and control**
4. **Outside-Inside-Outside**
5. **Know your wheels and tires**

Remember that the contact patch of each of your road bike tires is only the size of a postage stamp! Many say that the goal of good cornering is to maintain one's velocity through a turn, which is true. It is important to keep in mind, however, that the supreme goal of cornering is to stay upright, especially when racing or descending at speed.

Steadily improve your ability and confidence while always maintaining a margin for error, especially where cars could play a role in a crash or accident, and you will enjoy descending and cornering while keeping the rubber side down.

**Setting up for it**

It is important to establish your ideal, maintainable speed BEFORE entering a turn. Moderate your speed, i.e. do any necessary braking, beforehand.

You don't want to obsess about the road right in front of you. Rather, focus on the entry and exit paths of upcoming curves, and in general on the stretch of road before you. This will allow you to optimally assess an approaching turn as well as a suitable speed given the overall situation – from changes in road surface, to lean of the road itself, to cars and other riders.

Braking while cornering will straighten your bike's path of travel, changing your targeted line through the turn. It can also cause one of your tires to skid. Since front tire traction is your highest priority, avoid use of your front brake while cornering; you should only do so when absolutely necessary, and even then with great caution. If you do need to moderate speed while in a turn, do so by

using your rear brake with a very light touch.

You will want to be in the drops of your handlebars with easy access to your brake levers. Keep your arms loose and elbows bent, almost as if your upper body acts as a suspension system to keep your front tire smoothly in contact with the road. Operative word here is smooth.

**Finessing through it**

You've heard about choosing a good line and hitting the apex just right. The apex is the innermost point of a turn. You want to choose a sweeping line that will allow you maintain your chosen speed for maximum control and efficiency.

Start wide (within your traffic lane and contingent upon the absence of cars!) then aim to hit the apex or inner edge of the turn as closely as you safely can. Finish the turn wide (within your lane leaving a margin for error!), carrying your sustained

speed with the option to accelerate out of the turn.

The easiest way to remember and internalize this concept is simply: Outside-Inside-Outside.

**Lean it like you mean it**

A well known precept is to push down on your outer, extended pedal as you pull on the inner drop of your handlebar. You want to control your bike, so that your bike doesn't control you. In other words, it is often more important to lean the bike than lean the rider! Lean your bike more or less depending on your speed and the sharpness of a turn.

Generally, you don't want to pedal through a turn. If you feel the need, such as in competition or to stay with other riders, do so with caution to ensure sufficient pedal / cornering clearance. Keep in mind that you and your bike are tilted at an angle. Depending on your speed and how aggressively you're cornering,

you may have less clearance than you realize.

**Equipment matters**

It is essential to be familiar with and confident in your equipment. Know your bike, wheels and tires. Don't try anything fast or aggressive on a new configuration until you're confident in each product's ability to perform.

I know I can more aggressively push my speed through corners – especially on descents – when using trusted frames, wheels and tires. Unfamiliar or simply less sophisticated products do not afford a rider the same freedom. This is one reason why I don't like the idea of "race day" products. Ride your best gear often. Don't wait for the heat of battle to see what your gear is capable of; know before you go.

**Embrace the rain**

Given all of the rain we've experienced in recent weeks, it is worth

noting that all of the above applies to an even greater degree when roads are wet. Any sudden movement or braking that disturbs a steady line through corners will significantly compromise traction. Give yourself plenty of time and berth to master wet weather riding, including familiarity with equipment – especially tires.

The ultimate rider is not only strong and fast: she or he is master of the situation and oh-so-smooth!

[Next issue we'll look at cornering on a mountain bike.]

Mark Deterline founded and co-manages Northern California's Fremont Bank Cycling Team. He works as a marketing and PR consultant in the bicycle industry, as well as a contributing writer for LAVA Magazine, xtri.com and other publications.

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*Royal Street Café and the chairlifts are open daily June 17 through Labor Day. Chairlifts then continue to operate September 10 & 11, conditions permitting.*

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- 31:12.0
- 4. Sam Trop; YEA of Utah 31:12.0
- Male Junior 17-18**
- 1. Mike Hansen; yea/consultnet 30:57.0
- 2. Matt Young; YEA/ConsultNet 31:12.0
- 3. Sam Watson 31:12.0
- 4. Cody Hilyard; YEA Utah 31:12.0
- Male Pro/1/2**
- 1. Michael Booth; Ski Utah-MarketStar 29:23.6
- 2. Chase Pinkham; BISSELL Pro Cycling 29:24.9
- 3. Michael Wilcox; FFKR/SportsBaseOnline p/b Tour 29:25.1
- 4. Ryan Littlefield; Contender 29:30.8
- 5. Eric Pardyjak; Canyon Bicycles-Draper 29:32.4

- Bear Lake Classic Logan Canyon Time Trial, Garden City, Utah, May 13, 2011**
- Female Cat 4**
- 1. Anne Perry; Revolution Cafe Rio 0:17:27
- 2. Maika Carlsen 0:19:48
- Female Jr 10-12 F/T**
- 2. Katie Clouse; Cole Sport 0:23:00
- Female Pro/1/2/3**
- 1. Laura Howat; Ski Utah Cycling Team 0:17:46

- Male Cat 3**
- 1. Nolan Finlayson; O-zone Sbr Racing 0:15:18
- 2. Courtney Larsen; Sonora Grill/Bicycle Center 0:15:26
- Male Cat 4**
- 1. Ryan Ottley; Logan Race Club 0:15:10
- 2. Kody Myers; Skull Candy/ Jsa Architects 0:15:21
- 3. Sam Trop; Yea of Utah/consultnet 0:18:44
- 4. Mike Oblad; Ozone/ Sbr Racing 0:20:02

- Male Cat 5 35+**
- 1. Jeff Boote; Eagle Rock Cycling 0:16:31
- 2. Shane Watt; Eagle Rock Cycling 0:17:05
- 3. Adam Couch 0:17:46
- 4. Bruce Palmer 0:19:07
- Male Cat1/2/3 35+**
- 1. Mark Schaefer; Barry/lasko/paultracy.com 0:14:09
- 2. Zan Treasure; Bountiful Mazda 0:14:30
- 3. Donald Armstrong; Barry/lasko/paultracy.com 0:15:21

- Male Cat1/2/3/4 45+**
- 1. Eric Martin; Skullcandy/Jsa Architects 0:15:49
- 2. James Ferguson; Bountiful Mazda 0:15:57
- 3. Bryan Bornholdt; Logan Race Club 0:17:06
- 4. Scott Horn; Team Jackson Hole 0:18:24
- 5. Don Goldberg 0:20:38
- Male 55+**
- 1. Dirk Cowley 0:16:00
- 2. Gary Simmons; Bountiful Mazda 0:17:03
- 3. Michael Macdonald; Bountiful Mazda 0:18:32

- Male Cat4/5 35+**
- 1. John Ward; Ski Utah-marketstar 0:17:43
- 2. Ronnie Boette; Team Big Ring-real cyclist.com 0:19:44
- 3. Lynn Thackeray; Contender Bicycle 0:21:22
- Male Jr 10-12 TT M**
- 1. Evan Clouse; Cole Sports 0:20:18
- 3. Rhys Martin; Skullcandy/Jsa Architects 0:24:25

- Male Pro/1/2**
- 1. Chase Pinkham; Bissell Pro Cycling 0:12:21
- 2. Norman Bryner; Ski Utah-marketstar 0:12:56
- 3. Connor O'leary; Racelab U23 Waste Management 0:13:13
- 4. Sam Krieg; Ski Utah-marketstar 0:13:33
- 5. Eric Ellis; Ski Utah-marketstar 0:14:20

- Bear Lake Classic Road Race, Garden City, Utah, May 14, 2011**
- Female Cat 4**
- 1. Jannalyn Luttrell 2:31:24
- 2. Holley Aldred; Bountiful Mazda 2:31:40
- 3. Mindy McCutcheon 2:31:41
- 4. Anne Perry; Revolution Cafe Rio 2:31:43
- 5. Beth McMaster 2:31:43
- Female Cat1/2/3**
- 1. Laura Howat; Ski Utah Cycling Team 2:21:22
- 2. Amy Frykman; Gallatin Valley Bicycle Club 2:21:24
- 3. Megan Hill; Revolution/Cafe Rio 2:21:26
- 4. Kirsten Kotval; Primal Utah 2:21:31
- 5. Kaytie Scott; Simply Mac Racing 2:21:33

- Female Cat1/2/3/4 35+**
- 1. Anna Podgorney; ICE / Idaho Kidney Institute 2:31:46
- 2. Diane Evans; Dottie Becks Cycling 2:31:46
- 3. Cris Kiser; revolution cafe rio 2:41:47
- 4. Melinda Berge 2:44:14
- 5. Kimberly Ence 00:2:49:39
- Female Junior**
- 1. Katie Clouse; Cole Sport 0:20:57
- Male Cat 1/2/3/4 45+**
- 1. Mike Cooper; canyon bicycles - draper 2:24:30
- 2. Scott Kiser; Bountiful Mazda 2:24:33
- 3. Andrew Lock; Millcreek Bicycles 2:24:36
- 4. Alan Takemori; O Zone SBR Racing 2:24:37
- 5. Eric Thompson; Ski Utah Cycling Team 2:24:37

- Male Cat 3**
- 1. Clint Mortley 4:01:12
- 2. Tyler Matson; Simply Mac-Bingham's Cyclery 4:01:12
- 3. Joshua Hickman; Sonora Grill/Bicycle Center 4:01:13
- 4. Courtney Larsen; Sonora Grill/Bicycle Center 4:01:15
- 5. Jess Dear
- Male Cat 4**
- 1. Mitchell Heiner 2:25:31
- 2. Zack Butterfield; Canyon Bicycles Draper 2:25:31
- 3. Christian Ronnow; FFKR/SportsBaseOnline 2:25:31
- 4. Blake Fessler; The Bike Shoppe/Chic-fil-a 2:25:31
- 5. Alan Stettler; Simply Mac Racing p/b Bingham 2:25:31
- Male Cat 5**
- 1. Ben Cline; X-Men 2:37:38
- 2. James Springer 2:37:38
- 3. Brian Madsen; Utah Valley University 2:37:39
- 4. Brett Barkdull; Biker's Edge 2:37:39
- 5. Mark Weston 2:37:39
- Male 35+**

- 1. Fife Kimball; Logan Race Club 2:36:28
- 2. Jason Miller; Logan Race Club 2:36:28
- 3. Jason Bleak 2:36:29
- 4. Mike Broadbent; Logan Race Club 2:36:29
- 5. Ken Hicks; Eagle Rock Cycling 2:36:29
- Male Cat1/2/3 35+**
- 1. Dan Kadmas; Bountiful Mazda 2:24:40
- 2. James Ferguson; Bountiful Mazda 2:25:00
- Male Cat1/2/3/4/5 55+**
- 1. Dirk Cowley 2:26:44
- 2. Lorin Ronnow; FFKR/SportsBaseOnline p/b Tour 2:30:12
- 3. Jerald Hunsaker; Bountiful Mazda 2:30:12
- 4. Ken Louder; FFKR/SportsBaseOnline p/b Tour 2:30:16
- 5. Charles Palmer1; FFKR/SBO P/B Tour of Utah 2:37:25

- Male Cat4/5 35+**
- 1. Stephen Hester; Mi Duole 2:15:08
- 2. Sean Fessenden; Canyon Bicycles - Draper 2:15:10
- 3. Justin Sparhawk; LOOK! Save A Life 2:15:11
- 4. Greg Petersen; Sonora Grill/Bicycle Center 2:15:11
- 5. Adam Taylor 2:15:12
- Male Junior 12**
- 1. Josh Highman 0:19:11
- 2. Evan Clouse; Cole Sports 0:20:03
- 3. Rhys Martin; skullcandy/jsa architects 0:21:19
- Male Junior 13-14**
- 1. Noah Putt; Contender 0:19:55
- Male Junior 15-16**
- 1. Josh Highman 0:19:11
- 2. Ryan Westermann; Spin Cycle Racing 2:15:08
- Male Pro/1/2**
- 1. Michael Booth; Ski Utah-MarketStar 3:50:07
- 2. Chase Pinkham; BISSELL Pro Cycling 3:50:09
- 3. Taylor (t.j.) Eisenhart; FFKR/SportsBaseOnline p/b Tour 3:50:12
- 4. Mark Schefer 3:50:15
- 5. Ben Nichols1; FFKR/SportsBaseOnline p/b Tour 3:50:21

- Bear Lake Classic Team Time Trial, UCA Series, Garden City, Utah, May 15, 2011**
- Open 5TT F**
- 1. Ellen Guthrie; Megan Hill; Catherine Kim; Roberta Powers; Sarah White; Revolution Cafe Rio 2:15:29
- 2. Diane Evans; Syd Ternovt; Malinda Booth; Kemille Garvin; Danielle Mitchell; Dothe Bikes Cycling 2:38:15
- Cat 4-5 5TT M**
- 1. Brian Switz; Sean Fesugne; Clark Stokes; Zach Butterfield; Michael Blevins; Canyon 1:52:01
- 2. Kimball Fife; Stan Merrill; Michael Adams; Jason Miller; Erik Nelson; Logan Race Club 1:58:00
- 3. Chris Colgan; Jeff Flick; Jay Boniface; Dave Sellen; RMCC/CycleSmith 2:01:22
- 4. Ronnie Boatte; Amy Frykman; Chantel Olsen; Karen Appleby\_krieg; Primal Utah 2:05:45
- 5. Erich Kuster; John Karren; Doug Park; Patrick Morton; Revolution Cat 4 2:14:42
- 6. Warde Allen; Kacey Kalian; Spencer Steinmann; Surba Tucker; Revolution/Cafe Rio #2 2:20:11
- 7. Don Goldberg; Don Trop; Sam Trop; Gary Powers; Gavin Fitzsimmons; YEA/Consultnet 2:26:52

- Master 35+ 5TT M**
- 1. John Bercaw; Shane Dunleavy; Norman Frye; Todd Taft; Eric Thompson; Ski Utah Cycling Team 1:52:44
- 2. Dirk Cowley; Dwight Hibdon; Ken Louder; Charles Palmer1; Cody Rohovit; FFKR/SBO Old Guys 1:55:12
- 3. James Ferguson; Michael Mcdonald; Gary Simmons; Jeff Ure; Joraid Hunsdirk; Bountiful Mazda 1:58:46
- Cat 3 5TT M**
- 1. Courtney Larsen; Greg Petersen; Brian Randall; Zach Terry; Sonora Grill/Bicycle Center 1:52:44
- 2. Dwayne Allgier; Nathan Barnes; Jonathan Gardner; Jared Keate; Adam Taylor; BBC 1:58:06
- 3. Dan Sites; Victor Suaz; Cristiano Pereira; Gary Hurst; Animal Liberation Racing 2:00:43
- Cat 1-2 5TT M**
- 1. Michael Booth; Norman Bryner; Brian Frykman; Sam Krieg; Ski Utah-MarketStar 1:41:55
- 2. Clint Carter1; Taylor (T.J.) Eisenhart; Ben Nichols1; Aaron Olsen; FFKR/SBO Fast Guys 1:46:56

- Sugarhouse Critterium, UCA Series, Salt Lake City, Sugarhouse Park, Utah, May 21, 2011**
- Female/Cat 4**
- 1. Catherine Kim; Revolution Cafe Rio 31:45.0
- 2. Beth McMaster; Bountiful Mazda 31:46.0
- 3. Rachel Schroder 41:36.0
- 4. Megan Berger 31:47.0
- 5. Alicia Finlayson; Ozone SBR Racing 31:47.0
- Female Cat1/2/3**
- 1. Nicole Evans; Team VBF 43:40.0
- 2. Laura Howat; Ski Utah Cycling Team 44:13.2
- 3. Chantel Thackeray Olsen; Primal Utah 44:13.2
- 4. Kat Carr; Vanderkitten 45:49.5
- 5. Megan Hill; Revolution Cafe Rio 45:49.7
- Female Junior 12**
- 1. Katie Clouse; Cole Sport 33:17.0
- Female Master 35+**
- 1. Margaret Douglass; Primal Utah 31:42.0
- 2. Ruth Shapiro; Ski Utah Cycling Team 31:45.0
- 3. Jodi Rohovit; Primal Utah 31:46.0
- 4. Kelly Dailey; Bountiful Mazda 31:46.0
- 5. Robynn Masters; CONTENDER BICYCLES 31:46.0
- Male Cat 3**
- 1. Cody Rohovit; FFKR/SportsBaseOnline p/b Tour 49:57.0
- 2. Jeremy Long 49:57.0
- 3. Ryan Lemone; Ozone/SBR Racing 49:57.0
- 4. Mike Pratt; Canyon Bicycles Draper 49:58.0
- 5. Jacob Stocking; Revolution Cafe Rio

- Bicycle Collective News**
- Last month, while celebrating May is National Bike Month, the Bicycle Collective's SLC Community Bike Shop was attacked by a car. No people or bikes were harmed, only -- one less car. To celebrate the summer and their new front door, they are hiring! JP Orquiz and Brian Tecklenburg are now the new Shop Managers at the Ogden Community Bike Shop, and Hailey Broussard is now the Earn-a-Bike Director. At this time they are still looking to hire a Trips for Kids Director to coordinate youth MTB rides, info at [www.slcbikecollective.org](http://www.slcbikecollective.org). As always, they need volunteers too! Volunteer mentors with regular availability sometime from 9 am until 3 pm are needed for their Earn-a-Bike program. They also need a small army to help with the many Valet Bike Parking events this summer.
- The Park Tool School ([www.parktool.com/clinics\\_training](http://www.parktool.com/clinics_training)) is still taught every Monday starting at 6pm at the Community Bike Shop (2312 S. West Temple). Classes don't build on each other, so jump in at any time. Participants will learn how to true wheels, adjust derailleurs and brakes, and general skills. See the Collective's website ([www.slcbikecollective.org](http://www.slcbikecollective.org)) or call 801-FAT-BIKE for a schedule.

- Velo Weekend Will Feature Tall Bike Jousts and Sprints**
- Join Velo City Bags on June 24-25 for a weekend of bicycle fun at the first annual Velo Weekend. The event combines a slew of bicycle-related activities, starting with Critical Mass and a Tall Bike Joust on Friday, June 24 and continuing on into Saturday, June 25 with an Alleycat, Freestyle Trick Comp., Sprints and a Raffle. The event is hosted by Fresh, Vertical Diner, Cakewalk Vegan Bakery, Salt Lake Bicycle Co. and Pie Hole, with a list of local and big-name sponsors providing prizes. Registration for the event is \$20 and can be done in advance at [veloweekend.com](http://veloweekend.com). Registrants will receive an event t-shirt, swag bag, patch, entry into the competitive events and access to the discounts and prizes offered by the hosts and sponsors. Nathan Larsen, founder of Velo City Bags, hopes to draw the cycling community together for this event, stating that his local bag-making company will not be making a profit, and any money left over will go into putting on more events. "We just wanted to organize an event that encompassed all the aspects of urban cycling in a way that it hasn't been done before and get the community together for something fun and exciting," says Larsen. For more information visit the website at [veloweekend.com](http://veloweekend.com).

- 49:58.0
- Male Cat 4**
- 1. Chris Putt; cole sport 38:57.0
- 2. Michael Trussell; Barbacoa - Mi Duole 38:57.0
- 3. Jb Taylor; CONTENDER BICYCLES 38:57.0
- 4. Mitchell Heiner 38:57.0
- 5. Cortlan Brown; BIKEFIX 38:58.0
- Male Cat 5**
- 1. Patrick Cassidy; KUHL 30:20.0
- 2. Ben Cline; X-Men 30:21.0
- 3. Jason Linder; Simply Mac Racing 30:21.0
- 4. Tom Hudachko; Simply Mac Racing p/b Bingham 30:21.0
- 5. Jon Nelson; Mi Duole 30:22.0
- Male Cat1/2/3 35+**
- 1. Brent Cannon; Canyon Bicycles 46:22.9
- 2. Spencer Debry; Revolution Cafe Rio 46:23.4
- 3. Mark Schaefer; Barry Lasko DDS/ PaulTracy.com 46:23.5
- 4. Andre Gonzalez; VeloCity Cyclists/ Canyon Bicycles 47:04.4
- 5. David Harvard; Canyon Bicycles-Draper 47:05.6
- Male Cat4/5 35+**
- 1. Andrew Love; RMCC 33:39.3
- 2. Patrick Putt; cole sport 33:40.0
- 3. Ira Sorensen; Revolution Cafe Rio 33:40.2
- 4. Jb Taylor; CONTENDER BICYCLES 33:40.3
- 5. James Sawka; Revolution Cafe Rio 33:40.5
- Male Junior 12**
- 1. Evan Clouse; Cole Sports 31:47.0
- 2. Van Higley; BIKERS EDGE 33:14.0
- 3. Collin Van Hook; Ski Utah 33:28.0
- 4. Rhys Martin; Skullcandy 33:42.0
- Male Junior 13-14**
- 1. Noah Putt; Contender 36:14.0
- 2. Gianni Kennard; Unattached 36:14.0
- 3. Sam Allen 36:15.0
- 4. Max Higley; Bikers Edge 36:15.0
- 5. Preston Malen 36:15.0
- Male Junior 15-16**
- 1. Sam Trop; YEA of Utah/ConsultNet 31:36.0
- 2. Carson Malen 31:47.0
- Male Junior 17-18**
- 1. Sam Watson 31:37.0
- 2. Cody Hilyard; YEA Utah 31:38.0
- 3. Jake Kapp 31:40.0
- Male Master 45+**
- 1. Mike Cooper; canyon bicycles - draper 39:00.3
- 2. Cris Williams; Rocky Mountain Spine & Sport C 39:00.8
- 3. Todd Taft; Ski Utah Cycling Team 39:00.9
- 4. Mark Zimbelman; Rocky Mountain Spine & Sport C 39:01.1
- 5. Steven Lewis; Millcreek Bicycles 39:01.2
- Male Master 55+**
- 1. Ken Louder; FFKR/SportsBaseOnline p/b Tour 39:44.3
- 2. Lorin Ronnow; FFKR Architects/SportsBaseOnli 39:44.5
- 3. Dirk Cowley 39:45.0
- 4. Bob Walker; Bountiful Mazda 40:32.4
- 5. Gary Simmons; Bountiful Mazda 40:34.0

- 26th Annual Race to the Angel**
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**SHARE THE ROAD**

**UDOT and DPS to Sponsor Road Respect Share the Road Campaign**

By Tara McKee

Cycling is becoming more popular than ever and the most popular road cycling routes in the state are becoming positively crowded with cyclists. It's a good news-bad news scenario. It's awesome that there are so many cyclists out on the road and you can presume that people who ride their bikes on weekends will be more sympathetic to the cyclists they encounter on weekdays when they are driving.

The bad news is that there are likely to be some cyclist/motorist problems. New cyclists are less familiar with the rules of the road and with crowds of cyclists on the roads; the temptation is to ride multiple abreast, instead of single file. Motorists don't always know the rules either and there are still a few who think that cyclists belong on the sidewalk. Sadly, there is also a tendency for motorists or cyclists to dehumanize the other and on occasion, that can lead to conflict.

It's time for both cyclists and motorists to learn to peacefully coexist out on Utah's roads. Mutual respect and learning to follow the rules of the road will go a long way toward making it safer for cyclists to ride the streets. With that goal and message in mind, the Utah Department of Transportation (UDOT), Utah Highway Safety and Zero Fatalities have teamed up to launch a Road Respect Campaign and Tour. The theme will be: Road Respect, Rules to Live By, Cars + Bikes. Launching in June, the program will include outreach and advertising initiatives that will continue through the summer. The main messages include a focus on safety and helping both groups understand and follow the laws, or rules, of the road.

To kick off the program, a group of 25 cyclists from UDOT, DPS, law enforcement, health departments, other state agencies and bicycle advocacy groups will participate in a weeklong bike tour, dubbed the Road Respect Tour, beginning June 13 in Logan concluding in St. George on June 18. As the ride moves south, from town to town, community Road Respect rallies and stops will be hosted, with the goal of increasing respect among motorists and cyclists. The tour will feature ride opportunities which are legs of the Road Respect Tour open to cyclists with road experience. Ride times and places to link up for joining in the ride will be on the Road Respect website. The rallies will often have special events appropriate for the whole family such as bike rodeos, helmet giveaways, family bike rides, food and fun games. Mutual respect between the two modes of transportation will

be reinforced in a fun and friendly atmosphere for the whole family.

The first day's ride begins in Logan and heads through Ogden, then Farmington, finishing in Salt Lake City. On Tuesday, the ride commences in Salt Lake and rides up Emigration Canyon to Park City for a rally at Miner's Park, before concluding in Provo. Wednesday's ride will have the core group leaving from Provo and riding into Nephi, and Moroni, before finishing with a special stop in Manti. The following morning the tour will be in Moab for some special Road Respect festivities: a 65-mile ride out to Dead Horse Point and back (open to all), a family bike ride, activities for children, food, fun and special guest speakers. The June 17th ride will leave Torrey, and arrive in Loa for a rally before heading to Panguitch. The tour concludes on Saturday with stops and rallies in Springdale and Hurricane including fun family events, helmet giveaways, a metric century ride, and the ribbon cutting event for the first designated bike route in Washington County.

The public is invited to participate and attend these free events. More details and a list of stops and rallies are found on the program website, RoadRespect.Utah.gov which will be officially launched on May 27th.

**Rules of the Road—Tips for Cyclists and Motorists**

**Tips for cyclists**

- When not impeding traffic, ride no more than two abreast. When a car is coming or when you are riding in traffic, ride single file.
- Obey all traffic signs, signals, and lane markings. If you want the respect of motorists, you must show respect for traffic laws.
- Ride predictably.
- Ride with the flow of traffic.
- Ride on the right side of the roadway or bike lane as far to the right side as safely possible.
- It is acceptable to ride in the middle of the lane if you are making a left turn, if there are obstacles impeding the bike lane or if you are moving at the same speed as traffic.
- Don't weave between parked cars or cars stopped at red lights.
- Wear bright clothing that increases your visibility to motorists.
- When riding at dusk or dark, use reflective clothing and lights.
- Always wear a helmet. Your helmet should sit level on your head and the straps should be snug.
- Make eye contact with motorists when making a turn or changing lanes, so each party is aware of one another.
- When entering or crossing a road from a parking lot, driveway or crosswalk, or when changing lanes or leaving the shoulder, yield to vehicles already on the road.
- Signal when turning.
- Be respectful of other road users. Courtesy is contagious. Always be a bike ambassador on the road!

**Tips for motorists**

- Give at least three feet of space when passing a bicyclist. If traveling on higher-speed roads, give more space.
- Watch for bicycles in traffic; they are smaller and harder to see.
- Don't underestimate the speed of

a bicyclist. Many bicyclists can easily travel at 25-30 mph.

- Slow down around cyclists.
- When driving near a child on a bike, be prepared for the unexpected.
- When turning left, yield to any vehicle, including a bicycle approaching from the opposite direction.
- When turning right and passing a cyclist, leave plenty of room between cyclists who are also turning right. Do not pass the cyclist and turn in front of them.
- Be patient when driving around cyclists. Roadway conditions may make it necessary for cyclists to ride in the middle of the lane because of potholes, road debris, or a parked vehicle.
- Be aware of your surroundings and don't drive distracted.
- Be aware of bicyclists entering the roadway from driveways, intersection sidewalks and other streets.
- Avoid honking your horn around cyclists, if possible. Car horns are much louder outside of your vehicle and can startle bicyclists and cause dangerous reactions.
- Be respectful of other road users. Courtesy is contagious.

**Commuting on Rails—Continued from page 7**

secure it over your wheel. Then hop on the bus. These racks also only accommodate two bikes, so if they're already taken, you'll have to wait for the next bus. Not a big deal considering many of the buses in the downtown area come every fifteen minutes.

UTA has designated bike racks at each station, as well as bike lockers that are available at most FrontRunner and TRAX stations. In order to use the bike lockers, you'll need to register on the UTA website: rideuta.com. And if you're in need of some bicycle repair, bike storage, rentals or even a quick shower before you hit the office, you can visit the Bicycle Transit Center, located inside the Intermodal Hub building. You can also find them online at BicycleTransitCenter.com.

So if you decide to take your bike on transit, here are a few things to remember. Be courteous around others. Oftentimes I'll wait to exit the train very last. That way I don't have to worry about holding people up as I remove my bike from the rack and make my way to the exit. Avoid riding on the platform or crossing the tracks. Although it may be quicker and more convenient to pedal up to the train, it's not safe. And the likelihood of running into someone else boarding or exiting the train is pretty high. Avoid boarding the train with a dirty bike. Navigating through the crowds with a muddy or greasy bike may end up painting an unwanted sprocket mark on an expensive suit or even worse, your own leg. We've all seen that before. And finally, keep track of your bike. According to a recent story on KSL, in the past 30 days, UTA has recovered 28 bikes. Enjoy your commute.

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CONQUER YOUR MOUNTAIN

## ADVOCACY

### Utah Bike Summit A Success

By Tara McKee

The 2011 Utah Bike Summit was held on Friday, April 29th at the SLCC campus in Sandy. The night before the summit, Bike Utah hosted a special showing of "Race Across the Sky 2010" at the Jordan Commons Megaplex. A special Q & A was held after the movie with some of Utah's top Leadville 100 racers, including Elden Nelson (aka "the Fat Cyclist") and Glen Adams. During the raffle drawing, awesome prizes were given out and included great gear and other prizes from Specialized, I-Bert, DZ Nuts, Rockwell Relay, Lone Peak, Lifetime Fitness, Ruby Snap and many others.

Although the default location of the summit on the SLCC campus in Sandy was a bit controversial at first, those who attended did like the setting and some commented it felt more like a state summit, than a Salt Lake City summit. The registration fee was a new addition to this year's summit, which helped cover many of the costs, including lunch. In spite of cold, rainy weather that day, participation actually went up; nearly 90% of those who registered attended and participants came from around the state.

Andy Clarke, president of the League of American Bicyclists made the keynote address titled "Bicycling: A Simple Solution that Makes Cents/Sense." Ted Wilson, from the governor's office, echoed that theme as he spoke on benefits from bicycling to the state of Utah. Panels and by other speakers underlined the fact that better cycling infrastructure, cycling events, tourism, and the better health of cyclists actually had good economic benefits to the community and the state. The summit's expanded format included mountain biking, cycling tourism issues, subjects that included a focus on health, bike events, safe routes to schools and an introduction to the Utah Bicycle and Pedestrian Master Planning Guide.

Surveys showed that one of the

most popular features of the 2011 Utah Bike Summit was the "State of the Bike" reports given from five of Utah's towns. The reports showed off the communities' cycling infrastructure (including trails), how the city was promoting cycling, and noted some of the cycling events that brought in tourists or engaged the community. Charlie Sturgis made the presentation from Park City, while Dan Stewart spoke on behalf of Moab. Zac Whitmore and Jim Price gave a joint report on the Provo/Orem area and Matt Hasenyager and Josh Jones showed off the best of Ogden's cycling. During the lunch hour, Kevin Lewis and Paul Huddle made a presentation about St. George and noted the changes that hosting the Ironman have brought to the St. George area and how it has benefited cyclists. Next year's summit will continue the "State of the Bike" reports with five other communities around the state.

The summit had some wonderful sponsors including Clif Bar, QBP, Alta Planning & Design, SelectHealth, Intermountain Health & Fitness Institute, Enve Composites, DZ Nuts, the Utah Governor's Office of Economic Development, and ProBar. Specialized sponsored a dinner and meet & greet reception at the Salt Lake Bicycle Transit Center which followed the summit.

Andy Clark noted that Utah's rank among bike friendly states had dropped from 10th to 31st place over the last couple years, but made the point, "Utah should not just be in the top ten...but should be number one!" He also made the point after listening to all the state of the bike reports from around the state and presentation about Utah as a top cycling destination, that Utah "was sitting on a gold mine" with the wealth of potential it had for great cycling (and mountain biking) within the entire state.

To see or read some of the presentations, visit [bikeutah.org](http://bikeutah.org).

### Bikes Fly Free on Frontier

Frontier Airlines has removed the flat fee for checked bicycles and will now include them in the standard baggage allowance, meaning customers traveling on Classic or Classic Plus fares can include their bike as one of their two complimentary checked bags and Economy passengers would pay \$20 if the bike is one of their first two checked bags. Bikes will be exempt from any oversize fees, but subject to overweight fees and excess bag fees, if applicable. This is similar to the carrier's current policy for golf clubs and skis. Frontier flies out of Salt Lake City.

[Editor's Note: We can only hope that the other major carriers follow suit.]

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**MOUNTAIN BIKING**

**A Women's Guide to Utah's Mountain Biking**



Riders on the trail during a White Pine Team Sugar Women's ride. Photo: Beth Runkle

By Tara McKee

Utah has been known for its superlative mountain biking for some time and while our state's beloved slickrock is famous, awesome mountain biking trails can be found within just a few miles of most of our cities and towns. From island trails surrounded by the blue waters of the Great Salt Lake, to mountain singletrack with top-of-the-world views and group-friendly doubletrack near the Pink Cliffs of Dixie National Forest, Utah has some amazing places for an adventure on two fat wheels. If you are new to the state and haven't yet explored Utah's trails, this is the summer to start. If you haven't yet tried mountain biking, please read on!

I will acknowledge that mountain biking can seem like an intimidating sport. Mountain biking often has a macho reputation. With terms such as "shred," "endo," "gonzo" and "attack

position," it can seem like a sport only reserved for "gnarly" dudes. I really think though, that guys like to make it seem tougher than it really is. If you can ride a bike on the street, you can learn how to ride dirt roads and the great singletrack trails of Utah. There is a learning curve to be sure, but with some skilled instruction, novices can soon be enjoying fat tire fun and actually look forward to encountering obstacles on the trail. As with any sport, the mastering of some technical skills will make it more fun as you enjoy riding twisting alpine trails and someday take on our Mecca of mountain bike rides, the Slickrock Bike Trail.

Where to start? Cycling clubs (see our club guide online at cyclingutah.com) and especially mountain biking clubs are also great sources and some offer skills clinics. Many of Utah's ski resorts offer their trails and lifts for mountain biking in the summer and several, such as Deer Valley Resort also give clinics and lessons for those who

would like to learn mountain biking skills. Several bike shops around the state offer shop or group rides on local trails. Ask in advance if they offer anything geared toward new riders. Learning the technical skills of mountain biking can be especially intimidating to women, so some bike shops in Utah's most popular mountain biking towns freely offer regular women's rides. The women's

rides have a beginner-friendly and social atmosphere that makes them the shop's most popular weekly rides.

**Moab**

The Moab/Canyonlands area has the most famous rides in the country, and for good reason, they offer stunning and unique vistas and rides that challenge even the experts. To get away from the crowded popular trails isn't hard, if you know where to go. Moab's bike shops offer not only bike rentals, but will freely give advice on new places to go and trails to try. Various touring groups in Moab such as Magpie Adventures, White Rim Tours, Moab Adventure Center, and others offer novice friendly guided tours and lunch as well for a fee.

Chile Pepper Bike Shop in Moab happens to be owned by a woman and regularly hosts weekly women's rides. "We see more women in town riding and women want to ride together. It's such a different experience than riding

with six guys," says owner, Tracy Reed. "We want them to become confident on their bike and show them new trails. But the other part is about getting women together to create new friendships. It's all about having fun!" (Information on the free Tuesday/Wednesday women's rides can be found on their Facebook page or by getting on their e-mail list. Website:

<http://www.chilebikes.com/> Email address: [info@chilebikes.com](mailto:info@chilebikes.com) )

**Hurricane**

Hurricane, surrounded by miles and miles of great singletrack and nestled alongside the famous Gooseberry Mesa and not far from Zion National Park, has been called "the next great slickrock biking town" by National Geographic's Adventure magazine. Among the water-carved red sandstone and craggy mountains surrounding Hurricane, visitors can find world-class mountain biking trails. Novices can run through their technical skills on the slick rock of the north rim of Gooseberry Mesa and experts will enjoy the challenges of the south rim. In addition to Gooseberry Mesa, check out the Little Creek trail's mix of singletrack and slickrock. Finally the J.E.M., Gould's and Hurricane Rim trails are each terrific in their own right, but together can form 21-mile loop of singletrack that Bike Magazine called one of the best in the U.S.

Over the Edge Sports is a bike shop that has been credited with helping fuel Hurricane's mountain biking boom. Shop owners, Quentin and wife D.J. Morisette generously share their knowledge and enthusiasm for the area's mountain biking. D.J. hosts a women's ride on Thursdays at 10 am. Over the Edge also offers a group ride on Saturdays for intermediate to advanced bikers, aimed at showing off the best of the region's singletrack. Bike rentals are available at Over the Edge and are offered half-price for those taking part in the women's ride. (<http://otehurricane.com/>)

**Park City:**

Park City's trails don't dry out for mountain biking until late in May (and this year, maybe a bit later), but they

are worth the wait. Park City offers not only a high altitude respite from the summer heat, but over 400 miles of trails. The trails around Park City include both mellow family-friendly trails and high-caliber singletrack. Its terrain varies from the virtually flat to punishing climbs and fast-paced doubletrack. Mountain bikers can take advantage of free public transportation that will take them along with their bikes into town or to a resort trail. Trail maps are updated yearly and are available in all Park City bike shops.

White Pine Touring is conveniently located right beside Park City's rail trail which makes it easy to quickly ride out the door and get onto Park City's constantly growing network of trails. For many years White Pine and Team Sugar have hosted a free women's ride on Tuesday beginning at 6pm sharp. Riders are divided into various skill levels and head off on group rides. White Pine is also adding a Thursday "No-Drop" (co-ed) group ride which will have the guided groups divided by ability. Bike rentals are available at discounted rates for those rides. White Pine offers skills clinics such as Dirt Camp 101, 201 and 301 perfect for new or "rusty" riders looking to improve their skills (w/fee). (<http://www.whitepinetouring.com/>) Another great opportunity to improve your MTB skills is offered by Jan's Mountain Outfitters in conjunction with Trek: the Trek Dirt Series Mountain Bike Camp for women, which will be held July 23-24. ([http://dirseries.com/mountain\\_bike\\_camp\\_details.php?id=parkcity2011](http://dirseries.com/mountain_bike_camp_details.php?id=parkcity2011))

Utah also can boast of a diversity of hundreds of great trails around the state, perfect for the adventure-prone to ride on. Mountain biking offers a great mode to discover the corners of the state. As Ernest Hemingway once said, "It is by riding a bicycle that you learn the contours of a country best, since you have to sweat up the hills and coast down them."

Tara McKee is editor for Cycle and Style.com, an online women's cycling magazine.

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**MOUNTAIN BIKE RACING**

**Swenson and Bingham Take Sundance Spin ICS (at Soldier Hollow)**



Above: 17 year old Keegan Swenson won the Men's Pro race.  
Left: Kelsy Bingham took honors in the Women's Pro event.  
Photos: Christopher See. Find more at fredmarx.photoshelter.com.

By Christopher See

Installment number four of the Intermountain Cup MTB Series, The Sundance Spin presented by Mad Dog Cycles, held May 14, 2011, was relocated to Soldier Hollow. A deep and unyielding snowpack at Sundance Resort and continuing spring/winter (sprinter) weather conditions prompted the decision. The Soldier Hollow course was designed as a nine-mile loop with one thousand feet of climb-

ing per lap. The pro men would take on three laps of the long loop, and then a shorter finishing loop without the big climbs for a total of nearly thirty miles. The pro women would take three long laps for twenty seven miles.

An uncharacteristically sunny day presented itself on race day. The pro men's field featured Keegan Swenson (Whole Athlete), Noah Talley (Revolution/Peak Fasteners) and Jason Sager (Team Jamis). This would be a day for the young guns. 17-year-old

Swenson went out to an early lead and never looked back. He brought home top honors with a total time of 1:57:03. Talley, 15, rolled in 4 minutes behind with a time of 2:01:36. Third went to Chris Holley (Mad Dog Cycles) at 2:02:28. The veteran Sager ended the day in fourth. Swenson said it was a fun course even with all the climbing.

In the women's field, Ogden adversaries Kelsy Bingham (Team Jamis) and Sarah Kaufmann (Elete Nutrition) took the start along with seven oth-

ers. From the gun Bingham and Erica Tingey (Las Vegas Cyclery) opened a gap over Kaufmann and Kara (KC) Holley (Mad Dog). Kaufmann closed the gap. She, Bingham and Tingey took off leaving KC behind. Bingham had a mechanical, which allowed Kaufmann to slip past. Bingham chased hard through the second lap. The gaps between first and third were never more than 30 seconds. Bingham caught

Kaufmann as the trio started lap three. In the end Bingham would finish only nine seconds ahead of Kaufmann, with a time of 2:10:54. Holley finished third and Tingey fourth. Post race Kaufmann made the wry observation that for a sunny day, the organizers managed to find the only two mud puddles in the venue and ran everyone through them. That's mountain bike racing.

See results on page 10.

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**MOUNTAIN BIKING**

**Ride Sun Valley Bike Festival Launched Featuring the 2011/2012 USA Cycling Mountain Bike Cross-Country National Championships**



Above: Sun Valley has fantastic trails. Photo: Courtesy SCOTT Sports.

SUN VALLEY, ID –The Ride Sun Valley Bike Festival presented by Scott Sports, featuring the 2011 USA Cycling Mountain Bike Cross-Country National Championships will be held from July 11-17. The weeklong event featuring numerous mountain bike activities will include the three race disciplines of Olympic Cross-Country, Short Track Cross Country and Super D events, as well as a two-day All Mountain Festival, a week of epic rides, and festivities.

Zions Bank will sponsor the Olympic Cross-Country event; Burlington Northern Santa Fe Railroad will sponsor the Short Track Cross-Country race and the Super D

event sponsored by the Sun Valley Chamber. Other event sponsors include Idaho Tourism, Breakaway Promotions, Sun Valley Events and Metric Marketing Group. Scott is also the Official Bike Sponsor of the USA Cycling Mountain Bike Cross-Country National Championships and the Presenting Sponsor of the Ride Sun Valley Bike Festival.

An all new event being offered is the Sun Valley All Mountain, presented by Scott Sports. The two day race combines the scores of competitors in the XC and the Super-D disciplines.

The National Championship races will be held on Bald Mountain from July 14-17, 2011. This dramatic back-

drop is the world famous ski area operated by Sun Valley Resort, another race sponsor. The diversity of the terrain and the outstanding facilities for spectators and families makes Sun Valley an ideal location for a national mountain bike competition.

The ability to create a demanding course and manage the logistics was key in the selection of Sun Valley. Over 1,000 racers are expected to participate.

Ride Sun Valley will feature numerous community activities. Each evening the official USA Cycling race award ceremony will be held in Ketchum Town Square and will be sponsored by St. Luke's Wood River Medical Center and the St. Luke's Wood River Foundation.

On Thursday evening, July 14, a Fat Tire Criterium for cyclists of all ages and experience levels will be held in downtown Ketchum. Held on a fast, technical course, this race is designed to create inspiring rides and spectator excitement. The "Crit" is sponsored by Sun Valley Brewing and Stanley Thermos. A course map and registration can be viewed at [ridesunvalley.com](http://ridesunvalley.com).

The Scott Week of Epic Rides are daily guided and shuttled mountain bike rides that will be held in addition to the aptly named "Ride Sun Valley Local Stoker Rides" that will feature some of Sun Valley's most epic trails. Cyclists can experience phenomenal backcountry scenery while riding some of the most demanding trails in the Northwest. Interested riders can go to [ridesunvalley.com](http://ridesunvalley.com) for more information. The Local Stoker rides are hosted by Mountain Rides and the Sun Valley Chamber of Commerce and will be laid out in the Festival map available to participants.

On Saturday, July 16, the Ketchum Bike Parks pump track will host the Second Annual Idaho Pump Track State Championship. Riding on the success of 2010's event, this year's competition is prepared to bring the next level of pump track racing to the national stage. This fun, family-oriented event will round out the week's festival atmosphere.

"Sun Valley has a very strong mountain biking community and we're

very excited to be holding our USA Cycling Cross-Country Mountain Bike National Championships there for the next two years," said USAC National Events Director, Kelli Lusk.

"We couldn't be more pleased to be hosting an event of this caliber and starting a tradition of celebrating the amazing mountain biking which we are so stoked to have here. Once people get a taste of our community, trails, and surroundings, the biggest challenge will be leaving," said Greg Randolph, General Manager of the Sun Valley Chamber of Commerce.

"When we learned that Sun Valley earned the bid for the 2011-12 XC National Championships Scott was immediately interested and involved in the event," remarked Adrian Montgomery, Marketing/PR Director at Scott Sports. "We want the Ride Sun Valley and the Nationals to be the most successful event possible. Scott has a long-term commitment to the event and to the community we live and work in. We invite the industry and the MTB enthusiasts nationwide to come and partake in what Sun Valley has to offer. It's a single track fantasy that you must experience."

For more information on the races including race schedules, courses and a wide range of community events go to [www.ridesunvalley.com](http://www.ridesunvalley.com). For more info on the USA Cycling national championship event, visit <https://www.usacycling.org/events/2011/mtbnationals/>.

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## MOUNTAIN BIKING

# Making Utah a Mountain Bike Mecca

By Cimarron Chacon

Is Utah a Mountain Bike Mecca? "Not quite" is the conclusion reached during a presentation on the topic at the 2011 Utah Bike Summit hosted April 29th by Bike Utah (bikeutah.org). The topic was presented by Cimarron Chacon of GRO Promotions and Shannon Bofelli of MTB Race News and the following is a summary of the discussion.

A Mountain Bike Mecca is defined as "A world-renowned mountain biking destination and the great mountain bike trails that make them famous" (mbronline.com). According to the rankings, within North America only two states/provinces are considered Mecca's – BC Canada and West Virginia, with Colorado as a close third with eight communities recognized as Mecca's. Moab was the one community in

Utah that was routinely referred to as a Mecca (with the St. George area and Park City mentioned occasionally) and it was clear after reviewing the components of a Mecca why these areas were listed.

- Really Great Scenery
- Abundant Open Space
- Signature Trail (s)
- A network of really good system trails
- Connectivity to communities
- Diversity
- Celebration of the Cycling Culture
- Events
- Media and Advertising
- Legislative/State/Municipal support and investment
- Strong Advocacy

So why would you be want to become a Mecca? Well for the mountain biker it is obvious- increased opportunities to ride your mountain bike. But the reasons for a commu-



Above: Riders on the Little Creek Mesa Trail near Hurricane, Utah. Photo: Bryce Pratt, crawlingspider.com.

nity or State to take this on are even more compelling: they are economic. Mountain bikers spend between \$750 and \$2700 per trip to a destination out of their home state. The average mountain biker spends \$100 a day (excluding lodging) and 80% stay in hotels. Mountain biking in Whistler BC generated \$6.6 million in spending in the summer of 2006; the Crankworx Event generated \$11.5 million in one week. And, in 1996, a study estimated that Moab was generating \$8 million annually from mountain biking – not bad for a town of less than 5000. When you compare mountain biking to other tourism generating activities, such as golf, running races or softball tournaments, mountain biking and trails provide a much higher return on investment because the cost of the infrastructure is low to none and a great mountain bike trail will generate multiple visits from the same tourist for years if the area offers the right stuff.

Often times when the topic of mountain biking and trails is discussed with our city and state leaders there is a misconception about who mountain bikers are and what their needs and interests are as destination tourist. Statistics tell us that 1 in every 5 Americans age 16 and over rides a mountain bike. The mountain biker most likely to travel to a destination for trails has been riding a bike for at least 3 years and has the fitness and skill level of an advanced-beginner and beyond. The more passionate a mountain biker is about the sport the more likely they are to travel to one or more destinations a year to experience new trails. Mountain bikers are not "dirt-bags,"

in fact many hold advanced degrees, 37% earn over \$100,000 a year and they are mature (age 36-45) at the peak of their riding (outdoorfoundation.org). These folks ride mountain bikes because they seek adventure and unique experiences. They want to travel to a destination with well-marked trails and services that cater to their needs: bike friendly hotels, restaurants with a patio, and options for good beer and relaxation.

Utah has the best scenery in the nation and abundant open space. In fact of the 84,899 sq miles that make up this great state 57% are federally owned, 3.5 million acres are owned by the State Trust Lands Administration, and there are many more acres that area managed by municipalities or have resources that make it undesirable for development. Utah has trails, we have great networks on our forest and BLM lands from Logan to St. George; and we have amazing signature trails as well... the Slickrock trail, Gooseberry Mesa, Mid-Mountain trail, just to name a few. Utah also has something that no other Mecca or major Mountain biking destination has – year around riding. In fact most Mecca's are located in the high county where the trails are covered in snow at least 50% of the year.

So why is Utah not considered a Mecca for mountain biking? We fall short in several areas: state and municipal support and investment, events with a national and international appeal, advertising and marketing, connectivity to communities, embracing the cycling culture, and

advocacy. Our current funding for trails and open space on a state level is dwindling and there is no alternative revenue source (like a lottery) to help fund trails and outdoor recreation projects. We need a national level mountain biking event in a Utah town every single weekend during the riding season. We need international level advertising announcing Utah as the premier mountain biking destination in the west. We need to do a better job of welcoming the non-Utah tourist to our small towns by providing the services and atmosphere they are seeking. Finally we all need to get involved. If you are not a member you can start by joining Bike Utah (Utah's statewide advocacy organization) or your local mountain biking advocacy organization. We are so close.

#### Resources:

1. <http://www.mbronline.com/destinations/meccas/meccas.htm>
2. [www.imba.com/resources](http://www.imba.com/resources)
3. <http://www.outdoorfoundation.org/research.recreation.bicycling.html>
4. <http://www.outdoorfoundation.org/pdf/ResearchParticipation2010.pdf>
5. by Peter Fix, John Loomis, The economic benefits of mountain biking at one of its meccas: An application of the travel cost method to mountain biking in Moab, Utah, Journal of Leisure Research (1997) Volume: 29, Issue: 3, Pages: 342-353.
6. The complete presentation can be found: <http://bikeutah.org/media>

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**TRIATHLON**

**Utahns Excel in 2011 Ironman St. George**



Spencer Woolston won the Men's 30-34 division was the top Utah competitor. He finished 18th overall.

Photo: Asiphoto.com. Find participant photos on their site.

By Jared Eborn

An early season start, a brutally rugged course and nasty reputation for being the toughest event in the series didn't scare off nearly 1,700 triathletes who signed up for Ironman St. George.

In its second year, the event certainly didn't disappoint in delivering one of the most challenging triathlons in the United States and further cementing Ironman St. George as Utah's premier multi-sport event.

The May 7 race attracted numerous professional and elite amateur triathletes from around the world and they looked at the event as an early oppor-

tunity to qualify for the Ironman World Championships in Hawaii.

The race, won by Switzerland's Mathias Hecht with a time of 8 hours, 32 minutes and three seconds, began at Sand Hollow State Park for a 2.4 mile swim and took participants on a 112-mile bike ride that included two loops around the notorious Veyo Wall.

Heather Wurtele, a Canadian who spends several weeks each year in the St. George area training specifically for Ironman St. George, was a repeat winner on the women's side, blistering the 140.6 mile course in 9:30:33 – 36 minutes faster than her nearest competitor.

Naturally, hundreds of Utahns trained for the big race in their back-

yard and several had tremendous success.

Spencer Woolston, from Highland, was the fastest Utahn, crossing the line in just 9:33:36 and was the fifth fastest amateur while winning the Men's 30-34 division and posting the 18th best time overall. Woolston scorched the bike course with the eighth fastest time over the 112-mile course in just 4:58:09.

North Salt Lake's B.J. Christensen used a strong swim and marathon to finish with a time of 9:48:49, 28th overall – punching his ticket to another appearance in Kona.

Utah's Jared Preston also had a strong race, placing third in the men's 40-44 field with a time of 9:57:19.

The top Utah woman was Alison Fillmore Black. The mother of four from Salt Lake City dominated the women's 35-39 field to win in a time of 10:47:54 and placed 132nd overall among the nearly 1,700 racers.

Emily Ure, also from Salt Lake City, captured the win in the women's 25-29 division with a time of 11:12:20.

Woolston said he was pleased with his result but had set a very ambitious goal and felt a little disappointment in not being the first amateur to cross the finish line.

"I actually am really happy with how it all went," he said. "Crossing the finish line was like no other Ironman before, I felt like I had pushed myself better than my previous three Ironmans. I am happy with the progress I am making."

After blowing the field apart with his bike split, Woolston began the marathon as the first amateur out of T2. But



Ali Black was the top Utah woman. She won the 35-39 field. Photo: Asiphoto.com. Find participant photos on their site.

some gastro-intestinal issues caused a few problems.

"I led all amateurs until about mile 6.5, I was passed in the port-a-potty. I caught the guy at about mile 13 and led again till about mile 19.5 when two guys passed me," Woolston said. "Then with less than three miles to go two more guys passed, two other guys were gaining on me quick, with one mile to go I picked my pace up, it hurt real bad but I held them off by less than a minute. At 95 degrees the heat got me, the second half of the marathon was tough."

Tough, of course, is an expected word used to describe any Ironman race, let alone one run in 95 degree temperatures and featuring some of the most demanding climbs on any bike or run course.

The 2012 version of the race is already accepting registrations and will be held May 5.

The event is a huge economic boost

to the St. George area with an estimated \$5-6 million generated during the weekend with millions more spent in the area during pre-race training trips to the course. California (431) was the only state to bring more athletes to the race than Utah, which had 307 triathletes register.

Top five professional men's results are below:

1. Mathias Hecht CHE 8:32:03
2. Maik Twelsiek DEU 8:33:46
3. T.J. Tollakson USA 8:40:20
4. Ben Hoffman USA 8:41:39
5. Mike Aigroz CHE 8:42:06

Top five professional women's results are below:

1. Heather Wurtele CAN 9:30:33
2. Jackie Arendt USA 10:06:36
3. Uli Bromme USA 10:10:48
4. Liis Toomingas FIN 10:36:36
5. Tamara Kozulina UKR 10:43:37

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**ROAD RACING**

**Howat and Booth Crowned Utah State Criterium Champions**

By Ryan Barrett

It was a banner day for the host team Ski Utah-MarketStar at the Derek Leyde Memorial Downtown Criterium with team members Michael Booth and Laura Howat winning the Men Pro 1-2 and Women Pro 1-3 events, respectively. The race, which was the Utah State Criterium Championships was held on a beautiful May day and featured four corners around Pioneer Park in downtown Salt Lake City.

The women's 60 minute event started aggressively. The break of the day came out of a prime sprint with Laura Howat and Laura Patten (both Ski Utah-MarketStar) and Chantel Thackeray-Olsen and Kirsten Kotval (both Primal Utah). These four were kept honest with the field never far



Laura Howat (4th in line) won the Women's Cat 1-3 State Crit Championship. Photo: Cotton Sox Photography. See more at: cottonsoxphotography.net.

behind. On the final lap, it was Patten leading out Howat down the back-stretch. Howat was able to take a clean sprint in front of Kotval and

**High Uintas May Use Alternate Course Due to Snow**

Race planners for the 23rd annual Cook Sanders Associates, Inc. and The Spence Law Firm High Uintas Classic Stage Race have established the best possible option for the Bald Mountain road race stage should Bald Mountain Pass be closed on Saturday, June 18th because of snow.

The Uinta Mountains have experienced record snowfall during this past winter season. There is a reasonable chance that Bald Mountain Pass, elevation 10,700 feet, might be impassable on June 18th. In the 23 year storied history of the High Uintas Classic, Bald Mountain Pass was impassable only once in 1995.

Should the Pass be closed on June 18th, a new course could await competitors in the first stage of the High Uintas Classic. The road race stage would start in Evanston at the Wyoming State Hospital. The start time would be moved back to 10 a.m. to allow competitors time to travel to Evanston on Saturday morning.

Competitors would race south along the Mirror Lake Scenic Byway to the snow line on the North Slope of the Uinta Mountains. This would be a rare opportunity for racers to climb up what they normally hammer down. After turning around at the snow line, racers would finish at the same locations as in previous years at Christmas Meadows or the Wyoming State Hospital.

For more information about the High Uintas Classic and timely updates about snow conditions, please visit [www.evanstoncycling.org](http://www.evanstoncycling.org).

-Paul Knopf and DuWayne Jacobsen

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Olsen.

The Pro 1-2 men's event was equally aggressive with all the best local teams and racers ready to fight for the title of state champ. About 1/3 of the way into the 90 minute event, Booth took off solo and was quickly marked by Chase Pinkham (Bissell Pro Cycling). Next to make it across was Mike Wilcox (FFKR) and Eric Pardyjak (Canyon Bicycles). Ryan Littlefield (Contender Bicycles) was the last to make contact and they were off. The field, led primarily by the Revolution Mountain Sports team attempted a chase, but the talent off

the front would be hard to catch and the breakaway lapped the field with about 15 minutes remaining. The last few laps became more and more tense and the final lap featured multiple crashes (including the author!). Pinkham led the sprint out of the 3rd turn and Booth turned on the afterburners heading into the final turn to take a comfortable win in front of Pinkham and Wilcox.

See results on page 10.

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**ROAD RACING**

**Booth and Howat Win Bear Lake Classic**



Above: The Cat 3 men's field. Photo: Ben Koefed

Above: The SportsbaseOnline.com/FFKR Team in Sunday's Team Time Trial. Photo: Cotton Sox Photography. See more at: cottonsoxphotography.net

By Ryan Barrett

In a repeat of the previous weeks' state criterium championships, Michael Booth and Laura Howat (both Ski Utah-MarketStar) won the Bear Lake Classic Road Race. Held on May 14th under warm and sunny skies, the primary difficulty in the event was the wind. The Pro 1-2 men rode two laps around the lake, totaling just over 100 miles. The race was aggressive from the start with the author (Ski Utah-MarketStar) and Darren Goff (Chick-Fil-A/The Bike Shoppe) forming the early break-away in the first few miles. The gruesome twosome were able to pull out a maximum advantage of less than three minutes; not nearly enough for two riders to stay away given the flat and windy course. And so it was, with about thirty miles to go, they were brought back into the fold.

The field split through the cross-wind section at the north end of the course, only to come back together. From this point on, the race was extremely aggressive with attacks going constantly. The final group of six came into the finish, with Booth able to take the sprint in front of Chase Pinkham (Bissell Pro Cycling) and junior TJ Eisenhart (FFKR).

The Pro 1-3 Women completed one lap of the 50-mile course, and also came down to a six-rider break. Howat was able to use her sprint prowess to best Amy Frykman (GAS/Intristik) and Megan Hill (Porcupine).

The Bear Lake Classic remains a full weekend of racing, with Friday nights' hillclimb time trial won by Pinkham and Howat, respectively in the men's and women's pro events. Sunday featured a 50-mile team time trial won by Ski Utah-MarketStar in the men's pro event and Revolution Café Rio in the women's open division.

See results on page 10.

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**ROAD RACING**

**Evans Tops in Sugarhouse Criterium**



**Left:** Nicole Evans (Primal/MapMyRide) won the women's race with a final lap surge.  
**Above:** Chantel Thackeray Olsen leading Laura Howa.  
**Photos:** Christopher See. Find more at [fredmarx.photoshelter.com](http://fredmarx.photoshelter.com).

**By Christopher See**

This year, the Sugarhouse Criterium, held on May 21, offered something new. Organizer Marek Shon of Cyclesmith opted to run the event clockwise around Sugarhouse Park. Clockwise meant the north side of the course along 21st South became a long false flat. The start/finish area was relocated to the northwest end of the course to use the short steep ramp out of the lake drainage to animate the finish. The

weather cooperated and the race was run under sunshine and blue skies. A welcome change from the never-ending winter of 2011.

Fourteen women pro/1/2/3 riders lined up for a forty-five minute romp around the park. Two members of the North American pro circuit, Nichole Evans (Primal/Map My Ride) and teammate Nicky Wangsgard took the start with Utah regulars including Chantal Thackeray Olsen (Primal Utah), Laura Howat (Ski Utah/Marketstar).

Ski Utah set the tone with an

early flyer from Alison Frye. She was brought back by a peloton animated by the presence of a strong Primal Utah team. Evans went next to take measure of the group. Well known in the local race community as the woman to mark, Evans was joined by Kristen Kotval of Primal Utah. A series of attacks and counters by Wangsgard and a motivated pack negated their bid for freedom. The net result ended up *gruppo compatto*.

Dulce Altabella Lazzi (Contender) went next. Her move triggered a series of attacks, from which the eventual winning break would form. When the flurry ended Olsen, Howat and a third rider would remain clear. Coming around to the start area, Evans launched at the sharp ramp to the line. She latched onto the three escapees and attacked testing their commitment. Olsen and Howat were able to answer.

With four to go Evans, Olsen and Howat worked to setup the finale. With the three strongest teams represented, the break would succeed. For three laps the trio worked together. On the final lap Evans attacked a final time, and went free to claim a solo win. Thirty seconds back, Olsen and Howat sprinted for second with Howat claiming the placing. A minute and thirty seconds later the field sprint for fourth went to Utah newcomer Kat Carr riding in Vanderkitten livery.

The men's pro/1/2 race was cancelled due to an unfortunate crash.

See results on page 10.



**LIFETIME**  
**GRAN FONDO UTAH**

Saturday, August 20, 2011 – Snowbasin Resort, Utah

**COME ONE. COME ALL.**

Italy's immensely popular "Big Ride" is rolling in to Utah this summer. Following gran fondo tradition, this cycling event is open to the masses and offers long, mid and short distances for all to enjoy. Everyone from recreational amateurs to competitive cyclists are invited. Experience what tens of thousands of cyclists worldwide have enjoyed for generations when you join the big ride in Snowbasin – Life Time Grand Fondo Utah. [LTGranFondo.com](http://LTGranFondo.com)



cycling utah

# CALENDAR OF EVENTS

**Calendar Guidelines:**

Listings are free on a space available basis and at our discretion.

Submit your event to: [calendar@cyclingutah.com](mailto:calendar@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!

**Utah BMX**

**RAD Canyon BMX** — Salt Lake City, UT, RAD Canyon BMX is a Salt Lake County Parks and Recreation facility, and American Bicycle Association sanctioned BMX race track. Located at 9700 S. 5250 W. in South Jordan. See web page for event and race details., Ron Melton, 801-699-9575, radcanyon-bmx@radcanyonbmx.com, radcanyonbmx.com

**Deseret Peak BMX** — Tooele, UT, 1200 foot long track, ABA sanctioned, open to public for practice daily, fee is \$2 per rider. Sign ups 5:30 to 7:00 on race day. Races: May 8, 22, June 12, 26, July 10 - Race for Life, 17 - State Qualifier, August 14, 28, September 18, 25., Darrin Cook, 435-843-4049, deseretpeakbmx@msn.com, deseretpeakcomplex.com

**Utah Advocacy**

**Bike Utah** — UT, Utah's Statewide Advocacy Group., Ken Johnson, ubcinfo@utahbikes.org, utahbikes.org

**Salt Lake City Mayor's Bicycle Advisory Committee (MBAC)** — Salt Lake City, UT, Meetings are on the second Wednesday every month 5 p.m. at the Salt Lake City/County

Bldg, 451 S. State, Room 335, All are welcome. Visit the website to join the email listserv., Dave Iltis, 801-328-2066, dave@cyclingutah.com, Julian Tippetts, 801-535-7704, Julian.Tippetts@slcgov.com, slcgov.com/bike

**Salt Lake County Bicycle Advisory Committee** — Salt Lake City, UT, Bicycle Facilities Planning Meetings are third Wednesday each month

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## AUGUST 6TH 2011

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Register at [www.RideMyBike.com](http://www.RideMyBike.com)

## METRIC CENTURY / 62.5 MILES

### JULY 30TH, 2011

Join us in a Ride for Hope, Healing and Happiness. The GLMR is a 62.5 mile ride to raise an awareness of mental illness and suicide prevention. In 2008 an avid cyclist, Gary Ludlow, was taken by mental illness. We ride in honor of him and to enjoy the great sport that he loved. Proceeds raised go to support the National Alliance on Mental Illness (NAMI Utah) and the American Foundation for Suicide Prevention (AFSP Utah).

**Start Time:** 7:00-7:30am  
**Start Location:** Payson, Ut 143 W. 900 N., Payson, UT @ the Park & Ride.  
**Registration Fee:** \$45  
Pre-Register at [rideMybike.com](http://rideMybike.com) or email your pdf registration to [glmrinfo@gmail.com](mailto:glmrinfo@gmail.com).

[www.theglmr.com](http://www.theglmr.com)  
[glmrinfo@gmail.com](mailto:glmrinfo@gmail.com) 801-830-6655



from 4-6 p.m., with the exception of the month when the Quarterly County Advisory Committee is meeting on the third Wednesday from 6-8 p.m. (see website for meeting details). Meetings are held in Suite N-3001 of the Salt Lake County Government Center, 2001 S. State St., Salt Lake City, UT. 801-468-3351, Megan Hillyard, 801-468-3351, MHillyard@slco.org, bicycle.slco.org

**Weber County Pathways** — Ogden, UT, Weber County's Trails Group. We are committed to the idea that non-motorized network of public pathways significantly contribute to our community's economic vitality and quality of life. Call 801-393-2304 or e-mail wp@weberpathways.org with questions or comments., Mark Bedel, 801-393-2304, wp@weberpathways.org, weberpathways.org

**Park City Alternative Transportation Committee** — Park City, UT, Normally meets the second Tuesday of the month at Miner's Hospital, 9 a.m., Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, mountaintrails.org

**Mountain Trails Foundation** — Park City, UT, Park City's Trails Group,

Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, mountaintrails.org

**Bonneville Shoreline Trail Committee** — Salt Lake City, UT, Volunteer to help build the Bonneville Shoreline Trail. (801) 485-6974 or visit our web page., Dave Roth, 801-824-5339, bonnevilleshorelinetrail@gmail.com, bonnevilleshorelinetrail.org

**Parley's Rails, Trails and Tunnels (PRATT)** — Salt Lake City, UT, PRATT is a 501(c)(3) nonprofit organization, run by volunteers. The mission of the Parley's Rails, Trails and Tunnels (PRATT) Coalition is to assist city, county, state and federal agencies and other public and private partners in completing a multi-use trail along I-80 via Parley's Creek Corridor and the Sugar House Rail Spur to connect the Bonneville Shoreline Trail with the Provo/Jordan River Parkway., Juan Arce-Larreta, 801-694-8925, parleysttrail@gmail.com, parleysttrail.org

**Holladay Bicycle Advisory Committee** — Holladay, UT, The Holladay Bicycle Advisory Committee (HBAC) works to make Holladay bicycle friendly. The HBAC meets on the first Tuesday of every

month from 6:00 p.m. to 6:45 p.m. in the Hy Nielson Room of the city building at 4580 S. 2300 E. , Greg Hoole, 801-272-7556, gregh@hooleking.com, tinyurl.com/holladaybac

**June 18, 2011 — Volunteer Trail Day**, Brian Head Mtn Bike Park, meet at 10 am. Tools, transportation on the mountain and lunch will be provided. Volunteers eligible for a discounted summer season pass. Also looking for ideas on new trails and features., Bruce Niedrauer, 866-930-1010, bruce@brianhead.com,

**Events, Swaps, Lectures**  
**Urban Cycling**

**Salt Lake Critical Mass** — Salt Lake City, UT, Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC., None , noemail@cyclingutah.com, slccriticalmass.org

**Bike Polo League** — Salt Lake City, UT, March to November - Come and play bike polo! Tuesdays at Liberty Park, Salt Lake City, 6:30 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., Scott

Brown, 801-870-9292, sbrown@redrocks.com,

**June 4, 2011 — Edible Wasatch - Bites & Bikes**, Utah Bike Month, Salt Lake City, UT, Noon to 4pm (unless there is a better time frame for the Mayor), Kick Off at Nobrow, Finish at Pioneer Park, treasure hunt for local food, participants will be given the option to pre-register in teams or as individuals, no set route, just a clue card of items to find and list of participating sponsors' hunt can be scaled to team or individuals skill/ endurance level, closing ceremonies at Pioneer park will include a prize drawing taken from completed clue cards, Charice Bourdeaux, 801-918-3522, charice@usee.org,

**June 6, 2011 — 5th annual Share the Road Ride**, Park City, UT, A 17 mile road ride to spread awareness in sharing the road between cyclists and motorists. Ride leaves Cole Sport, 1615 Park Ave. at 6 pm. Park at lower PCMR lot., Scott Dudevoir, 435-649-4806, dude@colesport.com, colesport.com, mountaintrails.org

**June 24-25 — Velo Weekend**, Salt Lake City, UT, A whole weekend of urban cycling events beginning with Critical Mass and a Tall Bike Joust on Friday and continuing into Saturday with an Alleycat, Freestyle

Trick Comp., Sprints and a Raffle. Lots of fun and prizes., Nathan Larsen, 801-916-0884, contact@velocitybags.com, veloweekend.com



**June 25, 2011 — Urban Challenge Utah**, Salt Lake City, UT, Benefits Make-A-Wish Foundation, 9 am starts and ends at Gallivan Center, 239 South Main, Using clues, teams of two will navigate their way through Salt Lake City, completing tasks that challenge the body, mind and senses., Jessica Rogers, 801-262-9474 , events@utah.wish.org, urbanchallengeutah.com

**September 2-5, 2011 — Great Utah Bike Festival**, Cedar City, UT, Benefiting Hemophilia. 4 stages of the mountain bike race or the 4 stage USAC road race; double or single track trails; join the bike parade, take a bike safety or riding clinic, or join street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

**September 10, 2011 — 21st Annual Independent Living 5K Run and Roll**, West Jordan, UT, West Jordan Veterans Memorial Park (1985 West 7800 South), 9:30 am. Flat circular course. Medals to top three finishers in runner, walker, manual wheelchairs, assisted wheelchairs and handcycle., Debbie or Kim

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Heather Fuhr, Ironman Champion & budding mountain biker.





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Race Information: Tina - 435.691.1696

**September 24<sup>th</sup>**

**100, 65, 50, & 25 mile options**

**Southfield Park, Heber City**  
**8:00 am Start**



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## ROADS

**Chip Seals and Bicycles – Short-term Pain for Long-term Gain?**

By **Becka Roof - Bicycle/Pedestrian Coordinator, Salt Lake City Division of Transportation**

Last summer's chip seal on Emigration Canyon Road stirred up many strong feelings in the bicycling community – more than just chips were flying. Salt Lake County chip sealed two sections of the canyon road using a modern chip seal process that includes spreading tar (technically known as bitumen) on the road, spreading chips, rolling the chips into the tar, sweeping up loose chips, and sealing the chips to the seals with another thin layer of tar (a treatment called a fog seal). Still, the resulting chip seal was not very pleasant under my 23 c tires, and reportedly has not worn in well for bikes.

Last summer, I was very glad that Salt Lake City (in contrast to the County) has had an informal policy of not chip sealing bike lanes for the past several years – a decade or more. But as we come up on this year's construction season, Salt Lake City is, at my own request, considering changing our chip seal policy to include bike lanes.

Why? Well, we looked at some streets that had been chip sealed on the road, but not in the bike lane. The bike lane is rough and gathering potholes. In the long run, this bike lane will continue to fall apart. The travel lane that was chip-sealed four years ago provides a much better riding surface than the untreated bike lane.

Bicyclists have been long-time advocates for better pavement on

the roads. Way back in the 1880s, the League of American Bicyclists (known until the 1990s as the

but not the same pothole-preventing properties as a chip seal.

Salt Lake City uses a differ-

**Salt Lake County – slag**

Provides better traction  
Stays dark, looks like new asphalt  
More durable  
More expensive

**Salt Lake City – stone**

Lays flat on the road  
Looks grey (not like new asphalt)  
Smoother for bikes  
Less expensive

League of American Wheelmen) was founded with a primary mission of advocating for paved streets.

Even though we bicyclists aren't as heavy and don't cause as much damage to the roads as motor vehicles (especially trucks), today's bike lanes still benefit from surface treatments. The oils from the tar soak into the asphalt and help hold it together – sort of like using conditioner on your hair. The chips themselves add structural integrity to the road and help keep potholes from forming.

Slurry seals, historically preferred as a treatment for the City's bike lane streets, just don't offer the same boost to a street's integrity as a chip seal. Slurry seals only have sand mixed with the tar and a setting agent; covering asphalt cracks over with sand often results in the cracks coming right back through. The conditioning treatment is still there,

ent kind of stone in our chip seal than does Salt Lake County. The City's stones are flatter and lay more smoothly on the road, especially after a couple passes with a heavy roller. According to Michael Leatham, the supervisor of the City's chip seal crews, the City switched to the stone chips after we had a failure of a slag-based product several years ago, resulting in the chip seal breaking up and washing into the gutters.

The County is continuing to use a slag product (albeit a superior product to the one that failed in Salt Lake City). This costs more in materials than does Salt Lake City's stone chips, but is more durable. As a result, the County's treatment may save in the long run on staff time. Salt Lake City is continuing to use the stone chips and does not plan a return to slag.

In last summer's Emigration debate, some bicyclists suggested

that a better solution is to save up and repave with asphalt, instead of doing a chip-seal. But a full repaving job costs about 9 times as much as a chip seal. A chip seal is a very cost-effective way to extend the life of our current streets. With the regular "conditioning" oils of slurry seals and chip seals, the life of asphalt may be extended by decades.

This summer, Salt Lake City will experiment with a different treatment on Indiana Avenue, a "cape seal." A cape seal is a chip seal with a slurry seal on top of it. A cape seal provides the structural benefits of a chip seal with the smooth finished surface of a slurry seal. The downside is that a cape seal costs almost twice as much as a chip seal alone – not helpful as public agencies seek to spread thin budgets to cover as many streets as possible.

This summer, the City will chip seal a couple street segments with bike lanes, as a pilot project. These streets are in areas with truck traffic, such that the road surface is already deteriorated beyond what a slurry seal can restore. Please do check out the upcoming chip seals on 1700 S between 300 W and 900 W; on 4400 W between 700 S and California; and on 4800 W between 1100 S and California. Please send any comments to bikesc@slcgo.com or call me at 801-535-6630.

If you have questions on the County's chip seal program, please contact Colin Smith, Salt Lake County Bicycle Coordinator at CCSmith@slco.org or 801-468-2500.

Neither the City nor the County's chip-seal is completely ideal for bicyclists – certainly during the

week when the chip-seal is being spread and rolled – but, after careful consideration, I believe that either treatment in the long run is preferable to road deterioration and potholes.

**Chip Seal Schedule**

If you can, please avoid these streets when chip sealing is in progress. Actual dates of work are weather dependent, so a complete schedule cannot be posted in advance. Schedule updates will be posted to Salt Cycle website blog – saltcycle.com

**Salt Lake City – June 2011**

Indiana Ave. 900 W to Redwood Rd. (slurry sealed over the chips, about 2 weeks later)

\*1700 S. 300 W to 900 W

Brick Yard Road. Richmond to 3300 S Claybourne Ave (2770 S). Melbourne to 2000 E.

600 S. 800 W to 900 W

\*4400 W. 700 S to California Ave.

\* 4800 W. 1100 S to California Ave.

And several short streets just south of I-80 off 5600 W.

**Salt Lake County - June 2011**

Magna:

7200 W. SR-201 to 2100 S.

2100 S. 7200 W to 8000 W

8000 W. 2100 S to SR-201

Parkway Blvd. (2820 S) 7200 W to 8000 W

Kearns:

4715 S. 4000 W to 4800 W

Sams Blvd (5215 S) 4015 W to 4820 W

Millcreek:

Wasatch Blvd. 3300 S to 4850 S

Millcreek Canyon Rd. 2820 E to 3275 E

, 801-466-5565, uilc@xmission.com, uilc.org

**September 22, 2011 — World Car Free Day**, UT, Ride your bike and leave the car at home!, None, noemail@cyclingutah.com, worldcarfree.net

**October 8, 2011 — Layton Marathon**, Antelope Island, UT, Only World Record and Olympic Qualifying course in Utah, also qualifies for Boston Marathon. Starts on Antelope Island, travels across paved road, cross a 7 mile causeway and finish remaining miles into Layton City., Joe Coles, 801-335-4940, joe@onhillevents.com, laytonmarathon.com, onhillevents.com

**Mountain Bike****Tours and Festivals**

**June 4, 2011 — National Trails Day**, Park City, UT, Meet at 9am, coffee and bagels. Location & Project TBA, Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, mountaintrails.org

**June 4, 2011 — National Trails Day**, Salt Lake City, UT, Volunteer on Trail Projects., Celeste Eppler, 801-486-2100, ceppler@rei.com, rei.com/saltlakecity

**June 4, 2011 — National Trails Day**, Weber County, UT, Weber Pathways Trail Day., Mark Bedel, 801-393-2304, wp@weberpathways.org, weberpathways.org

**June 18-19, 2011 — Wild Rockies Boise to Idaho City Tour**, Wild Rockies Series, Boise, ID, Starts and finishes at the Old Armory on Reserve Rd. 7 am Boise to Idaho City (camp overnight) and back to Boise. Full support and SAG wagon included for a low price. We are raising trail awareness and providing a low cost trip for all levels., Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com, swimba.org

**June 19-24, 2011 — Grand Staircase Escalante Intro (MTB)**, Panguitch, UT, 6-days, Also available 7/10-15, 8/7-12, 9/4-9., Barbara Goff, 800-596-2953 x4, 702-596-2953, info@escapeadventures.com, escapeadventures.com

**June 19-24, 2011 — Grand Staircase Escalante Singletrack (MTB)**, Panguitch, UT, 6-days, The Grand Staircase Lower Canyons provide exploring, camping, and back-country mountain biking opportunities so vast and picturesque that the rest of the world will seem to shrink in comparison. Also available 7/10-15, 8/7-12, 9/4-9., Barbara Goff, 800-596-2953 x4, 702-596-2953, info@escapeadventures.com, escapeadventures.com

**July 13-17, 2011 — Ride Sun Valley Mountain Bike Festival**, Sun Valley, ID, A week of events around the USAC National Championships including a daily Tour du Jour on Sun Valley's epic trails, a Fat Tire Crit, pump track events, concerts and more., Aly Swindley, 800-634-3347, info@visitsunvalley.com, ride-sunvalley.com

**July 22-24, 2011 — WYDAHO Rendezvous: Teton Valley Mountain Bike Festival**, Driggs, ID, Three-Day Mountain Bike Festival with group rides, bike demos, DH and XC races, parties, music, pump tracks, skills clinics, trials demos and more!, Tim Adams, 208-201-1622, tim@TVTAP.org, Bridget Lyons, 208-201-1622, BikeFest@TVTAP.org, tetonmountainbikefest.tvtap.org

**July 23-24, 2011 — Trek Dirt Series Mountain Bike Camp**, Park City, UT, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only and co-ed instructional weekend camps for beginner, intermediate, and advanced riders., Jo Fergie, 604-905-8177 (Canada), info@dirtseries.com, dirtseries.com

**August 12-14, 2011 — Better Ride MTB Camp**, Park City, UT, 3 day MTB skills

camp, Gene Hamilton, betterride@gmail.com, betterride.net

**September 2-5, 2011 — Great Utah Bike Festival**, Minersville, UT, Benefiting Hemophilia. Join the fun in the new cycling Mecca of Cedar City. A different century ride to choose from each day, a 4 stages of the mountain bike race or the 4 stage USAC road race; ride some double or single track trails on your mountain bike to Utah's largest wind farm or one of three geo-thermal power plants scattered among the thousands of acres of hills and plains; or take the challenge of the Geo-cache course. Decorate your bike or don a costume and join the bike parade; take a bike safety or riding clinic; or take on all comers during the street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

**Utah Weekly MTB****Race Series**

**Sundance/Soldier Hollow Weekly Race Series** — Sundance Resort, UT, Wednesday nights, May - Aug. Venue alternates between Soldier Hollow and Sundance, 6:30 pm., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, weeklyrace-series.com

**Mt. Ogden Midweek XC Race Series** — Snowbasin Resort, UT, Dates June 8, 15, 22, 29; July 6, 13, 20, 27; Aug. 3, 10, 17, 24. Registration- 5pm-6:30pm at Grizzly Center, Race Start: 6:30., Jonny Hintze, 801-230-2995, jonnyhintze@yahoo.com, mtogdenraceseries.com, bebikes.com

**Utah Mountain****Bike Racing**

**May 28-30, 2011 — Sundance Showdown**, UT Downhill Series,

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**www.SALTtoSAINT.com**

Sundance Resort, UT, Super-D Saturday, DH Monday., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com, utahdh.org

**May 30, 2011 — 6th Annual Stan Crane Memorial XC**, Intermountain Cup, Draper, UT, ICS #6, 6th annual. Monday race, Great XC course start/finish at the equestrian center, about 80% single-track on a 9.8-mi loop, Total elevation 1100'/lap, first start at 8:15 am for U12, others at 9 am., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

**June 11, 2011 — 20th Annual Deer Valley Pedalfest**, Intermountain Cup, Deer Valley, UT, ICS #7, National Championship Qualifying Event. Multi-lap course, climbs and twisty single-track downhill. First start at 8:15am for U12, others 9 am., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

**June 18, 2011 — Wimmer's Bicycle Race XC @ Sherwood**, Intermountain Cup, Wellsville, UT, ICS #8, Sherwood Hills Resort, Multiple laps, winding single track through trees, 9 am., Kayleen Ames, 435-757-4310, amespromoting@comcast.net, intermountaincup.com, amespromoting.com

**June 18-19, 2011 — 6-Hour of Wolf Creek Enduro Downhill Race**, UT Downhill Series, Wolf Mountain Resort, UT, Lift served, multi-lap downhill MTB race, 60 person limit. Saturday qualifying run for lift line order, Sunday 6-hour enduro race., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com, utahdh.org

**June 25-26, 2011 — Wolf Creek Mountain Mayhem**, UT Downhill Series, Wolf Mountain Resort, UT, Saturday Super D and Trail Bike races, Sunday Downhill., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com, utahdh.org

**June 25, 2011 — Dixie 200**, Cedar City, UT, Self-supported, 200 miles of trail and remote terrain between Bryce Canyon and Brian Head in southern UT. Virgin River Rim, Thunder Mountain, Grandview and several other trails., Dave Harris, hairball.dh@gmail.com, 2-epic.com/events/dixie311.html

**June 25, 2011 — Round Valley Cross Country**, USC Series, Park City, UT, 10-12 mile laps, mostly single-track. Rolling hills, swoopy turns., Bob Saffell, 801-588-9020, info@raceuscs.com, Shannon Boffelli, shannon@mtbracenews.com, raceuscs.com

**July 2, 2011 — 24th Annual Mountain Bout**, Intermountain Cup, Snowbird, UT, ICS #10, Snowbird, Open to all, Event starts at 8000' near the Snowbird Center (Entry 2). Course: 4-mile loop, with 800' of climbing per lap. First race starts at 8:10am for U9, 8:30am next start., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

**July 9, 2011 — Park City 50**, USC Series, Park City, UT, 30 and 50 mile options, Sweet singletrack, test you mettle., Bob Saffell, 801-588-9020, info@raceuscs.com, Shannon Boffelli, shannon@mtbracenews.com, raceuscs.com

**July 9, 2011 — Fire Road Cycling**, Cedar City, UT, 25k, 60k, 100k distances, 4 start corrals, greenhorns to serious riders, starts at Main Street Park, 8 am, Paul Huddle, 858-518-0042, 760-635-1795, huddle@multisports.com, fireroadcycling.com

**July 16, 2011 — The Crusher in the Tushar**, Beaver, UT, Beaver, Utah to Eagle Point Ski Resort, 80 miles, 50/50% split of paved roads and dirt fire-roads. 12,000+ ft of climbing, topping out at an altitude of 11,500 ft., Burke Swindlehurst, roadirt@msn.com, tusharcrusher.com

**July 23, 2011 — 15th Annual Chris Allaire Memorial**, Intermountain Cup, Solitude Resort, UT, Utah State Open XC Championship, ICS #11, Course combines Cruiser (upper) and Serenity (lower) loops, Registration closed 7/13, First start at 8:15am., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

**July 30, 2011 — 2nd Annual Basin Bash XC**, Intermountain Cup, Snowbasin, UT, ICS #11, series finals, an 8.5-

mile loop consisting of 90% wide single-track that winds across the lower mountain with about 1,300' of climbing per lap, Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

**August 4, 2011 — Orchard Days Mountain Bike Race**, Santaquin, UT, Men's and Women's division for Beginner, Intermediate, and Advanced races, Youth race; Race starts at 6:30 pm., Greg Flint, (801) 754-3211, office@santaquin.org, santaquin.org

**August 13-14, 2011 — Flyin' Brian Gravity Festival**, UT Downhill Series, Brian Head, UT, Downhill and Super-D Schedule of events T.B.D., Ron Lindley, 801-375-3231, eracerhd@netzero.net, go-ride.com, utahdh.org

**August 20, 2011 — Corner Canyon Super Cross Country**, USC Series, Draper, UT, In between XC and Endurance, makes use of best of Corner Canyon., Bob Saffell, 801-588-9020, info@raceuscs.com, Shannon Boffelli, shannon@mtbracenews.com, raceuscs.com

**August 27, 2011 — Mt. Ogden 50 & 100 K MTB Race**, Snowbasin, UT, 50 K & 100 K distances, Starts 7 am for 100k, 7:35 50k start, 7:35 100k 4 person relay start, at Snowbasin, Solo or 4 person relay teams, Steve Andrus, 801-620-1014, sandrus@snowbasin.com, mtogden100k.com

**September 2-5, 2011 — Great Utah Bike Festival**, Minersville, UT, Benefiting Hemophilia. Join the fun in the new cycling Mecca of Cedar City. A different century ride to choose from each day, a 4 stages of the mountain bike race or the 4 stage USAC road race; ride some double or single track trails on your mountain bike to Utah's largest wind farm or one of three geo-thermal power plants scattered among the thousands of acres of hills and plains; or take the challenge of the Geo-cache course. Decorate your bike or don a costume and join the bike parade; take a bike safety or riding clinic; or take on all comers during the street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

**September 3, 2011 — Park City Point 2 Point**, NUE Series, Park City, UT, A true point 2 point race! Thanks to the plethora of trails in this area, the race will never be on the same trail twice. Over 90% of the race is single-track. 78 miles & 14,000' of climbing., Jay Burke, 801-330-3214, info@thepcpp.com, thepcpp.com

**September 17, 2011 — 12 Hours of Sundance**, Sundance Resort, UT, 7 am to 7 pm, Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundanceresort.com

**September 17, 2011 — Widowmaker Hill Climb**, Snowbird, UT, 10 AM, 3000' vertical race to the top of the Tram, Gad Valley, Snowbird Resort., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

**September 17, 2011 — Rockwell Relay: Road/MTB Combo**, Wasatch Mountains, UT, Mixed relay race traveling both paved roadways and dirt trails., Dan Stewart, 801-451-0440, dan@rockwellrelay.com, Tyler Servoss, 801-425-4535, velo11@gmail.com, rockwellrelay.com

**September 18, 2011 — Tour de Suds**, Park City, UT, 7 mile mtb climb from City Park to top of Guardsman Pass, 1,700 elevation gain. Participants urged to don 'festive' costumes and celebrate the end of the mtb season in a spirited manner! , Ginger Ries, 435-649-6839, ginger@mountaintrails.org, mountaintrails.org

**October 1, 2011 — 6 Hours of Frog Hollow**, Frog Hollow Endurance Series, Hurricane, UT, 13 mile long course in the UT desert combines sweet single track , with some technical sections, and great climbs. Great introduction to endurance racing or a great trainer for bigger races. Categories from solo to 3 person, including single speed categories., Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

**October 8-9, 2011 — 24 Hours of Moab**, Moab, UT, The 17th Annual 24 Hours of Moab offers solo, duo, 4 and 5 person team categories in men's, women's and coed classes., Laird Knight, 304-259-5533, 304-

614-5091, heygranny@grannygear.com, grannygear.com

**October 10-11, 2011 — Huntsman World Senior Games**, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, hwsg@infowest.com, Merrill Barney, , seniorgames.net

**November 5-6, 2011 — 25 Hours of Frog Hollow**, Frog Hollow Endurance Series, Hurricane, UT, Held Sat 10 am to Sun 10 am with the bonus double midnight lap due to the fallback time change. 13 mile long course in the UT desert combines sweet single track , with some technical sections, and great climbs., Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

**Regional Mountain**

**Bike Racing**

**May 28-30, 2011 — Velopark MTB Dual Slalom and STXC State Championships**, Wild Rockies Series, Eagle, ID, Two-person dual slalom course are built by World Champion Eric Carter. You'll find everything you expect at a National course with a grassroots feeling. Short track XC and DH as well!, Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com

**June 1, 2011 — 10th Annual Wood River Cup Race #1**, Wood River Cup, Hailey, ID, Hailey Community Bike Park, short track cross country., Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

**June 3-5, 2011 — The Chile Challenge - MSC #4**, Mountain States Cup, Angel Fire, CO, Cross country, short track, downhill, four cross and super d at the infamous Angel Fire Resort. Qualifier for USA Cycling Mountain Bike National Championships., Sarah Rawley, 720-407-6142, info@racemsc.com, racemsc.com

**June 4, 2011 — Pocatello City Creek Pedalfest**, Pocatello, ID, XC Race, Open field, Sport, and Beginner Categories, 10am., Jonathan Hunt, 208-232-0481, idskier23@gmail.com, idahocycling.com

**June 8, 2011 — 10th Annual Wood River Cup Race #2**, Wood River Cup, Hailey, ID, Hailey Community Bike Park, short track cross country., Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

**June 10, 2011 — Velopark Grand Prix Series #3**, Eagle, ID, None , noemail@cyclingutah.com, idahovelopark.org

**June 11-12, 2011 — Beti Bike Bash**, Mountain States Cup, Lakewood, CO, 2nd Annual Women's only Mountain Bike race and festival. Run by women, for women. Encouraging women mountain bikers to enter their first race. Expo, prizes, and a great swag bag with entry. CASH Purse for Pros., Sarah Rawley, 720-407-6142, info@racemsc.com, racemsc.com

**June 11, 2011 — 9 to 5 Ultra Endurance**, Knobby Tire Series, Boise, ID, 9-5, live bands, great trails, and a play area for families who come out to watch., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

**June 11, 2011 — Fear, Tears & Beers 2011**, Ely, NV, Enduro mountain bike event. Timed sections mostly downhill, combined time wins. Men's and women's events for all classes. Fun run, beginner, sport, and expert classes., Kent Robertson, 775-289-6042, kroberg@mwpower.net, greatbasintrails.org

**June 11, 2011 — Knobby 9 to 5**, Avimor, ID, High speed rolling double-track. Tight, technical sagebrush single-track, water crossings, quick steep drops, nasty little granny gear climbs. Single speeders' dream, Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

**June 15, 2011 — 10th Annual Wood River Cup Race #3**, Wood River Cup, Hailey, ID, Hailey Community Bike Park, short track cross country., Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

**June 18, 2011 — Soldier Mountain**, Knobby Tire Series, Fairfield, ID,

**Tour of Utah Team Lineup Finalized - 5 UCI Pro Tour Teams Featured**

The 2011 Larry H. Miller Tour of Utah professional cycling stage race will now feature a total of five UCI pro teams. Liquigas-Cannondale and Garmin-Cervelo have been confirmed for the August 9-14 event for a who's-who of pro cycling, which also includes HTC-Highroad, Team RadioShack, and BMC Racing.

A total of 16 teams from around the globe will compete for six days across the mountains, buttes and plateaus of Utah, vying for UCI points, award jerseys and \$116,000 in prize money. With some pro teams opting to bring smaller rosters, five or six riders rather than the maximum of eight, the Tour of Utah opted to expand its field from 15 teams to 16 total teams. Such a stellar lineup validates the strongest international field of professional athletes in the seven-year history of the Tour of Utah.

"America's Toughest Stage Race" will be the first UCI 2.1-rated stage race for ProTeams in the U.S. following the Tour de France. All of the ProTeams coming to Utah, plus Geox-TMC, raced in May's three-week Giro d'Italia. Eleven of the confirmed teams competed at the Amgen Tour of California.

The cream of the crop of Continental teams, which focus on USA Cycling's National Racing Calendar, are provided an opportunity in Utah to go head to head with the bigger teams that focus on international races. There are a total of 11 U.S.-registered squads, and other teams represent Canada, Italy, Great Britain, New Zealand and Spain. Each team will announce its roster later in the summer.

**Final Team Lineup:**

**UCI Pro Teams Confirmed: (world rankings as of May 2, 2011)**

- HTC-Highroad (USA), No. 1 on World Tour
- Team RadioShack (USA), No. 3 on World Tour
- BMC Racing Team (USA), No. 5 on World Tour
- Team Garmin-Cervelo (USA), No. 7 on World Tour
- Liquigas-Cannondale (ITA), No. 16 on World Tour

**UCI Professional Continental Teams Confirmed:**

- Geox-TMC (ESP), No. 7 on UCI Europe Tour
- Team Type 1 - sanofi-aventis (USA), No. 16 on UCI Europe Tour
- Team SpiderTech powered by C10 (CAN), No. 34 on UCI Europe Tour
- UnitedHealthcare Pro Cycling (USA), No. 6 NRC and 16 on UCI America Tour

**UCI Continental Team Confirmed:**

- Bissell Pro Cycling (USA), No. 2 NRC team
- Endura Racing (GBR), No. 17 on UCI America Tour
- Jamis/ Sutter Home Pro Cycling (USA), No. 8 NRC team
- Kelly Benefit Strategies - OptumHealth (USA), No. 16 NRC team
- PureBlack Racing (NZL), No. 7 NRC team and 4th on UCI Oceania tour
- RealCyclist.com Pro Cycling (USA), No. 1 NRC team
- Trek LIVESTRONG U23 (USA), No. 4 NRC team

Soldier Mountain Resort XC course, known for the big climbs and big descents. Racers will climb over 8000' to see views that others dream about., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

Bike Park, Short Track Cross Country., Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

**June 23-26, 2011 — Fat Tire Bike Week**, Crested Butte, CO, 31st Anniversary year: Fat Tire 40 endurance race, Aided Rides, Mountain States Cup Wildflower Rush DH races, pure Crested Butte classics like the Chainless Race & the 24

**Road Racing**  
**EXPLORE YOUR POTENTIAL**

**JUNE**

- 4 - E Center Criterium
- 11 - Powder Mountain Hillclimb
- 18/19 - High Uintas Stage Race
- 21 - Draper Summer Solstice Criterium

**JULY**

- 2 - State TT
- 9 - Porcupine Hillclimb
- 15-16 - Capital Reef Stage Race
- 23 - Chalk Creek Road Race
- 30 - Little Mountain Road Race

**AUGUST**

- 5/6 - Bikes For Kids Stage Race
- 20 - Sundance Hillclimb
- 27 - Sanpete Classic

**UCA**  
UTAH CYCLING ASSOCIATION

**www.utahcycling.com**

Hour Bridges of the Butte, as well as some premiere entertainment., Scott, scott@cbchamber.com, ffbw.com

**June 24-26, 2011 — Wildflower Rush-MS#5**, Mountain States Cup, Crested Butte, CO, Fat Tire 40 cross country, downhill, four cross and super d part of the Fat Tire Festival. Qualifier for USA Cycling Mountain Bike National Championships., Sarah Rawley, 720-407-6142, info@racemsc.com, racemsc.com

**June 25-26, 2011 — Jug Mountain Ranch XC and Marathon**, Wild Rockies Series, McCall, ID, 2-3 hr XC course and 1.5 hr trail run. 42mi. Marathon XC on fast, flowing single track route and wooden bridges. On the 10 mile lap XC and run course, you'll find deep woods, single track and wide-open fire road., Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com

**June 29, 2011 — 10th Annual Wood River Cup Finals**, Wood River Cup, Hailey, ID, Hailey Community Bike Park, Short Track Cross Country., Billy Olson, 208-788-9184, billy@roadanddirt.org, roadanddirt.org

**July 4, 2011 — 16th Annual WYDAHO Mountain Bike Race**, tentative date, Alta, WY, The 16th annual WYdaho XC race, kids race, running race, huffy toss and hill climb. Mountain biking in the heart of the Tetons!, Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

**July 8-10, 2011 — Full Tilt in Telluride - MSC #6**, Mountain States Cup, Telluride, CO, Colorado State Championships for cross country, short track, downhill, four cross and super d. Qualifier for USA Cycling Mountain Bike National Championships., Sarah Rawley, 720-407-6142, info@racemsc.com, racemsc.com

**July 9-10, 2011 — 19th Brundage Mountain Bike Fest XC/Super D/DH**, Wild Rockies Series, Brundage Resort, ID, 2-3 hr XC course and 20 min super D. 5-6 min DH course., deep woods single track and wide open fire road, super easy shuttle with high speed lift for the Super D and DH events., Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com

**July 9, 2011 — Velopark Grand Prix Series #4 (Final)**, Eagle, ID, None, noemail@cyclingutah.com, idahovelopark.org

**July 9, 2011 — Adventure Xstream Summit County**, Frisco, CO, Coed, open (single gender) will kayak, trek, rappel, and mountain bike., Will Newcomer, (970) 403-5320, events@gravityplay.com, gravity-play.com

**July 14-17, 2011 — USA Cycling Cross-Country MTB National Championships**, Sun Valley, ID, Includes three race disciplines - Short Track, Super D and the Olympic Cross Country, Kelli Lusk, 719-434-4200, klusk@usacycling.org, Aly Swindley, 800-634-3347, info@visitsunvalley.com, usacycling.org, visitsunvalley.com

**July 22-24, 2011 — Keystone Classic - MSC #7**, Mountain States Cup, Keystone, CO, Cross country, short track, downhill, four cross and super d at Keystone Resort. Qualifier for USA Cycling Mountain Bike National Championships., Sarah Rawley, 720-407-6142, info@racemsc.com, racemsc.com

**July 22-24, 2011 — WYDAHO Rendezvous: Teton Valley Mountain Bike Festival**, Driggs, ID, Three-Day Mountain Bike Festival with group rides, bike demos, DH and XC races, parties, music, pump tracks, skills clinics, trials demos and more! 5 hr mtb race on 7-24., Tim Adams, 208-201-1622, tim@TVTAP.org, Bridget Lyons, 208-201-1622, BikeFest@TVTAP.org, tetonmountainbikfest.tvtap.org

**July 23, 2011 — Galena Grinder**, Knobby Tire Series, Galena Lodge, ID, XC/Marathon, 22.5 mile loop with 50% single track, start/finish at 7,000 feet with total gain of 3200 in one loop, open category (for racers who choose not to purchase a license) held for the marathon, which is 22.5 mile loops., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

**July 23, 2011 — Targhee Downhill Race #1**, Alta, WY, The DH races will be run on a 1.75 mile long single track DH course, with race times around 9-plus minutes for the winners., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

**July 24, 2011 — Teton Pass Hill Climb**, Wilson, WY, 8:30 AM road race (4.7 miles, 2284 ft. vertical), 10:30 AM MTB race (5.6 miles, 2870 ft. vertical), cash prizes for top 3 men and women combined racers. Raffle and party following., Brian Schilling, 307-690-9896, schilldog@gmail.com, ucjh.org

**July 24, 2011 — 5 Hours of Grand Targhee MTB Race**, Alta, WY, Ten mile single track loop racing through the fields of wild flowers and aspens at Grand Targhee Resort., Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com

**July 30, 2011 — Laramie Enduro**, Wyoming Marathon Championship, Laramie, WY, 111K (72 miles), Happy Jack Recreation Area, 8600' elevation gain, 7 am start., Richard Vincent, 307-745-4499, enduro.rv@gmail.com, laramieenduro.org

**July 30, 2011 — Butte 100**, Butte, MT, Continental Divide Trail, Single Track, Big Sky Country, 100 and 50 mile options., Gina Evans, 406-498-9653, eatdirtipigen@hotmail.com, www.butte100.com

**July 30-31, 2011 — Pomerelle Pounder**, UT Downhill Series, Wild Rockies Series, Albion, ID, Two-day DH race, Saturday DH race and Sunday DH., Ron Lindley, 801-375-3231, eracerhd@netzero.net, utadh.org, go-ride.com

**July 30, 2011 — Big Hole Challenge MTB Race and Duathlon**, Driggs, ID, Net proceeds benefit Teton Valley Trails and Pathways. Mountain bike mass start first, at 10 am, 9.4 miles, then either bike a second lap or

run 6 miles. Awards, Raffle and results 1 pm at the South Horseshoe Trail Head., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, peakedsports.com

**July 31, 2011 — Idaho State Downhill Championship**, Wild Rockies Series, Bogus Basin, ID, Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com

**August 5-7, 2011 — Blast the Mass - MSC #8**, Mountain States Cup, Snowmass Village, CO, Cross country, short track, two downhill races and super d at Snowmass Village. Qualifier for USA Cycling Mountain Bike National Championships., Sarah Rawley, 720-407-6142, info@racemsc.com, racemsc.com

**August 6, 2011 — Pierre's Hole MTB Race**, NUE Series, Alta, WY, The course on a 25 mile loop will be the ultimate test for a 50/100 mile race, each lap will have over 4200' of climbing on mostly single and double track trails., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, Troy Barry, 208-201-9933, twbarr@juno.com, grandtarghee.com, ph100.org

**August 7, 2011 — Bogus Idaho State Championship DH**, Wild Rockies Series, Bogus Basin, ID, 2-3 min DH course. Newer route with fast, flowing single track and individual time trial! On this course, you'll find gap jumps, drop-offs, wooden bridges and flowing boulders. Lots of fun all day and super easy shuttle., Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, wildrockiesracing.com

## Utah Weekly

### Road Race Series

**Cyclesmith Rocky Mountain Raceways Criterium Series** — Utah Crit Series, West Valley City, UT, A and B Flite off at Noon C and D Flite off at 12:50, 6555 W. 2100 S. March 5,12,26, April 5,12,19,26, May 3,10,17,24,31 June 7,14,21,28 July 5,12,19,26, August 2,9,16,23,25,30, September 6,13,20,27., Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

**Salt Air Time Trial Series** — Salt Lake City, UT, Every other Thursday April - August, I-80 Frontage Road West of the International Center; 4/7, 4/14, 4/28, 5/12, 5/26, 6/9, 6/23, 6/30, 7/14, 7/28, 8/11, 8/25, 9/8, 9/15, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

**Emigration Canyon Hillclimb Series** — Salt Lake City, UT, Starts north of Zoo 7.4 miles to top of Emigration. First rider off at 6:30. Every other Thursday April thru September: 4/21, 5/5, 5/19, 6/2, 6/16, 7/7, 7/21, 8/4, 8/18, 9/1, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

**SBR Time Trial Series** — Orem, UT, Starts at 7pm, free to participate Flat 6 mile out and back, 321 South Vineyard Road Orem, UT 84058, updates on facebook., Joe Johnson, 801-225-0076, 949-412-0587, joe@sbrutah.com, sbrutah.com, facebook.com/sbrsports

**July 6-August 24, 2011 — Simply Mac Racing Criterium Series p/b TeamGive**, Simply Mac Racing Series, Ogden, UT, Fast flat 4 corner course. Perfect venue for pre-race fitness or introduction to racing in the C-Flight. Wednesdays, Ogden BDO - 7/6, 7/13, 7/20, 7/27, 8/3, 8/10, 8/17, 8/24 -- Women's Flight - 5:15p (25min), C flight: 5:50 pm (30 min), B flight: 6:30pm (40min), A Flight: 7:20pm (50min), Business Depot Ogden, 600 S Depot Drive., Joel Rackham, 801.721.6952, joel@simplymacracing.org, russ Parry, russ@simplymacracing.org, simplymacracing.org

### Utah Road Racing

**May 28, 2011 — Draper Challenge Hillclimb Race**, Draper Trail Days, Draper, UT, 8 am at Equestrian Center located at 1600 E. Highland Drive (13500 South), road race 15 miles with two hill climbs, ends at top of Suncrest., Ken Murdock, 801-205-3700, ken.murdock@utahhomes.com, Brad Gilson, 801-684-7770, 801-694-8859, brad@gilsonengineering.com, DraperTrailDays.com

**June 4, 2011 — E Center Criterium**, UCA Series, Salt Lake City, UT, 3200 South Decker Lake Drive (at 2200 West), Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

**June 9 — OZone Crit Challenge**, Utah City Crits, Pleasant Grove, UT, The Pleasant Grove course is just shy of a mile coming in at .83 of a mile. It will shoot throughout the neighborhoods of Pleasant Grove as well as the campus of Pleasant Grove High school, the community center and the city swimming pool areas. Riders will find this course fairly technical as it has some very tight turns with a slight uphill finish., Eric Johnson, 801-232-9137, eric@imaginegrow.com, utahcitycrits.com

**June 10-11, 2011 — Rockwell Relay: Moab to St. George**, Moab, UT, Four person relay, three legs per rider, covering 528 miles. Starts 8 am at Sweeney Park and goes non-stop into St. George., Dan Stewart, 801-451-0440, dan@rockwellrelay.com, Tyler Servoss, 801-425-4535, velo11@gmail.com, rockwellrelay.com

**June 11, 2011 — Powder Mountain Hill Climb**, UCA Series, Eden, UT, 6 miles and 3000 feet up Powder Mountain Road, start at Wolf Creek Balloon Festival Park, finish in Timberline parking lot., Ben Towery, 801-389-7247, teamexcelsior@gmail.com, teamexcelsior.com

**June 18-19, 2011 — 23rd Annual Cook-Sanders Associates, Inc. and the Spence Law Firm High Uintas Classic Stage Race**, UCA Series, Kamas/Evanston, UT/WY, 23rd annual High Uintas Classic Stage Race. Kamas, UT to Evanston, WY. USCF Stage Race - Road Race, Time Trial, Criterium/Citizen's Road Race. No Wimps! No Whiners!, Terri Arnell, 307-783-6470, tarnell@evanstonwy.org, evanstoncycling.org

**June 21 — Draper Summer Solstice Criterium**, Utah Crit Series, Draper, UT, Double points Utah Crit Series Race and UCA sanctioned race at the Draper Historical Park., Jeff Clawson, 801-792-4382, jeffclawson07@comcast.net, canyonbicycles.net

**June 23-25, 2011 — Utah Summer Games**, Cedar City, UT, Time Trial, Hill Climb, Criterium, Road Race with overall Omnium, Righthand Canyon, Lund Hwy., Casey McClellan, 435-865-8421, 435-559-2925, usgpress@suu.edu, utahsummergames.org

**June 25, 2011 — Three Kings Cycling Event**, North Salt Lake, UT, Winding through North Salt Lake, the Three Kings offers some of the steepest climbs of the season. Cyclists can choose to tackle one, two, or all three kings. The cyclist who tackles them fastest will take home the prize., Matt Jensen, 801-550-0778, mattjensenn@gmail.com, threerings.nslcity.org

**July 1, 2011 — Terry McGinnis Memorial Criterium - Midvale**, Midvale, UT, Located in old downtown Midvale, this venue is a fast, four corner criterium and should be a real crowd pleaser. The course will start/finish on Old Main Street., Dirk Cowley, 801-699-5126, dcowley@sportsbaseonline.com, sportsbaseonline.com, utahcitycrits.com

**July 2, 2011 — Utah State Time Trial Championship**, UCA Series, Salt Lake City, UT, Just west of the International Center, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

**July 2, 2011 — Terry McGinnis Memorial Criterium - Lehi**, Lehi, UT, Located adjacent to I-15 near the Lehi Roller Mills, this venue is best for breakaway riders with its long straight-aways. The course will start/finish on 1000 East., Dirk Cowley, 801-699-5126, dcowley@sportsbaseonline.com, sportsbaseonline.com, utahcitycrits.com

**July 3, 2011 — Terry McGinnis Memorial Criterium - Bountiful**, Bountiful, UT, In the heart of Bountiful, this will be a flat, four corner rectangular course that will provide thrills and chills as riders try to out sprint each other for the win. The course will start/finish on Main., Dirk Cowley, 801-699-5126, dcowley@sportsbaseonline.com, sportsbaseonline.com, utahcitycrits.com

**July 4, 2011 — Terry McGinnis Memorial Criterium - Holladay**,

Holladay, UT, With a start/finish on Holladay Blvd, this course incorporates a hill climb on 4500 South, a descent down 2300 East and a wicked turn on Laney Avenue back onto Holladay Blvd. This course has something for every racer., Dirk Cowley, 801-699-5126, dcowley@sportsbaseonline.com, sportsbaseonline.com, utahcitycrits.com

**July 9, 2011 — Porcupine Hill Climb**, UCA Series, Salt Lake City, UT, 10 Year Anniversary of the Porcupine Hill Climb for the Fight Against Cancer. Starting at the Porcupine Pub & Grille finishing at the Brighton Ski Resort, Big Cottonwood Canyon., Mike Meldrum, 801-424-9216, mikesride@gmail.com, porcupinecycling.com

**July 9, 2011 — Rockwell Relay: Ladies Pamperfest**, Wasatch Front, UT, Four- and two-lady relay teams race or ride, with massages, manicures, etc. at exchanges. Begins 8 am at Snowbasin, 160 miles finishing in Provo. For all levels!, Dan Stewart, 801-451-0440, dan@rockwellrelay.com, Tyler Servoss, 801-425-4535, velo11@gmail.com, rockwellrelay.com

**July 13 — OZone Crit Challenge**, Utah City Crits, Draper, UT, Course TBA, Eric Johnson, 801-232-9137, eric@imaginegrow.com, utahcitycrits.com

**July 15-16, 2011 — Capitol Reef Classic Stage Race**, UCA Series, Torrey, UT, 2 days, 3 stages: ITT (8 miles), Circuit, 100/52/32 mile road race (distance determined by race category). Fun ride on Saturday with 2 distance options., Tina Anderson, 435-425-3491, 435-691-1696, tricrazy@live.com, capitoolreeclassic.com

**July 16, 2011 — Utah Tour de Donut**, American Fork, UT, 4th Annual, family-friendly, three laps, flat course, 21 miles total. Donuts between laps reduce time. Starts at 9 AM, fundraiser., Rodney Martin, 801-427-6400, rotaryrod@live.com, Ronald Tolley, 480-285-6281, rtolley@clearvisionreserve.com, utahtourdedonut.org

**July 23, 2011 — Chalk Creek Road Race**, UCA Series, Coalville, UT, Utah State Championships for Juniors and Masters., Mike Meldrum, 801-424-9216, mikesride@gmail.com, porcupinecycling.com

**July 29-30, 2011 — Saints to Sinners Bike Relay**, Salt Lake City, UT, Fundraiser relay road race from Salt Lake to Las Vegas. Over 500 miles with elevations from 1500 to 10500 feet. Race in teams through the night, fundraiser event for ALS/Lou Gehrig's Disease., Steven Tew, 801-822-4870, steven@saintstosinnersbikerelay.com, saintstosinnersbikerelay.com

**July 30, 2011 — Little Mountain Road Race (Utah State Championship)**, UCA Series, Clarkston, UT, Challenging, yet fun, 16-mile circuit race with one major climb (1 mile, 7-10% grade between Trenton and Clarkston) and one minor climb (1 mile, 4% grade 1-mile south of Clarkston. Total elevation gain - 600 feet/lap., Kevin Rohrer, 435-770-9852, kroher@engineeringexcitement.com, loganraceclub.org

**July 30, 2011 — Tour de Park City**, UCA Series, Park City, UT, Fully supported Gran Fondo starting and finishing in Park City. 170, 100 and 50 mile timed courses through Northern Utah's beautiful mountain valleys. Food, prizes and more! Timed and categorized by age group. Ben Towery, 801-389-7247, teamexcelsior@gmail.com, tourdeparkcity.com, teamexcelsior.com

**August 5-6, 2011 — Bikes for Kids Utah Stage Race**, UCA Series, Salt Lake City, UT, 2-day, 3-stage race, criterium on Friday afternoon, IT on Saturday morning and Road Race on Saturday. Benefits Bikes for Kids Utah., John Karren, 801-505-8481, john@elementswilderness.com, bikesforkidsutah.com/bikes-for-kids-stage-race, utahcycling.org

**August 9-14, 2011 — Larry H. Miller Tour of Utah Presented by Zions Bank**, UCI, UT, America's toughest stage race, Elevated to UCI 2.1 for 2011, 6 stages, 325 miles, \$45,000 purse, Pro/1 Men only, Salt Lake, Ogden, Provo, Tooele, Park City, Snowbird, Salt Lake.

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info@tourdebozeman.com, tour-debozeman.com

3540, 775-934-1481, wellschamber@wellsnevada.com, wellsnevada.com

**August 10 — OZone Crit Challenge/ Linton City Days Criterium**, Utah City Crits, Linton, UT. This course takes place in the heart of the neighborhoods in Linton and is very unique with a quick hill climb right before the finish line that will give the riders an added challenge. The uphill to the finish will be a great sprint that will exact the neighborhood fans as well as the riders going for the win. The course is 1.45 miles in length and fairly flat. You will have people from the neighborhood sitting on their lawns cheering as you race by each time! Eric Johnson, 801-232-9137, eric@imaginedgrow.com, utahcitycrits.com, Ryan LeMone, 801-785-3828, 801-921-3133, ryan.lemone@farmersinsurance.com, lintoncity.org

**September 24, 2011 — Harvest Moon Criterium**, UCA, Ogden, UT, UCA Points Race, 4 corner crit in Downtown Ogden around the Municipal Park between 25th & 26th Streets., Ben Towery, 801-389-7247, teamexcelsior@gmail.com, teamexcelsior.com

**July 9, 2011 — Allan Butler Criterium**, Idaho Falls, ID, Twilight Criterium in downtown Idaho Falls in memory of Allan Butler. Course is flat, technical, L-shape, 1 km in length, 5 pm., Rob Van Kirk, 208-652-3532, rob.vankirk@gmail.com, eaglerockcycling.com, ucjh.org

**Utah Road Touring**

**BRA NU** — By arrangement, Brigham City, UT, By arrangement. Starting in Brigham City. See country that varies from the western desert to mountainous forest. From Golden Spike National Historic Monument to Dinosaur National Monument. Travel along well paved rural roads through ranches and summer range, and by breath taking vistas and views of the mountains and valleys., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

As the ride moves south, from town to town, community Road Respect Rallies and Stops will be hosted, with the goal of increasing respect among motorists and cyclists. The public is invited to participate, ride, and attend these free events.

13 June: Logan to Salt Lake City via US 89. (\*Ride opportunities in Logan, Ogden, Farmington) Leaves Logan at 8:00 am (\*\*Road Respect Stop) Stops in Ogden at 10:47 am (\*\*Road Respect Stop) Stops in Farmington at 12:20 am (\*\*Road Respect Rally) Arrives in Sugar House Park at 2:07 pm. (\*\*Road Respect Rally & Campaign Kick-Off, 6-8 p.m. at Sugar House Park)

14 June: Salt Lake City to Orem via Park City. (\*Ride opportunities in Salt Lake City, Park City, Orem) Leaves Salt Lake City at 8:00 am Stops in Park City at 12:24 pm (\*\*Road Respect Rally), Arrives in Orem at 1:36 pm. (\*\*Road Respect Stop) 15 June (Part 1): Orem to Nephi via US 89, Utah 51, Utah 198, and The Mona Road. Leaves Orem 8:00 am Arrives in Nephi at 10:10 am.

15 June (Part 2): Moroni to Manti via Utah 132 and US 89. Leaves Moroni at 11:00 am Arrives in Manti at 12:45 pm. (\*\*Road Respect Stop)

16 June: Moab to Dead Horse Point via US 191 and Utah 313 (65 mile supported ride). (\*Ride opportunities in Moab) Leaves Moab at 8:00 am Stops in Dead Horse Point at 10:30 am, Arrives in Moab at 1:30 pm. (\*\*Road Respect Rally)

17 June: Torrey to Loa via Utah 12 and Utah 24. (\*Ride opportunities in Wayne County) Leaves Torrey at 8:00 am Arrives in Loa at 10:00 am. (\*\*Road Respect Rally)

18 June: Panguitch to Hurricane via US 89 and Utah 9. (\*Ride opportunities into Springdale, Hurricane) Leaves Panguitch at 6:00 am Stops in Springdale at 9:47 am (\*\*Road Respect Rally) Arrives in Hurricane at 11:14 am (\*\*Road Respect Rally) \*Ride opportunities are legs of the Road Respect Tour that are open to cyclists with road experience. Choose the ride opportunity that appeals to you and check the Road Respect website for details. \*\*Road Respect Rallies & Stops are special events for cyclists and drivers, designed to teach the rules of the road regarding bicycles and cars. Mutual respect between the two modes of transportation will be reinforced in a fun, friendly atmosphere for the whole family. Check www.RoadRespect.utah.gov for details about the Road Respect Rally or Stop near you. Utah Highway Safety Office, (801) 957-8570, Kerri Gibson, 801-273-7571, kgibson@utah.gov, roadrespect-tah.org

**June 16-24, 2011 — Rocky Mountain Tour**, Cross Country Challenge, Salt Lake City, UT, Tackle the Wasatch Mountains, Soldier Summit, pass Book Cliffs and north of Arches Nat'l Park. Challenging at times, rolling to finish in Pueblo, CO. 594 miles, 9 riding days., Bill Lannon, 888-797-7057, abbike@aol.com, abbike.com

**June 18, 2011 — Huntsman 140 Cycling Event**, Delta, UT, A road cycling, non-competitive ride from Delta, Utah to HCl in Salt Lake City, 140 mile, also relay option - 7 am in Delta, 50 mile option - 1 pm in Saratoga Springs, Jen Murano, 801-584-5815, jmurano@huntsmanfoundation.org, hc.f.kintera.org/h140

**June 19, 2011 — Chalk Creek 100**, BCC SuperSeries, Park City, UT, Treasure Mtn Middle School Park City to Browns Cyn, Coalville, Chalk Creek, self-supported, 50 mile option starts at Coalville

**August 13, 2011 — Snowbird Hill Climb**, Snowbird, UT, 33rd Annual, 8 am start on 9400 S. near 20th East, climb to Snowbird's entry II., Misty Clark, 801-933-2115, misty@snowbird.com, snowbird.com/events/summer/hillclimb.html

**Regional Weekly Road Race Series**

**Idaho Cycling Enthusiasts Time Trial/Hillclimb Series** — ICE Series, Pocatello, ID, Time Trials are flat, hill climb is up either Scout Mountain or Pebble, dates TBA., David Hachey, 208-241-0034, dmhachey@gmail.com, idahocycling.com

**SWICA Criterium Series** — SWICA Criterium Series, Boise, ID, Tuesdays starting in May 2011. Local training crit series at Expo Idaho West lot., Kurt Holzer, 208-890-3118, idahobikeracing@yahoo.com, idahobikeracing.org

**Regional Road Racing**

**June 4, 2011 — 5th Annual Lyle Pearson 200-mile Team Challenge**, Boise to Sun Valley, ID, Team relay road race from Boise to Sun Valley., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**June 11-12, 2011 — Single Track Bicycle Shop Road Race**, Flagstaff, AZ, Saturday 8 am: Road Race, Sunset/Wupatki National Monument, Flagstaff, 75 or 45 miles. Sunday 7 am: Snow Bowl Hill Climb, 6.6 mile hill climb, categorical starts at noon, Foxboro Circuit Race, flat 2 mile closed course with two covered bridges. , Joe Shannon, 928-523-1740, joseph.shannon@nau.edu, flagstaffcycling.squarespace.com

**July 10, 2011 — Jackson Hole Downtown Criterium**, Jackson Hole, WY, Part of Crit Omnium with the Allan Butler Crit. Course is fairly flat, technical, 8-turn, 1 km in length. Racing starts at noon., Brian Smith, 307-733-9145, bsmith@wyoming.com, ucjh.org

**July 16, 2011 — Wells Fargo Twilight Criterium**, NRC, Boise, ID, 24th Annual, NRC race., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, boisetwilightcriterium.com, georgescycles.com

**July 16-23, 2011 — Southeast Idaho Senior Games**, Pocatello, ID, Criterium, hill climb, 10k TT/20k RR, 5k TT/40k RR. Cross country MTB., Jody Olson, 208-233-2034, jolson@alldaho.com, seidahosenior-games.org

**July 23, 2011 — Grand Targhee Hill Climb**, Driggs, ID, Net proceeds benefit Teton Valley Trails and Pathways. Time trial at 10 am with 30 sec intervals. Starts at Peaked Sports in Driggs, climbs Ski Hill Road and ends half a mile from the Grand Targhee Resort. Course covers 12 miles and 2200 vertical feet., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, peakedsports.com

**July 24, 2011 — Teton Pass Hill Climb**, Wilson, WY, 8:30 AM road race (4.7 miles, 2284 ft. vertical), 10:30 AM MTB race (5.6 miles, 2870 ft. vertical), cash prizes for top 3 men and women combined racers, Raffle and party following., Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Brian Schilling, 307-690-9896, schildog@gmail.com, ucjh.org

**August 5-7, 2011 — Boise State Collegiate Stage Race**, NWCCC Road Season, Boise, ID, Brian Parker, brianparker@u.boisestate.edu, facebook.com/boisestatecycling

**August 7, 2011 — St. Luke's Sports Medicine Idaho State Criterium Championship**, Hidden Springs, ID, Start/Finish at Hidden Springs Community-Village Green., 9 am, Kurt Holzer, 208-890-3118, kurtholzer@hotmail.com, lostrivercycling.org

**August 13, 2011 — Lamoille Canyon Hill Climb**, Lamoille, NV, 12 mile 2900 ft hill climb road race up beautiful Lamoille Canyon Road in Nevada's Ruby Mountains; post event picnic, awards., Jeff White, 775-842-9125, trona@mac.com, Tracy Shelley, 775-777-8729, , elk-velo.com

**August 13, 2011 — Idaho State Time Trial Championships**, ID, Rudy Estrada, 208-713-3705, elitcycling@msn.com, idahobikeracing.org

**August 20, 2011 — Bogus Basin Hill Climb**, Boise, ID, 39th Annual., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**August 21, 2011 — Hillside Road Race**, Hillside, AZ, Arizona State Championship, out and back road race with big rollers and climbing. All categories (except juniors) ride approximately 55 miles. Juniors ride approx. 25 miles., Eric Prosnier, 602-381-3581, skullvalley@wmrc.org, wmrc.org

**August 23, 2011 — Handicap Road Race**, Mountain Home, ID, Rudy Estrada, 208-713-3705, elitcycling@msn.com, idahobikeracing.org

**August 27, 2011 — Snake River Handicap**, Hagerman, ID, Rudy Estrada, 208-713-3705, elitcycling@msn.com, idahobikeracing.org

**August 13, 2011 — Tour of Utah Amateur Circuit Race**, tentative, UCA Series, Salt Lake City, UT, In conjunction with the Tour of Utah - Stage 4 - Salt Lake Circuit race, the Amateur Criterium races will be held around the Salt Palace Convention Center. Races and activities will take place all day in preparation for the Pro race., Eric Thompson, 801-541-3840, ethompson@visitsaltlake.com, skiutahcycling.com

**August 20, 2011 — Sundance Hill Climb**, UCA Series, Provo, UT, Starts at the bottom of SR92, climbs 8.2 miles, over 3000' of climbing, passing Sundance and finishing at the Alpine Loop Summit, perfect for the Pro Level racer wanting to beat the best or the beginner wanting a good challenge., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundance-utah.com

**August 26-28, 2011 — Hoodoo 500**, St. George, UT, 500 mile race, voyager start: 5 am, solo start: 7 am, two-person relay teams start: 8 am, four-person relay teams start: 9 am., Deb Bowling, 818-889-2453, embassy@planetultra.com, Hoodoo500.com

**August 27, 2011 — Sanpete Classic Road Race**, UCA Series, Spring City, UT, Main Street, Spring City will serve as the Start/Finish for loops of 45, 72 and 98 mile courses that go around the rural Sanpete Valley roads. Races start at 10:00 a.m. BBQ lunch, awards, and raffle after race. Fun ride also., Eric Thompson, 801-541-3840, ethompson@visitsaltlake.com, skiutahcycling.com

**September 2-5, 2011 — Great Utah Bike Festival Stage Race**, UCA Series, Minersville, UT, Benefiting Hemophilia. Join the fun in the new cycling Mecca of Cedar City. A different century ride to choose from each day, a 4 stages of the mountain bike race or the 4 stage USA Cycling road race; ride some double or single track trails on your mountain bike to Utah's largest wind farm or one of three geo-thermal power plants scattered among the thousands of acres of hills and plains; or take the challenge of the Geocache course. Decorate your bike or don a costume and join the bike parade; take a bike safety or riding clinic; or take on all comers during the street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

**September 2-5, 2011 — Great Utah Bike Festival Stage Race**, UCA Series, Minersville, UT, Benefiting Hemophilia. Join the fun in the new cycling Mecca of Cedar City. A different century ride to choose from each day, a 4 stages of the mountain bike race or the 4 stage USA Cycling road race; ride some double or single track trails on your mountain bike to Utah's largest wind farm or one of three geo-thermal power plants scattered among the thousands of acres of hills and plains; or take the challenge of the Geocache course. Decorate your bike or don a costume and join the bike parade; take a bike safety or riding clinic; or take on all comers during the street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

**September 10, 2011 — LOTOJA Classic RR**, Logan, UT, 29th Annual, 1 day, 3 states, 206 miles from Logan, UT to Jackson, WY., Brent Chambers, 801-546-0090, info@lotojaclassic.com, lotojaclassic.com

**September 16-17, 2011 — Salt to Saint Relay**, Salt Lake City, UT, 410 mile relay race from Salt Lake City to St. George following Hwy 89. Solo, 2, 4 and 8 person categories., Geoffrey Montague, 435-313-3188, geoffrey.montague@gmail.com, Clay Christensen, 801-234-0399, info@salttosaint.com, salttosaint.com

**September 17, 2011 — Rockwell Relay: Road/MTB Combo**, Wasatch Mountains, UT, Mixed relay race traveling both paved roadways and dirt trails., Dan Stewart, 801-

**May 28, 2011 — Canyons of Cache**, BCC SuperSeries, Logan, UT, Climb Blacksmith Fork Canyon, Sardine Canyon, and the other one. Lots of different places to get water and food. 40 mile option available by only riding Blacksmith Fork Canyon., Don Williams, 801-641-4020, roadcaptain@bbtc.net, Jen Green, 435-562-1212, , bccutah.org

**May 28, 2011 — Family Bike Ride**, Eagle Mountain, UT, An easy ride from City Hall, over Unity Pass to The Ranches Academy, and back to City Hall., Angie Ferre, 801-789-6603, angief@emcity.org,

**May 30, 2011 — Antelope Island 100**, BCC SuperSeries, Salt Lake City, UT, Meet at Westpoint Park 1100 N 2 blocks west of Redwood road 1800 west to Antelope Island Ranch and back, shorter options of 65 to Syracuse., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**June 4, 2011 — Little Red Riding Hood**, Lewiston, UT, Women only century ride, 15, 35, 62, 80 and 100 mile distances in Cache Valley, fundraiser for Women's Cancer Research., Penny Perkins, 801-474-2282, penperk@xmission.com, Curt Griffin, 801-474-2282, lrh@bbtc.net, bccutah.org

**June 4, 2011 — Pony Express Century**, Saratoga Springs, UT, Starting in Eagle Mountain and visiting Saratoga Springs, Elberta, Eureka and Vernon, then returning along the Pony Express route. This is a fully supported ride including lunch in Eureka., Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

**June 11, 2011 — American Diabetes Association Tour de Cure**, Brigham City, UT, Fully supported 100, 65, 25 and family-fun mile with rest stops, food, medical support, SAG vehicles. Funds American Diabetes Association research, education and advocacy., Marshall Emsley, 801-363-3024 ext 7075, memsley@diabetes.org, main.diabetes.org/utahtourdecur

**June 11, 2011 — Tour de Habitat Lakes to Peaks Ride**, Orem, UT, The official ride of Orem SummerFest. Lakeside Park to top of Squaw Peak, South Fork and Sundance. 65 miles, 4,000+ climbing, well supported. Proceeds benefit Habitat of Utah County, 9 am., Eric Bennett, 801-796-9888, eric@thebarefootgroup.com, habitatuc.org

**June 11, 2011 — Beaver 200K**, Southern Utah Brevet Series, Cedar City, UT, Brevets are self supported and timed distance cycling events. This route begins in Cedar City, continues to Parowan and Beaver and then returns., Lonnie Wolf, 435-559-0895, info@subrevet.org, subrevet.org, usa.org

**June 13-18, 2011 — Road Respect Tour**, Logan to Hurricane, UT, To kick off the program, a group of 25 cyclists from UDOT, DPS, law enforcement, health departments, other state agencies and bicycle advocacy groups will participate in a weeklong bike tour, dubbed the Road Respect Tour, beginning June 13 in Logan concluding in St. George on June 18.

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Courthouse., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**June 25-26, 2011 — Bike MS: Harmon's Best Dam Bike Ride**, Logan, UT, Benefits National MS Society and multiple sclerosis research, 40, 75, or 100 mile routes on Saturday, 40 or 75 on Sunday. Saturday's route is a figure 8 loop to the north up into Idaho. Flat and friendly to all abilities with rest stops every 8-12 miles. Sunday's route is a loop to the south through Blacksmith Fork Canyon up to Hardware Ranch and back across Hyrum Dam. One of the most scenic routes in Utah! Cache Valley Fairgrounds (400 South 500 West), Becky Woolley, 801-424-0112, becky.woolley@nmss.org, Shelly Parker, 801-424-0112, shelly.parker@nmss.org, bikemutah.org

**June 25, 2011 — Three Kings Cycling Event**, North Salt Lake, UT, Winding through North Salt Lake, the Three Kings offers some of the steepest climbs of the season. Cyclists can choose to tackle one, two, or all three kings. The cyclist who tackles them fastest will take home the prize., Matt Jensen, 801-550-0778, mattjensens@gmail.com, threekings.nslcity.org

**June 26-30, 2011 — Bryce-Zion Family Bike Tour**, St. George, UT, Paved bike paths, canyoning, horseback riding and a nighttime visit to a ghost town, for all ages and levels., Julie Robinson, 800-443-6060, office@bicyleadventures.com, bicyleadventures.com

**July 2, 2011 — Tour de Riverton**, Riverton, UT, 11th Annual, Part of Riverton Town Days. Starts at 7:30 am. Fun family ride. 25 mile loop through Riverton and Herriman., Brad Rowberry, 801-523-8268, tdr@infinitecycles.com, tourderiverton.com, infinitecycles.com

**July 2, 2011 — Strawberry White and Blue 100**, BCC SuperSeries, Richmond, UT, Richmond City Park near Logan/Smithfield, over the LOTOJA course to Montpelier and back self-supported, 100 and 150 mile option., Don Williams, 801-641-4020, roadcaptain@bbtc.net, Jen Green, 435-562-1212, bccutah.org

**July 9, 2011 — Rockwell Relay: Ladies Pamperfest**, Wasatch Front, UT, Four- and two-lady relay teams race or ride, with massages, manicures, etc. at exchanges. Begins 8 am at Snowbasin, 160 miles finishing in Provo. For all levels!, Dan Stewart, 801-451-0440, dan@rockwellrelay.com, Tyler Servoss, 801-425-4535, velo11@gmail.com, rockwellrelay.com

**July 15, 2011 — 18th Annual Antelope by Moonlight Bike Ride**, Antelope Island, UT, 18th Annual, non-competitive ride at night during the full moon from marina to the historic Fielding Garr Ranch, about 22 miles round-trip. Registration includes park entry, t-shirt and refreshments., Neka Roundy, 801-451-3286, tour@co.davis.ut.us, daviscountytutah.gov

**July 15, 2011 — I Think I CANyons**, Salt Lake City, UT, Benefit ride for the Fourth Street Clinic. Option to ride 2 or 4 canyons in the Salt Lake area. Start/finish at Skyline High School, 6:30 am., Alex Rock, 801-913-3282, alrock85@gmail.com, ithinkicanyons.com

**July 16, 2011 — RACER Century**, Roy, UT, Ride through Weber and Davis County, 7 am, 100 mi, 75 mi, 55 mi, 30 mi, and 2 mi kids fun ride with local school mascots, options, fully supported, starting from Roy High School, 2150 West 4800 South., Tim Bell, 801-476-3631, royriders.rhs@gmail.com, TheRacer.org

**July 16, 2011 — Killer Loop**, Cedar City, UT, 8am, 65 & 100 mile options., Brian Jeppson, 435-586-5210, 435-559-2925, brian.jeppson@gmail.com, colorcountrycycling.org

**July 16, 2011 — RAW (Ride Around the Wellsvilles)**, Logan, UT, 71.6 mile Rotary RAW (Metric Century plus) is a challengingly beautiful ride circumnavigating the Wellsvilles, the steepest mountains in North America, Larry Hogge, 435-757-0977, larry.hogge@comcast.net, rotaryraw.com

**July 23, 2011 — Pedal Away Parkinson's**, Kaysville, UT, The 6th

Annual 10 mile family fun ride begins at 8 am at Gailey Park in Kaysville. All proceeds benefit the Utah Chapter of the American Parkinson Disease Association., Meredith Healey, 801-451-6566, senditmyway@gmail.com, pedal-awayparkinsons.com

**July 29-30, 2011 — Saints to Sinners Bike Relay**, Salt Lake City, UT, Fundraiser relay road race from Salt Lake to Las Vegas. Over 500 miles with elevations from 1500 to 10500 feet. Race in teams through the night, fundraiser event for ALS/Lou Gehrig's Disease., Steven Tew, 801-822-4870, steven@saintstosinnersbikerelay.com, saintstosinnersbikerelay.com

**July 30, 2011 — Tour de Park City Gran Fondo**, Park City, UT, Fully supported Gran Fondo starting and finishing in Park City. 170, 100 and 50 mile timed courses through Northern Utah's beautiful mountain valleys. Food, prizes and more!, Ben Towery, 801-389-7247, teamaccelerator@gmail.com, tourdeparkcity.com, teamaccelerator.com

**July 30, 2011 — Million Miles at Miller**, Tooele, UT, Million Miles at Miller is a family friendly century ride that will raise funds for Larry H. Miller Charities which provide health and education support for women and children in need. It will be held at the Miller Motorsports Park., Carisa Miller, 801-563-4139, camiller@lhm.com, Ray Olson, 801-563-4140, r Olson@lhm.com, millionmilesatmiller.com

**July 30, 2011 — GLMR Ride for Hope, Healing, Happiness**, Payson, UT, The GLMR is a 62.5 mile ride to raise an awareness of mental illness and suicide prevention. In 2008 an avid cyclist, Gary Ludlow, was taken by mental illness. We ride in honor of him and to enjoy the great sport that he loved. Proceeds raised go to support the National Alliance on Mental Illness (NAMI Utah) and the American Foundation for Suicide Prevention (AFSP Utah). Start 7:00-7:30am, 143 W. 900 N., at the Park & Ride., Zach Ludlow, 801-830-6655, glmrinfo@gmail.com, theglmr.com

**July 31, 2011 — Preride ULCER**, BCC SuperSeries, Lehi, UT, 110 miles Thanksgiving Point to Goshen and west side of Utah Lake, self-supported., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**August 1, 2011 — R.A.N.A.T.A.D.**, Sundance Resort, UT, 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 12,000feet of climbing, 100 mile option., Czar Johnson, 801-223-4121, czarj@sundance-utah.com, sundanceresort.com

**August 6, 2011 — ULCER**, Lehi, UT, 26th annual Century Tour around Utah Lake, 100, 65 mile, 30 mile options, start at Thanksgiving Point in Lehi., Mary-Margaret Williams, 801-641-4020, president@bbtc.net, Stan Milstein, 801-330-1400, ulcer@bccutah.org, bccutah.org

**August 6, 2011 — The Ultimate Challenge Presented by the Tour of Utah**, Park City, UT, 96 miles, 11,000+ vertical feet, Park City in the morning, finish: Snowbird Mountain Resort. Event benefits the Tour of Utah. Ride the Toughest Stage of the Nation's Toughest Stage Race., Burke Swindlerhurst, burke@tourof-utah.com, tourofutah.com

**August 13, 2011 — Promontory Point 120**, BCC SuperSeries, Ogden, UT, 5 Points Ogden to BC, Corrine, Golden Spike, Tremont and back 120 miles self-supported, shorter loop options available., Don Williams, 801-641-4020, roadcaptain@bbtc.net, Jen Green, 435-562-1212, bccutah.org

**August 19-20, 2011 — Bear Pa Challenge Charity Cycling Tour**, Park City, UT, Challenging, fun, and fully supported ride from Bear Lake to Park City over the Mirror Lake Highway. Benefits Shriners Hospitals for Children., Tyler Hooper, 801-292-9146, 801-927-8310, tyler.hooper@gmail.com, bearpachallenge.com

**August 20, 2011 — Desperado Dual**, Panguitch, UT, 200 mile double

century in Southern Utah, 100 and 50 mile option, Utah's only fully supported, 200 mile, one-day cycling adventure., Ryan Gurr, 435-674-3185, info@spingeeeks.com, Margaret Gibson, 435-229-6251, margaret@spingeeeks.com, spingeeeks.com

**August 20, 2011 — Bike the Bear Century**, Garden City, UT, 100 and 50 mile rides. Begins at Camp Hunt on Bear Lake, UT., Jason Eborn, 801-479-5460, jeborn@bbsmail.org, trappertrails.org

**August 20, 2011 — The Big Ride Idaho Loop**, BCC SuperSeries, Richmond, UT, Start Richmond City Park to Preston, over Strawberry to Montpelier, West to Soda Springs, loop route on old and new LOTOJA courses., Don Williams, 801-641-4020, roadcaptain@bbtc.net, Jen Green, 435-562-1212, bccutah.org

**August 20, 2011 — Riding for a Reason**, Salt Lake City, UT, Toughest Century in Utah! Charity Bike ride, Emigration Canyon to East Canyon to Henefer to Coalville and back, the ride has been extended this year into the toughest century in Utah. Bring it., Briana Lake, 801-463-0044, 801-506-1815, briana.lake@alpinehme.com, riding4areason.com

**August 20, 2011 — Mt. Nebo Century**, Payson, UT, It's your reason 2 ride benefiting Huntsman Cancer Institute and Southern Sudan Humanitarian. Challenge yourself over one of the highest and most picturesque peaks in Utah, enjoying mountain scenery and the secret Goshen Canyon. Fully supported. 8am start with 30, 65, and 100 options. (Payson High 1050 South Main Street Payson, UT.), Jeff Sherrod, 801-654-2886, jeff@myreasontoride.org, Shawn Snow, 801-230-0914, shawnmyreasontoride.org, reason2ride.org

**August 20, 2011 — Life Time Gran Fondo Utah**, Snowbasin, UT, 100, 45, 15 mile timed events. The 100 Mile loop will have 3 timed sections, TT, Hillclimb and a sprint. There will be prizes for each timed section for each category. Close to 7,000' of climbing for the 100 Mile loop., Ed Chauner, 801-942-3498, icupracing@yahoo.com, lifetimefitness.com

**August 27, 2011 — Cache Valley Century Tour**, Logan, UT, 100 mi/100 km/40mile options. Hosted by Cache Valley Veloists Bicycle Touring Club. 8 am, in Richmond (12 mi north of Logan on Hwy 91), Bob Jardine, 435-752-2253, veloist-bob@yahoo.com, cvveloists.org

**August 27, 2011 — Ride for Teens**, Provo, UT, 20 to 50 mile options in all three forks of Provo Canyon. Proceeds benefit local at-risk youth services. Prizes and post ride meal, starts at 8 am at the Ronald Williams Last Park, essentially Heritage Schools, 5600 N. Heritage School Dr., Charis Wilke, 801-735-2142, charis\_02@hotmail.com, heritagertc.org

**August 27, 2011 — Summit Challenge**, Park City, UT, Join us for a fun team or individual ride to benefit the National Ability Center in Park City. 15 mile family friendly ride and 50 mile and 100 mile challenge ride options., Rena Webb, 435-649-3991, events@discovernac.org, discovernac.org, summitchallenge100.org

**August 27, 2011 — Sanpete Classic Road Race and Fun Ride**, UCA Series, Spring City, UT, Main Street, Spring City will serve as the Start/Finish for loops of 45, 72 and 98 mile courses that go around the rural Sanpete Valley roads. Fun Ride starts at 9 am and Road Races start at 10 am. BBQ lunch, awards, and raffle after race., Eric Thompson, 801-541-3840, ethompson@skitahcycling.com, skitahcycling.com

**August 27, 2011 — Epic 200**, Saratoga Springs, UT, Starting and finishing at Epic Biking in Saratoga Springs. Start the day out enjoying the early morning sunrise over Utah Lake and wonderful views of Utah Valley. The race then proceeds up the Nebo loop which provides a beautiful wooded scenic ride with a challenging climb and several false summits. After a quick descent down the Nebo loop

the route moves past lavender fields and into picturesque Goshen Canyon. This is followed by a 2,000 foot climb up to Eureka, an old mining ghost town. The race then speeds up as it heads down rolling hills and ends by essentially following the Pony Express route to the start. Fully supported one day 200+ mile cycling adventure. For those less adventurous we offer a 100 & 50 mile option., Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

**September 1-10, 2011 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah)**, Moab, UT, "Worlds most scenic bicycle ride" 10-day ride (7-day, and 3-day options) including up to 5 national parks 6 amazing state parks, 2 national monuments, and various national forests., Les Titus, 801-654-1144, les-titus@lagbrau.com, lagbrau.com

**September 2-5, 2011 — Great Utah Bike Festival**, Minersville, UT, Benefiting Hemophilia. Join the fun in the new cycling Mecca of Cedar City. A different century ride to choose from each day, a 4 stages of the mountain bike race or the 4 stage USAC road race; ride some double or single track trails on your mountain bike to Utah's largest wind farm or one of three geo-thermal power plants scattered among the thousands of acres of hills and plains; or take the challenge of the Geo-cache course. Decorate your bike or don a costume and join the bike parade; take a bike safety or riding clinic; or take on all comers during the street race., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

**September 3, 2011 — FrontRunner Fall Century Ride**, Salt Lake City, UT, Join 1,200 of your friends on two wheels traveling from Salt Lake City's Intermodal Hub to Ogden. Return to Salt Lake City via UTA FrontRunner train service. Metric century option available., Jared Eborn, (801) 599-9268, (801) 448-6061, staff@forthewinracing.com, frontrunnercentury.com, forthewinracing.com

**September 4-10, 2011 — Tour of Southern Utah**, St. George, UT, 7-day tour including Zion, Bryce, Capitol Reef and More. 60-100 miles per day., Deb Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

**September 16-18, 2011 — Moab Century Tour**, Moab, UT, Weekend of road cycling with rolling and climbing route options including the infamous "big Nasty" (3000 feet elevation in 7 miles). Warm Up ride Friday, recovery ride Sunday, century route and timing chip option., Beth Logan, 435-259-3193, info@skinnytireevents.com, skinnytireevents.com

**September 17, 2011 — Randy's Fall Colors Classic**, BCC SuperSeries, Salt Lake City, UT, Sugarhouse Park over Big Mtn, Coalville, Wanship, Browns Canyon, and back via I-80 over Parleys, self-supported century., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**September 17, 2011 — Bike for Life**, Salt Lake City, UT, Be part of this fun fully supported ride through the quiet neighborhoods of Salt Lake and then along the south end of the Salt Lake International Airport (the gates will be open!), and then out to Saltair and the Great Salt Lake Marina. This is the perfect ride to wrap up the season and to help raise funds for the Utah AIDS Foundation. The out and back route is flat with little traffic. Fifty and twenty five mile options. Starts at 8:00 am at Liberty Park., Nathan Measom, 801-487-2323, nathan.measom@utahaids.org, utahaids.org

**September 17, 2011 — Wonder Woman Century**, Payson, UT, Ride for women by women, fun surprises, great food and awesome finisher's jewelry, 7:30 am 100 milers, 9 am metric century, 10 am 30 milers., Mahogany Thurston, 801-318-1420, wonderwomanride@gmail.com, forevertfivevents.com

**September 24, 2011 — Heber Valley Century**, Heber, UT, Only Biathlon century in the USA. Benefiting Hess Cancer, 8 am. 100 mi, 65 mi, 50 mi,

25 mi options, fully supported, starting from Southfield Park (1000 W 100 S), Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

**September 24, 2011 — Biker's Edge - Ride4Yellow Time Trial**, Syracuse, UT, It's your reason 2 ride benefiting Huntsman Cancer Institute and Southern Sudan Humanitarian. Known as the race of truth, it's just you against the clock. Ride out to Antelope island and back along the Great Salt Lake and enjoy the speed of this pancake-flat course. This event qualifies for UCA Points. 8am start., Jeff Sherrod, 801-654-2886, jeff@myreasontoride.org, Shawn Snow, 801-230-0914, shawnmyreasontoride.org, reason2ride.org

**October 1, 2011 — Josie Johnson Memorial Ride**, Salt Lake City, UT, This memorial ride is dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, Sugarhouse Park at 10:30 am, to mouth of Big Cottonwood Canyon and back., Ken Johnson, 801-205-1039, kjlivetobike@gmail.com, josiejohnsonride.com

## Regional Road Touring

**May 28, 2011 — Pebble Creek Hill Climb**, UCA Series, Inkom, ID, First annual Pebble Creek Hill Climb, which will start in Inkom, just south of Pocatello, at 11 am, will have approximately a 1.5 mile flat lead in to 4 mile, 2000 foot elevation gain, to the base of Pebble Creek Ski Area., Sam Krieg, 208-233-0951, sam@kriegcycling.com, Justin Kline, 208-251-4737, stinbkline@yahoo.com, idahocycling.com

**June 5, 2011 — America's Most Beautiful Bike Ride - Lake Tahoe**, Lake Tahoe, NV, 20th annual, in conjunction with the Leukemia & Lymphoma Society Team in Training program. Fully supported with rest stops, Tech support and SAG. 100 mile century, 72 miles, boat cruise, and 35 mile fun ride., Curtis Fong, 800-565-2704, 775-588-9660, tgft@biketwest.com, biketwest.com, bikeandskitahoe.com

**June 5-10, 2011 — Tour de Kota**, Sioux Falls, SD, The six-day tour will cover 430 miles and includes overnight stays at Augustana College, South Dakota State University, Dakota State University, Mitchell, Freeman as well as the University of South Dakota and the University of Sioux Falls, Darla Hartmann, 605-977-3998, tourdekota@argusleader.com, tourdekota.com

**June 11, 2011 — Bob LeBow Bike Tour**, Nampa, ID, Routes from 3-100 miles, ride benefits the Terry Reilly Zero Pay Fund, helping support primary health care for our neediest patients., Ann Sandven, 208-467-4431, asandven@trhs.org, trhs.org

**June 11, 2011 — Fremont Area Road Tour (FART)**, Lander, WY, 25m, 100k, 100mile options, includes breakfast, bbq, t-shirt and bottle, in conjunction with Brew Fest, Cade, cade@bridgeoutdoors.com, landercycling.org

**June 18, 2011 — Tour of Marsh Creek Valley**, Pocatello, ID, Fully supported ride presented in conjunction with the Pocatello Riverfest! Options of 25, 62, or 100 miles between Pocatello and Malad Pass, then enjoy food, fun and music at the Riverfest., Mike Collaer, 208-681-0919, 208-533-5445, dadcollaer2@hotmail.com, idahocycling.com

**June 18, 2011 — Boulder Sunrise Century**, Boulder, CO, Plains cruising, canyon carving & high-alpine rollers with views for miles. 75, 100 mile option, 30 miles downhill to the finish. 7 aid stations, full course support, post-event meal, music & sponsor arena., Traci Brown, 303-875-9000, traci@tracibrown.com, bikerPELLI.com

**June 25, 2011 — RATPOD (Ride Around the Pioneers in One Day)**, Dillon, MT, RATPOD is a 130-mile one-day charity ride for Camp Make-A-Dream., Jennifer Benton, 406-549-5987, info@ratpod.org, ratpod.org, campdream.org

**June 25, 2011 — Blue Cruise - Meridian**, Blue Cruise of Idaho, Meridian, ID, Recreational bike ride with 15, 30, 50 and 100 dis-



## ROUTE 211

## As the Wheel Turns — The US Postal Team Soap Opera Continues

By Greg Overton

The soap opera whose story line swirls around whether Lance Armstrong used performance enhancing drugs during his seven Tour de France winning career has hit the world stage again. This time it's bigger, with more storylines, a larger cast including friends, teammates, sports federations, governments, shattered careers, lost businesses, stories of intimidation and deceit, and one thing for sure, someone is lying. The question is 'who?'. Another might be 'who cares, can't we move on?' Apparently the FDA does, in addition to those linked to the saga who have lost careers and businesses. Those being accused of wrong doing want to move forward and those who claim to have been damaged want redemption. Go figure.

In September 2010, it was announced that a Federal investigation was being conducted into the possibility of athlete doping on the United States Postal Service Professional Bicycling Team. The investigation is being conducted by FDA agent Jeff Novitsky in conjunction with a whistleblower suit filed by Floyd Landis on behalf of the US government. The investigation is based on the possibility that payments made to the team by USPS, and arguably public funds, were made under fraudulent conditions. Reportedly the terms of the team's approximately \$40 million dollar sponsorship deal with USPS from the years 1999 to 2004 included agreements related to the team holding to a strict no doping policy: a stipulation reportedly included because of accusations against the sport of cycling and not any particular rider on the team initially. If the team is found guilty of using money from the USPS to obtain performance enhancing drugs (PED's) the implications might include conspiracy, racketeering, wire fraud, drug trafficking, money laundering and defrauding the US government. Armstrong was the leader and figurehead of the team, its most successful rider and its most public. Since his return to racing in 1998 after overcoming testicular cancer, he was the subject of doping accusations and scrutiny, all the while vehemently maintaining his innocence and his clean record of no positive tests for performance enhancing drugs.

It's been mostly Armstrong's word against whoever the accuser of the day may have been. Typically, the accusers were reporters who were leaked, or were under the impression that they had been leaked a scoop of a positive test here or something in the trash there to implicate Armstrong. But there were also accusations from people who were close to the team and its riders. Some were on the team and were instrumental in helping Armstrong build his fantastic Tour career. That list is growing, as the Novitsky investigation hands out Federal Grand Jury subpoenas to now include some of Armstrong's closest friends and most trusted allies, some being admitted cheats in their own riding careers. While it is the team that is under investigation, it is clearly Armstrong who stands as the central figure and also stands to lose the most. Personally, financially, publicly, commercially and perhaps even in regards to his charitable foundation all aspects of his life risk being affected negatively if this case goes against him and the team. He has built an empire based upon his persona, and that persona must now be defended, but up to this point it was mainly in the court of public opinion. Now it appears that it might need to be defended in a court of law. Novitsky has called several

former teammates and others to testify, but has yet to call Armstrong, and it's unclear whether he will, seemingly he is building the case against the team as a whole and against its star as well. Reportedly those who have testified so far are telling similar stories about life on the team and with its star. And if those reports are true, it does not bode well for either.

Some background on the accusations that have dogged Armstrong throughout his career, and even prior to the USPS sponsorship:

Stephen Swart, Armstrong's teammate on the Motorola (previous sponsor to USPS) team told Sports Illustrated magazine that Armstrong suggested the riders start taking EPO in order to improve results as early as 1995. "He was the instigator. It was his words that pushed us toward doing it. It was his advice, his discussions." Swart's accusations were quoted in two books and one London newspaper, alleging that it was Armstrong who had pushed the team's riders to dope. Armstrong sued the authors of one of the books, L.A. Confidential, in France. He also sued one of the author's employers, the London Sunday Times. The first suit in France was dismissed, and he dropped the other. The Times settled out of court.

In 1999, while Armstrong was on his way to his first Tour victory and riding for the US Postal team, he was quoted in a race press conference on July 19, a rest day on the Tour, during which he said he never took corticosteroids and that he did not have a prescription for any banned substances. But a French newspaper, operating on a tip that Armstrong had tested positive for a corticosteroid but had no therapeutic use exemption on his medical form, said that the rider had tested positive for banned testosterone. According to Emma O'Reilly, a soigneur who worked with the team and specifically with Armstrong, when the team heard that the newspaper had received the tip, Armstrong and team leaders panicked. She told Sports Illustrated that she was in a team hotel room after the 15th Tour stage when Armstrong and team officials "agreed to backdate a medical prescription, they'd gotten a heads up that the steroid count was high and decided they would actually do a backdated prescription and pretend it was something for saddle sores."

While those allegations created a whirlwind of speculation at the time, no one else from the US Postal team had betrayed Armstrong or the team. That changed in a 2005 arbitration hearing between Armstrong and SCA Promotions over the payment of a reported \$5M bonus he was due for winning the Tour. SCA had refused to pay the bonus based upon the doping allegations against Armstrong, who testified in the arbitration hearings that he had never doped. Former teammate Frankie Andreu and his wife Betsy were called to testify, and according to Betsy in a VeloNation interview, the Andreus testified under oath that they were in a hospital room with Lance in 1996 when he listed for his oncologist the PED's that he had used in training and racing, that Armstrong admitted to medical staff during the time the Andreus were in the hospital room that he had used EPO, growth hormone, testosterone and other drugs. Armstrong claimed that his former teammate had an axe to grind and was lying in order to damage Armstrong and that the discussion never happened. Andreu had been a rider, teammate and friend of Armstrong's on the US Postal team and has said that he believes his contract with the team was not renewed when he refused an Armstrong request

that he meet with Dr. Michele Ferrari, the Italian physician who reportedly gave the team doping protocols. (Ferrari has been banned from sport by the Italian cycling governing body for doping athletes). According to Andreu in the VeloNation interview, a representative from team sponsor Oakley Eyewear, Stephanie McIlvain was also in the room, and testified under oath that she never heard the admission by Armstrong. Armstrong won the arbitration and received the payment plus an additional \$2.5 million in interest and penalties. Again according to Andreu in the VeloNation interview, McIlvain has contradicted her testimony in the arbitration hearing during later conversations and voicemails with Greg LeMond and the Andreus, and that those voicemails and recorded conversations have been supplied to Novitsky's investigation.

This incident is further muddied by a statement made in the Los Angeles Times by Armstrong's PR manager Mark Fabiani, "Lance was required to undergo an active steroid and EPO regimen as part of his post-operative treatment, which may give a reasonable explanation for their having been some discussion of EPO or steroids...having nothing to do with any suggestion of use before he was a cancer patient."

Betsy Andreu questioned this statement, commenting in the VeloNation interview, "I have a few questions regarding this. Fabiani is stating that I misunderstood the doctors and the discussions that took place. In saying discussions did take place, is he then admitting that Lance lied under oath at the SCA case, when Lance said no doctors were ever present, no such discussions ever took place? Because this is a complete and clear contradiction. But what is interesting is that this has now been pulled out of the LA Times' original article. But it has already been picked up by other publications, so how are they going to squirm out of this one? Is Fabiani admitting that Lance lied under oath when he says that there were discussions? And, if what Fabiani is saying is true, then there should be medical records, right? Well, how come according to everybody, the medical records show that this never happened, when Fabiani is saying 'basically, it did, he was just misunderstood'?"

Armstrong retired in 2005, after a record breaking seventh Tour de France victory and at the height of his popularity, both with the cycling community and as an inspiration to cancer patients around the world. But the allegations would continue to surface. The French sports publication L'Equipe published a story claiming that anti-doping samples belonging to Armstrong from the '99 Tour had tested positive for EPO. The UCI contracted Emile Vrijman, an independent investigator who issued an official report exonerating Armstrong because of questionable handling of the urine samples. Reportedly there was no twin A and B sample as mandated under anti-doping regulations. The matter was officially dropped, but the speculation continued.

In 2002, the year Dr. Ferrari was suspended from working with cyclists, writer David Walsh speculated on the relationship between Armstrong and the doctor, that their relationship had begun in the mid nineties and that given Ferrari's ties to doping, Armstrong was suspect. Armstrong defended the doctor and claimed there was no doping going on. After Ferrari was convicted in Italy of fraud and malpractice in 2004 on charges related to doping, Armstrong said that he had ended their working relationship. But a 60 Minutes feature aired on May 21, 2011, that included former USPS rider Tyler Hamilton and

Frankie Andreu states that Armstrong and his representatives were still paying Ferrari as late as 2010. Ferrari was linked to widespread doping in sport, not only cycling, and eventually was banned from working with athletes. The relationship between Armstrong and Ferrari is a major factor in Armstrong's long running feud with three time Tour winner Greg LeMond. Early in Armstrong's career, it's reported that a conversation between the two friends occurred in which LeMond urged Armstrong to distance himself from Ferrari because of the doctor's links to and reputation for doping athletes. LeMond advised Armstrong that even if there was no doping involved, the association would create problems that Armstrong would regret in regard to his career and reputation. It was the beginning of the end of their friendship and ultimately became a factor in the breakup between LeMond's bike company and its distributor Trek, which was US Postal's most visible sponsor. LeMond has remained outspoken against doping in cycling and of his suspicions of Armstrong's claims of his own cleanliness.

This brings us to the next high profile accuser, and the initiator of the FDA's suit, Floyd Landis. Landis was a teammate on Armstrong's USPS teams, and after being hired away to head the Phonak team, won the 2006 Tour de France. But after a positive test for testosterone, Landis was stripped of his Tour title and eventually admitted to using PED's. Along with his admission came allegations against the team, including Armstrong. Landis told the Wall Street Journal in a July 2010, interview that team director Johan Bruyneel told him that the team sold some sponsor equipment to finance doping. In e-mails from Landis to UCI and the World Anti Doping Agency officials obtained by the Wall Street Journal and other publications, Landis claimed that during the '04 Tour he transfused blood twice under the supervision of team staff, and that he observed Armstrong taking transfusions as well. He also alleged that Armstrong told him that Bruyneel and Armstrong had traveled to UCI headquarters in Switzerland to make a financial agreement with then UCI president Hein Verbruggen to cover up a positive test result by Armstrong at the Tour of Switzerland in 2001.

And the latest bombshells to befall the team and Armstrong have been the testimonies of George Hincapie and Tyler Hamilton. Hincapie, whom Armstrong has called his 'best friend', and who Frankie Andreu had a similar relationship with prior to the Andreus' testimony in the SCA arbitration, is a well respected member of the sport and has never been involved in controversy up to this point. Hincapie was a member of the Andreus' wedding party and was a close friend of the two, but according to Betsy Andreu, Hincapie was "forbidden to talk to us after the [SCA] hearing" by Armstrong. Hincapie's testimony to the Novitsky grand jury has not been made public, but 60 Minutes reported that he admitted that both he and Armstrong used EPO and discussed their use of testosterone injections while teammates on the US Postal team. Hincapie has not denied those reports, only commenting that he had testified before the grand jury, that he had not spoken to 60 Minutes staff and was not aware of where they got the information they were reporting. Since that initial response, Hincapie has refused comment on the matter.

Most damaging to the team and to Armstrong may be the statements made by Tyler Hamilton on the 60 Minutes episode. Hamilton, a for-

mer rider for the USPS team, told 60 Minutes reporter Scott Pelley that his testimony before the Novitsky grand jury included accounts of his own PED usage as well as systematic doping by the team and encouragement to do so by team personnel. He also seemed to corroborate the accounts of Landis, the Andreus and soigneur Emma O'Reilly, stating that he had administered himself, alongside Armstrong, with EPO, blood transfusions and testosterone, and that Armstrong had also taken the same drugs. He also stated that he and Armstrong had administered testosterone to each other while on the team. Hamilton also said that team personnel urged he and other top riders to use banned substances. He also supported the Landis claim that Armstrong tested positive at the 2001 Tour of Switzerland, and that a financial arrangement was made between Armstrong, the team and the testing lab in charge of the procedure to "make it go away". Hamilton, now retired, served two suspensions from professional cycling for testing positive for banned substances. Like Landis, Armstrong and others, Hamilton fought vociferously to defend what he said were false allegations of doping. Unlike Armstrong, both Landis and Hamilton have admitted doping. Armstrong is resolute in his denials.

Hamilton's 60 Minutes account of his testimony brings forward more widespread allegations than just the team's doping, but also concerted efforts to cover it up, and collusion with the sport's governing body to do so in the case of Armstrong. The Landis and Hamilton claims that there was a financial arrangement to cover a positive test by Armstrong in the 2001 Tour of Switzerland adds weight to a claim from 2005 by Sylvia Schenk, then president of the German cycling federation and a member of the UCI. In an interview with German sports television Schenk praised Hein Verbruggen for working to clean up doping in cycling since 1998, but that "everything is suddenly different when it comes to Armstrong...There is obviously a close relationship to Armstrong. For example, the UCI took a lot of money from Armstrong - as far as I know, \$500,000. Now of course there is speculation that there are financial relationships to Armstrong as well as to the American market." Both the UCI and the Armstrong camp admit to two cash financial gifts from Armstrong to the UCI based in Switzerland and or to the testing lab used by the UCI, also based there, totaling \$125,000 in 2001 and in 2005, stating that the gifts were for testing research and were private contributions. Verbruggen's successor, Pat McQuaid is quoted as saying that in hindsight these gifts should not have been accepted and that they would give the appearance of a conflict of interest. McQuaid also maintains that there was no cover up of any positive test by Armstrong. Verbruggen and the UCI have both released statements refuting Hamilton's claims on 60 Minutes.

Director General of the World Anti Doping Association (WADA), David Howman, commented in the 60 Minutes feature that to his knowledge, Armstrong is the only athlete to ever make a financial gift to the testing lab, and that the situation would be highly irregular and suspect. Howman told 60 Minutes that "You can't have someone giving money to the very people who hold your fate in their hands, it's highly inappropriate." "...you can't have a situation where you have an athlete having a one on one meeting with the test lab...a situation where an athlete gets preferential treatment or information." 60 Minutes reported



that the director of the lab stated that the meeting was arranged by the UCI and that the discussion was regarding testing procedures, and that the UCI 'wanted the matter of a suspect test to go away'. When asked if the testing procedure information could be beneficial to someone who is doping and could enable that person to beat the tests, Howman replied, "Yes, I've used the example of (Olympic track star) Marion Jones. She ran for many years, won many events, gave more than 160 samples for analysis and never tested positive." Jones admitted during a criminal investigation that she had indeed taken PED's during her career and was sentenced to prison for lying to a grand jury.

Jones was a client and trained under the direction of BALCO labs, famous for its involvement in routinely helping athletes to succeed through training and supplement use, but the lab also has been found guilty of doping athletes and helping them to circumvent drug testing in sports. Several track and field athletes and professional baseball players who were linked to BALCO have been found guilty of doping or have admitted in testimony that they had used PED's even though they had not returned any positive test results. The most notable athlete linked to BALCO has been Barry Bonds, who was recently convicted of obstruction of justice charges for evading an answer when questioned about whether he had injected himself with PED's. Bonds has at least one recorded positive test for steroids, in a sample that Conte said came from the BALCO lab, but called into question the chain of custody for the sample, a similar question raised in Armstrong's alleged positive sample from 1999. BALCO's founder and president, Victor Conte served a four month prison sentence as a result of federal investigations into the lab and its practices. Conte, who is now free and has resumed his business in athletic training, was interviewed by Graham Bensinger in January 2011 on the BALCO case and athlete doping in general. Bensinger asked Conte if Armstrong's attorneys had contacted BALCO's defense team. Conte confirmed that the Armstrong team had been in contact with BALCO's attorneys in San Francisco and New York, "presumably because they expected an eventual indictment to be handed down." Bensinger asked Conte his opinion on whether Armstrong used PED's, and while he made it clear that he has no direct knowledge about the matter of Armstrong using PED's, Conte expressed that based upon his knowledge of the sport and the grueling nature of it, and his knowledge of PED's and their positive effect on performance, it would be highly suspect for someone who was not using PED's to be able to compete with others who were using them, it would be nearly impossible to win the Tour, and especially to win it seven times under those circumstances.

Conte's comments seem to support those expressed by many riders, and in particular comments by Hamilton in the 60 Minutes interview about the culture of the sport of cycling being such that doping was mandatory for any rider who wanted to remain competitive. In a complicated scenario of 'If you can't beat them, join them', top level riders who felt that their competitors were doping and beating them by a small margin, then it would stand to reason that participating in a similar doping program would level the playing field so to speak. In a Route 211 conversation with Eric Heiden in Cycling Utah, September 2007, the former champion speed skater and cyclist who became a team doctor for USA Cycling and Olympic skating programs gave his thoughts on the matter and described the athlete's mentality and temptation to take PED's, "Well, I think it's very

unfortunate, the situation we're in. I think it's been around for years, for generations in sport. The anti-dopers are trying to do their best to clean it up, but the dopers are always halfwheeling them it seems. Always a little bit ahead. I'm glad that cycling right now is trying to get on top of things. My attitude is changing a little bit. I mean, I'll tell you right now, I think that doping is cheating and a disservice to the competitors, and I think that anyone who does it, when they leave the sport and have a chance to reflect on it, they will have a hard time feeling satisfied with their results and their participation in the sport...But I think that in the last twenty years or so, when EPO showed up, I think that if you were a professional cyclist or considered yourself to be a potential professional cyclist, and were going to make your living at it, I don't think that you had really much choice between doping and not doping. I think you had to at least consider stepping over the line in order to compete, to level the playing field. If you put yourself in the shoes of some of these riders and consider the options for them, if you talk with some of the riders from other parts of the world, Eastern Europe for example, the option of becoming a professional cyclist, or facing a lifetime of physical labor or mining or farming, the line can become blurred [whether to dope or not]. It might be an easy choice to make. Maybe you can support your entire family, maybe get your father out of the coal mine. The risk is more justifiable for them." When asked if he had ever been in that position and forced to make that choice, Heiden replied, "No, not myself. I think because of my background as an athlete, as a speed skater, having had some success; my sense of personal satisfaction and accomplishment was fulfilled. Now, if I had not had that previous accomplishment, if I had just come into cycling and had high aspirations, I kinda wonder what my motivation would have been, if I would have been tempted. I mean, you'd see it going on around, and you'd see guys doping and all of a sudden the speed of races would be going up, so you knew that it worked... So you see the motivational aspect that can blur the line. If [a rider] can do just that little bit better, and not get caught, his whole life becomes so much different, maybe his entire family, and the next generation. You can see where the decision is tough, especially if you believe your competition may be doing it."

Heiden also discussed with Cycling Utah the temptation to use PED's that any top rider could be faced with. For instance, a rider who is consistently finishing near the top in major races, but cannot seem to gain that last bit of speed, recovery or fitness to finish ahead of his rivals may be drawn to doping. A rider in this position could be lured by the idea that by doping, he could become victorious if he felt, or was told by a doctor or team personnel that he could level the playing field, beat his competitors and gain all of the fame, fortune, legendary status and other trappings that a great champion enjoys if only he would choose to do what other riders were doing. Giving in to that temptation could be life changing and the difference between a rider becoming a great champion or relatively anonymous. Conversely for riders at the other end of the spectrum, as Heiden pointed out, the domestiques whose employment as a professional cyclist may hinge on a narrow improvement in performance; if taking a PED could get them that improvement and give them a place on the team, the attraction to PED usage would be tremendous. Cycling's culture of doping was steeped in this mentality, and it's easy to understand that even as riders were expressing the need to clean up the sport, there were few who were willing to forego their results, or their

place on a team and stop taking PED's as long as they felt, or knew, that their competitors were still doping.

Armstrong was a tremendously talented rider prior to his being diagnosed with cancer and forced to leave the sport to fight for his life. He had been a world class triathlete as a teenager, a World Champion cyclist and had won several grueling one day classics and smaller stage races in his first two years as a professional in the European peloton. He was regarded as a very strong rider with an overwhelming desire to win. In fact, his early coaches have stated that the biggest challenge was harnessing Armstrong's desire to obliterate the field from the starting gun and then blowing himself up before the finish. Much like Barry Bonds, who was considered a certain Hall of Fame baseball player prior to his alleged doping, Armstrong was considered one of the best riders of his generation and a tremendous up and coming rider prior to cancer. Not only was his recovery from the disease miraculous, but his return to cycling was even more so. That he emerged from his illness with a different, lighter body that could now excel in mountains, and honed his time trial skills, preparation and training to become a consummate stage racer, transforming his style and talent from the burly one day expert to the lithe and efficient stage racer. Should he be found guilty of doping, the question will remain whether he needed to or whether he was naturally gifted, meticulously trained and uniquely driven enough to excel without PEDs.

Looking forward the question must be asked, if Armstrong and his team are found to have been systematically using PED's, what and who should be punished, and what should that punishment be? If the most notable rider during a doping riddled era of cycling is found to have also doped, what should happen? Should Armstrong and USPS be thoroughly punished as an example to the current generation that even legends will be held accountable? Should the sport gather whatever testing and doping knowledge gained from these investigations and move on, better equipped to police itself in the future? And if Armstrong is found guilty of doping and not punished, should then each rider who was fined, banned or stripped of victories during this era have his or her record cleared and all winnings returned as well? There is no right answer, and surely no easy one.

The FDA investigators have their own parameters insofar as punishment for guilty verdicts are concerned, and perjury laws are pretty clear should there be evidence of that. But looking further into the possibilities of fallout should the team be charged and found guilty of the charges under investigation, and should Armstrong in particular be charged and found guilty of doping and committing perjury, what would result? The US government could theoretically demand up to triple its \$40 million in sponsorship payments paid to the team, if it can prove damages resulted by the teams actions. But would past battles also be reopened? Trek dissolved its relationship with Greg LeMond at least in part because it felt LeMond's public suspicion of Armstrong's innocence led to products with the LeMond brand being unmarketable. If LeMond's suspicions should be proven correct, what if any action might occur between he and Trek, Trek and Armstrong, or LeMond and Armstrong? Would SCA demand its bonus payment be returned, and what would Frankie and Betsy Andreu's reaction be, after publicly expressing loss of employment and reputation based upon their testimony in the SCA arbitration? How would sponsors, past and current react? What would the effect be on Armstrong's foundation and his influence and fundraising for cancer research? What would be the

## LETTER TO THE EDITOR

### *It's Just a Quick Spin*

By Jared Ferguson

There it was: "ugggggggfh-hhhh." You know it as well I; the sickening sound one often hears when the impact of a body hitting the ground is so great, air is forced from the lungs. Ouch. Just seconds before, I was sailing along on my newly built ride, but I was brought to a quick halt. The sauntering couple in the park, along with their small dog, had somehow managed to take up all ten feet of pathway. He on the right, she left of center, and the dog to the far left, its prancing constricted by its retractable leash, spanned the width of the wide pathway. Her lack of awareness and poor judgment on my part forced me off the curb and down I went. She, I assumed, would step right from her stationary position, following her dog as it walked back towards him. Instead, she stepped left and right into my path. The consequences of her lack of attention, my poor judgment, and a stealthily silent fixed-gear bicycle were great: knuckles skinned to the bone, a jammed thumb, a severely scraped left shoulder and knee, a road-rash covered left arm, a possible cracked rib, and - worst of all - a bonk on the head.

"It's just a quick spin," I told myself as I headed out for the post-tuning ride. As such, I neglected my usual gear, including my helmet. Dumb move. Truthfully, the bonk to the head ended up being quite minor, but despite my head aching not a bit, I know it could have been worse. I've had a number of concussions in my life (8 by my recollection) and who knows what damage one more could do?

Last year, a cyclist many of us know, sustained a traumatic brain

injury as the result of an accident. Lacking a helmet, he incurred injuries which have left him permanently impaired and his family irreparably damaged. It's a sad story and unfortunately, not the only of its kind; there are many others whose own stories end in similar tragedy. Under the right circumstances (or rather, the wrong ones), perhaps I could have been one of those unfortunates too. Two kids, clients, friends, and others who count on me could have been left without a father, therapist, or longtime friend because of my "quick spin." Of course, the error is not just mine; many of us justify skipping the brain bucket for a variety of reasons.

As cyclists, it is our duty to set the example for not only those who are just learning to appreciate life on two wheels, but those who don't appreciate it as well. "Was the cyclist wearing a helmet?" is the first question often asked post-accident by many non-cyclists as well as the media. The question often angers cyclists, as it seems to put us at fault, but its valid nonetheless. We simply cannot trust our own safety to those around us who are often oblivious - or even hostile - to our presence. Injury is a risk that comes with the territory of bicycling and the duty to preserve ourselves lies with us individually, despite our pleas for higher awareness and consideration on behalf of the non-cycling public.

In my case, a "share the pathway" campaign wouldn't likely have changed the outcome; my neck or head hitting the concrete at the wrong angle or with enough force would have. Going into the future, I'm freshly reminded that the bike I'm riding, my speed, or a nearby destination have no bearing on chance; however, my helmet does.

effect on the sport of cycling, and on the cycling industry? Just as there was a 'LeMond Effect' in the 80's that saw cycling products soar in sales, there was a 'Lance Effect' in the past decade that also helped to push terrific growth in cycling and product sales. How far reaching would the bringing down of one of the greatest cyclists and most popular and public riders ever become? Should that even be a consideration in a case such as this?

In a statement released after the 60 Minutes interview with Hamilton, the UCI insists that it has "never altered or hidden the results of a positive test," and that seven-time Tour de France winner Armstrong "had never been notified of a positive finding." The UCI and former president Hein Verbruggen, whose 14-year term in office ended in 2005, denied that any meeting took place in 2001 regarding the alleged positive test by Armstrong in the Tour of Switzerland. Verbruggen told The Associated Press that Armstrong's doping controls had never been hidden, stating "There has never, ever been a cover-up. Not in the Tour de Suisse, not in the Tour de France," the Dutch official said in a telephone interview. "I don't know anything about suspicious tests. I was not aware of that."

Armstrong created a website to refute the claims made by Hamilton and CBS on the 60 Minutes episode. On the site [www.facts4lance.com](http://www.facts4lance.com), his spokesman, Mark Fabiani stated, "Throughout this entire process CBS has demonstrated a serious lack of journalistic fairness and has elevated

sensationalism over responsibility. CBS chose to rely on dubious sources while completely ignoring Lance's nearly 500 clean tests and the hundreds of former teammates and competitors who would have spoken about his work ethic and talent." "Tyler Hamilton is a confessed liar in search of a book deal - and he managed to dupe 60 Minutes, the CBS Evening News, and new anchor Scott Pelley. Most people, though, will see this for exactly what it is: More washed-up cyclists talking trash for cash."

From the looks of it, this saga will muddy the sport once again, even if the USPS team and Armstrong are not charged or found guilty of any wrongdoing, the admissions and accusations of other riders will draw attention and paint the sport as corrupt and dirty in the public eye, and the only positive result will be that it should end the years of speculation around Armstrong and the team, one way or another finally. And if the leaders of the sport, both on the bike and off it, will truly clean it up, then the next generation will reap the benefits and new champions will emerge to eventually eclipse the doping era. Whether or not one chooses to accept the accusations toward others by admitted cheaters, they must be heard and their accounts heeded as learning opportunities, if only to learn what not to do when faced with the choice.

[Information in this story was compiled from previously published and aired news reports.]

## TOURING

**Why They Ride: Bike Travelers From Other Countries**

Starting Above left: Kokoro Ito from Japan.  
Urdin and Izaro from Spain.  
Yves, Aurelie and Florent from France.  
A rider from Oregon.  
Above: Jessica and Stephane from Switzerland.  
Photos: Julie Melini

**By Lou Melini**

October of 2009 to November of 2010 was quite the extraordinary year for bicycle travelers staying at my home. Normally Julie and I host 1 or 2 travelers every year or two. In that time period, we had 11 visitors from 7 countries including one from the U.S.

The year started with the completion of the 11-year journey by Daisuke Nakanishi of Japan. Daisuke started his journey in July of 1998 in Alaska and ending it 11 years later in October of 2009. He covered over 150,000 kilometers, while visiting 130 countries. It was quite the journey. You can read about his journey at Daisukebike.be (unfortunately his journal ends in 2007 on his website). I corresponded with Daisuke during his travels. I looked forward to his e-mails during his journey, specifically when I was able to help him (via e-mail) to drain an abscess on his knee while he was in India. He had a remarkable ride and developed many friendships and encounters of generosity. There were times I worried about him. Daisuke! What are you doing in Afghanistan! In Ethiopia Daisuke was stoned by children that were asking for money.

Shortly after Daisuke completed his journey, Kokoro (Koko) Ito, stayed with Julie and I for a few days early in November of 2009. Koko, like Daisuke, is a member of the Japan Adventure Cycling Club. Koko left Japan in 2005 and except for a 7-month return to Japan has visited most of Asia, Eastern Europe, Australia and the western U.S. He said he had 2 more years to bike travel after leaving my home.

In June of 2010, Julie picked up Urdin and Izaro at the train station at 3 a.m. They came from Reno, not wanting to cross the desert by bike. Urdin and Izaro had been traveling for 11 months around the world. They had 30 days to get back to the Basque region of Spain after leaving our home. Within a week of their 3-day stay, Christine from Germany arrived to stay with Julie and I for a few days. She also was traveling around the world on an 18-month journey. This was her first

bike tour! Christine is a backpacker having completed the Pacific Crest, Continental Divide and Appalachian trails in the U.S. She was the 99th person, and the first German, to have accomplished this according to the Long-Distance Hiking Association. While on her bike tour she took time to hike the Florida and Arizona trails (a total of 1400 miles).

In early August Jessica and Stephane from Switzerland stayed with us for a few days after a "short" 3-month tour of Western Canada and the U.S. They flew out of SLC to go home to their winemaking business. Their visit was very pleasant complicated only by Alex (from Canada) who arrived a few days before them. Alex was to leave the day before Jessica and Stephane arrived but he decided to stay an extra day. He also arrived 2 weeks sooner than expected as he also decided to take a bus from Reno rather than cross the desert. I came home from work finding him sitting on my front porch. We have never had 2 different bike tourists stay at the same time. Alex was on a 6-month journey throughout Canada and the United States. He is young and so forgiven for his impromptu arrival. He was like having another son for a few days. His stay did remind of the days before email when I would receive last minute travelers who contacted me by phone or gave me a rough time frame of arrival via postcard. Once a German visitor arrived at the Salt Lake Airport having thought that I had received his postcard weeks earlier. (It never arrived.) He fortunately made a last minute phone call leaving a message on our answering machine. He was greatly surprised to see us sitting by his bike at the airport.

In early October of 2010 we hosted Aurelie and Florent from France. They had about 6 more months of travel to complete their 2-year bike tour of the world. Aurelie's dad flew in to join them for 3 weeks in Southern Utah. We hosted her dad for his return trip to France. He almost wasn't able to travel. During transport of his bike, he lost a brake pad for his hydraulic Magura side-pull road brakes. Fortunately, after a few calls to bike shops, Wild Rose had a set of pads. There's a lesson here in

not using very specialized equipment for bike touring or at the very least, carry replacement parts.

I thought my bike visitors were done for the year when my first American visitor arrived from Eugene Oregon in early November of 2010. He was going to the east coast, taking a Southern route. I had two other American bike travelers cancel stays, one due to illness in one member of the couple and the other for what I assume was a break-up of the relationship.

All of these travelers found my home via WarmShowers.org, a free international website for bicycle travelers (unlike CouchSurfing.org that I believe is open to any traveler). To utilize WarmShowers.org you simply need to agree to host other bike travelers. There are several other WarmShowers members in Salt Lake City and Utah. I did run into a few other bike travelers passing through town staying with other WarmShowers members. I also met one Japanese traveler on my way home from work. He declined my offer of a place to stay as he thought I was just offering him a warm shower.

Hosting bicycle travelers via a network has been around for over 30 years. A former Salt Laker, John Mosley, started the first U.S. list in 1976. He advertised in the now defunct Bike World Magazine (sister publication to Runner's World) for people to be included in a list of people willing to host bike travelers. I was one of his first volunteer hosts having just completed a 3-month cross-country tour in 1975. I had the pleasure of being invited to stay with multiple families along the way (mostly in the Midwest) during my travels. So I felt I needed to "return the favor" to other bike travelers. John retired his list, Bicycle Traveler Hospitality Directory, after 30 years.

WarmShowers was started about 10 years ago or so and has been the primary bike travel hosting site ever since, though many European countries have their own version of hosting sites. If you are interested in WarmShowers but are unsure about "advertising" your home to bike travelers on WarmShowers, you have complete control. You may opt out for periods of time, be selective with what you wish to offer (for example, you may just offer your backyard for camping and the bathroom of your home), or selective in whom you offer your home to by restricting the number of guests. (Except for one group of three from The Netherlands, all of the travelers have been a couple or solo in the 35 years I have hosted traveling cyclists.) If you are planning a bike tour, contacting people on WarmShowers is not only a way to obtain a place to stay, but also a way to inquire about traveling in that part of the country. Park City resident and bike traveler, Cheryl Soshnik uses WarmShowers for planning bike tours, even though she may not be staying at the home of the member.

So why do people travel on their bikes for year(s)? The best universal answer I get is that they all enjoy traveling and bike riding. That's the short answer. They are not out for fame, glory, setting Guinness records, raising awareness or funds for a charity, and except for Daisuke, are not

Continued on page 35

**MECHANIC'S CORNER**

**Seven Steps to a Smoother Riding Bicycle**

By Tom Jow

This month begins the major portion of the century/benefit road riding season. Registrations have been purchased. Training has been a winter long affair, both indoors and out. Travel plans are all arranged. Body and mind are prepared, is your bicycle? If your bike is riding well it is not necessary to take it to the shop for a full tune up before every event. It is, however, a good idea to spend a little time checking the bike over to prevent unexpected problems during the ride. Follow these simple steps and your bike will be ready for the weekend.

leur pulley bolts and water bottle cages.



1. Wash the bike.
2. Inspect the tire tread and sidewalls for cuts or tears.



Small stones and glass can be removed with a pick or sharp knife.

3. Check the brakes for proper adjustment.

Make minor brake adjustments with adjusting barrel.



4. Check every nut and bolt for tightness.

Remember to tighten the derail-



5. Lubricate the chain.



6. Inflate the tires to proper pressure.

7. Confirm the contents of the repair kit. Spare tube, patch kit, tire levers, pump, or CO2.

8. Have fun!

Got a bike question? Email Tom at [1tomjow@gmail.com](mailto:1tomjow@gmail.com).

**Bike Travelers - Continued from page 34**

writing a book. (Daisuke's book is written in Japanese.) They are also passing travelers. I rarely receive any follow-up emails with Daisuke being the diligent exception.

Though Julie and I rarely use WarmShowers for our bike tours, hosting bike travelers has been fun. In the '80's, Johnny and Stig from Denmark played Legos with my 2 young sons while taking a break from their world tour. Dave from Belgium was traveling down the Western Hemisphere. He started in Alaska in March of 2007 encountering some -40° C. temperatures. He cooked a gourmet Belgium meal for us, though Belgium and fine food is usually an oxymoron. And Michel Cordonnier of France and Marco of Switzerland came in 1997, putting a desire in my mind to get back into serious long-distance bike touring when my boys got older, a dream that I still hope to accomplish. All of the travelers were happy and content, never regretting their travels.

Dreams are one thing, doing a trip is another thing. According to Dave from Belgium, he was able to travel for up to one year. He received a small stipend and health insurance. He would also have his

job back as a diesel mechanic if he returned within one year. Aurelie and Florent from France had the same offer, but they decided to forgo that security and travel for 2 years and hope for the best when they return. Michel and Marco were both engineers. (They were simply traveling together for a couple of months having met each other in Alaska). They would save as much money as possible, then set out for as long as that sum would hold up, 2 years in their case. Daisuke started his journey with \$50,000 (American equivalent) and then depended on donations to his website and the generosity of his hosts along the way. Koko supplemented his travels by writing for several Japanese publications. Christine from Germany was a corporate "turn-around officer". She would become the CEO of a struggling corporation and turn it into a profit-making venture, making a lot of money for the effort. She would then travel between jobs.

Will I ever do an extended one-year trip? I don't know, but the dream lives on. There really isn't a "good time" to do an extended tour. As the Nike slogan says, "Just Do It." In the mean time I will live my dream vicariously in the travels of others that stay at my home.

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## RIDE OF THE MONTH

**Ibapah Valley Ramble**

By Wayne Cottrell

The Ibapah Valley Ramble is a 24.2-mile, out-and-back ride on Ibapah Road in extreme southwestern Tooele County. The route is from Ibapah, at the Deep Creek Pony Express Station, to Goshute (main community on the Goshute reservation) and back. The lightly traveled road climbs gradually from Ibapah to Goshute. Start at the Deep Creek Pony Express Station, Ibapah (on Ibapah Road). The terrain features a gradual ascent, with a few rollers, to the turnaround point, followed by a descent. The minimum and maximum elevations are 5,288 and 6,160 feet, respectively. To get there, head south on US 93A from West Wendover, Nevada. Turn left at Ibapah Road, and continue heading south to the Ibapah Valley (return to Utah from Nevada). The Deep Creek Pony Express Station is 1.5 miles south of the Ibapah Trading Post (refreshment, lavatories, lodging). Ibapah is 59 miles south of Wendover and West Wendover.



Wayne passes a Lincoln Highway marker (America's first transcontinental road) in Ibapah.

the facility's placement. In addition to this outrage, the Skull Valley reservation is near a nerve gas storage facility, as well as a magnesium plant having some severe environmental issues.

Ibapah Valley (also referred to as Deep Creek Valley) is located in the extreme southwestern corner of Tooele County, just east of the Nevada border. The valley is cut off from Skull Valley's environmental concerns by the tall Deep Creek Mountains (the elevation of Ibapah Peak is 12,087 feet). The mountains leave the valley fairly isolated. In fact, access by paved roads is only from Nevada. To get to Ibapah Valley from Utah, the traveler is limited to unpaved roads out of Juab County, to the southeast. The valley's isolation makes it one of the most remote (if not the most) in Utah. Ibapah and Goshute are the primary settlements, the latter of which is the central community on the Goshute reservation.

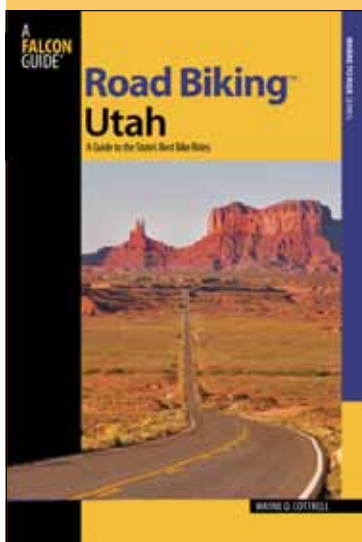
Despite Ibapah's remoteness, it was once a key stop along several historic routes. For example, Ibapah was established as the Deep Creek Pony Express station in conjunction with the arrival of Mormon missionaries in 1859. Although the Pony Express was discontinued in 1861, Ibapah remained. Later, Ibapah was along the Overland Stage route and, still later, the Lincoln Highway (the United States' first cross-country highway). Start at the Deep Creek Pony Express Station marker located adjacent Ibapah Road. A smaller marker on the opposite side of the road signifies the passing of the Lincoln Highway through this area. Turn right and head south on Ibapah Road. The mighty Deep Creek Range is on the left, and the wide-open expanses of Ibapah Valley, and then Nevada, are on the right. The Pony Express, Lincoln Highway, and Overland Stage routes passed around the tip of the Deep Creek Range to the north of here. To the south, the Deep Creeks gradually get higher, reaching from 7,708 feet just north of Ibapah to 12,087 feet just south of Goshute. Ibapah Road curves left at mile 0.1. The historical routes all turned right here and headed west into Nevada. Continue heading south. The undulating road climbs gradually from Ibapah (5,288 feet) to Goshute (6,160 feet). The land

surrounding the road seems desolate to the untrained eye, with little more than dense, low desert scrub. An airstrip is on the right at mile 3.0. A short climb and a cattle guard at mile 11.6 announce the entry into Goshute, a small community on the Goshute reservation. A few houses and buildings line the road. Turn around at the intersection with Tempi Poi Lane (on the right) and Poho Poi Lane (on the left), adjacent a small, federally funded housing complex and school.

The downward slope of the valley is evident as you look ahead to the north. Exit Goshute at mile 12.6 (cattle guard). The gradual descent is frequently interrupted by mini-rollers (short climbs). The Deep Creek Range is to the right. The airstrip, along with a few buildings, is on the left at mile 20.7. The road curves right at mile 24.0 as you rejoin the Pony Express, Overland Stage, and Lincoln Highway routes. The ride concludes at the Deep Creek Pony Express Station marker. The station was actually located about 1 mile west of the marker. The Overland Stage continued to operate until the transcontinental railroad was completed in 1869. After a period of hibernation, transcontinental travel returned to Ibapah with the completion of the Lincoln Highway in 1912. The highway was eventually supplanted by preferred alignments, such as Route 66, and, later, the Interstate System.

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

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



The cover graphic from Wayne Cottrell's new book.

**The Ride**

The Goshute tribe, once 20,000 strong, occupied a chunk of the Great Basin Desert extending from the Great Salt Lake in Utah to the Steptoe Range in Nevada. It is likely that the Shoshoneans, ancestors of the Goshutes, entered the Great Basin from Death Valley in California about 1,000 years ago. The tribe managed to thrive in the harsh, arid Great Basin. Without any formal agricultural techniques, the Goshutes survived by eating wild seeds and roots, insects, reptiles, birds, rodents, and larger game. With the arrival of Mormon missionaries in 1859, the Goshutes learned farming methods. The Goshute population has dwindled over the years; their current estimated population is only 500. The Goshutes occupy several small reservations in Utah and Nevada, including areas in Ibapah Valley and Skull Valley. To boost their economic prospects, the Goshutes agreed to store 40,000 metric tons of spent nuclear fuel on their property in Skull Valley. The Nuclear Regulatory Commission had approved the Goshute application, but political leaders in Utah—as well as some Goshutes—were fighting

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## ADVOCACY

## Studies Examine Bicycles and Mass Transit

By Charles Pekow

It's not news to most people that bicycling and mass transit go hand in hand to get people around. But planners and transit officials need to innovate to improve this marriage of alternative transit forms to get people from place to place.

Two studies initiated in California examined the integration of bicycles and mass transit (mainly buses), one in the United States and the other in China. They recommended ways to help and encourage cyclists to take advantage of mass transit. Because of structural differences in our two nations' transportation systems, they looked at systems that differ completely in structure and culture. In the USA, most situations involve adapting existing transit systems to accommodate bicyclists or designing new mass transit facilities to incorporate bicyclists. In China, by contrast, bicycling has traditionally played a much larger part of urban transportation systems and the question is how to best coordinate the cycling culture with emerging motorized transit systems.

On the eastern side of the Pacific Ocean (but just barely), at San Jose State University in California, the Mineta Transportation Institute (MTI) examined ways to better get people to use both modes of transit for the same trip. The most common way involves people taking their bicycle on board buses or trains and sometimes ferries. The biggest problem: capacity. Trains and buses can only carry so many bicycles, notes the report, called *Bicycling Access & Egress to Transit: Informing the Possibilities* ([http://transweb.sjsu.edu/MTIportal/research/publications/documents/2825\\_bicycling\\_access.pdf](http://transweb.sjsu.edu/MTIportal/research/publications/documents/2825_bicycling_access.pdf)).

Mass transit systems gain plenty from making room for bicycles, as it brings additional riders.

The first major problem the MTI team encountered involved the lack of data. "The existing knowledge base of cycling and transit integration is relatively thin and recent but appears to be growing," the study

says. A few recent reports in Europe and the USA examined the issue. History shows that people are more likely to pedal to a higher speed, longer distance vehicle (commuter train or express bus) than they are to take a shorter route. People won't save much (if any) time by taking a bus with frequent stops than they would bicycling less than five miles.

European research also found that the combined transit users come more commonly from suburbs, where they need to cycle to the commuter station, than from cities where transit distances are shorter and stops and stations more frequent. The most common use is to get to and from work. Some students also combine methods but they generally live closer to campus than commuting workers do to their jobs. Also, people are less likely to bother to bring their bike on board if they have to travel less than half a mile on the other end.

Second to taking one vehicle aboard another comes the time-old practice of parking one's bike at the station. Given the scarcity of cash that most local transit agencies find themselves in (especially these days) the best way to encourage this usage and get the most bang for buck consists of improving infrastructure around suburban stations. This could include improving parking (racks, lockers, bicycle stations) and infrastructure (bike lanes and paths to the stations).

Security of the parked bikes and subjecting them to the elements constitute major problems with the bike-to-transit approach. MTI examined the programs of several American cities whose long-standing efforts to increase bicycle use has included transit integration. Chicago dealt with it by building bicycle parking inside transit stations. Boulder County, CO is building bike corrals accessible by smart cards. Many jurisdictions have been installing bike lockers.

A third way of combining transit modes beginning to catch on in this country and around the world consists of shared bike systems. Modern technology allows for quick registration and wireless payment and tracking of bike-share systems. This tends

to help people who don't own bikes, are traveling out of town or who can't take their bikes on mass transit. The one-size bikes don't always fit and generally don't come with helmets or other equipment, though.

The fourth option examined: using two bikes: riders own two-wheelers at both ends of the route. People generally won't bother with this if they only have to travel a few blocks on one end of the journey. Nor would they be interested unless they traversed from the same stops regularly.

One issue the report does not cover in length concerns limited hours for bikes on transit. Many transit systems don't allow bikes on board during peak use periods. Co-author Eric Stonebraker responded in an email "we could have been more explicit in mentioning policies...." And in focus groups conducted by MTI, some bicyclists said they worried they were impinging on other transit users.

CalTrans in San Jose California dealt with these problems by dedicating two cars per train for bicyclists. And in Denmark, Copenhagen adapts half of a commuter car for those bringing bicycles, strollers and other wheeled vehicles. The Metro in Washington, DC won't allow bikes on trains during rush hour but excepted folding bikes from the ban.

And while one group of California researchers were studying the issue in this country, a grad student at another California university did the same in China. The Transportation Research Board published a study originally done as a master of city planning thesis at the University of California, Berkeley by Brittany Montgomery. The study looked at the city of Jinan in Shandong Province. A town with a traditionally large bicycle use has in recent years become flooded with motorized transit: bus rapid transit (BRT), cars and electric bicycles. Along with the rise in vehicles comes a rise in city population and a rapid rise in affluence that allows more people to buy cars – an additional 300 cars roll down the roads of Jinan every day..

In Jinan, where autos rather than

bikes are alternative vehicles, people of all ages still bike, says the thesis, *Cycling Trends & Fate in the Face of Bus Rapid Transit* ([http://metrostud.berkeley.edu/pubs/masters/Montgomery\\_PR.pdf](http://metrostud.berkeley.edu/pubs/masters/Montgomery_PR.pdf)). But people like the e-bikes, which now account for nearly half of bicycle transit. But at least motorized help keeps people on bicycles.

"When the complete travel time of a transit rider is accounted for, e bikes vastly outpace all transit options, and bike travel times are competitive with those of BRT," the study found. E-bikes can not only go faster than traditional bikes, but they can carry more cargo or in some cases even a passenger.

But this new popular form of transit in China presents a safety problem as they don't fit neatly into either traffic lanes or bike lanes.

And with a lot of e-bikes, the city may need to create special traffic lanes, speed limits and rules for them. As it did in the United States,

the rise in affluence in China has allowed people to live farther from work, necessitating a greater need for transit. Officials in many Chinese cities, the study declares, figured that the added BRT would largely displace bicycles as it would become harder to ride longer distances. This appears, however, not to have become the case.

And just like the United States, the Chinese haven't collected sufficient data on bicyclist behavior.

But the author concludes that planners should figure bikes as a significant way of getting to a rapid transit bus, just like walking to the bus stop and taking feeder buses. And the system lacks enough safe bike parking. The paper notes that "very little formal cycle parking is available in Jinan, and currently, there are no cycle parking lots in the city dedicated to transit riders." Bike parking need be included in initial design for these systems, not as an afterthought or retrofit, she warns.

### MS Bike Ride Celebrates 25th Anniversary

The 25th Anniversary Bike MS: Harmons Best Dam Bike Ride will take place in Cache Valley the weekend of June 25-26. The annual event benefits the National Multiple Sclerosis Society Utah-Southern Idaho Chapter raising awareness and funds for critical research and local programs and services. Bike MS is the largest two-day organized cycling event in Utah benefiting people with MS in Utah and Southern Idaho.

"Harmons Best Dam Bike Ride is a fun and purposeful weekend," said Chapter Vice President of Community Development Becky Woolley. "When Bike MS started here 25 years ago we had 100 cyclists and there were no MS specific treatments. Today we have 3,000 riders and seven disease-modifying therapies as well as more potential drugs

in the pipeline than at any other time in history. While we still have miles to go until there is a world free of MS, events like this make new treatments possible and one day, a cure."

The annual ride brings together a mix of cyclists from those seeking a personal challenge to those who enjoy the camaraderie of creating a team or riding with friends to the many touched by multiple sclerosis.

One rider is 80-year-old Frank Roskelley, who has participated every year. Like many, the ride initially appealed to him because of the challenge, but he soon got caught up in the cause. One year while asking for donations, a co-worker told him he would be happy to support his efforts; he had just been diagnosed with MS. "That's when my motivation for the ride changed to riding for people living with MS," he said. "As I met more people living with

MS, I realized that I could suffer a few days if they can live every day with MS."

Participants aim to meet a personal fundraising goal (minimum \$250) as well as ride 40, 75 or 100-miles with the option of riding up to 175-miles over the course of the two days. The ride is fully supported with rest stops, sag wagons, bike mechanics, and catered meals.

Logan's Cache Valley Fairgrounds is the start and finish of the routes that wind through the valley including parts of Idaho. The Fairgrounds is the base for all festivities including the Mountain America Team Village that will include bike and safety demos, live music, a dunking booth, kids zone and participant contests.

For more information, see [bikemsutah.org](http://bikemsutah.org) or call 800-344-4867, option 2.

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## MOUNTAIN BIKING

**Bikepacking the Dixie 170**

Lynda Wallenfels and Fred Wilkinson on the Virgin River Rim Trail, just minutes into the Dixie 170.



Lynda Wallenfels on the long climb out of Hatch, Utah to the top of the Paunsaugunt Plateau.

Story and Photos  
by Adam Lisonbee

On the counter of the Panguitch Lake General Store were items as valuable and sought after as gold: a snickers bar, red cream soda, chocolate milk, and a bag of Sun Chips. I was dirty—filthy dirty—hot and tired. It was Sunday, 10:30 am. I had been riding since 6:00 am, and had just completed a massive push from the flow of Thunder Mountain, through the barren tablelands of the Hatch-to-Panguitch ATV trail, and over the riddle of Rock Canyon. Thirty-five empty and lonely miles. It was day 2 of the 2010 Dixie 170, a 170-mile unsupported mountain bike race.

Elk, deer, and moose heads surrounded me in the store. Kitschy wooden signs, t-shirts, and trucker hats. Maps, wildlife art, postcards, and copies of a book called “Remembering Panguitch Lake.” The air was chilled, and so were the drinks lining the shelves behind the frosty glass doors of the refrigerated coolers. Endless options for cold, sugary, liquid replenishment and refreshment.

I stared in wonder at it all. A feeling of acute displacement had engulfed me. It had only been two days, but already I felt detached from the everyday hum of society and civilization and from the vacationing weekenders and relaxing locals. I wandered up and down the aisles like a kid in a candy store.

The clerk behind the counter looked at me with blatant and quizzical curiosity.

“Any good mountain biking around here?”

My mind raced in disbelief. I thought about the last day and half of riding. The Virgin River Rim Trail. Chimney Rock. Thunder Mountain. The Paunsaugunt and Markagunt plateaus. The Grandview Trail. The endless miles of forest roads that criss-crossed the terrain like a bowl of spaghetti. Ahead of me still awaited the Spruce Trail. And beyond that, waiting to be ridden on some future day, Dark Hollow, Bunker Creek, Scout Loop... and so much more.

“Uh. Yeah. A little.”

Outside in the shade I swung lazily on a wooden porch swing. People came and went. Tourists, bikers—

the motor kind—passers through, and road trippers with bored, sticky, restless children who seemed irritated at having to peel themselves away from their iPhones and PSPs. A small goat named Dizzy sat lifelessly on the porch. An odd pet, in an odd place. I lingered. And ate. I stared in terror at the mountain above me. The mountain I knew I had to climb. So tall. So far away. Covered in thick aspen and pine, I knew that once I did gain its summit, what followed was the deadfall laden mass once known as the Spruce Trail.

I closed my eyes and put off the inevitable ascension for a few more minutes.

In the weeks leading up to this ride, I had continuously tried to convince myself that I was unfit to participate. “You’re too busy.” “No legs.” “Unprepared.” “Next year.” I sent off my regrets to Dave Harris, who had designed the route, and invited anyone and everyone to come ride it, and resigned myself—with no small amount of relief—to missing the Dixie 170. “Not this year.” And maybe not ever. And why would I? One hundred seventy miles of rugged, dusty, remote, and self-navigated terrain is hyperbolic self-indulgence. Exaggerated, deliberate masochism, mingled with a narcissistic dash of overt confidence. Who do these multi-day mountain bike riders think they are?

I was feeling good about my decision to abstain. After all, I had a long list of long rides behind me. I had nothing to prove.

And then came Dave’s reply.

“Gotta start somewhere. This is the perfect time and venue. I know you want to, so...”

I resisted the nudge.

“I tailor made this route for folks in your position—just wanting to get into the game. You will love the route. It will challenge you... in a good way.”

And I knew he was right. I did want to ride. And any excuse I manufactured to do otherwise was artificial and superficial. In fact, the stars had aligned themselves in such a way that not riding the Dixie 170 would have been a shameful display of self-condemnation and cowardly avoidance. I could not have asked for a better scenario: Perfect weather. An amazing route. And fitness. What is the point of having good legs if they sit idly, itching and twitching to be throttled

and flogged?

I was back in. If I was ever truly out.

“Dammit.” I muttered.

I spiraled into the tunnel vision of preparation. Maps, gear, food, and pesky, taunting ambitions dominated my thoughts for the next several days. In my sleep I saw GPS tracks and singletrack. And in my waking hours I plotted, schemed, and planned. As I did so, the buzz and mojo started to build and materialize into tangible, thick anticipation. Butterflies fluttered in my gut. The bike bags came together, and then, suddenly there I was, lying in the trees at Woods Ranch near Cedar City, Utah staring up at the stars and moonlight, tossing and turning. Sleeping. Waiting.

Waiting for dawn, and the Dixie 170.

The night faded into morning. The sky was clear, the trees still and unmoving. I was too nervous to eat. Another car pulled into the parking lot. And then another. And then one more. A few minutes later, the handful of riders so ambitious and masochistic to attempt this route were busily prepping bikes and making last-minute adjustments to packs and saddlebags and expectations.

My thoughts whirred. “What have I done?” I considered getting back in my car, and driving home. Escaping. Fleeing. But I’d shown my face to the others. I couldn’t run away now. Not now. No, there was no way back.

The nervous energy bouncing from rider to rider was contagious. We greeted one another with handshakes and hugs and mutual admiration. Old friends. And new ones. All bound together by the audacity and ambition of what lie ahead. Singletrack. Dirt. Rock and forest and fear. Hunger and elated euphoria. The electricity was absolute and undeniable. Each of us was hiding our apprehension with toothy grins.

And then, it was time to ride.

The preparation and the planning and the speculation were over. “Run what ya’ brung.” No more scheming. No more wondering. Only pedaling. One hundred seventy miles and 24,000 vertical feet of pedaling. The butterflies gave way to quiet determination and an optimistic thrill. “This is going to be amazing.”

We left our vehicles and our doubts behind, and began climbing through thick evergreens and into the aspen wonderland of Deer Haven.

The gnarly, white and green trees grew like a wall, tightly knitted and bunched. The trail wound and snuck through the gaps in the wall. The morning sun was a brilliant ball of optimism and light. The morning air, crisp and welcoming. It was, at long last, summer in the high country. The enormity of whatever it was we had each set out to accomplish was dwarfed by the natural and ebullient potency of the moment. The wide smiles of the parking lot were still plastered on our faces—molded, goofy Halloween masks.

Narrow and primitive at its origin, the Virgin River Rim Trail begins high in the aspen forests of Black Mountain. Wildflowers cover the forest floor and natural meadows interrupt the thick density of the aspen groves. The trail snakes and winds through the trees, quiet and unassuming. Like the trickling headwaters of rivers that become mighty and wide, eventually the trail becomes well-marked and well-traveled. But in the shadow of Black Mountain, it is pristine and silent and beautiful. Sunday evening, as the sun started to sink behind the western wall of peaks and trees I would find myself on this same stretch of trail. Elated and worn and still—improbably—wearing that same idiotic grin that I had some 35 hours before. I sang an impromptu line, tone deaf and delirious as I was.

“Up, up the mountain side.”

“Smilin’ smilin’, smilin’ wide.”

The car, food, and that sweet satisfaction of a journey’s end were right at my fingertips. Only a matter of time. In fact, riding once again that brief and elegant section of trail was like a homecoming. A return. It, rather than the parking lot, felt like the ride’s finish. It’s Grand Finale. The pain and exhaustion and the dirt and grime were forgotten. Eclipsed by the grandeur and unexpected spontaneity



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Lynda Wallenfels climbs the Chimney Rock Trail near Tropic Reservoir.

of the moment. I stopped. Briefly. And listened to the wind and the leaves. I drank the thin air deeply and deliberately. I did not want the moment to pass. I wanted to stay indefinitely among the trees and flowers of Black Mountain and Deer Haven.

The first hours of Saturday were spent tumbling through the forests of Ponderosa and red rock. The views into Zion National Park and off Cedar Breaks were inspiring and breathtaking. I eagerly gulped the panoramic, wide-angled wilderness, while trying to navigate the bumpy, dark single-track. As the day wore on, the riding became faster, even easier. Long stretches of remote dirt road passed through red and black and brown patches of southern Utah high desert country. Tawny rock pinnacles and castles appeared randomly in the midst of scrub or pine or aspen. In the distance, Brianhead Peak touched the sky. The sun was high and hot. Some of its friendly sheen of the morning had faded into the stillness of the heavy afternoon. The silence of the forest was broken by the constant buzz and song of some unknown insect. Their whirring chirp became a consistent companion throughout the endeavor. The sky gleamed a deep blue.

I rounded a corner and there was Lynda Wallenfels resting in the shade.

We rode the remaining miles into Hatch, Utah—population 127—together. A few minutes later, we were staring in wonderment at the plates of

food that had been placed in front of us at the quaint, but surprisingly busy, Cafe Adobe. My turkey sandwich arrived first. It was the size of a football. Cheese. Bacon. Turkey. French fried potatoes on the side. I questioned the wisdom and prudence of trying to eat such large and copious quantities after eight hours of riding. And with at least another four left ahead of me that night, I questioned further. But after a bite or two, the voracious hunger that I did not know was gnawing at my gut roared its head in ferocious manifestation. Meanwhile, Lynda was going to work on the largest hamburger I'd ever seen, appropriately named "The Gambler." I struggled to finish my turkey and swiss. She on the other hand, devoured The Gambler with the utmost of ease.

Like the ride itself, those sandwiches began with each of us biting off more than we could chew. But little by little, the miles and the hours and the doubt crept into the shadows of happy legs, good conversation, and the majestic Dixie tablelands of red and pink and brown. A land shaped and eroded by time and weather and volcanic expression. We flittered and rolled across the top—and youngest—step of The Grand Staircase.

The sun started to droop into the west while Lynda and I spun the easy miles along the Fremont ATV Trail. Both mental and physical fatigue had started to wear away at our enthusiastic outlook. I was craving the relative comfort of my bivy and the

ethereal escape of sleep. Overlooking the famous Thunder Mountain single-track, we laid out camp and crawled into our bags. Tired. Sleepy. Dusty. In the distance, the Tushar Mountains interrupted the horizon, and the Sevier Plateau loomed dark and purple. My heart raced as I tried to unwind from a 13-hour day. Ninety miles behind me. Eighty more to go.

Apprehension and doubt crept back from the darkness as I drifted off to sleep under the stars of Thunder Mountain.

The Sunday sunrise was inspiring. I crawled out of my bivy and into the morning twilight. The first light of the day was only beginning to touch the bronzed dirt of Thunder Mountain. The trees were indifferent. There was no wind. No sound. I packed my gear back into bags, now covered in fine dust, and watched the sun stretch over the mountains. It was with some reluctance that I climbed back into the saddle, and started to pedal down the trail. Lynda opted for a more leisurely start that day and as I left camp she wished me luck.

Thunder Mountain was all mine. There were no other riders. No other people. I sped and swooped and contoured over the roller-coaster trail. I smiled, in spite of the lingering fatigue and sore extremities.

Day 1 had gone much better than I could have anticipated. I had strong legs. I was focused and motivated. The bike and the packs all held fast. "I could get into bikepacking," I found myself thinking. "This is unbelievable."

Indeed, the entire enterprise became a revelatory discovery. The old limitations of mountain biking no longer existed. Bikepacking, like backpacking, is not bound by space and time. The possibilities become legion and myriad and breathtaking. As I pedaled through the gleaming morning, I thought of the Tour Divide riders. Riders that at that very moment were somewhere in Wyoming or Colorado. Pedaling. Conquering. Discovering the deep dark secrets of human doubt and triumph. I thought of Dave Blumenthal, the Tour Divide racer that had been killed in an accident on the Divide route just a two days before the Dixie 170. I had never met Dave. But his tragic death stung. I read about the news at home, surrounded by my own scattered gear, maps, and packs. The doubt and fear I had held at bay surged and flourished.

Why do any of us ride our bikes in these improbable displays of grandiose self-indulgence? To what end? Is the reward—whatever it might be—worth the pain and the loneliness and the inherent risk? It must be. It has to be. Doesn't it? And yet, every year, more and more mountain bike riders find ways to challenge the boundaries of normalcy and sanity. Pushing limits and breaking through the barriers of distance and mountains and deserts. Why? Who can say, exactly.

I was back where I had started. My feet and hands were swollen and throbbing. My legs numb. I struggled into a change of clothes. I sat idly for a moment, and looked around at the surrounding trees and sky and mountain. I had done it. 170 miles. 24,000



Sunrise over the Thunder Mountain Trail.

vertical feet. 35 hours.

I pulled into a drive-thru restaurant, and ordered the biggest chocolate shake they could make. I sped into the waning light, northward, homeward. The last light of the day lit the peaks of the Tushars in a brilliant, warm gold. And already I started to

plot and plan and scheme... "Next year, I'll be faster..."

The 2011 Dixie 200 (yes, it's 200 miles this year) will take place June 25th. For route information and more details, click visit <http://2-epic.com/events/dixie200.html>

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