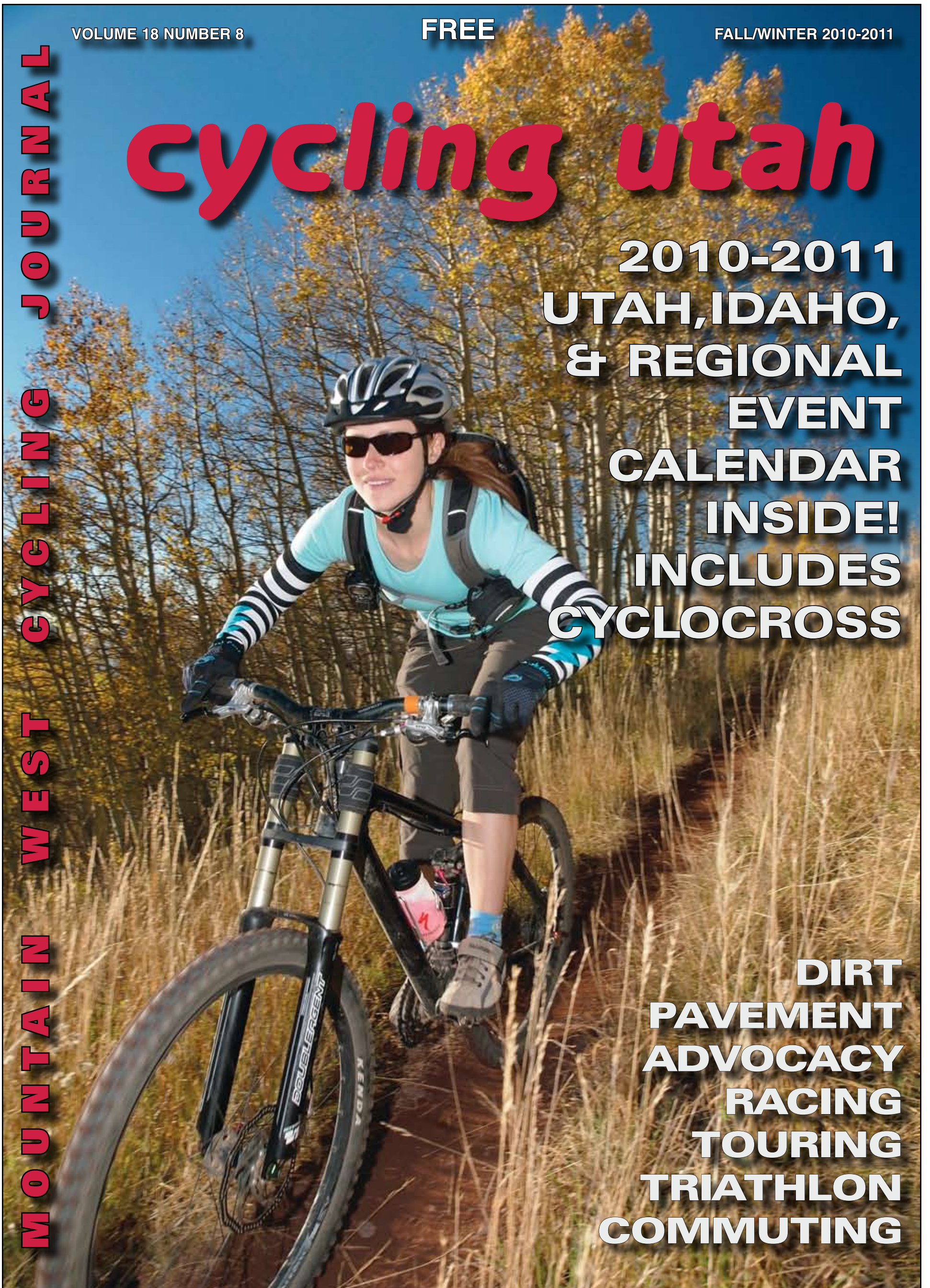


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## SPEAKING OF SPOKES

## Recalling LOTOJA's Past



Above: Dave en route waving to his support crew in 2002.

Right: Cycling Utah contributor and LOTOJA creator David Bern in front of David Ward in Snake River Canyon, 1996.

By David Ward  
Publisher

I was breaking bread a couple of months ago with my buddy and

LOTOJA creator, David Bern. As LOTOJA was coming up in a couple of weeks, we talked of some of our LOTOJA experiences. Since that conversation, I have ridden my 23rd

LOTOJA. I have finished twenty of them, and what a ride it has been. So I thought I would share a few of those experiences.

Probably my second most memorable LOTOJA is my first one in 1986. This was well before the current route was adopted, back when it passed through Soda Springs, Idaho. I had hooked up with two or three others and as we rolled through Soda, one of them saw a McDonald's coming up and said, "It's time for lunch."

Well, I was a novice, and really ignorant about how one survived this event. I thought it was weird, but I pulled off with them and went inside. As they ordered Big Macs, I went to the restroom. While relieving myself, I thought, "This is stupid." So as I came out, I told them I was just going on and left. Now I laugh at that, and that I even considered that maybe this was normal.

It had rained a good part of the day, and by the time I hit Jackson and headed out for Teton Village, my

butt hurt like it never had before, my legs were cramping, it was windy and raining, and I was cooked. I was alternately standing and sitting, first to relieve the pain in my behind, and then the pain in my legs and feet. My wife, Karma, passed me for the final time on the stretch to Teton, and later told me she almost cried because of the pain I was obviously in.

I just kept thinking, "I am almost there. If I finish this, I can say I have done it, and never have to do it again." I did finish, in a driving rainstorm, no less. That was 22 more LOTOJAs ago. My wife's jaw dropped when, later at dinner, she heard me talk of what I planned to do differently the next year.

Another year, as we rode through Preston, and this was back in the day when everyone started together, I was in the middle of the pack when someone went down a few riders in front of me. There was nothing I could do, and I plowed right into a group of downed riders. I waffled my front wheel. Fortunately, my wife, who has been my faithful support person for all but three of these many LOTOJAs, was close behind. (This really dates me because then a person's support could follow behind a rider's group the whole race, jumping ahead just a few miles before the next feed zone.) I jumped off and made a quick wheel change.

But as I tried to leave, I also discovered my derailleur was not working. The rear dropout was bent. So, I had to run to the car, pull out my tools, remove the wheel, remove the rear derailleur, use a crescent wrench to somewhat straighten the dropout, and reassemble the whole thing. It worked, though I could not use my top end gear, and I actually ended up finishing quite well.

One year, a friend and I decided to have our wives jointly support us. Again, support vehicles followed right behind, usually passing before arriving at the next feed zone. Needless to say, this caused congestion, delay and frustration for both riders and support people. I remember the wife of one rider was downright scary in her driving as she roared past riders and vehicles,

Continued on page 27



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**Cover:** Jenni Curtis enjoys perfect fall riding conditions in the high country on the Wasatch Crest Trail

**Photo:** Photo John. See more at flickr.com/photos/photo-john or the gallery at PhotographyREVIEW.com.

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**cycling utah AWARDS****Ellen Guthrie is our Rider of the Year!**

By Dave Iltis

Editor

It's time again for our year-end awards. Each year, Cycling Utah recognizes outstanding cyclists in a number of disciplines. It's kind of like the Academy Awards, but with lycra instead of tuxes, and with a great bunch of cyclists.

Ellen Guthrie focused her riding this season on one goal – winning the World Cross Country Mountain Bike Championships. She finished third in 2009 and this left her hungry for the win in 2010. She trained and raced all season long, competing in numerous road races, the US Mountain Bike XC National Championships, where she finished third, as well as Road Nationals. She won the Masters Women's race in the Tour de Park City, and finished second in her class in the Leadville 100. In the end, it all paid off on September 10th in Balneário Camboriú in southern Brazil where she won the Masters 50+ Women's World Cross Country Championship. She finished the three lap, 16 km course in 1:36:10 to take home the World Champion's Jersey. Ellen Guthrie is our Rider of the Year.

In 2009, Ali Goulet was nearly unstoppable on his cross bike. He won five of eleven Utah Cyclocross Series races, finished third in the Masters 35-39 category at the National Championships, and won 5 of 8 races and the overall in the US Gran Prix of Cyclocross in the Masters 35-39 category. Ali is our Male Cyclocross Racer of the Year

(for the 2009 season).

Erika Powers finished at the top of the Utah Cyclocross Series in 2009, winning four races along the way. She also finished 10th in Masters Nationals in her age category. Erika is our Female Cyclocross Racer of the Year (2009 season).

Dave Harward raced and raced and raced from the start of the season to the end. Along the way, he picked up wins in the Downtown Criterium, Sugarhouse Criterium, Chalk Creek Road Race, stages in the Tour of the Depot and the High Uintas Classic and fifteen Utah Criterium Series races. He also competed in the Tour of Utah for Canyon Bicycles. He coaches numerous riders and helps run the Canyon Bicycles squad. His consistency and results earned him the season titles in both the UCA Points Series and the Utah Criterium Series. Dave is our Male Road Racer of the Year.

Nicole Evans (Millcreek Bicycles) won fifteen races this season including the Utah State Criterium, Time Trial, and Hill Climb Championships on her way to winning the overall UCA Points Series in the Pro/1/3 women's category. Nicole is our Female Road Racer of the Year.

St. George's Spencer Mehr (Gravity Garage) won lots of downhill races this year. He was tops in all 5 Utah Downhill Series events he entered on his way to the Cat 1 19-29 series win. He added a National Championship jersey in the 25-29 age group for his win in the downhill in Granby, Colorado. Spencer is our Male Downhill Racer of the Year.

Ana Rodriguez (Staats/Brothers Bikes) won all five Utah Downhill Series events that she entered this year along with the overall series title. Ana is our Female Downhill Racer of the Year.

Alex Grant (Cannondale Factory Team) won four races on his way to taking the overall Intermountain Cup Series. He also won Park City Point 2 Point endurance race and placed 8th overall in the prestigious Leadville Trail 100. Alex is our Male Mountain Bike Racer of the Year.

KC Holley (Mad Dog/29er Crew) was consistent all season with several podiums and a win on her way to taking the Intermountain Cup Series in the Pro Women's category. She also won the Mt. Ogden 100K, and took home a National Championship in the women's duo category at the 24 Hours of Moab. KC is our Female Mountain Bike Racer of the Year.

Canyon Bicycles dominated the team points competition in both the UCA series and the Utah Criterium Series. They placed well across multiple categories in both series. They also rode a stellar Tour of Utah in support of second place Francisco Mancebo. Canyon Bicycles is our Road Racing Team of the Year.

UtahMountainBiking.com Race Team has done a great job of recruiting families and new riders to the sport. Additionally, they won the Intermountain Cup Race Series team points competition again this season. To do this, they placed well in numerous races and categories and did volunteer trailwork across the Wasatch Front. UtahMountainBiking.com is our Mountain Bike Race Team of the Year.



Above: Ellen Guthrie (Spin Cycle) winning the World Championship XC race in Balneário Camboriú, Brazil on September 10, 2010.  
Photo: Carlos Rivero

com is our Mountain Bike Race Team of the Year.

With 128000 club ride miles this year, Bonneville Cycling Club passed the 1 million mile mark this year.

Their 325 members organized 521 rides this season, including the major

**Continued on page 6**

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## MOUNTAIN BIKE RACING

### 24 Hours of Moab

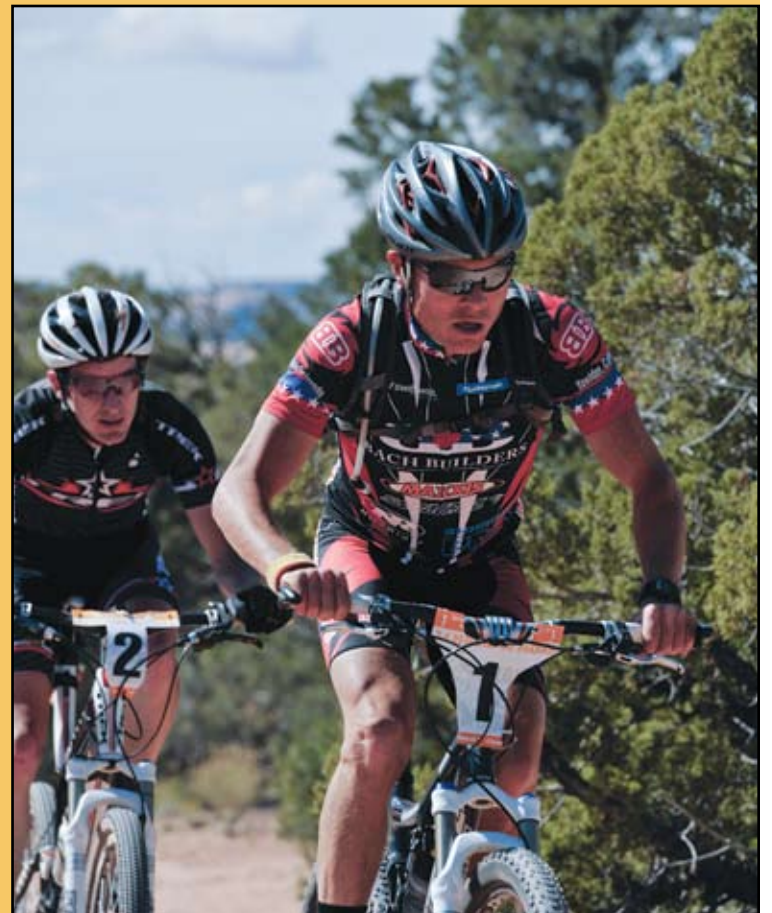
By Adam Lisonbee

The day was clear. Still. Beautiful. The La Sal Mountains, dominating the horizon, were speckled in gold and orange and red. The nearby fins and ledges of ancient sandstone reflected the autumn sunlight. It would have been a scene of serenity and solitude—but for the 400 bike racers sprinting through the desert.

The 16th Annual 24 Hours of Moab was underway. The comic absurdity of the Le Mans sprint was offset—somewhat—by the fact that once again the event was playing host to the USA Cycling 24-Hour National Championships. And once again, in an encore performance to 2009, Josh Tostado (Bach Builders) and Kelly Magelky (Trek) separated themselves from the rest of the solo field. The pair traded the lead throughout the first several hours of the race, taking advantage of the fast course and pleasant weather to turn in unbelievably quick lap times. “We were actually attacking one another pretty much until it got dark,” explained Kelly. “I think the decisive move for him was the effort he put in on our first night lap.” Convinced Josh would have to back off, Kelly settled in, and hoped to reel him back late in the race. “The reality is that Josh didn’t slow down—at all!”

After 18 laps and 24 hours, Josh Tostado celebrated his third straight solo victory at Moab—something nobody else has done—and his second consecutive 24-Hour solo national title. Kelly Magelky finished 2nd, also completing a mind-bending 18 laps. Cary Smith (Hammer Nutrition), Ben Koenig (Rib Mountain Cycles), and Ernesto Marenchin (Speedgoat) rounded out the top five in the solo race.

In the Women’s solo race, veteran 24-hour soloist and adventure racer Jari Kirkland (Alpine Orthopedics) rode away early in the event, establishing a lead that she would keep throughout the entire race, capturing the Stars and Stripes jersey that a knee injury prevented her from pursuing in 2009. She won with a very stout 15 laps around the grueling course. Finishing on the podium



Top: Beautiful scenery on course.

Bottom: Men’s Solo winner Josh Tostado leads second place Kelly Magelky.

Photos: Xavier Fané. See more at [xavierfane.com](http://xavierfane.com).

um in 2nd place was Kris Cannon (Backcountry Provisions), and in 3rd, Laureen Coffelt (Velosoul). Completing the top five were Timari Prais (Kenda) and Cari Wullner.

Also up for grabs were national titles in several team categories. One of the most impressive four-man performances in 24 Hours of Moab history was turned in by the Honey

Stinger/Trek scorching foursome of Jay Henry, “Rad” Ross Schnell, Kalan Beisel, and Len Zanni. The Coloradans spun 22 laps around the 15-mile circuit. That’s 328 miles and nearly 30,000 vertical feet. “When I

Continued on page 24

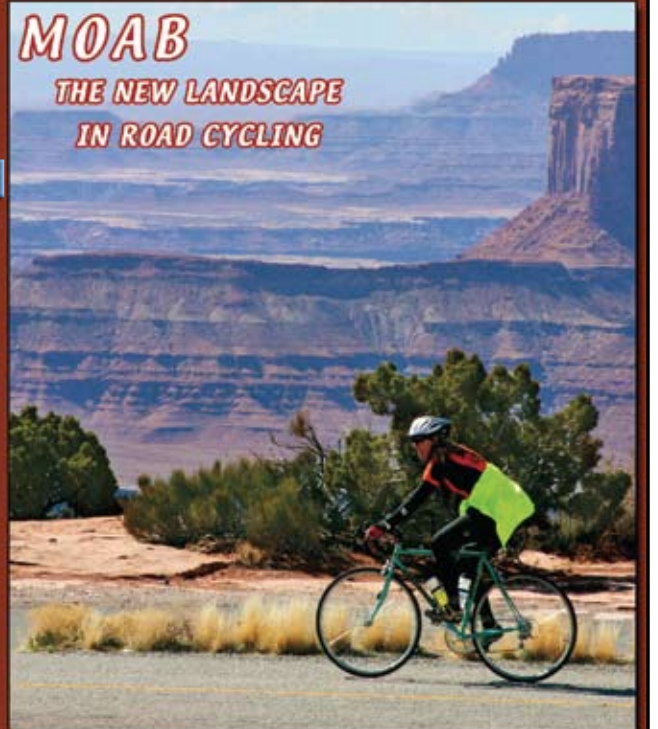
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**GEAR PICKS****SpokeLit by Nitelze**

Rarely have I had a bike part or bike that has provoked as many comments as the SpokeLit bike light by Nite Ize. The light, shaped like a wheel reflector, inserts into the spokes of your wheels. It runs in two modes: continuous or blinky. When you ride, your wheels are completely lit up as the light forms a ring as the wheels rotate. They are highly visible at night, so your chances of being seen by motorists, especially those approaching from the side are greatly increased. Everytime I use these, people on the sidewalk exclaim say, "Cool Lights!" Fellow riders had similar reactions. One trick to using the lights is getting them out of 'test mode'. If you fail at this, the lights shut off after a minute or so. It would help if I read the directions. The only drawback I have found is a relatively short battery life – unfortunately, the battery doesn't last all summer.

I also tried the BikeLit, a small rear blinky light that attaches to a seatbag or seat rails. The light works well and attaches easily, but is not as powerful as other rear flashing lights. Find out more at Nitelze.com.

-Dave Iltis

**New Women's Pro Road Team Features Three Top Utah Riders**

Primal Wear, a cycling clothing company based in Denver, will sponsor Primal-MapMyRide Professional Women's Racing Powered by BH Bikes, a new pro team. The team will be directed by former pro racer Susannah Gordon. The team will

include three of Utah's top female road racers. Nicky Wangsgard, winner of the International Cycling Classic, is a top tier sprinter and winner of many big criteriums around the country. Nicole Evans, 2010 UCA points leader with 15 wins this season, is a strong climber and powerhouse time trialist. Tiffany Pezzulo is an experienced crit rider who finished second overall in the national level USA CRITS Series in 2010.

Other top riders include all-a-rounder and track star Megan Hottman and Emily Kochavek, past U-23 National Champ. While Utah has had several riders race at the pro level in the past, this will be the largest Utah contingent on a single pro team. The team will be competing in National Racing Calendar (NRC) races including Valley of the Sun, Sea Otter, Tour of the Gila, Joe Martin Stage Race, and Elite Nationals. Additionally, the

riders will race locally and regionally. Expect the Utah contingent to place well when they are in town. According to Gordon, the team is "a unique opportunity for all these women and for the companies to focus on women's specific cycling products." All of the sponsors have women's specific product lines that the women will use in competition next season.

-Dave Iltis

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## MOUNTAIN BIKE RACING

# Guthrie Wins World Masters XC Championship!

Ellen Guthrie had one goal in mind this season: to win the UCI World Championship Mountain Bike Cross Country race in Balneario Camboriú, Brazil. The 51-year-old mother of two and physician raced all season, competing on the road and in the dirt to build up to the race. She competed in Road Nationals, finished second in her division in the Leadville 100, won her division in the Tour de Park City, in addition to helping with the Spin Cycle club and the Miller Motor Park Race Series. She chronicles her adventure and win in the 50+ category below.

This race involved a year of planning, 7 months of racing, 3 days of travel to get to the UCI Masters MTB DH and XC World Championships, which were held in Balneario Camboriú, in southern Brazil.

I figured if just made it to the start line, it would be big accomplishment. Especially tough too, given it was the beginning of high school and middle school for my kids. Plus the day of the race was my son's 15th birthday- he said I could go but that he wanted a rainbow jersey in return!



Ellen Guthrie (Spin Cycle) shows her gold medal and World Champion's Jersey. Photo: courtesy Ellen Guthrie

Last year I had won third at Master's MTB XC Worlds in PraLoup, France. I had looked at the French gal in the champion's rainbow jersey and decided that I really wanted to try and win one. So this year I planned to race towards that goal.

I went to Brazil on US Airways because they had reasonable international bike costs, \$85 each way (Delta is \$300). Shipping was \$450+ each way. Leaving Salt Lake City at 10 in the morning, I later slept from Charlotte, NC to Rio on an overnight flight. I arrived at the International airport and spent the next night at a

hotel before flying out of the domestic airport the following morning to go further south to Balneario Camboriú ("BC" from here on), which isn't far from Uruguay. Travelling alone to Rio, I was sure I was going to die, given it has the highest crime rate in the world. I realized that it was really the cab drive I needed to fear. OMG if I could ride like those guys drive...

After 3 days of travel, I got to the beautiful pousada (like a bed and breakfast) in BC. The next big challenge was assembling the bike. Jet lag does not help when you have had your hard bike case bent, the Stan's

sealant exploding onto everything... With no compressor, car or any other ideas after futile floor pump attempts to seal; I scrubbed all the Stan's out in the shower and just went with tubes. I had brought three, but one had an issue, so...no spare tubes. I decided to see if anyone might have one or at least an idea where to get one.

That's when the true joy of this trip came in. The pousada had a mix of Venezuelan, Italian, Colombian and British racers. Between them and the South African racers I met at the neighboring pousada, I was hanging with instant friends. So began a shared experience of loaned equipment, great multi-language conversations, riding together, photos, cheering each other on, driving and eating meals together, beach. The crowds and race officials were also incredibly friendly and courteous too. Everyone was so happy and warm, you felt like they were all old friends. Now they are.

I rode the course the next day after registering. Not too bad but with some REALLY steep bits. The start was actually at the beach resort of Laranjeiras. The course started with an initial paved, then dirt, steep (22%) long climb followed by a long rutted single to double track descent into town. A paved easy climb and then rollers led to a nasty 29% dirt climb that lessened and took one into fragrant lemon-scented forests ensued. The next off-cambered dirt, root and rock rollers were tricky, but the worst was the super steep drop back onto the road. One more very steep singletrack climb to the downhill's descent brought it back to the finish. The course was 5 miles, about 1000 ft vertical per lap. My group

(50+) was to do 3 laps.

Well, the next day it rained. All the roots that had not been an issue were now slick. The dirt became "snotty", as the South Africans would say. People fell, some got hurt. My confidence wilted. Luckily it dried up over the next 24 hrs before race day, but not completely. Descents were still a bit dicey.

September 10th was race day for me. 8:30 start. I hit the first hill HARD. Got a gap and never looked back. Had to run the super steep 29%. No one to tell me gap times but I knew I was in the lead and if those two tubes held I would be OK.

The last downhill course descent was lined with public and media. Big adrenaline rush! Some ledges went into some whoop-de-dooos and then the finish arch. I finished in 1:36. Upraised arms, burst into tears. The Argentinean gal was 2nd and Venezuela third. Great ceremony with the national anthem, flags, flowers, medals and the rainbow jersey I have lusted after. Afterward the media and public went a little crazy. Everyone wanted their photo with the "campionata". People would recognize you days later and want to shake your hand!

It was little sad to leave BC but I had planned on some time in Rio before coming home, which made it easier to leave.

Big adventure, very satisfying. I couldn't have done it without support from Spin Cycle and the GREAT people there, our sponsors, my teammates, all the local racing - especially the Miller race series, and especially my friends and family.

-Ellen Guthrie

## Awards - Continued from page 3

tours, ULCER and Little Red Riding Hood, which raised \$7000 and \$78000 respectively for non-profits. Their club members also participate in various advocacy efforts around the Salt Lake Valley. Bonneville Cycling Club is our Touring Club of the Year.

The PRATT (Parley's Rails Trails and Tunnels Coalition) has been working for ten years to coordinate and secure funding for the class I trail from the mouth of Parley's Canyon to the Jordan River Parkway in Salt Lake County. This year, a major section was opened between the mouth of Parley's and Tanner Park. Over the last couple of years, they have also helped secure funding for the Roper Yard overpass, and with the new Sugarhouse Streetcar, for the section between Sugarmont and the N-S Trax line. Additional sections of the trail should go out to bid next year. For their long and tireless efforts to bring vision to reality, we award PRATT our Advocate of the Year designation.

Little Red Riding Hood is the largest women's only ride in the country. With over 3000 participants, it is the largest single day event in Utah as well. The ride raised \$78000 for cancer research for the University of Utah's Eccles Institute of Human Genetics. Little Red Riding Hood is our pick for Event of the Year.

We also recognize stellar performances on the bike. This year, a number of them deserve accolades. Jeff Louder (BMC) rode like a man possessed in the Tour of Utah's Park City Criterium stage on his way to a solo stage win on the extremely tough course ahead of the top riders in the country. Todd Hageman (Cole

Sport) rode the Tour of Utah while in the midst of recovering from cancer. Justin Griffin and Kelsy Bingham won National Championships in cross country in their age groups. Griffin, 14, also took second overall in the Intermountain Cup 19-29 expert class! Muffy Davis and Jenna Gardner, along with Pocatello's Colin Joyce and Karen Krieg won National Time Trial Championships. Kris Walker took home a National Cyclocross Championship. Sarah Kauffman and KC Holley were National Champions in the 24 Hour Women's Duo Category. Dwight Hibdon won the 60+ National Championship in the Marathon. David Meredith set a new state record, riding north to south, border to border across Utah solo in 25 hours, 27 minutes. Scott Kiser recovered from cancer in part by cycling, competing, and winning several local races. Burke Swindlehurst (teamgive/Orbea) capped the end of a long and illustrious career by winning Colorado's prestigious Iron Horse Classic for the third time this season. And finally, Nicky Wangsgard (Rooster's) won the International Cycling Classic (Superweek) for the second year in a row.

One performance stood out from the others. SelectHealth's Cycling Club is in its fourth year. This season, the 255 rider team raised \$84712, the second highest total in the nation, for diabetes research in the one-day century, the Tour de Cure. We recognize SelectHealth's Cycling Club with our Performance of the Year Award.

And lastly, we would like to thank the cycling community, our readers, and our advertisers for supporting a strong and vibrant cycling scene, for supporting Cycling Utah, and for riding your bike! Have a great winter. See you in the spring.

## Lotoja - Continued from page 19

petitive categories were featured

- The oldest male and female participants that finished the entire course were 68 and 57, respectively

- The youngest male and female participants that finished the entire course were 14 and 15, respectively

- Average participant age was 41 years old with 16 percent being female

- Cyclists traveled from 35 U.S. states and six countries

- 33% were first-time participants

- Over 450 course and neutral support volunteers helped on race day with more than 120 involved as HAM Radio operators

2010 Fundraising FYIs:

- Over \$150,000 raised for the Huntsman Cancer Foundation in 2010

- Thousands of additional dollars raised for other charitable partners, including:

- ASD Connections
- Teamgive
- National Ability Center
- Common Ground Outdoor Adventures
- Plus community youth groups along LoToJa's race route

- Winners of the three fundraising Drawings:

- Jackson Hole Ski Vacation: Lucas Parker, Riverton, UT

(Sponsored by Jackson Hole Mtn. Resort and Rendezvous Mtn. Rentals)

- Madsen Cargo Bike: John Shirley, Salt Lake City, UT (Sponsored by Madsen Cycles)

- Gary Fisher X-Caliber 29er Mountain Bike: Scott Horn, Teton Village, WY

(Sponsored by Autoliv and The Bike Shoppe)

See results on page 8.

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## MECHANIC'S CORNER

## Bike Choice for the New Cyclocross Racer

By Tom Jow

What is cyclocross? Cyclocross, or 'cross, is a mixture of running, log hopping, and road racing on a variety of surfaces including dirt, pavement, and grass all on a modified road bike with knobby tires. Besides being the fastest growing category of bicycle racing (the Utah 'Cross series grew two hundred percent in six years), it is also the most leg burning fun you can have on a bicycle in less than one hour.

One of the best things about cyclocross is that no special bike is required to get started. Oh sure, 'cross fanatics have everything the pros have; multiple bikes and spare wheels, some even have their own personal pit crew. On the other hand, many of the racers ride their regular mountain bikes. Heck, there's even a single-speed category!

The least expensive way to try out 'cross is on a mountain bike. A hard tail frame works great because it is a little lighter (you'll be picking the bike up several times per lap) and there's no suspension to sag while sprinting out of corners. If you'll be using a full suspension bike, minimize the suspension effect by adding 10-15 psi in both the front and rear shock. This will make the bike a little more responsive for sprinting. Avoid the temptation to use only the shock lockout because it can cause damage to the shock if over used.

Remove accessories such as bar-ends, cages, and tool kit. The racing is close and the courses are tight so removing the bar-ends reduces the risk of getting snagged on a branch or the handlebars of a competitor. The races are also short, just thirty minutes for beginners and only an hour for pros, which eliminates the need for drinks. In addition, you're always within walking distance of the car so tools and a flat tire kit is not necessary. Cyclocross courses often have many corners, which also means slowing and accelerating many times per lap. For a small investment, changing to narrower, lighter tires will help increase the quickness of the bike. Look for 26 inch tires with a width in the range of 1.5 to 1.9 inches. The narrower tire will also increase the tire clearance and will reduce packing up with mud on wet days. Riders with 29'er mountain bikes have an advantage in tire selection because they can use the same tires as 700c 'cross bikes. Whether you change tires or not, be sure to pickup some "Slime" tubes or another type of sealant for the tubes to protect from the "Goat Head" thorns that are prevalent in Utah during 'cross season. If you're already using tubeless tires with a sealant, you're all set.

Maybe, however, you're ready

for a 'cross bike. What makes a 'cross bike different and how should it be sized? A cyclocross bike is similar to a road-racing bike with a few unique characteristics. The two most noticeable differences are the cantilever brakes and knobby tires. The wide knobby tires (up to 38mm for amateur racing) combined with low tire pressures provide traction on the wide variety of surfaces to be encountered. The cantilever brakes provide not only greater braking power, but also more clearance for mud (and there will be mud) around the tires and frame. Other differences include the use of a smaller large chain ring, such as a 44 tooth, or maybe even a single front ring, and top mounted brake levers.

When sizing a cyclocross bike, the size and position will be similar to an all around road riding position. Resist the urge to purchase a smaller size frame unless the top tube is about the same length as your road bike. Once the correct frame size is obtained, the saddle height can be set the same or a little lower than the road bike. A slightly lower saddle will be more comfortable in rough terrain, allow the rider to move around to find the best traction and make dismounts and re-mounts easier. The handle bar reach can be about the same but a little higher than the road bike. A higher handlebar position will allow the abdomen to be a little more open for easier breathing and make it easier to ride in the drops, which is a more powerful and better bike handling position.

All this technical talk aside, one of the great things about cyclocross is that everyone is welcome on any bike. This includes mountain, road and 'cross bikes; even single speeds and unicycles! It's no wonder that cyclocross has grown so much; it has courses that are compatible with every skill and fitness level and are extremely spectator friendly. It's muddy, it's clean, and some people even wear costumes. 'Cross is just plain fun.

Note: the International Cycling Union (UCI) has changed two rules of interest (among many) for the 2010-11 'cross season. One now allows the use of disc brakes on cyclocross bikes for international competition. This will undoubtedly further the development of disc brakes for road and 'cross bikes. Second, and more importantly, is a reduction of legal tire width from 35mm to 33mm. This means that anyone entering a UCI category competition (elite men, elite women, elite junior) is restricted to tires "not to exceed 33mm measured at the widest portion of the tire".

Got a bike question? Email Tom at [t1omjow@gmail.com](mailto:t1omjow@gmail.com).

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This year's Sixfifty machines get a major upgrade out back, with the new mp4 suspension. Its asymmetric chainstays and 135x12 mm Maxle thru-axle really bolster lateral rigidity, keeping that rear tire planted and tracking as you take maximum advantage of the wickedly rigid front triangle and a stout 1-1/8"-1.5" tapered head tube that lets you drive hard and deep into corners.

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Aspen, CO 81611  
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Ridgeway, CO 81432  
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Fort Collins, CO 80524  
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Fort Collins, CO 80525  
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Pueblo West, CO 81007  
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Fruita, CO 81521  
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2705 B. Spruce St.  
Boulder, CO 80302  
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Salida, CO 81201  
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Meridian, ID 83642  
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Driggs, ID 83422  
(208) 354-2354



cycling utah

## RACE RESULTS



Cyclo-Cross

### Utah Cyclocross Series Race #1 at Andy Ballard Equestrian Center, Draper, Utah, October 2, 2010

#### Clydesdale

- Tate Jensen
- Mark Hooyer; Cottonwood Cyclery Elite
- Kevin Packer; Skull candy
- Wesley Rasmussen
- Ryan Payne; UtahMountainBiking.com

#### Junior Men

- Joel Roberts
- Zachary Peterson; UMB Cross
- Brad Thurgood; clammy chamios
- Cameron Hooyer
- Kansas Carver; Canyon Bicycles Draper
- Sam Allen; Canyon Bicycles Draper
- Nathan Greenheisen

#### Master 35+ A

- Sam Moore; Canyon Bicycles
- Scott Allen; Canyon Bicycles Draper
- Art O'Connor; Church of the Big Ring
- Tim Matthews; Team Big Ring/RealCyclist.com
- John McKone; Cole Sport

#### Master 35+ B

- John Uibel; 3B Yoga- Parks
- Travis Mickelson; Contender
- Jason Rich; Bountiful Bikes
- Tony Church; CONTENDER BICYCLES
- Mark Fisher; RMCC/Cyclesmith

#### Master 35+ C

- Mark Messer; UMBXC
- Matt Larson; Sugarhouse Cycling
- Todd Udall
- Dave Swensen

#### Master 45+

- Darren Cottle; KUHL/Specialized
- Darrell Davis; Contender Bicycles
- Jeff Clawson; Canyon Bicycles - Draper
- Shane Dunleavy; Ski Utah
- Tim Stack; RMCC/Cyclesmith

#### Master 55+

- Bob Walker; Contender
- Doug Cottle; Canyon Bicycles Draper
- Louis Melini; Millcreek Bicycles
- Bill Peterson; Revolution Cafe Rio
- Lewis Rollins; Contender Bicycles

#### Men A

- Bart Gillespie; Revolution Cafe Rio
- Alex Grant; Cannondale Factory
- Reed Wyoff; Contender Bicycles
- Noah Talley; Racers Cycle Service
- Mitchell Peterson; Cole Sport

#### Men B

- Nate Drozd; Salt Cycling/UMB
- Troy Michaud
- Justin Doll
- Greyson Tipping; Revolution
- Mike Pratt; Canyon Bicycles Draper

#### Men C

- Ethan Fedor; Cole Sport
- Cortlan Brown; Bountiful Bikes
- Greg Larson
- Andrew Barlage
- Jeffrey Perry

#### Singlespeed Men

- Steve Wasmund; Cutthroat Racing
- Mike Barklow; www.alpsmountain-bike.com
- rich Caramadre; rmcc/cyclesmith
- Ryan Ashbridge; Revolution-Peak Fasteners
- Clark Mower; Contender Bicycles

#### Singlespeed Women

- Jenelle Kremer; Revolution-Peak Fasteners
- Clark Mower; Contender Bicycles

#### Women A

- Sarah Kauffman; Elete
- Kris Walker; Contender Bicycles
- Erika Powers; Revolution/Peak Fasteners
- Jen Hanks; Revolution/Peak Fasteners
- Jennie Wade; Church of the Big Ring/Realcyl

#### Women B

- Robynn Masters; CONTENDER BICYCLES
- Shannon O'Grady; Church of the Big Ring
- Monique Simone; Revolution/Peak Fasteners
- Ahmi Bryant; GT Bikes
- Nancy Alcabes; Ski Utah

#### Women C

- AnneMarie White; Wasatch Pilates
- Anna Day
- Rachel Clayson; Spin Cycle Racing
- Virginia Gowski; CONTENDER BICYCLES

#### Women D

- Anna Day
- Rachel Clayson; Spin Cycle Racing
- Virginia Gowski; CONTENDER BICYCLES

### Utah Cyclocross Series Race #2 at Weber Fairgrounds, Ogden, Utah, October 9, 2010

#### Clydesdale

- Alex Whitney; Canyon Bicycles
- Tate Jensen
- Todd Magee
- Kerry Thurgood; Clammy Chamois
- Joel Roberts
- Brad Thurgood; Clammy Chamois
- Kansas Carver; Canyon Bicycles
- Cameron Hooyer; Cottonwood Cyclery Elite
- Zachary Peterson; UMB Cross

#### Junior Women

- Chelsea Layer; Cutthroat
- Sam Moore; Canyon Bicycles
- John McKone; Cole Sport
- Art O'Connor; Church of Big Ring/Real Cyclist
- Shane Dunleavy; Ski Utah
- Tim Stack; RMCC/Cyclesmith

#### Master 35+ A

- Sam Moore; Canyon Bicycles
- John McKone; Cole Sport
- Art O'Connor; Church of Big Ring/Real Cyclist
- Bo Pitkin; Church of Big Ring/Real Cyclist
- Jeff Clawson; Canyon Bicycles - Draper

#### Master 35+ B

- Travis Mickelson; Contender Bicycles
- Kathy Sherwin; Hudz-Vista Subaru
- Denny Kalar; Cole Sport
- Tony Church; CONTENDER BICYCLES
- Mark Fisher; RMCC/Cyclesmith

#### Master 35+ C

- Brock Holt; Bountiful Bikes
- Justin Fugate; The Bike Shoppe
- Dave Swensen; LHM Toyota/Infinite Cycles
- Kevin Williams; Sugarhouse Cycling
- Layne Vanorman; Roosters

#### Master 45+

- Daren Cottle; Canyon Bicycles
- Steve Briley; x-men
- Jeff Clawson; Canyon Bicycles
- Barry Makarewicz; SKI UTAH

#### Master 55+

- Douglas Cottle; Canyon Bicycles-Draper
- Bob Walker; Contender Bicycles
- Louis Melini; Millcreek Bicycles
- Lewis Rollins; Contender Bicycles
- Dennis McCormick; Church of the Big Ring

#### Men A

- Bart Gillespie; Revolution
- Kevin Hulick; Biker's Edge
- Thomas Bender; Kuhl
- Eric Rasmussen; Kuhl/Specialized
- Reed Wyoff; Contender Bicycles

#### Men B

- Greyson Tipping; Revolution
- Weston Woodward; Roosters
- Troy Michaud
- Joe Johnson; Utah Valley University
- Jeff Ure

#### Men C

- Jeffrey Perry; X-MEN
- Kevin Gardner
- Cortlan Brown; BOUNTIFUL BIKES
- Graham Greenlee; Contender Bicycles
- Andrew Love; Specialized

#### Singlespeed Men

- Eric Rasmussen; KUHL/Specialized
- Ali Goulet; Church of the Big Ring
- Men B
- Mike Pratt; Canyon Bicycles
- Nate Drozd; Salt Cycling/UMB
- Greyson Tipping; Revolution
- Jeff Ure
- Guy Perry; Salt Lake Running

#### Men C

- Graham Greenlee; Contender Bicycles
- Jeffrey Perry
- Kevin Gardner
- Andrew Barlage
- Paul Lastayo; Cycle Therapy/Four Corners

#### Men D

- Alison Knutson; Cutthroat Racing
- Diane Evans
- Shelly Wedge; Revolution

#### Singlespeed Men

- Ryan Ashbridge; Revolution/Peaks
- Fastener

- Steve Wasmund; Cutthroat Racing
- Jess Dear; RMCC / Cyclesmith
- John Burton; Joyride Bikes
- Matt Ohran

#### Singlespeed Women

- Jenelle Kremer; Revolution-Peak Fasteners
- Kathy Sherwin; Hudz-Vista Subaru
- Heather Holmes; Yeti-Sunflower Mkts
- Erika Powers; revolution

#### Women A

- Kelsy Bingham; Roosters
- Kris Walker; CONTENDER BICYCLES
- Wesley Rasmussen; Timpangous Cyclery
- Tate Jensen
- Ryan Payne; UtahMountainBiking.com

#### Women B

- Robynn Masters; CONTENDER BICYCLES
- Kara Harris; Ski Utah Cycling
- Nancy Alcabes; Ski Utah Cycling
- Lisa Fitzgerald
- Jamie Bennion

#### Women C

- AnneMarie White; Wasatch Pilates
- Rachel Clayson; Spin Cycle Racing
- Heather Richerson
- Kylie Osguthorpe; Roosters
- Virginia Gowski; CONTENDER BICYCLES

#### Women D

- Anna Day
- Rachel Clayson; Spin Cycle Racing
- Virginia Gowski; CONTENDER BICYCLES

### Utah Cyclocross Series Race #3 at Salt Lake City State Fairpark, Salt Lake City, Utah, October 16, 2010

#### Clydesdale

- Alex Whitney; Canyon Bicycles
- Tate Jensen
- Ryan Payne; UMB Cross
- Mark Hooyer; Cottonwood Cyclery Elite
- Dennis Stafford; Clammy Chamois

#### Junior Men

- Conor Letendre; Roosters
- Joel Roberts
- Cameron Hooyer; Cottonwood Cyclery Elite
- Denny Kalar; Cole Sport
- John Uibel; 3B Yoga
- Travis Mickelson; Contender Bicycles
- Kevin Nelson; Bikers Edge
- Dan Roper; Cutthroat

#### Master 35+ A

- Denny Kalar; Cole Sport
- John Uibel; 3B Yoga
- Travis Mickelson; Contender Bicycles
- Kevin Nelson; Bikers Edge
- Dan Roper; Cutthroat

#### Master 35+ B

- Denny Kalar; Cole Sport
- John Uibel; 3B Yoga
- Travis Mickelson; Contender Bicycles
- Kevin Nelson; Bikers Edge
- Dan Roper; Cutthroat

#### Master 35+ C

- Denny Kalar; Cole Sport
- John Uibel; 3B Yoga
- Travis Mickelson; Contender Bicycles
- Kevin Nelson; Bikers Edge
- Dan Roper; Cutthroat

#### Master 35+ D

- Denny Kalar; Cole Sport
- John Uibel; 3B Yoga
- Travis Mickelson; Contender Bicycles
- Kevin Nelson; Bikers Edge
- Dan Roper; Cutthroat

#### Master 35+ E

- Denny Kalar; Cole Sport
- John Uibel; 3B Yoga
- Travis Mickelson; Contender Bicycles
- Kevin Nelson; Bikers Edge
- Dan Roper; Cutthroat

#### Master 35+ F

- Denny Kalar; Cole Sport
- John Uibel; 3B Yoga
- Travis Mickelson; Contender Bicycles
- Kevin Nelson; Bikers Edge
- Dan Roper; Cutthroat

#### Master 35+ G

- Denny Kalar; Cole Sport
- John Uibel; 3B Yoga
- Travis Mickelson; Contender Bicycles
- Kevin Nelson; Bikers Edge
- Dan Roper; Cutthroat

#### Master 35+ H

- Denny Kalar; Cole Sport
- John Uibel; 3B Yoga
- Travis Mickelson; Contender Bicycles
- Kevin Nelson; Bikers Edge
- Dan Roper; Cutthroat

#### Master 35+ I

- Denny Kalar; Cole Sport
- John Uibel; 3B Yoga
- Travis Mickelson; Contender Bicycles
- Kevin Nelson; Bikers Edge
- Dan Roper; Cutthroat

#### Master 35+ J

- Denny Kalar; Cole Sport
- John Uibel; 3B Yoga
- Travis Mickelson; Contender Bicycles
- Kevin Nelson; Bikers Edge
- Dan Roper; Cutthroat

#### Master 35+ K

- Denny Kalar; Cole Sport
- John Uibel; 3B Yoga
- Travis Mickelson; Contender Bicycles
- Kevin Nelson; Bikers Edge
- Dan Roper; Cutthroat

#### Master 35+ L

- Denny Kalar; Cole Sport
- John Uibel; 3B Yoga
- Travis Mickelson; Contender Bicycles
- Kevin Nelson; Bikers Edge
- Dan Roper; Cutthroat

#### Anna Day

- Meghan Buzzard; Revolution

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- Meghan Buzzard; Revolution

#### Anna Day



3. Joseph Moffitt - Mad Dog 959  
4. Brock Cannon - Cole Sport 613  
5. Eduardo Leon - Contender 605  
**Expert Men 30-39**  
1. Chad Ambrose - Revolution/  
PeakFasteners 985  
2. Derek Ransom - UtahMountainBiking.  
com 813

3. Jon W. Rose - Revolution/PeakFasteners  
755  
4. Aaron Campbell - Bountiful Bicycle 655  
5. Michael Engberson - UMB.com 613

**Expert Men 40+**  
1. Kevin Moffitt - Mad Dog Cycles 1614  
2. Samuel Moore - Canyon Bicycles 1267  
3. Bob Saffell - Revolution/MTBRaceNews.  
com 933

4. John Higgins - Kula Yoga 800  
5. Daren Cottle - Canyon Bicycle 665

**Expert Women**  
1. Lucy Jordan - Revolution/PeakFasteners  
1337

2. Jennifer Hodnett - Mad Dog Cycles 749  
3. Erika Tingey - Las Vegas  
CycleryMOVEDUP 721  
4. Lisa White - KUHLL/Bingham 640  
5. Alison Vrem - Revolution/PeakFasteners  
496

**Single Speed**  
1. Shane Horton - UtahMountainBiking.  
com 568

2. Chris Cole - UtahMountainBiking.  
com 526

3. Rick Sunderlage - Adobe 329  
4. Philip Benson - Mad Dog Cycles 296  
5. Jason True 292

**Sport/Expert 13-15**  
1. Zackery Peterson - UMB.com 743  
2. Tyler Mullins - Racer's Cycle Service 657  
3. Braydon Neilson - UtahMountainBiking.  
com 453

4. Ryan Totman - Autoliv 384  
5. Eric Anderson - Autoliv 330

**Sport/Expert 16-18**  
1. Merrick Taylor - KUHLL 641  
2. Larsson Johnson - Autoliv 631  
3. Evan Taylor 593

4. Conner Smith - Autoliv 451  
5. Aren Burkemo - Team Soldier  
Hollow 356

**Sport Men 19-29**  
1. Kyle Mernitz 575  
2. Brent Randall 517

3. Jake Carroll - Bountiful Bike Center 424  
4. Ted Roxbury - Revolution/Peak 354  
5. Dennis Jones - Mad Dog 351

**Sport Men 30-34**  
1. Jack Gage - UMB.com 798

2. Filip Wojcikowski - Bountiful Bicycle  
Center 544

3. Mike Weber - UMB.com 396  
4. Jason Scarbrough 368

5. Brian Thomas - Bingham Cyclery 367

**Sport Men 35-39**  
1. Mark Messer - UMB.com 803

2. Ryan Nielsen - UMB.com 522  
3. Mike Horne - UMB.com 434

4. Darren Harris - UMB.comMOVED UP 412  
5. Cameron Peterson 281

**Sport Men 40+**  
1. Reed Topham - Hyland Cyclery 946

2. Jason Sparks - UMB.com 803  
3. Keith Payne - Mad Dog Cycles 708

4. Vern Van Leuvan - SVL Healthcare 513  
5. Dave Bensen 385

**Men 50+**  
1. Bruce Lyman - Mad Dog 722

2. Jay Griffin - UMB.com 692  
3. Mark Enders - Autoliv 541

4. Jeff Kingsford - UMB.com 517  
5. Craig Williams - Mad Dog 375

**Clydesdale(220)**  
1. Aaron Mullins - RacersCycleService/  
BlklkPizaa 696

2. James Argo - 613  
3. Greg Johnson - Mad Dog 520

4. Tate Jensen - 365  
5. Ryan Payne - UMB.com 330

**Sport Women**  
1. Angelica Ramirez - UMB.com 492

2. Colleen Tvork - UMB.com 460  
3. Kendra Clark - Mad Dog 439

4. Cat Reay Finlayson - UMB.com 402  
5. Jennifer Curry-Hodnett - Mad  
DogMOVED UP 387

**Women 35+**  
1. Alison Knutson - Cutthroat 621

2. Irene Ota 507  
3. Sally Hutchings - UMB.com 499

4. Wendy Cope - Mad Dog 389  
5. Dorothy Gibson - Mad Dog 377

**9 & Under**  
1. Nash Batten - Mtn. Trails 981

2. Lauren Bingham - Roosters (F) 963  
3. Hattie Ransom - UMB.com (F) 537

4. Jacey Messer - UMB.com (F) 507  
5. Conner Larson - Revolution/Peak 345

**10-12**  
1. Hayley Batten - Mtn. Trails (F) 953

2. Joshua Peterson - UMB.com 896  
3. Anders Johnson - Autoliv 847

4. Bryn Bingham - Roosters 650  
5. Ashley Nielson - Contender (F) 569

**Utah Downhill Series 2010 Overall  
Points**

**Pro Men**  
1. Waylon Smith 120

2. Matt Johnston 116  
3. Nic Hadley 113

4. Jess Pedersen 109  
5. Naish Ulmer 109

6. Chris Hadley 102  
**Cat 1 Men 13-18**  
1. Max Herran 243

2. Galen Carter 223  
3. Parker DeGray 50  
4. Chris Geaslin 46

**Cat 1 Men 19-29**  
1. Spenser Mehr 250

2. Landon Weight 224

3. Kade Salisbury 223

4. Cody Buter 96

5. Robbie Bamgartner 86

6. Travis Elquist 82  
**Cat 1 Men 30-39**  
1. David Clark 235

2. Michael Clark 203  
3. Graham Wagner 123

4. Ryan Osborne 95  
5. Ben McClelland 93

6. Eric Frost 92  
**Cat 1 Men 40-49**  
1. Damon Kirchmeier 100

2. Craig Skinner 92  
3. Richard Wiech 50

4. Scott Neilson 46  
5. Christopher Boudreaux 43

6. Scott Crabill 39  
**Pro Women**  
1. Ana Rodriguez 300

**Cat 1 Women**  
1. Joy Sather 100

2. Christin McCurdy 46  
**Cat 2 Men 13-18**  
1. Graham Reynolds 124

2. Jeremy Hottinger 94  
3. Morgan Judd 58

4. Logan Wilson 56  
5. Carson Giles 53

5. Sterling Petersen 53  
**Cat 2 Men 19-29**  
1. Ryan Mehr 142

2. Garrett Evans 92  
3. Marty Denna 68

4. Ryland Mauck-Duff 56  
5. Norman Adams 53

6. Chris Kading 48  
**Cat 2 Men 30-39**  
1. Eon Jarvis 162

2. Alex Mazurkewycz 85  
3. Dan Grolley 79

4. Ian McPherson 49  
5. Matt Derrick 27

6. Aaron Grutzmacher 26  
**Cat 2 Men 40-49**  
1. Wayne Belles 132

2. Kent Woodfield 132  
3. Doug Cheney 94

4. Steve McLeod 73  
5. Clint Bullock 57

6. Blayne Corwin 45  
**Cat 2 Men 50+**  
1. Shawn Carter 113

2. Blayne Corwin 30  
3. Mike Kelley 26

3. Bill Hart 26  
**Cat 2 Women 19+**  
1. Crystal Beckmann 30

1. Michele Good 30  
3. Lane Larsen 26

**Super D Standings**  
**Pro Men**  
1. Naish Ulmer

2. Greg Gibson  
3. Nick VanDine

**Pro Women**  
1. Connie Misket

**Cat 1 Men 13-18**  
1. Galen Carter

2. Max Herran  
**Cat 1 Men 30-39**  
1. Josh Rhea

**Cat 1 Men 40-49**  
1. Scott Crabill

2. Craig Skinner  
3. Keith Payne - Mad Dog Cycles 708

**Cat 1 Men 50+**  
1. Tim Morris

**Cat 2 Men 19-29**  
1. Scott Townes

2. Aaron Grutzmacher  
3. David Rupp

5. David Creasy  
6. Judd Zimmerman

**Cat 2 Men 30-39**  
1. Tim Schaeffer

2. Ryan Meeboer  
3. Ryan Stenson

4. Jason Hawkins  
5. Eon Jarvis

**Cat 2 Men 40-49**  
1. James Mitchell

2. Roy Kemp  
**Cat 1 Women**  
1. Christin McCurdy

**Cat 2 Men 13-18**  
1. Bodhi Barney

2. Graham Reynolds  
3. Devin Mitchell

**Cat 2 Women 19+**  
1. Whitney Thompson

2. Betsy Meeboer  
3. Kate Atha

4. Amberley Goodchild  
5. Sara Carlson

**10-12**  
1. Hayley Batten - Mtn. Trails (F) 953

2. Joshua Peterson - UMB.com 896  
3. Anders Johnson - Autoliv 847

4. Bryn Bingham - Roosters 650  
5. Ashley Nielson - Contender (F) 569

**UTOJA Classic RR, Logan, Utah  
to Jackson, Wyoming, September  
11, 2010**

**Cit Juniors Cat 5 - Ages 13 to 18**  
1. Trevor Mingo Central Milling; 34:41.1

2. Tanner Rich Liberty Nv Usa; 34:45.6  
**Cit Men Cat 5 - Ages 19 to 24**

1. Aaron Inouye Provo Ut Usa; 25:16.0  
2. Matthew Farr Salt Lake City Ut Usa;

41:17.1  
3. Ryan Van Wagoner Bixfeld; 50:30.9

4. Mikel Roy Marvelousdc/scentsy; 52:04.5  
5. Nathan Harward Red Dog Riders;

58:36.0  
**Cit Men Cat 5 - Ages 25+ 2500**

1. Theron Jeppson Team Jeppson; 15:49.9

2. Brian Jeppson Team Jeppson; 43:14.3

3. Travis Moulding Huntsman Hometown  
Heroes; 46:07.9

4. Mark Moser North Logan Ut Usa;

56:48.3

5. Isaac Ayre Dz Nuts; 03:30.9

**Cit Men Cat 5 - Ages 25+ 2600**

1. Colter Hammer Ozone Racing; 44:57.9

2. Robert Bingham Bingham Clan; 11:39.4

3. Charles St Jeor Sports Den; 15:33.5

4. Matthew Hintze Sports Den; 15:33.5

5. Tim Clark Sports Den; 15:33.5

**Cit Men Cat 5 - Ages 35+ 2000**

1. Glenn Seninger Red Burro Racing;

11:44.1

2. Gregory Smith Red Burro Racing;

14:15.0

3. Todd Leany Red Burro Racing; 14:17.7

4. Jason Christensen Sunrise Cyclery;

24:36.4

5. Eric Balog Jackson Hole Mountain  
Resort; 33:39.5

**Cit Men Cat 5 - Ages 35+ 2100**

1. Michael Nielsen Red Dog Riders;

36:39.9

2. Jason Wickens Dz Nuts; 51:49.3

3. Aaron Menlove Dz Nuts; 51:49.4

4. Derrick Macdonald Team Ckh; 51:53.4

5. Ryan Larsen Life Forward; 02:32.2

**Cit Men Cat 5 - Ages 35+ 2200**

1. Paul Bracken Red Rock; 24:50.2

2. Dwaine Alligier BruteForce; 26:00.4

3. Justin Saba Team Hill; 51:42.7

4. Colt Albrecht Red Rock; 52:12.9

5. Sean Hawes Red Rock; 52:13.0

**Cit Men Cat 5 - Ages 35+ 2300**

1. Karl Pelletier Twin Peaks Racing;

49:12.4

2. Michael Clark Herriman Ut Usa; 00:55.4

3. Steve Newton Ozone Racing; 02:04.2

4. Ryan Woodward Mapleton Ut Usa;

02:06.4

5. Michael Birch Spin Doctors; 09:43.3

**Cit Men Cat 5 - Ages 45+ 2400**

1. Mark Smith Spin Doctors; 42:50.9

2. Tracy Mikesell Logan Race Club; 43:00.9

3. John Lecain Team Hill; 43:02.6

4. Paul Stempniak Laketown Bicycles;

45:36.6

5. Brian Davis Spider Bait Cycling; 45:36.7

**Cit Men Cat 5 - Ages 55+**

1. Edward Brown Panetteria Luigi; 56:41.8

2. Stewart Wilson Travel Depot/tremont-

ton; 22:45.6

3. Robert Nelson Pocatello Id Usa; 31:08.0

4. David Lee Amalga Ut Usa; 35:10.1

5. Craig Hutton Bikers Edge; 14:08.5

**Cit Men Cat 5 - Open Class 2800**

1. Greg Taylor Cyclepath 1; 48:43.1

2. Ryan Bybee Cyclepath 1; 58:42.1

3. Matt Brooks Cyclepath 1; 59:43.7

4. Jason Neal Cyclepath 1; 01:43.1

5. Barry Gates Cyclepath 1; 09:12.1

**Cit Relay Team - 2 Person Team**

1. Team Bacon Steve Addicot, Jason

Travis; 10:30.6

2. Autoliv 2 Steve Jensen, Brian Jensen;

28:17.2

3. Blazing Saddle Sores Jake Malloy, Greg

Miller; 28:17.2

4. Hoback Sports Bradley Nolen, Joel

Ahlum; 29:34.0

5. Og Pain Slade Opheikens, Tim Gladwell;

31:09.2

**Cit Relay Team - 3 to 5 Person Team**

1. Health for Life Chiopracitic Blair

Gardner, Gregory Jensen, Trent Olsen,

Derrick Stanbridge; 06:35.6

2. Contender Bicycles Curtis Sneddon,

Travis Mickelson, Rob Harris; 06:35.9

3. The Bike Shoppe Dnf Jayk Mcmillan,

Matt Howard, Jacob Balls, Nathaniel

Foulger, Nate Messery; 13:41.7

4. Team Max Matt Fairbanks, Shawn

Beckstrom, Ron Niederhauser, Cade

Erickson, Dane Wilkinson; 22:04.2

5. Four Guys Blake Pedersen, M. K.

Mortensen, Dave Nasal, Russ Mayes;

25:13.8

**Cit Tandem**

1. Tolbert & Day Kuhl; 07:22.4

2. Hanson & Hanson Team Hanson;

25:56.7

3. Mecham & Mecham Racers Cycle;

42:52.7

4. Graham & Graham Roadkill; 53:51.0

5. Goddenidge & Goddenidge Smithfield

Ut Usa; 13:06.5

**Cit Women Cat 4 - Ages 13 to 24**

1. Camilla Esposito Logan Race Club;

03:24.4

**Cit Women Cat 4 - Ages 25+**

1. Sarah Jackson Jackson; 28:43.7

2. Kit Deslauriers Y Not; 46:32.8



## CYCLOCROSS

# Cyclocross Bike Choice for the Small Rider

By Sarah Kauffman

For most people, choosing a bike is about finding the raddest bike you can afford. It's about deciding on frame material and components; boutique or big production. But there are some of us that fall, eh hem, outside the typical size spectrum and our options are often a bit more limited.

At 4'11", not every bike company makes a bike small enough for me – and I suspect that some other riders, even a few inches taller, run in to similar difficulties. There are few enough of us riding bikes; it simply isn't profitable to produce bikes that small – especially higher end bikes.

Cyclocross, being a slightly more fringe aspect of the cycling world, presents an even larger challenge. Forget about looking for the raddest, coolest CX bike – if you are under 5'3", you are looking for a bike that fits. Period. Yes, you can race a mountain bike. But if you want to be competitive in CX races, you will need a dedicated CX bike and – you will need it to fit.

I encourage you to buy a bike from a brick and mortar bike shop, one with an actual storefront and not a faceless online retailer. That said, while there are many fine and reputable bike shops here in Utah, I predict you will have a difficult time finding a shop with an extra-small CX bike built up and waiting on the floor. Instead, I encourage you to do some research online and call some local shops prior to going in. Many of them will be willing to get a small CX bike in for you and build it up if you have done some research and have a good idea of what you want.

In doing some research online, the first thing you'll want to look at is the bike's geometry, specifically the Effective (or Horizontal) Top tube. If you are under 5'3", you should probably be looking for a TT of less than 520mm. I also like to look at head tube length because it is often difficult to get the front end low enough on small bikes, especially on CX bikes that have the required spacer under the stem to route the front brake cable. (Although it is possible to set the front brake up with this cable guide on top of the stem, if absolutely necessary). I would look for a head tube length of less than 110mm. But keep in mind that if the head tube uses an internal headset, you can allow this to be a bit longer (by 25mm, or so, as you won't have the additional stack of a headset. You can look at standover height, but I wouldn't get caught up in it. (I'll explain more about why this can't be too important for those of us this short, later). Toe overlap is a common problem on small CX bikes but since it is so dependent on cleat placement and foot size, you really cannot predict whether it will be an issue by simply looking at a geometry listing. But if you have found a bike with a short enough TT (and HT, if that is a

concern for you), it's time to try to get on the bike for a test ride.

Once you have found a bike of acceptable, um, smallness, find a local shop that carries that line of bikes and see if they are able to get one in for you to try. (Of course, do keep in mind that it is an expense for shops to do this so you should be pretty sure by the time you ask them to get a bike in and built for you). Do not, I repeat, do not check the bike's fit by standing over it and lifting it up to check TT clearance. If you are under 5'3", you probably won't have much, if any, but the bike may still fit fine. I have exactly zero inches of standover on all of my bikes. If you are using 700c wheels, it simply isn't possible to leave much clearance for someone as short as us. But really, when was the last time you crashed with both feet planted firmly on the ground? Do you need standover clearance when you are pedaling the bike? If the effective TT is correct, standover simply isn't that important. Don't get caught up in it. Hop on the bike in your cycling shoes and pedal it around. Check for toe overlap. Is there any? Is there only a little, that you could learn to negotiate? I would say toe overlap is only a full-on deal-breaker if it is excessive. Do you feel stretched out or crunched up? Your reach on the bike is the most important element of the fit. This can be fine-tuned by switching stems but these should only be small adjustments. (However, many small bikes come with stems that are a bit long so don't be afraid if you do need to switch out the stem). Trust yourself in the test-ride; does the bike generally feel comfy and inspire confidence?

As I mentioned, toe-overlap is common on small bikes. I have a friend who insists that she must ride a 650c-wheeled CX bike to avoid toe-overlap. I have not found this to be the case but if you are very short with largish feet, that may be something to consider. And although they do exist, there aren't many 650c-wheeled CX bikes. And I would argue that trying to find acceptable tires – especially if you want to use tubular tires – will be a hassle beyond any benefit of a small wheel. Furthermore, if the toe-overlap isn't excessive, it takes only a little practice to learn to negotiate it when necessary. Before long, it will become second nature to ratchet the pedals a half-turn to put your feet at the 12- and 6-o'clock positions on the crank in very tight corners. A pain and an annoyance, perhaps, but not a huge deal.

## Some Bike Choices

This is not exhaustive but here are a few of the smallest dedicated and race-ready production CX bikes. (There are numerous custom frame manufacturers that will make a mini-CX bike exactly to your specifications. I have chosen to not even go there).

**Redline:** Redline makes a size 44cm frame across their entire CX line from the entry level Conquest to their top of the line Conquest Team that comes in super light scandium tubing. (Open, honest, full-disclosure: This is what I ride and although I did not pay full retail for my bike, I am not sponsored or affiliated with Redline in any way. I chose the bike based on reviews, fit, frame mate-

rial and budget). The Redline size 44 has a 510mm TT and a 107mm HT. I changed out the stock 90mm stem for a 70mm. In a size 44, for my Euro sized 38 feet, I have zero, ZERO toe overlap, despite running my cleats quite far back on my shoes. On a CX bike this small, this is really quite amazing. I will also say that this bike absolutely inspires confidence on technical courses. Around corners and through singletrack, it handles much closer to a mountain bike than I might expect. I attribute this to the slightly slacked out head angle (this may also be to thank for the absence of toe overlap). The scandium tubing is stiff for pedaling but comfy over rough surfaces.

**Ridley:** While Ridley does not make their super elite, top-of-the-line frame in the smallest 41cm size, they do make the X-Fire, an extremely high-end, full carbon frameset in a size 41. You can see top Utah pro Erika Powers charging around on that mini-bike at any of the UTCX races. Admittedly, I only had a brief test-ride on this bike but it is undoubtedly the Ferrari of this list. Super light and super stiff – this bike was a rocket ship. A slightly steep front end made the handling razor sharp – although that might feel twitchy to some people. The carbon frame was incredibly responsive under a hard effort.

**Specialized:** The Crux is a new model this year but according to Specialized's website, it will be available in a size 46. As such, I have not seen in person or ridden one of these yet. Still with a 510mm TT and 100mm HT with an internal headset, this bike is certainly intriguing. Also intriguing is the slacked out 69.5 degree head angle, which would no doubt handle really well around technical CX courses (although it might be tricky to muscle around really tight corners). Although, again, this size is not offered at the highest end. In fact, neither the S-Works, nor the Expert level carbon frames are offered in a size 46. This size is only available in an alloy frame. But with Specialized's well-earned reputation for making fantastic and raceable very small bikes, the aluminum frame may not be a big sacrifice if the bike fits and handles well.

**Surly:** The Surly Cross-Check is not necessarily designed to race CX but it is designed to handle CX type terrain. You'll have to decide for yourself if a straight-tubed Cro-Mo frameset is race ready but, regardless, Surly does make a size 42 Cross-Check. With a 522mm effective TT, this bike is a bit long for CX racing. I raced a full season of CX on this bike and while I wasn't competitive in the W1/2/3 fields, I can only attribute part of that to the bike. I built the frame-set up with old parts I had and the rest I scavenged from friends. The bike weighed 24lbs and was an absolute beast to carry over barriers (remember, for riders 5'3" or shorter, the barriers aren't little hops, they're massive leaps. A heavy bike will penalize you here). I suspect that with a decent build (105 level or equivalent), the bike would probably build up around 22lbs. A relatively long bike, even with a pretty steep front end, the handling was pretty slow off-road. And even sliding the rear wheel all the way forward in the

horizontal rear dropouts, it never got under me enough to feel confident down steep pitches or to feel responsive. BUT the Cross-Check converts well as a commuter or touring bike and the slower handling and long wheelbase will be appreciated for those uses. So, although not perfect for racing CX, the Cross-Check is still it's a fairly inexpensive way to get on a dedicated CX bike (and, when you fall in love with CX, you can do what I did, get a racier bike and make the Cross-Check into a bomber commuter bike).

**Terry:** You don't see these bikes on many shop floors so good luck finding a test ride on one. But Terry has been making women specific bikes and cycling clothing/accessories for quite some time and do deserve some mention. While I don't

necessarily agree on their geometry methods (many of their small bikes use 650c wheels or a 24" front wheel and 700c rear wheel - yikes), they deserve some credit for continuing to cater to those of us at the shorter end of the spectrum. Their Valkyrie CX bike comes in an XS, which has an effective TT of 500mm. This bike uses 650c wheels and, again, it will be tough to find any kind of decent tire selection for those wheels. A HT length is not listed but given the small wheels, it may be safe to assume that the front end is kept a bit lower.

Again, this isn't exhaustive but if you are 5'3" or shorter and looking for a CX bike, perhaps, it's a start. Go for it! CX bikes are quirky and illogical almost everywhere...EXCEPT on CX courses where they are perfect and way faster than a mountain bike.

## USA Cycling Cross Country Mountain Bike National Championships to be held in Sun Valley in 2011 and 2012

USA Cycling has set Sun Valley, Idaho as the site for the USA Cycling Cross Country Mountain Bike National Championships in 2011 and 2012.

The event will be organized by Breakaway Promotions and will include the Olympic-style cross country, short track cross country, and Super D competitions.

All categories of racers will duke it out on the trails of Sun Valley for Stars-and-Stripes jerseys during the UCI-mandated dates of July 14-17, 2011.

"I have traveled the world and the U.S. for races and I live in the Sun Valley area of Idaho because it has some of the best trails I've ever ridden as well as welcoming cycling community," explains three-time 24 Hour Mountain Bike World Champion Rebecca Rusch. "I already know this place is world-class and I'm really looking forward to sharing what Idaho has to offer with the best cyclists in the U.S."

The Sun Valley Ski Resort in Idaho will act as the host venue for both the 2011 and 2012 event, while Breakaway Promotions has been chosen by the Sun Valley/Ketchum Chamber and Visitors Bureau as the race organizer.

The downhill, four-cross, and dual slalom contests will be included with the USA Cycling Gravity Mountain Bike National Championships, whose 2011 date and location has yet to be announced.

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When our planners set out to design Daybreak, walkability was at the top of their list. A recent University of Utah study confirmed that community design is influential in the decision for children to walk to school. While only 17% of children in neighboring communities are walking to school, 88% of children in Daybreak have made it a habit.\* At Daybreak, schools, shops, open space, and churches are all connected by parks, trails, and tree-lined streets – providing numerous safe walking routes.

Walkability is only part of Rio Tinto's vision of sustainable development. To read more about the study and to learn more about sustainable development, visit [www.kennecottland.com](http://www.kennecottland.com) and [www.kennecott.com](http://www.kennecott.com)

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\*Data based on a fifth grade sample study released by the University of Utah Department of Family and Consumer Studies in August 2010



## COMMUTER COLUMN

**Carel P. Brest Van Kempen: Extraordinary Artist and Bicycle Commuter**

Carel (left) unloading paintings for a show.

Photo: Kent Tschanz.

By Lou Melini

Carel Pieter Brest van Kempen is not just an artist; he is a Master Member of the Society of Animal Artists. His endorsements include Pulitzer Prize winning Harvard Professor, Edward O. Wilson and Ian Tattersall of the American Museum of Natural History. To view his gallery, go to [cpbrestvankempen.com](http://cpbrestvankempen.com). You will be treated to some fantastic painting. The following thoughts are about his cycling.

Cycling Utah: When did you first start using the bicycle as your primary means of transit? Why do you continue?

Carel Brest van Kempen: I learned to ride a bike late in life: at age 7. I blame that on having lived on a steep hill in Emigration Canyon. Distances between destinations were greater there than in suburban settings, and as kids, bicycles (or horses) were the most effective forms of transportation available to us, so bicycling made a lot of sense, and we got used to riding comparatively long distances out of necessity. Except for a couple of years, immediately after obtaining a driver's license, when a bicycle's luster temporarily dimmed in my eyes,

the basic logic of bicycles as transportation has remained indisputable to me. In the late '70s and early '80s, I worked in restaurants. When you're making \$2.50 an hour, the choice between paying to commute or doing it essentially for free, but adding five or fewer minutes to the trip seemed like a no-brainer. For me, automobiles have always been saved for long trips or hauling big loads. As the easy-to-get-to, easy-to-refine petroleum gets more and more scarce, and the ratio of O<sub>2</sub> to oxides of carbon in the atmosphere continues to tilt, the idea of burning gasoline frivolously only seems nuttier.

C.U.: Is there any relationship between your artistry and for bicycling?

Carel: I really have twin overriding passions in my life: a fascination with nature and a love of drawing and painting. I don't see much of a correspondence between the latter one and my love of cycling, although one may exist. There's a definite relationship, though, with cycling and the first passion. Among my reasons for preferring cycling to driving a car: 1. On a bicycle one is far less insulated from nature and its sights and sounds. Every day I make little

discoveries about nature that I'd have missed had I been in a car. 2. Riding a bike negatively impacts nature less than driving a car.

C.U.: How do you manage shopping on a bike?

Carel: I bought a BOB cargo trailer a few years ago, a purchase that completely changed the dynamics of carrying loads for me. I remember attempting to carry a 50 lb. bag of feed home in a backpack some 30 years ago. My center of gravity was so high that I was forced to walk my bike home. Nowadays, such a load is child's play. I don't recall ever having broken a single egg or crushing a ripe plum while transporting it on a bike, but it does require a little bit more care than hauling groceries home in a station wagon. Between my trailer, panniers, rack and handlebar bag, it's amazing what I can carry—about a month's worth of groceries. I've yet to buy a load of groceries I couldn't carry home in a single trip.

C.U.: According to the Federal Highway Administration the average male drives 16,500 miles and females 10,100. Given the average MPG at 20, that comes out to be 825 gallons for males and 500 for females. In an article in the Christian Science Monitor, Europeans use 286 liters (70 U.S. gallons) per year on average (2001). You used 30 gallons in 2009! Explain how did you do that?

Carel: My automobile (minivan) is only used for taking long trips and hauling big loads and passengers. Acquiring my bike trailer has cut way down on both. I can take back-packing trips on a bike, with the pack in the trailer. I make my living as an artist, and used to have to drive to the shipper numerous times each year. Virtually all of those loads can be carried in the trailer. Last year, I drove to the Springville Art Museum twice, helped a friend move, hauled musical gear and a ladder a few times, and drove a few places with friends and family. Thirty gallons translates to over 500 miles—still quite a bit of traveling. This year, I've driven to the Virgin River and to San Diego, and my gas consumption for 2010 is likely to approach 100 gallons.

C.U.: Give a few examples of how one can cut their car use substantially.

Carel: I think the best way to cut one's car use is to change one's attitude about car use, and to consider

gasoline the precious commodity that it is. I'm surprised at how many good friends of mine still don't understand my own attitude about that. Friends are always offering to drive me somewhere so I don't have to ride my bike, often offering to do twice as much driving as would be required were I to do it myself. Riding a bike (on most days) is more enjoyable than driving, anyway. Not only is it excellent exercise, but I think it's better for one's attitude. I find that when I drive, I tend to get impatient at very silly things. On a bike, you're forced to accept the fact that you'll get there when you get there—I think that probably has something to do with the fact that your speed is directly proportional to the effort you exert. I also find that riding a bike increases your appreciation of distance and your understanding of the land you travel over. A car insulates you from the sounds and smells, as well as some of the sights around you. I enjoy hearing the birds singing and the kids playing, and even smelling the garbage truck. I think one of the factors that sometimes prevents people from bike-commuting is that the very act of using a bike as transportation still communicates poverty to a lot of people, and riding a bike to work can feel like wearing a t-shirt that says "Loser." This is all changing for the better, though. When the price of gas started jumping upwards a couple of years ago, the number of cyclists on the road followed right on its tail.

C.U.: You work as an artist. Do you buy bikes on their artistic appearance or utilitarian value? Can a bike for utilitarian use be looked at as a work of art?

Carel: That's a great question. I've considered painting my bikes, but only for a second, and never seriously enough to actually do anything about it. I don't know why, but I've never considered a bike's aesthetic qualities when buying one. I really appreciate it when I see someone else who's tricked their bike out, but for some reason, that's not a natural place for me to channel my creativity

C.U.: You wrote in a blog about a near-accident. Has that incident changed how you cycle? If so, how? What advice do you have for dealing with aggressive drivers?

Carel: Unfortunately, that incident wasn't particularly unusual, and any lessons it held had already been learned long before. Three days ago, I had two different drivers try to force

me off the road within half an hour of each other. You really have to keep your eyes open, and I make a point of looking each driver in the eye to make sure they see me. About a month ago, I could tell by looking at her that a girl pulling out of a hospital parking lot was looking right through me. I hollered before she even started to move, and alerted her to my presence just as she took off, in time for her to stop before driving right over me. Drivers like her are less disturbing (I assume she was leaving an emotionally wrenching moment and her mind was elsewhere) than malicious or uncaring drivers. It takes some restraint to keep from getting angry at someone who cares more about getting to the next red light as quickly as possible than whether or not your neck remains intact.

C.U.: You used to live in Emigration Canyon that has had a long history of conflicts between bikes and cars. How has cycling changed up Emigration since you were younger?

Carel: When I lived in Emigration, cyclists (nearly all of us were under 16 years of age) rode on the narrow shoulder and had to listen for approaching cars. In some situations you had to stop and pull off to allow a car past. Daytime traffic averaged around a car every ten or fifteen minutes. Cars were less used to seeing cyclists but were less aggressive, too. It seems to me that the current bike/car animosity is a fairly recent development. As with any conflict, there seems to be plenty of blame on both sides. For every driver pulling off the shoulder to surprise a biker there's a pair of bikers riding double-file, refusing to let cars past. It looks to me like something we'll all have to live with for the foreseeable future.

C.U.: Carel, thanks for participating in the column.

This month's commuter will receive a Blaze light set courtesy of Planet Bike. See [PlanetBike.com](http://PlanetBike.com) for more info on their products. Many local dealers also carry their products.

This month's commuter will also receive a \$25 gift certificate courtesy of Saturday Cycles. Find out more at [saturdaycycles.com](http://saturdaycycles.com).

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

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## EDUCATION

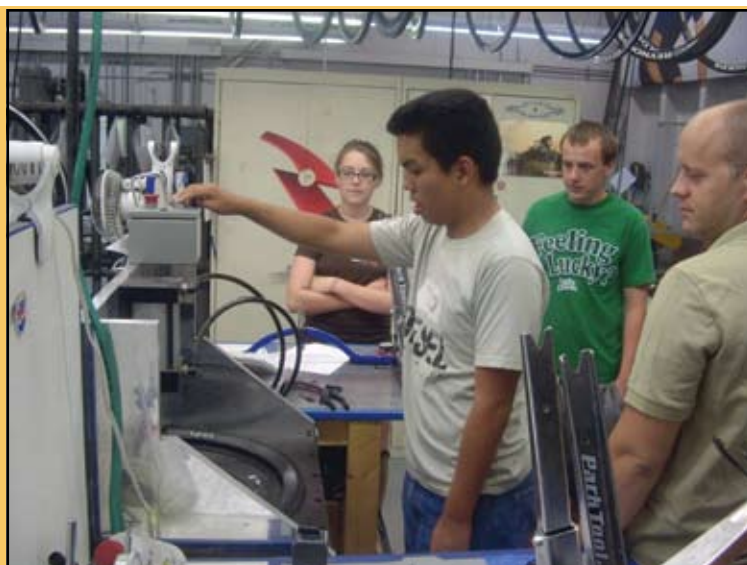
## Using Cycling to Teach Science!

By Chris Humbert

An innovative new program is using cycling and the careers "behind the scenes", as well as Nordic skiing, kayaking, and rock climbing, to teach science, technology, engineering and math to Salt Lake City's K-12 students. The Salt Lake City School District, along with the Governor's Office of Economic Development, has created a new program named the "Face of Fitness", in order to help students appreciate the faces, and contemplate pursuing the sciences, behind these sports.

As part of this Face of Fitness program, a summer camp class was taught at the Salt Lake Center for Science Education, a science-focused charter school within the SLC School District, called the "Climb, Bike & Paddle Summer Camp". Professional cyclists and recent Tour of Utah competitors Burke Swindlehurst (teamgive) and Chase Pinkham (Trek-LIVESTRONG) gave of their time and acted as guest instructors to help make the class a success. Burke discussed the technology behind his bikes, as well as the physiology involved in his training during a long and very successful career as a professional cyclist. Chase, a recent graduate of West High School, discussed nutrition, the rigors of travelling the world to pursue his sport, and his future aspirations in cycling, having just debuted in the professional ranks of cycling.

Other highlights of this past Summer's class at the Salt Lake Center for Science Education included: an in-depth discussion of nutrition as it relates to sport and general health by ProBar founder and president Art Eggertsen, a discussion on carbohydrates and then having the students test their own blood for glucose levels lead by Kate Olsen from the University of Utah's Department of Nutrition, a lesson on the risks of too much sun exposure by former Utah State Criterium Champion and University of Utah physician Chris Hull MD, a tour of the Reynolds



A student gets hands on experience at the Reynolds facility.

Cycling facility led by former Utah State Road Race Champion and former professional cyclist Ryan "Turbo" Barrett, mountain biking the trails of Millcreek Canyon (a first for these students) and road riding the Jordan River Parkway. The summer class also toured the Rock Exotica and Petzl facilities, kayaked both the Jordan River and the Great Salt Lake after first kayaking at the Northwest Recreation Center, and climbed the big walls at Momentum Climbing Gym.

During the regular school year, the Face of Fitness has used the facilities at Soldier Hollow to discuss meteorology, with the Utah Avalanche Center helping to teach avalanche science and the technology behind avalanche beacons. Toko Ski Wax has helped with a lesson on the chemistry behind the creation of fast ski wax. The goal in all of these activities is to bring science to life, make it relevant and show a context in which it is used. The hope is that these students will no longer ask, "why do we need to know this", but that the understanding will be clear, while at the same time being positive and fun!

Surveys conducted by the participating students showed: improvements in general knowledge of science & technology, raised awareness of science and high-tech careers, and raised interest in continuing education in those fields. We have been able to show that by relating science, technology, engineering and math to sports and specifically to cycling, students learn more, have a raised

interest, and want to continue down that path to a successful and exciting career in the outdoor industry!

The Face of Fitness gives students the opportunity to learn about science and technology in real-world applications, and also gives those students an awareness of the related high-tech career opportunities. This integration of sports and science is very exciting in that it both engages the students in the learning of high-tech applications, while also exposing them to life-long activities. The benefits are an exposure to critical science and technology areas across a wide spectrum of applications, which allows the students to remain interested and also will allow them to start to see how "the puzzle pieces fit together". For example, an engineer designing the latest in carbon fiber wheel technology for Reynolds Cycling needs an understanding of lateral forces, chemistry, mechanical engineering, fluid dynamics and the latest high-tech materials. These varied areas all need to be applied harmoniously in order to produce a lightweight wheel that is also aerodynamic and structurally safe. Making these fields relevant for students by applying them to the bicycle industry can then hold more interest for the students through their real-world applications. Making this learning exciting meant having the students actually operate some of the machinery at Reynolds Cycling!

American ingenuity historically has lead the World, but over the past several decades, we have fallen behind. By the 8th grade, the United

## Salt Lake Bicycle Collective News

While the regular riding season is winding down and cyclo-cross is ramping up -- the Salt Lake City Bicycle Collective is pedaling along as usual. During the winter months they need your help more than ever. Volunteers mentor with our year round Earn-a-Bike youth program; refurbish bikes for holiday charity drives as well as build inventory for next spring. Everyone is welcome at the Community Bike Shop (2312 S. West Temple), and the Park Tool School ([www.parktool.com/clinics\\_training](http://www.parktool.com/clinics_training)) is still taught every Monday starting at 6pm. 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 ([slcbikecollective.org](http://slcbikecollective.org)) for a schedule.

As always the Collective needs bicycles so if you have a bike to donate, the Collective can use it, whether it is currently functional or not.

The mission of the Salt Lake City Bicycle Collective is to promote cycling as an effective and sustainable form of transportation and as a cornerstone of a cleaner, healthier, and safer society. For more information, including crank addiction, visit [www.slcbikecollective.org](http://www.slcbikecollective.org) or call 801-FAT-BIKE.

## Interbike to Return to Las Vegas in 2011

Last month, Cycling Utah reported that Interbike, the bicycle industry trade show, might be moving to Salt Lake City in 2011. Unfortunately, that won't be happening. After awarding the 2011 date to Anaheim, California in early August, the trade show organizers received feedback from attendees and exhibitors.

"The announcement that we were moving the show dates and location elicited a very real response that surveys and discussions alone couldn't accomplish," said Andy Tompkins, Interbike show director. "Due to the overwhelmingly positive response to this year's show and the countless conversations we've personally had with exhibitors and retailers regarding the future dates and location of Interbike, we are reversing our earlier decision to move the 2011 show to Anaheim in August. We are hearing loud and clear that, at this time, the industry prefers September dates and the convenience of Las Vegas."

The show will be held on September 12-16, 2011 in Las Vegas. The show will remain in Las Vegas in 2012.

There is no word yet as to whether the organizers are still considering a move to Salt Lake City in 2013. Salt Lake City was in the running for the 2011 trade show organized by Nielsen Expositions, the parent company of Outdoor Retailer, the biggest convention in Utah.

-Dave Illtis

States ranks below not only the traditionally technology-strong countries of Korea, Japan and Taiwan, but also below many Eastern European countries such as Bulgaria and Slovenia. If we want to reverse this trend, a new emphasis on the teaching of science and technology must be realized. As we approach the second decade of this new millennium, we must recognize that all jobs of the future will require a basic understanding of math and science, and its applied cousins of technology and engineering. Once we recognize this, we need to find the most effective ways to teach in an already full

day of learning. A growing trend in education is a real effort to weave together knowledge areas across the spectrum. It has been shown that a very effective way to engage students is by applying the knowledge areas to real, contextual learning. The Face of Fitness is doing this by using sport and physical activity to teach the core areas of science and technology.

To learn more or to inquire about involving your school or student: Chris Humbert, Face of Fitness Program Coordinator with the Salt Lake City School District at [chris.humbert@slc.k12.ut.us](mailto:chris.humbert@slc.k12.ut.us)

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## CYCLOCROSS

## Utah Cyclocross: What To Expect, How To Get Ready

By Ryan Hamilton



Sam Moore (Canyon Bicycles) in the midst of dismounting during the Utah Cyclocross Series Race #3 at the Utah State Fairgrounds on October 16. Sam finished second after leading most of the race. An untimely puncture allowed Art O'Conner to take the win. Photo: Dave Iltis

Cyclocross, like many other cycling disciplines, is made up of several sets of skills and areas to master. With the need to learn to ride off road, on pavement, draft in a pack, ride technical sections of trail, carry your bike over obstacles, and learn race strategy for each type of scenario cyclocross may in fact require more preparation and learning than the other cycling sports we enjoy.

**Bike set up**

First things first, if you don't get your bike set up well nothing else is going to work. For the main details in bike fit and cockpit control set-up see the companion article by Tom Jow. The first step to getting your bike ready for race day is to check the weather report and the race venue. You need to know if you're dealing with dry, mud, or ice and snow. This will tell you the type of tire to choose and a little about brake set-up. Cyclocross, like mountain biking, relies heavily on tire tread for performance. There are tire treads to fit pretty much any application. There is no one set type of tread for each type of course because tread selection is also affected by the skills of the rider. Example: The Andy Ballard Equestrian Center in Draper has a mix of terrain. The race starts off on a long paved climb, followed by some gravel, deep sand/loose dirt, and then on to the hardpack single-track that makes up the majority of the course. A rider that has a lot of mountain bike experience may find a low profile file tread tire to work well on this course. They can handle some rear wheel slides and other tricky course conditions. Another rider more familiar with road racing may need the steadier feel of tires with larger knobs to maintain traction and control. All of this goes out the window if it rains and the course turns into a muddy mess; then you better have some meaty tires and be ready to eat some dirt.

Tire tread is very important, but perhaps more important is the proper tire pressure. With a few exceptions the only rule here, pay attention roadies, go as low as you can without getting pinch flats. Everyone seems to think they know this rule, yet I line up every week with people that have their tires inflated to 50 or 60 psi; this is not low. I am 195 lbs and typically run ~35 psi in a clincher tire. If you are a 120 lb. female you can get away with 27 psi without any problems. You will go much faster by allowing the tire to roll over objects rather than bumping into them. You'll also feel far less fatigue because you'll experience far fewer jarring bumps over the course of a race; this translates to more power, more speed, and more endurance.

**Starting Line**

Most of the UTCX races have a similar pattern to mountain bike races. You're in a group to start, one foot clipped into your pedal, the race director says a few witty things and before you know it you're at 180 bpm, panting and wondering why you paid money to do this. Race classes in Utah Cyclocross can vary



Cameron Hooyer (Cottonwood Cyclery) shows the 'suitcase' technique for carrying his bike over the barriers during the Utah Cyclocross Series Race #3 at the Utah State Fairgrounds on October 16. Hooyer finished third in the Junior Men's race. Photo: Dave Iltis

quite a bit depending in size. The Men's C class is typically the largest; most of the 2009 races had 50-60 riders, one race saw 75 people line up. Other groups like the Clydesdales and Women's classes have 5-15, and the other men's groups somewhere in between. There is usually a wide paved starting area for several hundred yards, often with a hill to help string out the group before funneling into some singletrack.

Placement within the starting group is important. If you are fast and experienced you'll want to line up near the front or you'll find yourself stuck behind slower riders on the singletrack with only a few places to pass. If you are not as fast and place yourself toward the front you won't get jammed up with the other riders behind you, but you may spend the next 10 minutes with someone cussing because they're stuck behind you. Yes it's a race, but be honest with yourself, be a gentleman and let the faster guys move ahead if it's convenient.

**Race Strategy**

This brings us to race strategy. I don't want to spend a lot of time here, one I'm not an expert (just take a look at my results) and two, this can be very specific to the person. We all have strengths. Some spend the summer nearly puking trying to keep up with the peloton and now have loads of fitness, but may be lacking in technical skills. While others had a leisurely summer mountain biking on our many awesome trails and may not have a ton of cardio under their belt, but really shine when the course gets tricky. Take advantage of your strengths and race smart.

I am a solid mid-pack racer. One of the things I love about cyclocross is you don't have to hang with the lead pack for you to still be in the race. Every week I end up duking it out with a half dozen other guys, trading places as we encounter various parts of the course and sometimes sprinting it out for 25th place. 25th is nothing to brag about, but I feel just as happy if I nail that sprint as I would if I won the race. When you get done, you can exchange stories with the others you raced against and stare them down the next week.

**Skills**

Cyclocross is something like the child of a road and mountain bike race, with some genetic mutations. These mutations show up as barriers and hills so steep you have to carry your bike, called a run-up. Both

of these obstacles require a similar set of skills: The dismount and the remount.

To successfully carry out a dismount you need to:

- 1) Unclip your right foot,
- 2) Move your right leg around to the left side,
- 3) Move your right hand to the top tube,
- 4)

Then, in a quick motion unclip your left foot, step on the ground and pick up your bike.

You can then "suitcase" your bike over the barriers by holding onto the left brake hood and the top tube, or throw the bike on your shoulder to move up and over the run-up. After some practice you should be able to head toward the barriers full steam, dismount at the last second and get ahead of your competitors.

Once you run through the barriers or run-up you need to get back on your bike. If you watch an expert do it, it looks incredibly easy. You simply put both hands on the brake hoods, almost but not quite, jump onto your saddle from the left side letting your right inner thigh make contact with the saddle as you effortlessly slide into place on the saddle and clip into your pedals. The faster you can do these things the better. It doesn't really take much energy to do these things, but if you execute the dismount and remount fast and smooth you'll easily gain 2-3 seconds on your competitors each time your reach an obstacle. This can turn into as much as 20-30 seconds by the end of the race, enough to go from 4th to 1st.

**Training For Cyclocross**

Cyclocross races last between 40-60 minutes. The key to training for cyclocross is to get as close to race specific type training that you can. A four hour road ride with a zone 2(easy/moderate) heart rate is not the right kind of training. Cyclocross is made up of a series max heart rate efforts followed by short periods of rest. The best type of training is to find a local park or trail area where you can do interval hot laps on your cx bike. High effort laps followed by short active recovery. Interval trainer workouts also work well when we get into the dark Fall and Winter months. Mix up some tempo zone 3(hard, but sustainable) workouts with other high effort zone 4 and 5 intervals. Heart rate zones 4 and 5 are difficult to maintain for any

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length of time; zone 5 is anaerobic so you'll see significant lactic acid build up during these intervals. You can build up to 15 minute zone 4 intervals and 1-3 minute zone 5 intervals. Some max heart rate intervals can also be added to get the body used to those extreme efforts that are needed during the race. Be sure to allow for recovery between workouts, especially the higher intensity training sessions.

Don't neglect strengthening the body's core muscles. Cyclocross requires riders to navigate off camber turns, bumpy corners and jumping over logs and other objects. Having a strong core will help you maintain balance and speed over the varying terrain that makes up the courses here in Utah. Some exercises you may include in your core workouts are: lower back extensions, rows, crunches (or any of the variety of exercises for training abdominal muscles). Many athletes also like to incorporate swim workouts into their routine as the freestyle stroke works the whole body, including the core, very well. It's a great way to get in a cardio workout while strengthening some much needed muscle groups.

#### Spectating

Just as important as racing 'cross is cheering on the other riders before and after your race. Follow SNL's example and go for More Cowbell. One of the great things about cyclocross is that you can usually see several areas of the course from one vantage point. That, coupled with the fact that racers ride a number of laps mean you can see how your friends are doing for much of the race. You can cheer (or heckle) them several times each lap.

We have a great cyclocross culture here in Utah that seems to com-



Above: Some technical ups and downs are part of most courses. Eric Gardiner (Utah State) negotiates a steep hill at the Utah Cyclocross Race #1 in Draper on October 2, 2010. Photo: Dave Iltis

ing into its own. We now have several vendors serving up tasty food and beverages at the venues. Utahns have also mastered the creative hand-up. Instead of just handing out water bottles to racers they support I've seen bacon and donut hand-ups. I've even seen a rider cross the line with a half-eaten waffle hanging out of her mouth. We've got the Slyfox

cash zone, manned by the gilly suited Slyfox Moonwillow. He's always got a handful of dollar bills, sometimes with a few Benjamins mixed in, to make things exciting.

For a full schedule of events, see the calendar on page 20.

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## CYCLOCROSS

## Sager and Small Win UTCX #4

By Ryan Hamilton

Utah Cyclocross Series: Race #4  
 Ryan Hamilton Scattered rain showers were forecast for Saturday. Many hopeful 'cross races looked expectantly at the clouds on the way to the venue, hoping for some true cyclocross weather. Mother nature taunted us by starting a sprinkling of rain halfway through the Men's C race and continued here and there through the day. The last races of the day, Men's B, Masters 35+ C and Clydesdale were the only one's lucky enough to get a little mud on their faces.

The Women lined up with a lot of anticipation. The first three Elite Women's races have had three different winners. Perennial favorites and up and coming alike took their spots on the front row. When the go sign was given, they shot out determined to be the first to the 180 degree turn. Kris Walker chose correctly by starting with an outside line and was able to maintain speed through the turn for the holeshot. The race was on. Race organizer Matt Ohran, determined to keep people on their toes, ran the race in the reverse direction this week and changed the dynamic of many of the course features. The two log barriers were now approached at a sharp angle and the other at the bottom of a hill,



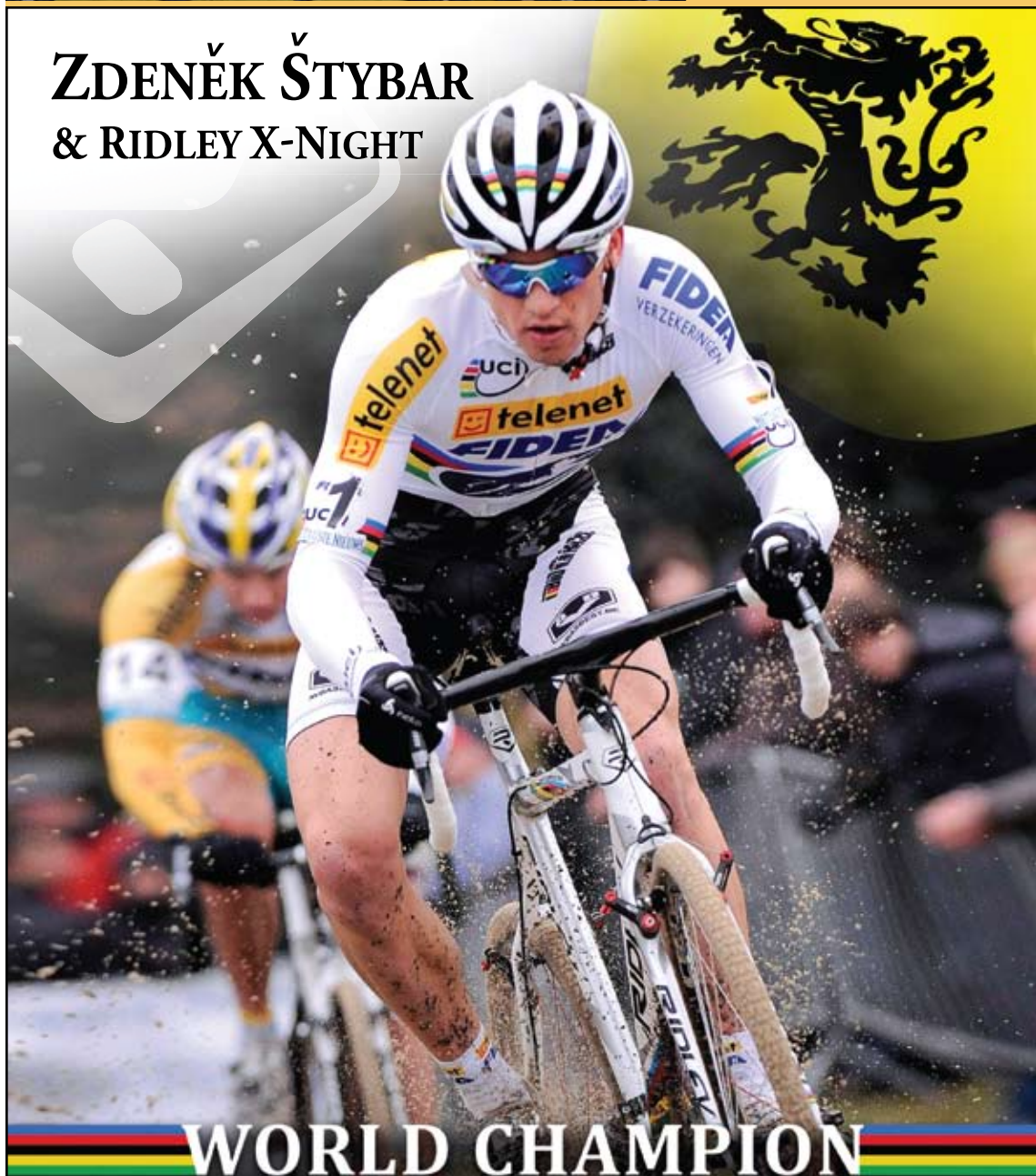
Left: Carmen Small topped the Women's A group.

Photo: Christopher See. Find more at fredmarx.photoshelter.com

Above: The Men's A field punches it off the line. Kevin Hulick (Biker's Edge) leads race winner Jason Sager and the rest of the pack. Photo: Ryan Hamilton

Below: Tanner Cottle (Kuhl) flies over the log barrier in the Men's A's. Photo: Ryan Hamilton

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thus limiting the number of people that could bunny hop and gain the advantage. Pretty soon Carmen Small, from Colorado, and Kelsy Bingham were off the front and setting the pace. The rest of the pack splintered pretty quickly under their relentless pace. Ten seconds back were Kris Walker and Sarah Kaufmann. They traded places back and forth over the course of the race. Whether they worked together or against each other was hard to tell. Either way, it gave them a big advantage over the rest of the pack. They each took a turn going down somewhere on the course, dirtying their kits, but neither one was able to shake the other. Carmen came through the line totally uncontested with Kelsy Bingham about 20 seconds back. Kris Walker was able to hold off Sarah for the bottom step of the podium.

By the time the Men's A racers took the starting line the course was super tacky and really fast; the eventual winner Jason Sager called it hero dirt. The Men's A leaders were called forward with all the usual faces; Goulet, Gillespie, Rasmussen, Wycoff, Sager. After a few words the group was off and blazing. I know these guys are fast, but if you've never watched the A group race you're missing out. Kevin Hulick, a relative newcomer to the UTCX series took the holeshot around the first turn, taking the tight inside line. Somehow the pack made it through without incident and were off to the main portion of the course. The front half of the pack

stuck together, more or less, for the first half of the lap. The pace line heading down the horse track looked more like a locomotive than a 'cross race; these guys were flying.

The lead group soon broke away, lead by Bart Gillespie, Kevin Hulick and Jason Sager. Around lap 5 Sager put on the gas and dropped the group. He very rapidly put a huge amount of distance between he and the chase group. After a couple of laps the chase group settled down to 5 or 6 riders, sticking together for most of the race. At about 3 laps to go, with Sager still miles ahead of everyone else, Goulet blew up and was quickly going backwards through the group. The A racers were now split into 3 main packs, with solo riders scattered throughout. Several crashes from ill-timed barrier crossings further split things up. Sager came through for the lead, with Gillespie and Kevin Hulick rounding out the top 3.

The action continues with Utah Cyclocross race number 5 at Wheeler Farm on Oct. 30. The annual Halloween race is a local favorite. There's nothing like battling it out with a guy racing in a tutu.

See results on page 8.

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**CYCLOCROSS****Gillespie, Kauffman Rip Utah Cyclocross #6**

By Dave Iltis

On a beautiful fall Halloween day, close to 300 riders raced in the Utah Cyclocross Series Race #6 at Wheeler Farm. In the Women's A race, Sarah Kauffman (Elete) emerged victorious following a seesaw battle with Kris Walker, Kelsy Bingham, and Erika Powers all taking the lead during the race. "The girls were being aggres-

sive, everyone spent some time out front. Usually the sand pit, the little technical climb after the sand pit or the barriers was where the lead was changing," said Kauffman. She passed Walker on the last lap to

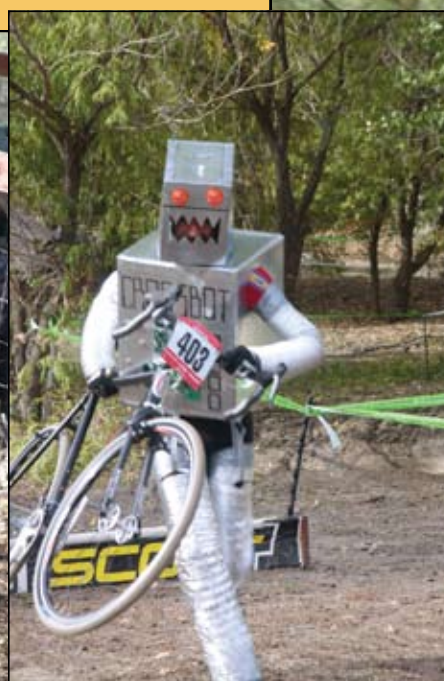


take the win, "I managed to get by her and then I just attacked as hard as I could because I knew she was having some trouble in the sand pit. I was really disappointed

with my race yesterday, I knew this was a good course for me so I rode a lot smarter today."

In the Men's A race, Bart Gillespie (Revolution) took the lead on the second lap and never looked back. "It was a hard course I was patient on the first lap and then Jason (Sager) had a little bobble. That's cross racing. You wait for a guy to make a mistake and try to capitalize on it. I was able to ride pretty hard for two laps and establish a gap. Then after that I just got into a rhythm."

Gillespie, the perennial Utah Cyclocross favorite, won both races



Far Left: Bart Gillespie cruising through the sand pit.

Left: Sarah Kauffman won the Women's A race.

Middle: The Crossbot 3000 won the costume contest during Saturday's race #5.

Above: Art O'Conner (Church of the Big Ring) lead for most of the race, holding off a charging Thomas Cooke (X-Men, not shown) to take the win in the 35+ A field.

Photos: Dave Iltis, see more at [gallery.cyclingutah.com](http://gallery.cyclingutah.com) including a full gallery of costumed riders.

over the weekend.

The Utah Cyclocross Series continues to grow, with over 600 participants over the weekend.

See results on page 8.

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## ROAD RACING

## Burbidge Breaks Hoffman's LoToJa Streak While Halladay Returns for Fourth Win—and a New Women's Record



Race winner Jenn Halladay leads Lisa Tumminello over Strawberry Summit.

Photo: Carolyn Eslinger, Find your photo at Zazoosh.com.

By David Bern

### Thresher also sets new men's record

Somewhere out in the middle of Cache Valley, with sunrise still a good half hour away, Garrett Burbidge wasn't thinking about how to outsmart his rivals over the next 206 miles and win the 28th annual LoToJa Classic.

His thoughts instead dwelled on how badly he wanted to stop shivering. His hands pounded painfully from numbness. The occasional mist and fog that hugged the ground made the early morning air on Sept. 11 feel

colder than the reported 38 degrees.

"My hands were so frozen, I couldn't even squeeze my water bottles," said Burbidge of Salt Lake City. He admitted that he had left the start line at Sunrise Cyclery in Logan significantly underdressed. "I stayed in the middle of the group and tried to stay warm, and tried to keep an eye on Cameron Hoffman. It wasn't until about half way up Strawberry that I started to feel my hands again."

Burbidge (Mi Duole-Barbacoa-Millcreek Bicycles) suffered on his bike through Cache Valley, but he shrugged it off to win the Men's Cat. I, II, III race with a time of 9:06:13. In the process, he took the coveted title from Hoffman who has deci-

sively won the top men's category three years in a row.

"Garrett rode a really good race and he didn't make any mistakes," said Hoffman (Bikers Edge/Destination Homes), who stepped off his bike at Alpine Junction after chasing the Burbidge break for over 30 miles through Star Valley. "At the finish line he also did a great job. ... Now it's his turn to have a target on his back and be the most marked man next year."

Another man who will likely be marked next year is Al Thresher (Red Burro Racing). The Cat. III rider from Las Vegas set a new overall course record of 9:01:44 while winning the Men's Cat. IV, III race. He had attacked on Salt River Pass and was joined by Nate Pack (Gym Jones). The two shared a brutal pace for over 90 miles until Pack punctured after Hoback Junction. From there, Thresher rode in alone.

Both Burbidge and Thresher were revelations at this year's LoToJa, but so too was three-time winner Jenn Halladay (Bob's Bicycles) from Kuna, Id. Halladay, who didn't ride LoToJa in 2009 due to injuries, crushed the Women's Cat. I, II, III field and set a new women's record of 9:44:57.

Her sub-10 hour ride was only about 38 minutes back from the big boys. Even more amazing, the 39-year-old mother of five rode entirely alone in time trial mode for 115 miles from Geneva Summit to the finish line at Jackson Hole Mountain Resort.

"I'm ecstatic about how I finished," she said. "I could feel that I was riding really strong. I felt that I had fast legs and a fast bike. ... I

just held an aero position throughout the race."

Taking a flyer and riding aero for 100 miles wasn't the key to Burbidge's success, but strong legs certainly were, plus a desire to deny Hoffman a fourth consecutive victory. And there was something more: in early spring he stress fractured his right shin bone, and then two days after Memorial Day, was hit by a car while training. The combined serious injuries kept him off the bike for weeks.

But during the Sanpete Road Race two weeks before LoToJa, the 28 year old found himself in a three-man breakaway that held until near the finish. He finished mid pack, but more importantly, he felt good. After nearly five months of recovery, the speed and endurance he enjoyed during a wildly successful 2009 season (he started that year as a Cat. V and ended it as a Cat. II) were coming back.

Such good sensations were in his legs as he climbed for 20 miles toward the 7,424-foot high Strawberry Summit. As the effort began to thaw his frozen hands and arms, Burbidge began to dial in on his rivals. What also warmed his limbs was the sun. For the fifth consecutive year, LoToJa's weather was clear with mostly calm winds.

"Going up Strawberry there were a few riders up the road," he said. "But then Biker's Edge went to the front and turned the screws." The pace quickly went from tempo to brutal. Burbidge and five others topped the summit with a good gap, but were caught by the peloton on the descent to Ovid.

The pack rode together to Montpelier. Hoffman rode away after the feed zone and created a small gap, but the bunch rejoined near the 6,923-foot high Geneva Summit. Hoffman said he made the effort because, "there wasn't any focus to the race at that point."

"As we neared the base of Salt River Pass, there were six to eight riders that had a good gap," said Burbidge. "There were some of

Hoffman's teammates in the break." Burbidge decided to stay and mark Hoffman in the second group, but while climbing the 8% grade to Salt River Pass' 7,630-foot high summit, he decided to jump. No one, including Hoffman, responded.

"When I crested I had a good gap on Cameron," he said. On the descent to Smoot and Star Valley, Burbidge caught the break, which consisted of Bikers Edge riders Jake Pantone and Jonny Hintze, plus Mark Albrecht (Revolution/Café Rio), Mark Schaefer (Barry Lasko DDS Racing), Art Rand (Spokesman Bikes), David Botchek (Twin Peaks Racing), Scott Preston (Revolution/Café Rio) and others.

"Everyone wanted to keep a gap, and the gap stayed down Salt River and maintained to the feed zone at Afton," said Burbidge. The gap reportedly reached five minutes when the break blew through Alpine. Because of a crash just after Afton, the break was down to five or six riders. Yet motivation stayed high.

"It was as if everyone wanted to beat Cameron," said Burbidge. Not wanting to get caught, the break rode red line through Snake River Canyon, past Hoback Junction and down South Loop Road with the magnificent Grand Teton visible ahead.

On the Village Road with three miles to go, Burbidge began to accelerate. He turned around and was surprised to see that he had a small gap. He pushed the pace and stayed away—but not for long. He was caught with 1,000 meters to go.

"At about 700 meters, I looked and they were over to my left," said Burbidge. Despite racing for 206 miles, he still felt fresh and threw down a full out sprint. "I kicked it hard and rode the last 150 meters with my hands in the air. I crossed the line and was just flabbergasted at what happened."

Second and third places were taken by Hoffman's teammates Pantone and Hintze, respectively. Both were awarded finishing times of 9:06:13.

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Burbidge said his LoToJa victory is his biggest to date. He intends to defend his title next year, "unless I get hit by a car two days before the race," he joked.

Hoffman said he's happy for how well Pantone and Hintze rode. He said it was the team's strategy to have them both join a break while he stayed with a second group. The plan was for him to eventually bridge and go for the win.

"My two teammates were supposed to go up the road. That was the tactic," he said. But Hoffman noted that he made a tactical error on the climb to Salt River Pass. When he realized the second group he was in didn't have the horsepower or desire to eventually bridge, it was too late. When the gap was at 45 seconds, "I should have stomped on it."

"I had two teammates up the road with 10 guys on my wheel," he said. "I would have liked to have raced. I had good fitness. I had a target on my back, but that's bike racing. You can't win them all."

Like Burbidge, Jenn Halladay, the Women's Cat. I, II, III winner, also went into this year's LoToJa coming off of serious injury. But her major wounds happened in July 2009.

"I got taken out in the road race at the Cascade Classic," she said. "All I remember is racing and then waking up in the ambulance." She suffered severe facial lacerations and her lower lip was nearly torn off.

Feeling anxious about riding in a pack again, Halladay decided last April to work on improving her time trial skills for the 2010 season. Before this year, she had never really focused on racing against the clock.

"I knew that working on time trialing would be easier on my family," she said. "I was also nervous about getting back into the bunch." Her choice paid off. In August, she won her Cat. I, II age division at Nationals in Louisville, KY.

"I got a red, white and blue flag and a medal," she said with a laugh. The experience not only boosted her confidence in time trialing, but also getting back into road racing.

That confidence was with her well when she and the pack left Logan. The bunch stayed together through Preston and the initial rollers alongside the Bear River in Strawberry Canyon. But then Halladay moved to the front and began to stretch her legs.

"That canyon just fits my profile," she said. Halladay dropped the peloton toward the summit, except for Lisa Tumminello (Primal/Rocky Mountain Colavita). The duo topped out together.

"She was really excited about it," said Halladay about their progress. "I told her to stay with me and we'd work together."

But on the descent to Ovid and then heading into Montpelier, Halladay noticed that Tumminello was having difficulty. On the climb to Geneva Summit, Halladay just rode away from her. After cresting, Halladay got into an aero tuck and moved little from that position for the rest of the day.

Alone, she flew up Salt River Pass and won the Queen of the Mountain prize. On the descent into Smoot she saw a road sign that says "Jackson 80 miles." But the thought of riding all that way alone didn't discourage her.

"I looked at it and thought: That's just two 40-mile rides. I can do that," she said.

With a race official monitoring her progress, Halladay pushed herself to maintain a big gap. By the time she reached Alpine Junction,

her closest competitor was five minutes back. That time doubled when Halladay was on South Loop Road just outside of Jackson.

With the sight of the Grand Teton pulling her toward Jackson Hole Mountain Resort, and knowing her ride was only a few miles away from being over, Halladay pushed even harder on Village Road. With the finish line in sight, her lead was up to 12 minutes.

"My favorite part of the ride was the last five miles," she said. She described crossing the finish line alone as "awesome." Learning a few minutes later that she had set a new women's course record was indescribable. For a long time she had wanted to break 10 hours, and came close in 2008 with a 10:03:21 first-place finish. But now she had improved her time by nearly 20 minutes—without the aid of breakaway companions.

"I just didn't think I could ride that fast by myself," she said.

Taking second place at 9:57:20 was Diana Hassel (Team Rio Grande), and Dina Mishev (Fitzgerald's Bicycles) took third at 10:00:00. Last year's winner Jill Damman (Fitzgerald's Bicycles) took fourth place 39 seconds back from Mishev.

Halladay noted that she now likes time trials, and because of her work in the discipline, this has been her strongest year ever. She started racing seriously six years ago.

In the other record-setting ride of the day, Al Thresher's 9:01:44 experience was similar to Halladay's—except he had a companion for most of the way. That companion was Nate Pack (Gym Jones). The two became an alliance after Pack caught Thresher on the descent from Salt River Pass. Thresher made his move on the ascent because the Cat. IV, III peloton was mostly intact and he didn't want to ride into Jackson with everyone in tow.

"Nate caught up to me and said, 'Let's go for it,'" said Thresher. From Smoot until shortly after Hoback Junction, they shared hard pulls at the front. After Hoback, Pack suffered a puncture and waited for a new wheel. Thresher apologized and kept

the pressure on.

While on Village Road to the finish, he watched his bike computer and determined that he may not only set a new record, but also break nine hours. In fact, when he crossed the finish line, his computer indicated that he had succeeded.

"But then I remembered that I missed my support crew in Afton," he said, which added moments of delay. While waiting for support, his computer stopped compiling time.

But that's okay with Thresher. The 43 year old has been racing for 10 years, and has now won his category at LoToJa three times.

"The goal now is to come back next year and beat the record," he said.

Pack did take second place at 9:05:48 and James Crawford (Simply Mac/Bingham Cyclery) took third at 9:14:25.

According to Race Director Brent Chambers, the LoToJa continues to be a "metaphor for life." Over the past 13 years, he, his organization and volunteers, have taken the race from a few hundred riders, to a major sporting event that attracts thousands. If it weren't for a mandatory rider cap required by permitting agencies, LoToJa would have had over 4,000 participants this year.

What brings Chambers back year after year is the challenge of orchestrating a major bike race and ride through three states. But something more human sits on top of his list.

"My biggest joy is hearing story after story of how LoToJa has changed someone's life for the better," he said. "The event inspires people to live healthier, more balanced lives every day. To me, a healthier society is an improved society."

Chambers affirmed that LoToJa will be back next year, although the organization will face challenges with major road construction at Hoback Junction. As for the event's future, the road is clear.

"I'm constantly looking for ways to improve the experience for the cyclist and their support crew," he said. "And that experience always has to include safety for everyone involved."



Above: Jake Pantone and Jonny Hintze of Biker's Edge lead race winner Garret Burbidge (Mi Duole / Barbacoa) through Snake River Canyon. Photo: Brett Pelletier, Find your photo at Zazoosh.com.

#### 2010 LoToJa factoids:

- The first LoToJa Classic started on an early fall morning in September 1983 when nine cyclists left Sunrise Cyclery in Logan, Utah at dawn and raced northward to Jackson, Wyo. The winning time was just over nine hours by Logan cyclist, Bob VanSlyke.

- At 206 miles, LoToJa is the longest one-day U.S.C.F.-sanctioned bicycle race in the United States.

- LoToJa's course crosses three states, seven counties, and passes through several cities and towns

- An estimated 10,000 to 15,000 calories are burned by each racing cyclist

- Since 1983, LoToJa participants have pedaled 2.7 million miles

- LoToJa features over 8,000 feet of climbing during its first 110 miles

- On average, 87 percent of participants successfully cross the finish line before dark

- King/Queen of Mountain

#### Records:

King: David Francis, Las Vegas, NV – 13:35.70 (2008)

Queen: Tayler Wiles, Bluffdale, UT – 16:52.93 (2009)

#### Specific to 2010:

- New Course Records were set this year by both Men and Women categories

Men's Record: Alfred Thresher, Las Vegas, NV at 9:01:44

(Previous record was set in 2009 by Cameron Hoffman, Clearfield, UT at 9:02:52)

Women's Record: Jenn Halladay, Kuna, ID at 9:44:57

(Previous record was set in 2006 by Tiffany Mainor, Las Vegas, NV at 9:55:06)

- 1,067 competitive cyclists (individual and relays) successfully crossed the finish line this year; of which 90 were relay teams

- 34 Licensed and Citizen com-

Continued on page 6

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## 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](mailto:radcanyon-bmx@radcanyonbmx.com), [radcanyonbmx.com](http://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., Darin Cook, 435-843-4049, [deseretpeakbmx@msn.com](mailto:deseretpeakbmx@msn.com), [deseretpeakcomplex.com](http://deseretpeakcomplex.com)

**Utah Advocacy**

**Utah Bicycle Coalition** — UT, Utah's Statewide Advocacy Group., Ken Johnson, [ubcinfo@utahbikes.org](mailto:ubcinfo@utahbikes.org), [utahbikes.org](http://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 Ittis, 801-328-2066, [dave@cyclingutah.com](mailto:dave@cyclingutah.com), Julian Tippetts, 801-535-7704, [Julian.Tippetts@slcgov.com](mailto:Julian.Tippetts@slcgov.com), [slcgov.com/bike](http://slcgov.com/bike)

**Salt Lake County Bicycle Advisory Committee** — Salt Lake City, UT, Bicycle Facilities Planning Meetings are third Wednesday each month 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](mailto:MHillyard@slco.org), [bicycle.slco.org](http://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](mailto:wp@weberpathways.org) with questions or comments., Mark Bedel, 801-393-2304, [wp@weberpathways.org](mailto:wp@weberpathways.org), [weberpathways.org](http://weberpathways.org)

**Davis Bicycle Advisory and Advocacy Committee** — Farmington, UT, Meetings are held monthly at 6:30 pm on the third Wednesday of the month at: Davis County Building, 28 East State Street Room 219, Farmington., Bob Kinney, 801-677-0134, [bob@bike2bike.org](mailto:bob@bike2bike.org), [davis-bike.org](http://davis-bike.org)

**Mooseknuckler Alliance** — St. George, UT, We accept all types and styles of riders, most important we want people to ride their bikes and enjoy doing it. Most of us love riding our bikes in all types of weather and in multiple disciplines. The Alliance is located in Southern Utah and has group rides to help people get out, meet new friends, and most importantly, have fun riding their bikes., Lukas Brinkerhoff, [lukas@mooseknuckleralliance.org](mailto:lukas@mooseknuckleralliance.org), [mooseknuckleralliance.org](http://mooseknuckleralliance.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](mailto:charlie@mountaintrails.org), [mountaintrails.org](http://mountaintrails.org)

**Mountain Trails Foundation** — Park City, UT, Park City's Trails Group, Charlie Sturgis, 435-649-6839, [charlie@mountaintrails.org](mailto:charlie@mountaintrails.org), [mountaintrails.org](http://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](mailto:bonnevilleshorelinetrail@gmail.com), [bonnevilleshorelinetrail.org](http://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, [news@parleystail.org](mailto:news@parleystail.org), [parleystail.org](http://parleystail.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, [greg@hooleking.com](mailto:greg@hooleking.com), [tinyurl.com/holladaybac](http://tinyurl.com/holladaybac)

**Events, Swaps, Lectures**

**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](mailto:noemail@cyclingutah.com), [slccriticalmass.org](http://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](mailto:sbrown@redrocks.com)

**February 24-27, 2011 — Boise Bike Swap**, Boise, ID, Treasure Valley's only bicycle swap, on February 25 from 5:30pm to 9:30pm and February 26 from 10:00am to 4:00pm location: TBA Admission is \$1 at the door (13 and under free), Mike Cooley, 208-343-3782, [boise-bikeswap@cableone.net](mailto:boise-bikeswap@cableone.net), [boise-bikeswap.com](http://boise-bikeswap.com)

**March 5, 2011 — Sports Am 18th Annual Bike Swap and Expo**, Salt Lake City, UT, Utah State Fairpark, 10th W and N. Temple, Grand Building, 10 am., Check in on Friday, Swap on Saturday. Used and new bikes. \$5 admission., James Zwick, 801-583-6281, [sports@sports-am.com](mailto:sports@sports-am.com), [sports-am.com](http://sports-am.com)

**April 9, 2011 — COPMOBA Bike Swap**, Grand Junction, CO, Jen Taylor, 970-250-9682, [Jen.Taylor@mountainhakis.com](mailto:Jen.Taylor@mountainhakis.com), [copmoba.org](http://copmoba.org)

**April 29-30, 2011 — Utah Bike Summit**, Salt Lake City, UT, Bicycling Summit, Information, talks, workshops on advocacy. Location TBD. Advance registration required; seating limited. Tentative times: Friday: 8 am-7 pm; Saturday: 9 am - 1pm., Tara McKee, 801-870-8504, [taramckee11@msn.com](mailto:taramckee11@msn.com), [utahbikesummit.com](http://utahbikesummit.com), [www.utahbikes.org](http://www.utahbikes.org)

**May 7-8, 2011 — Young Riders Bike Swap**, Park City, UT, Annual Bike Swap to benefit Young Riders Youth Mountain Biking Program. Located at The Yard, 1255 Kearns Blvd Park City, UT., Heinrich Deters, 435-649-

8710, 435-659-1188, [heinrichdeters@yahoo.com](mailto:heinrichdeters@yahoo.com), [youngriders.com](http://youngriders.com)

**May 18, 2011 — Cycle Salt Lake Century Ride Packet Stuffing**, Utah Bike Month, Salt Lake City, UT, We will be stuffing the rider packets at the Gallivan Center Stage at 5:00 p.m. FREE Pizza from Papa John's after stuffing, Jon Smith, 801-596-8430, 801-322-5056, [csllcentury@mac.com](mailto:csllcentury@mac.com), [cyclesaltlakecentury.com](http://cyclesaltlakecentury.com)

**May 21, 2011 — Cycle Salt Lake Century Ride**, Utah Bike Month, Salt Lake City, UT, Utah State Fair Park, 155 N 1000 W. Salt Lake to Antelope Island and back, 37, 67, or 100 mile options. Utah State Fair Park, 155 N. 1000 W., SLC. 7:30 AM Mass start time. Registration opens at 6:00 AM., Jon Smith, 801-596-8430, 801-322-5056, [csllcentury@mac.com](mailto:csllcentury@mac.com), [cyclesaltlakecentury.com](http://cyclesaltlakecentury.com), [ridemybike.com/rides/view/id:263](http://ridemybike.com/rides/view/id:263)

**September 2-5, 2011 — Great Utah Bike Festival**, Cedar City, 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](mailto:bob@bike2bike.org), [bike2bike.org](http://bike2bike.org)

**September 22, 2011 — World Car Free Day**, UT, Ride your bike and leave the car at home! None, [noemail@cyclingutah.com](mailto:noemail@cyclingutah.com), [worldcarfree.net](http://worldcarfree.net)

**Cyclocross**

**November 6, 2010 — Utah Cyclocross Series Race #7 at Andy Ballard Equestrian Center, 1600 E. Highland Dr (13675 S)**, Utah Cyclocross Series, Draper, UT, Matt Ohran, [utahcyclocross@msn.com](mailto:utahcyclocross@msn.com), [utahcyclocross.com](http://utahcyclocross.com)

**November 6, 2010 — Southern Idaho Cyclocross Series**, Southern Idaho Cyclocross Series, TBA, ID, Idaho Velo Park, Brad Streeter, 208-866-3384, [brad@aerospecialties.com](mailto:brad@aerospecialties.com), [idahocyclocross.com](http://idahocyclocross.com), [cxidaho.com](http://cxidaho.com)

**November 6-20, 2010 — The Cube Cyclocross Series**, Rexburg, ID, November 6, 13, 20 at the Nature Park, 9 am, Bob Yeatman, 208-359-3020, 208-716-1349, [boby@rexburg.org](mailto:boby@rexburg.org), [thecube.rexburg.org](http://thecube.rexburg.org)

**November 7-December 12, 2010 — Fall Cyclocross Series**, Ketchum, ID, Elkhorn and Hailey, Sunday mornings, 10 am, until the lifts open, Billy Olson, 208-788-9184, [billy@roadanddirt.org](mailto:billy@roadanddirt.org), [roadanddirt.org](http://roadanddirt.org)

**November 13, 2010 — Utah Cyclocross Series Race #8 at Mt. Ogden Golf Course, State Championship**, Utah Cyclocross Series, Ogden, UT, State Championship at the Mt. Ogden Golf Course, 1787 Constitution Way, Ogden, UT 84403, Matt Ohran, [utahcyclocross@msn.com](mailto:utahcyclocross@msn.com), [utahcyclocross.com](http://utahcyclocross.com)

**November 13-14, 2010 — Sandy Point Beach Race Weekend #2**, Southern Idaho Cyclocross Series, Boise, ID, Toys for Tots Fundraiser and Final Weekend, Jared Rammell, 303-819-0054, [cxidaho@gmail.com](mailto:cxidaho@gmail.com), [idahocyclocross.com](http://idahocyclocross.com), [cxidaho.com](http://cxidaho.com)

**November 14, 2010 — Cutthroat 'Cross**, West Valley City, UT, Hunter Park, 3600 South 6000 West, West Valley City (Parking on 3500 South side of park), Directions: Highway 201 Westbound, left on 56th West, right on 3500 South, Hunter Park on the left, 10:30 AM, Dan Roper, 970-274-6455, [endomasterdr@gmail.com](mailto:endomasterdr@gmail.com), [cutthroatcross.blogspot.com](http://cutthroatcross.blogspot.com)

**November 20, 2010 — Eagle Island Cyclocross Series**, Eagle Island State Park, ID, Eagle Island State Park, 8 miles west of Boise. Take US 20/26 to Linder Road and follow the signs., Brad Streeter, 208-866-3384, [brad@aerospecialties.com](mailto:brad@aerospecialties.com), [idahocyclocross.com](http://idahocyclocross.com)

**November 20-December 18, 2010 — Grand Valley Cyclocross Series**, Grand Junction, CO, 10 am, A, B,

Mens, Womens divisions. Various course venues, Events on 11/6, 11/20 and 12/4, 12/18, Mike Driver, 970-904-5708, [mdriver@livetrainrace.com](mailto:mdriver@livetrainrace.com), [livetrainrace.com](http://livetrainrace.com)

**November 27, 2010 — Utah Cyclocross Series Race #9 at Wheeler Farm, 6351 S. 900 E, SLC**, Utah Cyclocross Series, Salt Lake City, UT, Cross Out Cancer Ride will be held in conjunction with the race. Fundraiser for the Livestrong Foundation. Come out and try cyclocross. Silent Auction too!, Matt Ohran, [utahcyclocross@msn.com](mailto:utahcyclocross@msn.com), [utahcyclocross.com](http://utahcyclocross.com)

**December 4, 2010 — Utah Cyclocross Series Race #10 at Ft. Buenaventura, 2450 A Avenue**, Utah Cyclocross Series, Ogden, UT, Matt Ohran, [utahcyclocross@msn.com](mailto:utahcyclocross@msn.com), [utahcyclocross.com](http://utahcyclocross.com)

**December 8-12, 2010 — US National Cyclocross Championships**, Bend, OR, Kelli Lusk, 719-434-4200, [klusk@usacycling.org](mailto:klusk@usacycling.org), [usacycling.org/cx](http://usacycling.org/cx)

**December 18, 2010 — Utah Cyclocross Series Race #11, Double Points**, Utah Cyclocross Series, TBA, UT, Matt Ohran, [utahcyclocross@msn.com](mailto:utahcyclocross@msn.com), [utahcyclocross.com](http://utahcyclocross.com)

**January 8, 2011 — Last Call CX (Non-Series Event) & Awards Party at Wheeler Farm**, Utah Cyclocross Series, Salt Lake City, UT, Matt Ohran, [utahcyclocross@msn.com](mailto:utahcyclocross@msn.com), [utahcyclocross.com](http://utahcyclocross.com)

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

**March 13-17, 2011 — The Maze**, Moab, UT, 5-day, 120-mi guided tour (maximum of 7 guests) of the Maze, the most remote section of Canyonlands National Park. We are the only mountain bike outfitter to venture this far and offer the most remote highlights of the Maze. Tour includes 4-nights camping, transportation, food and flight out at end of tour back to Moab. Also available Mar 20-24, 27-31, Apr 10-14, 16-20, Apr 30-May 4, 10-14, 19-23, Sep 11-15, 18-22, Oct 8-12, 16-20, 23-27., Barbara Goff, 800-596-2953 x4, 702-596-2953, [info@escapeadventures.com](mailto:info@escapeadventures.com), Tim Schall, 800-596-2953, 800-559-1978, [escapeadventures.com](http://escapeadventures.com)

**March 14-17, 2011 — White Rim (MTB)**, Moab, UT, 4-day, 94-101-mi guided tour follows the edge of canyons carved by the Green and Colorado Rivers. Tour includes 3-nights camping, transportation and food. Also available March 21-24, 28-31, Apr 4-7, 11-14, 18-21, 25-28, May 2-5, 16-19, 23-26, Sep 5-8, 12-15, 19-22, 26-29, Oct 3-6, 10-13, 17-20, 24-27., Barbara Goff, 800-596-2953 x4, 702-596-2953, [info@escapeadventures.com](mailto:info@escapeadventures.com), [escapeadventures.com](http://escapeadventures.com)

**March 16-19, 2011 — White Rim Trail**, Moab, UT, Mt. Bike the 90 mile White Rim Trail in Canyonlands National Park for fun riding for all abilities, stunning vistas, geologic formations and side 4-day and 3-day backcountry camping tour options available starting 3/16 through the end of May and September, additional dates available. See website for details., 800-626-7335, [info@rimtours.com](mailto:info@rimtours.com), [rimtours.com](http://rimtours.com)

**April 28-May 1, 2011 — New Belgium Brewing Company Fruita Fat Tire Festival**, Fruita, CO, 16th Annual festival which is the kickoff to Mtn bike season in CO, World renowned trails, expo, Clunker Crit, Prizes, and live music in downtown Fruita., Mike Heaston Over the Edge Sports, 970-858-7220, [emgmh@emgcolorado.com](mailto:emgmh@emgcolorado.com), [emgcolorado.com](http://emgcolorado.com), [fruita-mountainbike.com](http://fruita-mountainbike.com)

**May 6-8, 2011 — P.A.S.S. Bookcliffs Trailfest**, Price, UT, Trail Rides (New Trails Debuted), Free Camping (Bring your acoustic instruments for the Campfire-Jam), Food, Live Music, Chaos & Mayhem, Friday afternoon warm-up ride will be pretty mellow with a party atmosphere, Saturday & Sunday we ride for REAL - Rides range from short & mellow to ridiculous., Fuzzy Nance, 435-637-2453, [fuzzythebikeguy@msn.com](mailto:fuzzythebikeguy@msn.com), [PASStrails.com](http://PASStrails.com)

**May 15-21, 2011 — Cycling Bryce, Zion, and Grand Canyon National Parks**, St. George, UT, 7-day, 400-mi guided road biking tour of the Bryce, Zion and Grand Canyon National Parks areas, including



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Brian Head, Panguich Lake, Red Canyon and Kanab. Tour includes 6 nights camping with last night at Inn or 6 nights inn stay, transportation and food. Available every Sunday-Saturday from May 15-October 1., Barbara Goff, 800-596-2953 x4, 702-596-2953, info@escapeadventures.com, escapeadventures.com

**May 19-22, 2011 — Bryce and Zion National Parks (MTB)**, St. George, UT, 6-day, 140-mi guided Mtn Biking Tour thru Brian Head, Red Canyon, Navajo Lake Trail, Virgin River Rim and Hiking the Zion Narrows. Tour includes 5-night camping and 1 inn or 5-night all inns, transportation and food. Also available throughout the summer, see website for details., Barbara Goff, 800-596-2953 x4, 702-596-2953, info@escapeadventures.com, escapeadventures.com

**May 27-30, 2011 — Black Hills Fat Tire Festival**, Rapid City, SD, Trail rides, races (hill climb, XC, Super-D), Triathlon with white water kayaking, running, and mountain biking. Film festival and socials., Jerry Cole, 605-394-5225, jerry.cole@rcgov.org, 605-394-5225, info@bhfattirefestival.com, bhfattirefestival.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

## Utah Mountain

### Bike Racing

**November 6-7, 2010 — 25 Hours of Frog Hollow**, Frog Hollow Endurance Series, Hurricane, UT, 25 hour event is from SAT 10am to SUN 10 am with the bonus double midnight lap. Costume contest is from Sat 11 am to Sat 5 pm- contest and awards at 6 PM, Other fun Halloween fun TBA, Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROpromotions.com

**January 29, 2011 — 9th Annual Frozen Hog**, Alpine, UT, Come race in the snow and ice. Categories for everyone from kids to clydesdales. Schwag! Prizes! Where else you gonna ride your bike in January?, Josh McCarrel, 801-756-5014, 801-520-9622, joshmcc@bikepeddlerutah.com, frozenhograce.com

**March 5, 2011 — Red Rock Desert Rampage**, Intermountain Cup, St. George, UT, ICS #1, At the BLM Competition Area: race over classic desert terrain, including Key Hole Wash, Cow Pond single-track, and Rampage Wash. Beginner start at 10:00am. Pro/Expert/Sport start at noon., Kayleen Ames, 435-757-4310, icupracing@yahoo.com, intermountaincup.com, amespromoting.com

**April 9, 2011 — Cholla Challenge**, Tentative, Intermountain Cup, Hurricane, UT, ICS #2, 12-mile loop, a mixture of slickrock and single-track, with challenging short climbs and descents, First race starts at 11:00am., Jerry Simmons, 435-674-3185, jacksimmons@gmail.com, intermountaincup.com, chollachallenge.com

**May 7, 2011 — Showdown at Five Mile Pass**, Intermountain Cup, Lehi, UT, 17th Annual, ICS #3, XC-Fun XC course, 11-mile loop with rolling hills, First start at 9:00am for Under 12, others at 10am., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

**May 14, 2011 — 7th Annual Sundance Spin**, Intermountain Cup, Sundance Resort, UT, ICS #4, XC, 2 loops: a 7.1-mile topping out at 7100 ft, and the small 0.5-mile lowest part of Archies Loop, First race starts at 8 am for U9, 8:30am for U12, others 9:30am., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

**May 21, 2011 — 9th Annual Hammerfest at the Hollow**, Intermountain Cup, Midway, UT, ICS#5, Soldier Hollow, 9-mi loop with 1100' vertical per lap. Climbs and fast descents through a maze of ski trails at the Olympic venue of Soldier Hollow, new singletrack added, First race starts at 9:00am for U12, others at 10:00am., Ed Chauner, 801-942-3498, icupracing@yahoo.com, intermountaincup.com

**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 8:15am for U12, others at 9:00am., 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, 20th annual, National Championship Qualifying Event. Multi-lap course on Deer Valley's and Deer Crest's world-famous trail system, climbs and twisty single-track downhill through the dense woods, First start at 8:15am for U12, others 9:00am., 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 in Wellsville Canyon. Multiple laps, winding singletrack through trees. Reg opens at 8 AM. Beg race start at 9 a.m., spt at 11 a.m., exp/pro at 1:30 p.m., Kayleen Ames, 435-757-4310, icupracing@yahoo.com, amespromoting.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 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-

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## Canyon Sports Bicycle Transit Center Opens

On September 25th, the Canyon Sports Bicycle Transit Center (BTC) opened in Salt Lake City at the Intermodal Hub. The new facility combines self-service bicycle storage for commuters, shower facilities, do it yourself repair facilities along with a full service bike shop. The facility was funded through a partnership of the Utah Transit Authority, Salt Lake City, Wasatch Front Regional Council, Utah Department of Transportation, U.S. Department of Energy and the Salt Lake City Mayor's Bicycle Advisory Committee and will be run by Canyon Sports.

The BTC will have storage for 86 bicycles. Memberships are needed to store a bicycle and are available on a daily, monthly, or yearly basis for \$2, \$12, or \$96 respectively.

The BTC is located in the UTA Intermodal Hub at 250 S., 600 W. in Salt Lake City.

Find out more at [bicycletransitcenter.com](http://bicycletransitcenter.com) or call 801-359-0814.

942-3498, [icupracing@yahoo.com](mailto:icupracing@yahoo.com), [intermountaincup.com](http://intermountaincup.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](mailto:bob@bike2bike.org), [bike2bike.org](http://bike2bike.org)

**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](mailto:sports@sports-am.com), [sports-am.com](http://sports-am.com)

## Regional Mountain

### Bike Racing

**November 20-21, 2010 — Endurance High Test**, Bootleg Canyon, NV, XC, Francine Johnson, 702-273-0537, [johnsonrockhard@hotmail.com](mailto:johnsonrockhard@hotmail.com), [bootlegcanyon.org](http://bootlegcanyon.org), [myspace.com/johnsonrockhard](http://myspace.com/johnsonrockhard)

**November 27, 2010 — 12 & 6 Hours of Bootleg**, Boulder City, NV, 8 a.m. start for 12 hour, 11 a.m. start for 6 hour. 7.5 mile loop using Lower & Middle Lake, IMBA, POW and Par None trails. IT has several rolling hills and gradual descents. This course is designed for an endurance event. No drop offs of scary off camber, BC stuff, Dominic Guinto or Keith Hughes, 702-274-7523, [info@sun-setracing.com](mailto:info@sun-setracing.com), [12hoursorbootleg.com](http://12hoursorbootleg.com)

**December 18-19, 2010 — Screamin Santa**, Bootleg Canyon, NV, SD, DH, Francine Johnson, 702-273-0537, [johnsonrockhard@hotmail.com](mailto:johnsonrockhard@hotmail.com), [bootlegcanyon.org](http://bootlegcanyon.org), [myspace.com/johnsonrockhard](http://myspace.com/johnsonrockhard)

**February 19-20, 2011 — All Mountain's Mob n' Mojave - The Best in the West**, Boulder City, NV, Super-D and Downhill, all day practice on Friday., Francine Johnson, 702-273-0537, [johnsonrockhard@hotmail.com](mailto:johnsonrockhard@hotmail.com), [johnsonrockhardracing.com](http://johnsonrockhardracing.com), [allmountaincycling.com](http://allmountaincycling.com)

**March 18, 2011 — STXC Series #1**, STXC Series, Boise - Mountain Home, ID, Fast fun action with banked corners, plenty of passing around the whole course, safe for all ability levels...and it's just for fun!, Hal Miller, 208-869-4055, 208-720-3019,

[info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), [brokenspokecycling.org](http://brokenspokecycling.org)

**March 19-20, 2011 — Greener Grasses 4th Annual St. Patty's Day Memorial**, Bootleg Canyon, NV, Super D, Saturday, 3-19: fast, flowy, tech ~5 miles Sunday, 3-20, Downhill: FAST, tech, ~ 3.5 miles. All day practice shuttles on Friday., Francine Johnson, 702-273-0537, [johnsonrockhard@hotmail.com](mailto:johnsonrockhard@hotmail.com), [johnsonrockhardracing.com](http://johnsonrockhardracing.com), [allmountaincycling.com](http://allmountaincycling.com)

**March 25, 2011 — STXC Series #2**, STXC Series, Boise - Mountain Home, ID, Fast fun action with banked corners, plenty of passing around the whole course, safe for all ability levels...and it's just for fun!, Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), [brokenspokecycling.org](http://brokenspokecycling.org)

**April 3, 2011 — Sagebrush Scramble**, Knobby Tire Series, Boise, ID, STXC. Action-packed short track racing just 23 miles SE of Boise Racing and BBQ starts at noon., Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), [brokenspokecycling.org](http://brokenspokecycling.org), [knobbytireseries.com](http://knobbytireseries.com)

**April 9, 2011 — 16th Annual Barking Spider Bash**, Wild Rockies Series, Nampa, ID, Part of the USA Cycling National Series. Less than 1000 vertical ft per lap—elevation gain for hillclimbs. We are using the "old" original, 2-3 hr XC course and 1 hour trail run, includes roller coaster single track and wide open fire road. Lots of fun all day, awards ceremony, food and beverages., Darren Lightfield, 208-388-1971, [wildrockiesemail@yahoo.com](mailto:wildrockiesemail@yahoo.com), [wildrockiesracing.com](http://wildrockiesracing.com)

**April 29-May 1, 2011 — Rabbit Valley Rally- MSC #1**, Mountain States Cup, Fruita, CO, Off-road time trial (endurance) on Saturday is 4.6 miles of mixed technical terrain. Cross country (endurance) on Sunday with distances for all categories. Pro/CAT 1 course is 31 miles incorporating Kokopelli Trail, Westwater Mesa and Western Rim., Sarah Rawley, 720-407-6142, [info@racemsc.com](mailto:info@racemsc.com), [racemsc.com](http://racemsc.com)

**April 30, 2011 — MTB Race Productions Dirt Circuit Race**, tentative, Bob Saffell, [stupidbikebs@me.com](mailto:stupidbikebs@me.com),

**May 6-7, 2011 — New Belgium Brewing Company 18 Hours of Fruita**, Loma, CO, 7th Annual, Highline Lake State Park, 12 mid-night start, 18 Hr race on 6.5 mile loop., Mike Heaston Over the Edge Sports, 970-858-7220, [emgmh@emgcolorado.com](mailto:emgmh@emgcolorado.com), [emgcolorado.com](http://emgcolorado.com), [fruitamountainbike.com](http://fruitamountainbike.com)

**May 14, 2011 — 9th Annual Avimor Coyote Classic**, Knobby Tire Series, Boise, ID, high speed rolling double-track. Tight, technical sagebrush single track, water crossings, quick

steep drops, nasty little granny gear climbs., Hal Miller, 208-869-4055, 208-720-3019, [info@brokenspokecycling.org](mailto:info@brokenspokecycling.org), [knobbytireseries.com](http://knobbytireseries.com), [brokenspokecycling.com](http://brokenspokecycling.com)

**May 27-30, 2011 — Black Hills Fat Tire Festival**, Rapid City, SD, BHFTF is four days filled with MB racing (x-country, downhill, hill climb, super D), Trail Rides, Triathlon with white water kayaking, running, and mountain biking. Film festival and socials., Jerry Cole, 605-394-5225, [jerry.cole@rcgov.org](mailto:jerry.cole@rcgov.org), [bhftatirefestival.com](http://bhftatirefestival.com)

**June 25, 2011 — MTB Race Productions Cross Country**, tentative, Bob Saffell, [stupidbikebs@me.com](mailto:stupidbikebs@me.com),

**July 9, 2011 — MTB Race Productions Endurance Race**, tentative, 25 and 50 mile options., Bob Saffell, [stupidbikebs@me.com](mailto:stupidbikebs@me.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 5,12,19,26, April 5,12,19,26, May 3,10,17,24, June 7,14,21,28 July 5,12,19,26, August 2,9,16,23,30, September 6,13,20,27., Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://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; 4/14, 4/28, 5/12, 5/26, 6/9, 6/23, 6/30, 7/14, 7/28, 8/11, 8/25, 9/8, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**DLD (DMV) Criterium Presented by Ski Utah** — Utah Crit Series, West Valley City, UT, Ski Utah Cycling team is pleased to sponsor the Utah Driver's License Division (DLD) weekly criterium race. Weekly Training Crit at the Driver's Training Center, 4700 S. 2780 W., A Flite - 6:35 pm. B Flite - 7:20 pm. (April 6 - September 28)., Clint Carter, 801-651-8333, [cdcart44@msn.com](mailto:cdcart44@msn.com), [utahcritseries.com](http://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, 8/25, 9/1, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**April 21-August 18, 2011 — Logan Race Club Time Trial Series**, Logan, UT, Thursdays starting April 21, 2011. TT series consisting of 18 races on five difference courses, with weekly and end-of-series prizes. Your point total at the end of the series will be the sum of your 12 best individual TT scores. Your score for a single TT is computed from the total number of racers you beat plus 1. Also, you can earn an extra 5 bonus point for beating your previous personal best time for the course for this year., Stephen Clyde, 435-750-8785, [swc@mdsc.com](mailto:swc@mdsc.com), [loganrace-club.org](http://loganrace-club.org)

## Utah Road Racing

**March 18-20, 2011 — Tour del Sol**, UCA Series, St. George, UT, Stage race, time trial, road race, criterium, Ryan Gurr, 435-674-3185, [info@spingees.com](mailto:info@spingees.com), [tourdelsol.com](http://tourdelsol.com)

**March 25-26, 2011 — Bikes for Kids Utah Stage Race**, Tentative, UCA Series, Salt Lake City, UT, 2-day, 3-stage race located in the Salt Lake Valley. Criterium on Friday afternoon, TT on Saturday morning and Road Race on Saturday. Benefits Bikes for Kids Utah. USAC, UCA., John Karren, 801-505-8481, [john@elementswilderness.com](mailto:john@elementswilderness.com), [bikesforkidsutah.org](http://bikesforkidsutah.org), [utahcycling.org](http://utahcycling.org)

**April 2, 2011 — Hell of the North Road Race**, UCA Series, Salt Lake City, UT, Just north of the Salt Lake Int'l Airport, 5 mile circuit. includes 1.75 mile stretch of dirt road. Bring your 53x12., Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [hell-of-the-north.com](http://hell-of-the-north.com), [utahcritseries.com](http://utahcritseries.com)

**April 9-10, 2011 — Tour of the Depot**, Tentative, UCA Series, Tooele, UT, Anaconda Road TT, Pine Canyon Circuit Race, Tour of the Depot RR., Jeremy Smith, 801-558-7215, [\[tourofthedepot.com\]\(http://tourofthedepot.com\), \[tourofthedepot.com\]\(http://tourofthedepot.com\)](mailto:info@</a></p>
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**April 30, 2011 — East Canyon Road Race**, UCA Series, East Canyon Resort, UT, 10 AM, From East Canyon Resorts to Lost Creek Reservoir and back, East Canyon Resort, Sign up at Canyon Bicycles 3969 S. Wasatch Blvd., James Zwick, 801-583-6281, [sports@sports-am.com](mailto:sports@sports-am.com), [sports-am.com](http://sports-am.com)

**May 7, 2011 — Antelope Island Classic**, tentative, UCA Series, Antelope Island, UT, Starts at the West end of the causeway, then across the causeway towards the ranch and end on the island. Mileage ranges from 32 to 60. \$2,000 cash plus prizes., James Ferguson, 801-476-9476, [ferguson8118@com-cast.net](mailto:ferguson8118@com-cast.net), [bmbbc.com](http://bmbbc.com)

**May 7, 2011 — SLC Downtown Criterium (State Championship)**, tentative, UCA Series, Salt Lake City, UT, Around Pioneer Park, 300 W and 300 S., Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**May 7, 2011 — Gran Fondo Moab**, Moab, UT, Mass start timed road cycling event on the beautiful La Sal Loop road. The ride is 60 miles with 5500 feet of climbing. This is not a sanctioned race but you will get a time, awards, and placing., Poison Spider, 435-259-7882, [shop@poisonspiderbicycles.com](mailto:shop@poisonspiderbicycles.com), [granfondomoab.com](http://granfondomoab.com)

**May 21, 2011 — Sugarhouse Criterium**, UCA Series, Salt Lake City, UT, Sugarhouse Park, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.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](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.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](mailto:tarnell@evanstonwy.org), [evanstoncycling.org](http://evanstoncycling.org)

**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](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**August 6, 2011 — This is the Place**, UCA Series, Salt Lake City, UT, Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**August 9-14, 2011 — Larry H. Miller Tour of Utah Presented by Zions Bank**, UT, America's toughest stage race, 6 stages, 325 miles, \$45,000 purse, Pro/1 Men only, Salt Lake, Ogden, Utah County, Tooele, Park City, Snowbird, Salt Lake. Come and watch the best!, Karen Weiss, [karen@tourofutah.com](mailto:karen@tourofutah.com), [tourofutah.com](http://tourofutah.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 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](mailto:bob@bike2bike.org), [bike2bike.org](http://bike2bike.org)

**October 8, 2011 — City Creek Bike Sprint**, Salt Lake City, UT, 10 am, 5 1/2 mile climb up City Creek Canyon, road or mountain bikes., James Zwick, 801-583-6281, [sports@sports-am.com](mailto:sports@sports-am.com), [sports-am.com](http://sports-am.com)

## Regional Weekly

### Road Race Series

**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](mailto:idahobikeracing@yahoo.com), [idahobikeracing.org](http://idahobikeracing.org)

**March 30-May 4, 2011 — Grand Junction Spring Crit Series**, Grand Junction, CO, 6 race series March 30, April 6,13,20,27,May 4th, 2010 Two Races will be held: 5:45 pm - Group B - Men/Women Cat 4,5, Masters and Collegiate, Group A - Men/Women Cat 1,2,3, Masters and Collegiates. Fast flat fun .67 mile closed course at 627 25 1/2 Rd., Mike Driver, 970-904-5708, [mdriver@livetrainrace.com](mailto:mdriver@livetrainrace.com), [livetrainrace.com](http://livetrainrace.com)

## Regional Road Racing

**February 11-13, 2011 — Valley of the Sun Stage Race**, Phoenix, AZ, Racing begins on Friday with a 20k time trial, Saturday brings a 40-90 mile road race and finishing on Sunday with a criterium at the state capitol., Paco Keeme, 480-703-9150, [voss2010@wmrc.org](mailto:voss2010@wmrc.org), [wmrc.org](http://wmrc.org)

**February 21-27, 2011 — Callville Bay Classic Stage Race**, Las Vegas/ Lake Mead, NV, Short Uphill TT, Rolling Hills RR, Callville Bay Resort Marina, (near Boulder City). Start.. Finish..Eat...Rest....and Fun! All in ONE Spot! Pro 1/2, Master 35+ categories on the 25th, all other categories 26th and later., Mike Olsen, 702-927-4069, [mike@vegaskbikeracing.com](mailto:mike@vegaskbikeracing.com), [callvillebayclassic.com](http://callvillebayclassic.com)

**March 12, 2011 — Jason Broome ITT (BCC Spring Series #1)**, Boise, ID, Mike Cooley, 208-343-3782, [mcooley@georgescycles.com](mailto:mcooley@georgescycles.com), [georgescycles.com](http://georgescycles.com)

**March 12, 2011 — Howard Hughes Ranch Road Race (1 of 3)**, Howard Hughes Ranch, NV, 7 mile circuit with a few rollers and one sharp and short climb. It suits neither climbers nor flat land big people. A great little tactical race between Las Vegas and St. George., Mike Olsen, 702-927-4069, [mike@vegaskbikeracing.com](mailto:mike@vegaskbikeracing.com), [vegaskbikeracing.com](http://vegaskbikeracing.com)

**March 13, 2011 — Slammer Road Race (BCC Spring Series #2)**, Boise, ID, Mike Cooley, 208-343-3782, [mcooley@georgescycles.com](mailto:mcooley@georgescycles.com), [georgescycles.com](http://georgescycles.com)

**March 20, 2011 — Chicken Dinner Road Race (BCC Spring Series #4)**, Nampa, ID, Mike Cooley, 208-343-3782, [mcooley@georgescycles.com](mailto:mcooley@georgescycles.com), [georgescycles.com](http://georgescycles.com)

**March 26, 2011 — Howard Hughes Ranch TT (2 of 3)**, Howard Hughes Ranch, NV, 7 mile circuit with a few rollers and one sharp and short climb. It suits neither climbers nor flat land big people. A great little tactical race between Las Vegas and St. George., Mike Olsen, 702-927-4069, [mike@vegaskbikeracing.com](mailto:mike@vegaskbikeracing.com), [vegaskbikeracing.com](http://vegaskbikeracing.com)

**April 9-10, 2011 — Mad Cow Classic**, Grand Junction, CO, Road Race on Reeder and Purdy Mesa, Hill Climb Time Trial in the Colorado National Monument and Criterium and the Grand Valley Motor Speedway., Richard Geng, 970-248-1503, [rgeng.msccycling@gmail.com](mailto:rgeng.msccycling@gmail.com), [org.mesastate.edu/cycling](http://org.mesastate.edu/cycling)

**April 15-17, 2011 — Tour of Walla Walla Stage Race**, Walla Walla, WA, Stage race - 2 RRs, crit, TT. Eight fields in 2011, 5 for men and 3 for women- Men Pro-1,2, 3, 4, 5, Mstrs 40+ cats 1-4; Wom 1-2, 3, 4., Steve Rapp, 509-520-9779, [steve@allegrocyclery.com](mailto:steve@allegrocyclery.com), [tofwow.org](http://tofwow.org)

**April 16, 2011 — Tax Day Circuit Race**, Tentative, UCA Series, Pocatello, ID, Great circuit race, start and finish in Inkom with a 1.2 mile neutral roll out



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of town, follow by a 4.5 mile rolling climb to the circuit (7.3 mi). Riders will do a specified number of laps, followed by another half lap to finish at the top of the climb. Climb per lap is 750 ft., David Hachey, 208-241-0034, dmhachey@gmail.com, idahocycling.com

**April 23, 2011 — Birds of Prey Road Race (BCC Spring Series #3)**, Kuna, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**May 1, 2011 — Emmett-Roubaix Road Race (Spring RR #5)**, Emmett, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**May 27-30, 2011 — Iron Horse Bicycle Classic**, Durango, CO, 40th Annual, Road Race from Durango to Silverton, Criterium, Time Trial 25/50 mile tour, kids race and bike swap. Mountain Bike Race (new for 2011), Gaige Sippy, 970-259-4621, director@ironhorsebicycleclassic.com, ironhorsebicycleclassic.com

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

## 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

**November 27, 2010 — Saturday Fatter-day Ride**, Saratoga Springs, UT, Join us for the 3rd annual Saturday Fatter-day ride to benefit the Utah Food Bank. We burn off a bit of turkey and pie calories riding to the top of Sun Crest. Bring a donation for the Food Bank as your "entrance fee.", Dan Burton, 801-653-2039, epicbiking@gmail.com, epicbiking.com

**February 26, 2011 — Zion Country Century**, St. George, UT, Leave the spinning rooms and the cold of winter behind and escape with us to Utah's scenic Dixie land. Ride to the gates of Zion National Park on a leisurely route, Benefiting Spina Bifida. Start: 8:00 am. 100 mi, 65 mi, 50 mi, 25 mi options, fully supported, starting from Bloomington Park., Bob Kinney, 801-677-0134, bob@bike2bike.org, Bike2Bike.org

**March 11-14, 2011 — Moab Skinny Tire Festival**, Moab, UT, Celebrating life and the sport of cycling! Benefitting cancer survivorship and research programs. Four days of road cycling and events in Arches National Park, Canyonlands National Park, and the Colorado River Corridor. Rider check in 3/11. Top Fundraiser Incentives and Excitement, Cycling Celebrities, Event Expo, Silent Auction., Beth Logan, 435-259-3193, info@skinnytireevents.com, skinnytireevents.com

**April 9, 2011 — Tour de St. George Spring Century**, St. George, UT, Beginners and pros alike will enjoy

the all new route while appreciating the well-stocked rest stations. This ride is fully supported with sag vehicles, rest stops and lunch. Three route options for all skill levels; 30, 65 and 100 miles!, Ryan Gurr, 435-674-3185, info@spingees.com, tourdestgeorge.com

**April 9, 2011 — FrontRunner Metric Century Ride**, Salt Lake City, UT, FrontRunner Century Ride is a point to point bicycle ride with a return FrontRunner train ride. Your bicycle will be transported via private truck to SLC at your return location., Jared Eborn, (801) 599-9268, (801) 448-6061, frontrunnercentury@gmail.com, frontrunnercentury.com

**April 16, 2011 — Willard Bay 100 Mile/200K**, BCC SuperSeries, Centerville, UT, Start Centerville JHS to Willard Bay, 200K route continues to Corrine through Brigham City Shorter leg options of 30 and 75 miles cover Layton and Syracuse. No charge to participate., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**April 16, 2011 — Salt Lake City Marathon Bike Tour**, Salt Lake City, UT, 25 miles without stoplights through the streets of Salt Lake on the SLC Marathon course, start: 6:00 a.m. at the Olympic Legacy Bridge near the Fort Douglas TRAX stop., Scott Kerr, 801-718-5565, skerr@devinesports.com, saltlake-citymarathon.com

**April 30, 2011 — Spokes for Hope Women's Ride**, St. George, UT, Fully supported century ride with rest stops, lunch, & sag. 8:00am @ the new St. George Town Square. Four different distance options. Come ride in Sunny St. George! All women's century ride, multiple ride options., Ryan Gurr, 435-674-3185, info@spingees.com, spingeeek.com

**May 7, 2011 — Zion Canyon 200K**, Southern Utah Brevet Series, St. George, UT, Brevets are self supported, timed distance cycling events. This route begins in St. George, continues on to Zion and returns via Toquerville and Leeds., Lonnie Wolff, 435-559-0895, info@subrevet.org, subrevet.org, rusa.org

**May 7, 2011 — Ghost Town Century**, Tooele, UT, Join us on a fun ride through some of Utah's historical Ghost Towns. Few hills, mostly flat country, little traffic, the Pony Express trail, and awe inspiring vistas. Benefitting Valley Mental Health, Start time 7:30 am. 100 mi, 65 mi, 50 mi, options, fully supported, starting from Deseret Peaks, 2930 West Hwy 112., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

**May 7, 2011 — Gran Fondo Moab**, Moab, UT, Mass start timed road cycling event on the beautiful La Sal Loop road. The ride is 60 miles with 5500 feet of climbing. This is not a sanctioned race but you will get a time, awards, and placing., Poison Spider, 435-259-7882, shop@poisonspiderbicycles.com, granfondomoab.com

**May 21, 2011 — Cycle Salt Lake Century Ride**, Utah Bike Month, Salt Lake City, UT, Utah State Fair Park, 155 N 1000 W. Salt Lake to Antelope Island and back, 37, 67, or 100 mile options. Utah State Fair Park, 155 N. 1000 W., SLC. 7:30 AM Mass start time. Registration opens at 6:00

AM., Jon Smith, 801-596-8430, 801-322-5056, cslcentury@mac.com, cyclesallthecentury.com, ridemybike.com/rides/view/id:263

**May 21-June 5, 2011 — BRA SU**, St. George, UT, Bike Ride Across Scenic Utah Tour, 3 states, 3 National Monuments, 7 National Parks, 5 Nations, Start in St. George. Fully Supported tour., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

**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/utahtourdecure

**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, curemsutah.org

**August 6, 2011 — The Ultimate Challenge Presented by the Tour of Utah**, tentative, 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., Karen Weiss, karen@tourofutah.com, tourofutah.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 24, 2011 — Heber Valley Century**, Heber, UT, Utah's most beautiful bike ride through the scenic splendor of the Wasatch mountains, dramatic autumn beauty of Heber Valley, picturesque Jordanelle, and Olympic venue Soldier Hollow. This is the only Biathlon century in the USA. Benefiting Hess Cancer, Start time 8:00 am. 100 mi, 65 mi, 50 mi, 25 mi options, fully supported, starting from Southfield Park., Bob Kinney, 801-677-0134, bob@bike2bike.org, bike2bike.org

## Regional Road Touring

**November 6, 2010 — Tri-States Gran Fondo**, Mesquite, NV, Starts in Mesquite, NV, passes through AZ, loops through UT and Ends in Mesquite, NV. 114 miles - 7,500' of climbing. Ride your bike in three states in one day on a route with quiet roads and awe-inspiring scenery. Entry includes event jersey, chip timing, fully supported route, post-ride lunch., Deb Bowling, 818-889-2453, embassy@planetultra.com, tristatesgranfondo.com

**November 13-14, 2010 — Bike MS 2010 Las Vegas**, Las Vegas, NV, Fundraiser for the National Multiple Sclerosis Society. 50, 100, 150, 200 mile options. Fully supported., Nicole Rainey, 702-736-1478, nicole.rainey@nmss.org, bikenvl.nationalmssociety.org

**December 31-January 1, 2010 — New Year's Revolution**, Goodyear, AZ, Celebrate the end of one year and the beginning of the new year as we Ride out the Old and Ride in the New Year. 2 different routes in warm & sunny Arizona. Escape the

## LOTOJA - Continued from page 22

cold. 3 distances each day (100, 70, 50), ride and enjoy the warmth., Bob Kinney, 801-677-0134, bob@bike2bike.org, Bike2Bike.org

**January 1, 2011 — New Year's Day Ride**, Boise, ID, noon, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**January 28-30, 2011 — King of the Mountains Training Camp**, Agoura Hills, CA, Three epic, quad busting days of cycling to kick off your season. 50-70 miles per day with tons of climbing. Best routes in the Santa Monica Mountains!, Deb Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

**March 14-19, 2011 — Solvang Spring Tour**, Solvang, CA, Early season warm weather training in Sunny Southern California. 50-100 miles per day on the roads where Lance trained for all his Tours de France!, Deb Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

**March 26-April 14, 2011 — Yellowstone Cycle Days**, Yellowstone National Park, MT, Ride free in Yellowstone National Park before the roads open to the public. This is a unique way to enjoy the beauty of the park., Sara Hoovler, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com, nps.gov/yell/planyourvisit/springbike.htm

**March 26, 2011 — Solvang Double Century**, Solvang, CA, The best entry level double century in California. 200 miles in Southern CA's most scenic and popular cycling region. Includes chip timing., Deb Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

**April 9, 2011 — American Diabetes Association Tour de Cure**, Las Vegas, NV, Enjoy views of Lake Mead and walled canyons in this fully supported cycling fundraiser to Stop Diabetes! Routes distances range from 100 to 15 miles., Tracie Patten, 702-369-9995 x7483, tpatten@diabetes.org, main.diatbetes.org/vegastourdecure

**April 17, 2011 — Rhonde Van Boise Fun Ride**, Boise, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**April 30, 2011 — Tour de Summerlin**, Las Vegas, NV, 10, 35, 80 mile routes, Vistas Community Park, circumnavigates Las Vegas., Randy Mcghie, 702-252-8077, randy@mcghies.com, tourdesummerlin.com

## Multisport Races

**November 7, 2010 — 6th Annual Nevada Silverman Full and Half Triathlon**, Henderson, NV, Full and half distance triathlon, called toughest course in North America by more than 2,500 finishers over the past 5 years. Will be the 2011 ITU Long Course World Championships., Frank Lowery, 702-914-7852, info@silvermannv.com, silvermannv.com

**November 13, 2010 — Turkey Triathlon**, St. George, UT, Beginner, Sprint, and Tuff Kids races, starting between 8 a.m. and 11 a.m.. Indoor swim, outdoor route for run and bike legs., Aaron Metler, 435-627-4560, aaron.metler@sgcity.org, sgcityrec.org

**January 15, 2011 — Battle at Soldier Hollow Winter Triathlon**, Midway, UT, USAT Winter Triathlon National Championships. Triathlon involves running, Mt biking, and nordic skiing. Other events include a snow shoe run and kids moon boot stomp., Rob Leishman, 801-450-8477, info@wasatchracing.com, bashwintertri.com

**February 26, 2011 — Blue Mountain Triathlon**, Monticello, UT, 4 mile ski, 18 mile mountain bike ride, 5 mile run., Greg Westfall, 435-587-3727, greg@monticelloutah.org, www.monticelloutah.org

**March 26, 2011 — Adventure Xstream Moab**, Moab, UT, Solo racers and teams will kayak, trek, rappel, and mountain bike through the magnificent canyons of Moab. 50 miles of multisport racing., Will Newcomer, (970) 403-5320, 2011@gravityplay.com, gravityplay.com

**March 26, 2011 — TimpTriClub Icebreaker Triathlon**, tentative,

American Fork, UT, Sprint distance and kids race, American Fork Rec Center, 9 am., Levi Cress, 208-631-0040, levicress@hotmail.com, timptriclub.com, racetri.com

**April 2, 2011 — Sand Hollow Aquatic Center (SHAC) Triathlon**, St. George, UT, Beginner, Sprint, and Tuff Kids races, starting between 8 a.m. and 11 a.m.. Indoor swim, outdoor route for run and bike legs. Cap of 300 each category., Aaron Metler, 435-627-4560, aaron.metler@sgcity.org, sgcityrec.org

**April 16, 2011 — Rage Triathlons**, Lake Mead, NV, Awesome & challenging event with the course in and around beautiful lake mead. Something for everyone, beginner thru Elite! Distances: Sprint, Olympic, and Half, Awards: Overall, age group, clydesdale, athena, and relay divisions, Start location: Boulder Beach at Lake Mead National Recreation Area in Las Vegas., D Weideman, info@bbbsctri.com, bbscendurancesports.com

**April 16, 2011 — Telos Timp Triathlon**, Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k, Bike 12 miles., Shaun Christian, 801-678-4032, shaun@t3triathlon.com, t3triathlon.com

**April 16, 2011 — Buffalo Run Duathlon**, Antelope Island, UT, Run along the roads and trails of historic Antelope Island. This early spring duathlon will challenge your conditioning as well as providing magnificent vistas. Long (10K-40K-5K) or short (4m-10m-2m) distance options. Benefits the Hess Cancer Foundation., Bob Kinney, 801-677-0134, bob@bike2bike.org, hesscancer.org

**April 16, 2011 — Icebreaker Triathlon**, Vernal, UT, Will start at the Uintah Community Center at 9:00am lengths include: a 250 yard snake swim, 8 mile bike of moderate difficulty, and a 3 mile run. If you're not up for all three then grab some friends and split it up., Jeff Winterton, 435-781-0982, jeffw@uintahrecreation.org, uintahrecreation.org

**April 23, 2011 — 11th Annual 4th Street Clinic Triathlon and 5K**, Salt Lake City, UT, 300 yard swim, 8 mile mountain bike ride, 5K run, Huntsman Center, University of Utah. All proceeds benefit the Fourth Street Clinic, which provides free health care to homeless Utahans., Bryce Snow, 801-369-6433, bryce.snow@hsc.utah.edu, Ashley Crum, 435-770-2704, fourthstreetclinic.org

**April 23, 2011 — SpringSprint**, Salt Lake Triathlon Series, Salt Lake City, UT, Sprint triathlon that begins in the world-class Kearns Olympic pool, transitions to a challenging bike course and ends with a run and finish inside the Olympic Oval, Cody Ford, 801-558-2503, cody@ustrisports.com, ustrisports.com

**April 24, 2011 — Legacy Duathlon**, North Salt Lake, UT, Course 1: run 2 miles, bike 20 miles, run 2 miles. Course 2: Bike 20 miles., Joseph Coles, 801-335-4940, info@onhillevents.com, onhillevents.com, legacyduathlon.com

**April 30, 2011 — 6th Annual Balanced Man Triathlon**, Logan, UT, 750 Meter swim, 20 K bicycle course and a 5 K run. Promoted by USU's SigEp Fraternity., Chris Barron, 435-764-6148, barronusu@yahoo.com, bmtriathlon.org

**May 7, 2011 — Ford Ironman St. George**, St. George, UT, 2.4 mile swim, 112 mile bike, 26.2mile run., Helen, (905) 415-8484, helen@ironman.com, ironmanstgeorge.com

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## METAL COWBOY

# The Thrill of the Find - Treasure Hunting On a Bike

By Joe Metal Cowboy Kurmaskie

The side of the road is a map of our lives, or at least postcards from the edges of what we haul around with us. It's where we leave our trash and some of our most prized possessions. I know because I've found your stuff; pockets and panniers of it at one time or another from all corners of the globe. Things so unwieldy I must bungy chord them to the rack of my bike or jam them in the trailer. Things so small it's only a trick of the light and the geometry of chance that reveals their presence.

I believe the bicycle makes modern day Megellans out of its riders, moving at the perfect tempo and setting the exact vantage point to bird dog lockets, fedoras, drum sticks and intimate diaries: documenting marriages in crisis, long running battles to keep off those last fifteen pounds, and the nameless musings of a literary skate punk explaining, with thesis clarity, why the band Bad Religion stumps Led Zeppelin into the pavement - with extreme malice. Dude, musically speaking. (Though clearly, some of the more abusive sidebars were thinly masked rants at his father.)

Bike gloves, bowling balls, engagement rings, compilation CDs, swimmer's ear medicines and Ipods.

Call me, leave a full description at the beep and you might, and I say might, get your stuff back. Odds are against you though. As that cockeyed, Saturday Night Live philosopher, Jack Handy once mused, "If you drop your car keys into a boiling river of lava, just let em go, cause baby, they're gone." Which reminds me, I've got enough car keys to start a used lot, if I could only locate the cars.

It's not that I want your child's powder blue unicorn named, oddly enough, 'Blackie'. Believe me, it's a part time job just trying to give away much of the crap that amasses in my own life. It's that I've already listed these on craigslist and other spots you might go to find them, with few takers. But you never know. Around here, Goodwill runs happen on weekends.

Here's the thing. Most of that stuff you never needed to begin with, none of us do. Except for the occasional item soaked in memories, most of this gear just weighs you down. Those seemingly utilitarian or overtly frivolous things that came from someone once important to you, talisman bearing witness to our days, it's hard to let these go. I don't know which are which so eventually I might give a piece of your life away that you really wanted back. My bad.

Why pick these things up to begin with?

Beats me. Too many viewings of The Treasure of the Sierra Madres? Indiana Jones and Temple of The Thriftstore? A good story to tell later? The thrill of the find? That self-important feeling you get when you return something of meaning to another person. Or because I can always use an almost new pair of cycling gloves once I've run them through the wash a half dozen times (No amount of cleansing is too much when we're talking about another's bike gloves. Go take a whiff of your own athletic gar, if you don't believe me.)

And for every item I do pick up,

there are a dozen more I spot, duly note and leave for another treasure hunter.

There's even a technical name for roadside flotsam and jetsam: Mongo. I know, it sounds like the nickname for that troubled transfer student who spend most of fourth grade PE quietly rubbing up against the climbing rope, but there's a whole subculture built around the finders keepers way of life; websites, books, claw tools to make dumpster diving easier. I'm a card carrying member who didn't know it. Actually, I'm an unclassified offshoot because I only mongo in transit. Only collect while I'm in the saddle.

I'm a Mongo Biker.

Which makes me sound more hip and stylish than the reality of pedaling uphill connected to my kid's trailer, sans child, but loaded with a perfectly usable, nearly empty beer keg, three Day-Glo pool floaties and an license plate from 1947. When we look at it in that context, there's a good chance I'm a only a few pedal strokes away from becoming Harrison Ford's brilliantly deranged dad in The Mosquito Coast. There's a better chance you've mistaken me for homeless when, in fact, I believe myself to be a well adjusted member of the community who chooses when I want to sleep out of doors. Hmm.

Enough self examination, let's have a look at some of my mongo collection... and choice items gathered by others in the mongo cycling brotherhood. Oh yes, I'm not alone. There's an army of us, snatching stuff from obscurity, weather damage and destruction. And very often, snatching items without dismounting or breaking stride.

### Random Stuff 101

Kevin was quite proud of a plaid blazer (like something a 50's lounge singer would wear) found while riding outside of Palm Springs ... he wore it for a while, but claimed it

wasn't aerodynamic enough. (plus, there was sand in the pockets)

My take? Kevin didn't find his inner Sammy Davis in time to work the blazer into his act of daily living. Which is a shame, because we need more cyclists sporting lounge wear.

One mongo pedal pusher told of a baby stroller and connected baby car-seat spotted in a ditch. Upon somewhat tense inspection, no babies, but it was in very good condition. Because he was single he left it there. But it does recall the time I had to meet my wife and transfer kids to car from my bike in the parenting olympics we call our daily routine. With no room left for kids and car seat (I still had the baby in the chariot trailer.) I reached for the go to tool, not duct tape, but bungy chords, and lashed the seat to the trailer like a barnacle to the keel. I got some looks. Good times and solid training for cyclocross season.

*And now, the lightening round:*

Pants... that fit.

A steel guitar, in tune.

Oakley sunglasses; the transitional lens kind.

Cell phones- often with contacts so could be returned.

North-Face tent still in the box.

Piano with sheet music - no bench.

Sharp shooter medal (obviously missed its mark)

*Sears could go out of business if people would just get their tools roadside:*

Bundles of hacksaw blades. Best find ever. Haven't had a dull saw in 15 years. A step drill, retail \$36 at Home Depot, Sockets, screwdrivers, pliers, Vise Grips, wrenches, knives -one was thrown at the rider who retrieved it. A find borne from an act of anger but still good for cutting pears) Coleman multi tool, Leatherman multi tool and bar clamp.

*And from the files marked True Life Dramas Which We'll Never Know What Really Happened:*

Mattress with a pair of jeans neatly

folded up and a bible placed on top.

Female Elk head on Sauvie Island. Probably dumped by poachers.

New VISA credit cards with the pictures on them. When the cyclist turned around to pick it up he noticed empty pistol casings on the ground close to it. He decided to just forget he saw anything and rode away.

*And the most improbable find:*

An artist/cyclist Bill carried the TAIL of a squirrel that his riding buddy Mark ran over. The wheel cut it off the squirrel (which ran away). Bill wanted the tail for some art project or hat, so into his pocket it went for the rest of the ride. Mark said a silent prayer and christened the animal 'Stubby', because, unlike lizards, there are no records of squirrel tails growing back.

*Mongo that sounds most like a song by the band Boston:*

"I see a lot of stuff, but always end up finding peace of mind." one cyclist said. Greeting card deep, but true and in no small part because the bicycle takes you there and gives you the time and space to smell the roses, or search the bushes for good mongo. But it still sounds too much like a Boston tune that played continuously from 1978, until the summer of 1980 when, though I once loved the song, joined local forces and raided the radio station. There were no survivors.

*And My Most Important Piece Of Mongo:*

But the best mongo ever found in my own life... was me. Beth stumbled into a campground in Bryce Canyon, Utah. I'd tossed myself outside the bounds of society, using a bicycle to light out for the territories, hoping to find some clarity, exercise and good stories along the way. Beth claimed me worth keeping, and as of right now, I have not been posted on craigslist or dropped off at goodwill.

## 24 Hours of Moab - Continued from page 4

heard Jay Henry was on board I was sold," said Schnell, who is the reigning World Single Speed champion. "Nobody rides as fast as that guy, or has more fun doing it."

Just as impressive was the fact that two other four-man teams also turned in 22 laps. In fact, from top to bottom, and across several categories, 2010 will be remembered as one of the most contested 24 Hours of Moab in memory. "Moab has always attracted the cream-of-the-crop from the Rocky Mountain states," remarked race promoter Laird Knight.

And it's that idea, that everyone—from seasoned professionals to the weekend warriors—can come to Moab and challenge themselves in a unique way on a unique course. There may be no other race that is as technically challenging or visually inspiring as the 15 miles of sand and juniper and slickrock at Behind the Rocks. And ultimately the story that always emerges from the weekend is the same, even after 16 years: like-minded, enthusiastic, energetic people coming together for a festival of bikes and fitness and perseverance. It's a celebration of camaraderie, competitive drive, and the absurd idea that racing in circles and around the clock in the vast and lonely desert is somehow, not only fun, but unbelievably so. "The 24 Hours of Moab is a gathering of the tribes," Knight explained. "Twenty-four hour racing puts the best qualities of mountain bike racing together in one place."

One perfect example of that was

the four-man Grand Masters team known as 4 Dog Night. Brad Mullen (Salt Lake City), Bill Dark (Park City), Dwight Hibdon (Park City), and Craig Williams (Park City), racing for Mad Dog Cycles, exceeded all expectations—including their own—to finish 17 laps. And while they were uncontested in the Grand Masters category, they set out to challenge themselves against the field and the uncertainty and adversity of 24 Hour racing. "Craig broke his rib and his new light on his first night lap. He finished that lap and rode another after that," recalled Brad Mullen. "For years we've raced together, gunning for that 17th lap. This year, we did it." Bill Dark, racing in his 12th 24 Hours of Moab, rode the elusive lap, finishing with a sudsy victory beer in hand, and a sandy smile spread across his face. "Next year," promised Brad, "18 laps!"

"I love to see people having the times of their lives. And I see it a lot," said Laird Knight. "Our mission is to enrich people's lives with quality experiences. There's nothing more satisfying to me than seeing this mission being accomplished."

My own experience reflected the overriding spirit of the weekend. Once again, Aaron Smith (Orem), Tim Hodnett (Provo), Jesse Sorenson (Payson), and I lined up in the Men's Expert category—this time to defend our 2009 victory. However, this year we found ourselves far back in the pack after a few hours of racing. I felt unmotivated and tired. I considered dropping out. But my teammates were riding strong, and had stupid grins plastered on their faces after every lap. I had no choice but to join in the fun. Eventually we worked

our way into third position, only to be out kicked in the late hours of the race. We were disappointed, but only mildly. After all, we had ridden a very strong race, completing 19 laps—one more than we did last year. "Our best laps were not as fast as last year, but we were a lot more consistent this time around. Especially at night," Aaron said. "We rode a smarter race, but the competition was deep this year."

The 24 Hours of Moab must be an odd spectacle to the outside world. Coworkers, family members, and friends all seem to ask the same, rather obvious, question: why? Of course, for those that race, the answer to that question is simple, if not somewhat rhetorical. Why not? But then, the more tangible answer is more elusive. It is different for everyone that migrates to the desert in October. Some race to race. And others, for the uninterrupted storytelling marathon that inevitably ensues around every campfire in every camp. And others still for the food, the friendship, the spectacle, and the joy-laced experience of riding a mountain bike in one of the most breathtaking destinations anywhere. But most riders arrive looking for some—if not all—of the above. That is, while the 24 Hours of Moab is a competitive race, it is also so much more.

It's a lifestyle. A capstone. A deep breath after the flow and focus of a summer of racing and training. It's a celebration of bikes and people, sand and sky. It is beauty and pain. It is, in essence, life itself—unpredictable, risky, difficult. But always in the end, worth giving everything you have. And that is why we come back. Year after year. And lap after lap. Because

## Bingham and Hoffman Win Harvest Moon

Beautiful sunny skies and above average 85 degree temps greeted 153 racers to downtown Ogden on September 25th. It was a perfect day for the annual Harvest Moon Criterium. The fast and flat four corner crit welcomed juniors and seasoned professionals alike to the final UCA Points race of 2010.

The juniors got things going with Logan Phippen and Jake Kapp taking their age groups before throwing down in the Cat 5 Men category. Noah Putt took the honors in the youngest group. And we also welcomed Devin Ross to bike racing. He was rewarded for his efforts with a new set of pedals.

Strong fields were present for all categories. The finish of the Cat 4 Men was one of the loudest we've heard from the crowd gathered at the finish.

It was Cameron Hoffman from Biker's Edge who took home the title for the Pro 1/2 Men by sprinting for the win after a race long 4 man break-away. He bested his rivals by 60 mm, the depth of his Edge Wheels! Before the race, Hoffman mentioned he was "here to win" and his determination showed.

The race of the day however belonged to the Pro 1/2/3 women. This was a collection of the fastest women in the state and included NRC race winning pro Nichole Wangsgard and Utah State Crit Champion Nicole Evans. After reeling in an early break, the group reformed and Elite Water's Sarah Kaufmann bolted off the front. She got out to an almost 2 block lead with 7 laps to go. That's when things accelerated. The 10-woman pack bridged. From there it was Rooster's teammates Wangsgard and Kelsy Bingham positioning for the win. Using her experience to provide a textbook lead out for Bingham, Wangsgard took over right before turn 4 on the final lap. Chantel Olsen of PCIM was right there to pounce but it was Bingham who took the victory. Wangsgard was rewarded with third place while Olsen took the second step on the podium.

From great weather to enthusiastic crowds and exciting racing the 2010 edition of the Harvest Moon Criterium was awesome event. A great way to end the road season indeed.

See results on page 8.

-Ben Towery

somehow, despite the fatigue and the intensity and the hazy campfire smoke, we are always left knowing that our best—along with our blood and sweat—was left out in the sand and on the rock. That everything we

are, or can be, we were. If only for 24 hours.

For complete results, visit grannygear.com.



**ROUTE 211****Road Racing  
in the US  
Showing a  
Strong Pulse****By Greg Overton**

The recently successful edition of the Larry H. Miller Tour of Utah capped what has been another strong year for road racing in the US. The five day event has grown in notoriety and stature and appears to be a solid fixture on the National Racing Calendar (see the September issue of cycling utah online for full coverage). Other annual classics that anchor the US calendar, like the Tour of Redlands in California, the SRAM Tour of the Gila in New Mexico, the Cascade Classic in Oregon, and the Tour of Somerville in New Jersey, provide terrific support for US racing and for the Amgen Tour of California, the only UCI sanctioned 2.HC stage race in the US this year.

[Editor's note: UCI categories in descending order of difficulty are 2.HC, 2.1, 2.2 for stage races, and 1.HC, 1.1, 1.2 for one day races.]

On the horizon for next year will be a second major UCI sanctioned US race, the recently announced Quizno's Pro Challenge (QPC), a new 7-day tour of Colorado, UCI category 2.1, which will have its inaugural event from August 22-28, 2011. With the Tour of California's early season schedule as an attraction

for American and European riders alike, the new Colorado race will pin its hopes of attracting top teams by being a late season, pre-World Championships race held at altitude, and a perfect opportunity for top riders to gain training and form before the World's. With the Larry H. Miller Tour of Utah scheduled from August 9-14, 2011, the Colorado event, starting one week after the end of the Utah event, will surely lure more top riders to Utah's climbing oriented Tour. The two high altitude events should serve to support each other with their terrain, proximity and enthusiastic cycling populations.

The QPC will essentially replace the erstwhile removed Tour of Missouri on the UCI calendar. While the race in Missouri was no failure in its own right, it was instead a victim of sweeping state cuts in funding. The state of Missouri Tourism Department was a major sponsor for the event and lobbied for its creation, and in the end the race organization was unable to replace the lost budget in time to carry on. Colorado's state government has offered its support to race organizers, and seven-time Tour de France winner Lance Armstrong will have an as yet undetermined role in the race organization as well. Armstrong was on hand alongside Governor Bill Ritter to announce the race's inception recently.

The Colorado race will be a 7-stage event that will no doubt lean heavily on the heritage of the Red Zinger / Coors Classic stage race held from 1977 through 1988 in the state [later editions also included stages in California, Nevada and Hawaii], and is the largest annual race ever held in the US. The Coors Classic annually drew several top European teams to the high Rockies, and like the new

event, was also held in August.

Another potential step up for American stage racing is the UCI sanctioning of New Mexico's SRAM Tour of the Gila in 2011. Similar to the Tour of Utah and QPC events, the Tour of the Gila has found a calendar spot from April 27 to May 1, which will end two weeks prior to the beginning of the Tour of California (May 15-22) in 2011. Scheduling events in succession like this is appealing to teams because of the reduced travel incurred between two quality events. The UCI has approved the 2011 dates for the New Mexico race and is sanctioning it at the category 2.2 level. The UCI requires events to provide room, board, and travel expenses for teams, additional motos, and even a French translator in the caravan. Because of the increased costs, Gila organizers are tentatively planning to run the race as a 2.2 event, but will run it as an NRC only event if they cannot raise sponsorship funds.

Upgrading this long standing race is a terrific sign for road racing the US, especially considering the crunched budgets in a low economy at this time. With the other classic American races waiting in the wings, it is conceivable that American racing could have a season with several world class races in the near future. If other events, such as The Cascade Classic and the Tour of Redlands were to follow in the tracks of the Tour of the Gila, could the Tours of Utah and Somerville be far behind? All are solid, quality events that offer their own unique venues and enthusiastic crowds. As of press time, the Tour of Utah has been granted a UCI 2.1 sanction for 2011 which allows organizers the option of taking the event to the next level. As with the Tour of the Gila, increased

sponsorship is needed. This would be a huge boost to cycling in Utah and the Rocky Mountain region. Additionally, American cycling continues to show an upward trend in road bike participation and sales, and hopefully this will lure more sponsors to step up and offer their support to these events as well.

This upward trend in road racing and riding participants has been referred to as the 'Lance Effect', as many fans have been attracted to the sport in recent years because of the success of Armstrong in the Tour de France. Similarly, the 1980's experienced the 'LeMond Effect' as Greg LeMond became the most successful rider in US modern history, exposing the sport to a TV audience and awakening throngs of new fans and participants. Some wonder who will be the 'next' Armstrong or LeMond in American cycling. Who will continue to push the sport forward?

Instead of a single standout rider, there seem to be several young Americans capable of being at the top of the sport in the coming decade. As we saw in this year's Tour of Utah, Taylor Phinney is a very strong young rider, and is already a multiple World Champion at age 20. His 6 foot 4 inch build seems more suited to time trials and one day races than multi week stage races, and he has already won two Under 23 editions of the Paris-Roubaix. Tyler Farrar recently garnered his fourth stage win in a major Tour by out-sprinting the nearly unbeatable Mark Cavendish in the fifth stage of this year's Tour of Spain. He had earlier won two stages in the Tour of Italy, and was forced out of the Tour de France with an injury, having won a stage in the sport's biggest race in 2009. In addition to these names, others to pay

attention to are Teejay Van Garderen, Brent Bookwalter, and Ted King, all of whom show terrific promise so far as leaders in American racing for the next decade.

Phinney seems to be the main focal point given his success so far, and his lineage doesn't hurt either. His father Davis is one of the most successful American racers ever in terms of overall victories, and is a Tour de France stage winner. His mother, Connie Carpenter Phinney is an Olympic champion and perhaps the most successful and gifted American female cyclist ever. The young Phinney certainly has the genetic support, and should be well capable of handling the spotlight as it begins to shine brighter upon him.

As these riders continue to learn and develop, their predecessors are not exactly fading into the twilight. There is a group of top riders including former Utah resident Levi Leipheimer, George Hincapie, Christian Van de Velde, Utah's Jeff Louder and Chris Horner, among others who are still top level riders in any group of professional racers, whether here in the US or in the European peloton.

Much like the 1980's when the US had the Coors Classic, LeMond, and the 7-11 team to anchor the sport here; there are top level events and riders to create excitement now. The difference is that now there are several major events instead of one, and the group of top riders is spread over several team rosters instead of one. And perhaps there will be several top stars in the coming years, instead of a LeMond or Armstrong. There may be an American favorite for any top level race on any given day. And some of those top level races may be right here in the USA.

**News from the Utah Bicycle Coalition**

The Utah Bicycle Coalition has been busy over the last few months in its efforts to better represent the interests of Utah's diverse cycling community. They recently announced the hiring of their first Executive Director, Scott Lyttle. Nearly 30 people applied for this position but it was clear that Scott was the right person for the job. He brings 11 years of non-profit fundraising, member development, and program-oriented experience to the organization. His previous work includes stints at the National Ability Center, U.S. Ski & Snowboard Team Foundation, and Academy of Natural Sciences. Scott is an avid mountain biker and previously lived car-free in Philadelphia by biking around the city. He resides in Park City and is excited to help take the Utah Bicycle Coalition to the next level.

The Utah Bicycle Coalition has also been laying the groundwork for the 2011 Utah Bike Summit. They hope to capitalize on the success of the 2010 Summit, which attracted approximately 150 citizens and government officials from around the state to hear messages given by leaders of state and national bicycle advocacy organizations. The 2011 Summit will be held on April 29-30 (Friday and Saturday). The details of the programming are not completely set yet, so stay tuned for further announcements. The Summit will likely include a day of keynote presentations and classroom breakout sessions on Friday. One of the nation's foremost bicycle advocates has committed to be the keynote speaker and a well-known mountain bike racer is being wooed as well. The focus of the Saturday portion of the Summit will be a family-oriented community bike ride.

Another effort that the Utah Bicycle Coalition is involved with is working with the State Legislature to clarify the traffic law that details where cyclists should ride on the road. The current law says that cyclists must ride "as far to the right as practicable" and then lists numerous conditions – such as passing another vehicle or avoiding obstacles – where this provision does not apply. This leaves discretion to law enforcement officials to define whether these exceptions apply in a given situation, rather than allowing the bicyclist to use his or her own experience. Other states have flipped this law around to effectively state, "bicyclists may use the full outside lane of the roadway except when" and then listed the same conditions mentioned in the previous law (e.g. the lane is wide enough for cars to safely pass cyclists, the roadway edge is free from debris, etc.). The Coalition is advocating that this same change be made in Utah law.

The Utah Bicycle Coalition exists to represent the interests of Utah cyclists. To join the organization and add your voice to their efforts, visit [www.utahbikes.org](http://www.utahbikes.org).

**Utah Cyclocross (UTCX) Supports Local Cancer Patients and Joins Lance Armstrong Foundation in Fight Against Cancer**

Salt Lake City, Utah – October 26, 2010 – Utah Cyclocross in support of local cancer patients, joins the Lance Armstrong Foundation's (LAF) fight against cancer by raising funds through CROSS OUT CANCER, a cyclocross ride for all ages and abilities held in conjunction with the Utah Cyclocross Series. The ride will be held at 12:00 Noon on Saturday November 27, 2010 at Wheeler Historic Farm, located at 6351 S. 900 E. Salt Lake City, Utah 84121. To register for the event or for more information visit [utcx.net](http://utcx.net). In addition to the ride, there will be an auction with proceeds benefiting LAF. Companies are encouraged to contact UTCX if they are interested in contributing items for the auction.

When Utah cyclist and a member of the USA Cycling National Team Connor O'Leary (19 years old) was diagnosed with cancer this past summer, he and the cycling community knew they had to get involved to help others fighting this disease. The Lance Armstrong Foundation and Lance Armstrong personally have been a critical part of Connor's care, so he was excited when his father, David O'Leary, suggested teaming up with Utah Cyclocross to create CROSS OUT CANCER, a fun cyclocross event supporting LAF.

Utah Cyclocross organizer Matt Ohran stated, "When David O'Leary approached me about doing a fundraiser for Cancer I was honored that he thought that Utah Cyclocross

could help make a difference. Hearing about his son Connor's condition was heart breaking. I watched Connor mature into a very strong cyclist over the past years both on the road and at the UTCX series. I also immediately thought of Matt Bradley one of our most passionate Crossers who just had his foot amputated just below the knee, and of Cindy Yorgason, one of our race officials who both are battling cancer. The answer was an immediate YES - let's figures out how and what we need to do to make this happen."

CROSS OUT CANCER allows individuals in the greater Salt Lake City area to do something bold in the face of cancer by demonstrating support for local patients and by supporting the mission of the LAF to inspire and empower people affected by cancer.

UTCX has pledged to donate 100% of registration proceeds from this special ride, which will be held in the middle of the normal cyclocross races for the day, to LAF. This event is in support of the many members of our community fighting against cancer including numerous cyclists who are currently battling this disease.

David O'Leary, a Lance Armstrong Foundation Fundraiser said, "We are proud and excited to be supporting this event and join thousands of other LAF supporters around the world in raising much needed funds to fight this disease that affects over 28 million people world wide. Together, we can help people with cancer live life on their own terms."

The event will be held snow, rain, sleet or shine and all in attendance are encouraged to wear yellow, the color of LAF (LIVESTRONG).

O'Leary went on to say, "Whether someone rides or simply comes to watch, they will be involved in an incredibly exciting event and will have personally helped to CROSS OUT CANCER."

Funds raised through CROSS OUT CANCER will enable the LAF to continue helping people across the nation with the physical, emotional and practical challenges of cancer. Since its inception in 1997, the LAF has raised over \$325 million to fight cancer.

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#### Saturday Cycles

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Salt Lake City, UT 84102  
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177 E. 200 S.  
Salt Lake City, UT 84111  
(801) 746-8366  
slcbike.com

#### Sports Den

1350 South Foothill Dr  
(Foothill Village)  
Salt Lake City, UT 84108  
801-582-5611  
SportsDen.com

#### The Bike Guy

537 E 2100 S.  
Salt Lake City, UT 84105  
801-860-1528  
thebikeguyslc.com

#### The Bike Guy

1555 So. 900 E.  
Salt Lake City, UT 84105  
801-673-9540  
thebikeguyslc.com

#### Wasatch Touring

702 East 100 South  
Salt Lake City, UT 84102  
(801) 359-9361  
wasatchtouring.com

#### Wild Rose Sports

702 3rd Avenue  
Salt Lake City, UT 84103  
(801) 533-8671  
wildrosesports.com

### South and West Valley

#### Bingham Cyclery

1300 E. 10510 S. (106th S.)  
Sandy, UT 84092  
(801) 571-4480  
binghamcyclery.com

#### Bingham Cyclery

10445 S. Redwood Road  
South Jordan, UT 84095  
(801) 446-8183  
binghamcyclery.com

#### Canyon Bicycles

762 E. 12300 South  
Draper, UT 84020  
(801) 576-8844  
canyonbicycles.us

#### Canyon Bicycles

11516 S District Drive  
S. Jordan, UT 84095  
(801) 790-9999  
canyonbicycles.us

#### Canyon Sports

1844 E. Ft. Union Blvd. (7000 S.)  
Salt Lake City, UT 84121  
(801) 942-3100  
canyonsports.com

#### Infinite Cycles

3818 W. 13400 S. #600  
Riverton, UT 84065  
(801) 523-8268  
infinitecycles.com

#### Lake Town Bicycles

1520 W. 9000 S.  
West Jordan, UT 84088  
(801) 432-2995  
laketownbicycles.com

#### REI (Recreational Equipment Inc.)

230 W. 10600 S.  
Sandy, UT 84070  
(801) 501-0850  
rei.com/sandy

#### Revolution Bicycles

8714 S. 700 E.  
Sandy, UT 84070  
(801) 233-1400  
revolutionutah.com

#### Staats Bike Shop

2063 E. 9400 S.  
Sandy, UT 84093  
(801) 943-8502  
staatsbikes.com

#### Taylor's Bike Shop

2600 W. 12600 S.  
Riverton, UT  
(801) 253-1881  
taylorsbikeshop.com

#### Taylor's Bike Shop

3269 W. 5400 S.  
Taylorsville, UT 84118  
(801) 969-4995  
taylorsbikeshop.com

### UTAH COUNTY

### American Fork/Lehi/Pleasant Grove

#### Bike Barn

201 E. State St.  
Lehi, UT 84043  
(801) 768-0660  
bikebarn@hotmail.com

#### Bike Peddler

24 East Main  
American Fork, UT 84003  
801-756-5014  
bikepeddlerutah.com

#### Timpanogos Cyclery

665 West State St.  
Pleasant Grove, UT 84062  
801-796-7500  
timpanogoscyclery.com

#### Trek Bicycles of American Fork

Meadows Shopping Center  
356 N 750 W, #D-11  
American Fork, UT 84003  
(801) 763-1222

trekAF.com

### Payson

#### Downhill Cyclery

36 W. Utah Ave  
Payson, UT 84651  
(801) 465-8881

downhillcyclery.com

### Provo/Orem/Springville

#### Bingham Cyclery

187 West Center  
Provo, UT 84601  
(801) 374-9890  
binghamcyclery.com

#### Blayn's Performance Cycling

1738 S. State St.  
Orem, UT 84097  
(801) 225-7012  
blaynsperformancecycling.com

#### Mad Dog Cycles

360 E. 800 S.  
Orem, UT 84097  
(801) 222-9577  
maddogcycles.com

#### Mad Dog Cycles

936 E. 450 N.  
Provo, UT 84606  
(801) 356-7025  
maddogcycles.com

#### Noble Sports

1575 South 1950 West Suite #1  
Springville, UT 84663  
(801) 616-3553  
noblesports.com

#### Park's Sportsman

644 North State St.  
Orem, UT 84057  
(801) 225-0227

parkssportsman.com

#### Racer's Cycle Service

159 W. 500 N.  
Provo, UT 84601  
(801) 375-5873  
racerscycle.net

#### SBR Sports

149 W. 400 N.  
Orem, UT 84057  
(801) 225-0076  
sbrutah.com

#### Taylor's Bike Shop

1520 N. Freedom Blvd.  
Provo, UT 84064  
(801) 377-8044  
taylorsbikeshop.com

#### Urban Downfall Cycles



## ADVOCACY

### Utah Flies, Idaho Sinks with Enhancements Spending

By Charles Pekow

When it came to protecting bicycling's share of the ground transportation pie, Utah deserves kudos for flying above the clouds. But Idaho sunk to the bottom of the sea.

The Federal Highway Administration (FHWA) gives and takes away. Most years it tells all states to cut a share of its ground transportation money and return it to the federal treasury. But the law allows states to decide how much to take from which surface transportation programs.

Utah was one of 10 states (counting the District of Columbia) that opted not to cut its Transportation Enhancements program, the largest federal source of funding for bicycle-related projects. Utah received \$7,419,375 in Enhancements funding in FY 10. But that was only 2.4 percent of Utah's total funding from the FHWA.

Nationally, Enhancements took a tumble – taking more than a quarter of the cuts – 11.4 percent more than its share if states had taken a proportional cut from each surface transportation program. Some states even cut more than a year of Enhancements funding by rescinding unspent balances from previous years. In fact, states treated Enhancements so unkindly this year that on average, they returned 7.9 months of Enhancements funding.

States can only return money they haven't committed yet. And since states give most Enhancements money to local grantees, it sometimes takes longer to commit and doesn't necessarily support the state transportation pretreatments' own projects. That makes it the perfect target to cut.

Utah, however, had committed most of its Enhancement funds promptly, leaving it unavailable to cut. In fact, Utah rescinded less than \$1 million of Enhancements money in the last four years.

By contrast to Utah, Idaho gave Enhancements the shaft, it took \$7,532,480 from Enhancements, or 44.2 percent of the \$17,024,352 it gave back to Washington. This amounted to more than a year of funding – 15.1 months to be exact. Idaho cut Enhancements 21 percent more than it cut the rest of its highway funding. Only Nevada, Texas and Nebraska cut a bigger share of Enhancements.

Idaho even stopped funding Enhancements projects, making the money an easy target when it had to return something.

States were given an extra share of Enhancements money in the stimulus package this year. Since the rules required states to spend the money promptly, Utah chose to spend almost all of it on “shovel-ready” projects so it didn't make bike projects a priority. It did, however, put \$750,000 into extending the bike path along SR-12 in Garfield County.

(Note: the above figures were com-



Above: The new bike corral in front of Squatter's in Salt Lake City.

piled by the National Transportation Enhancements Clearinghouse, which is operated by the Rails-to-Trails Conservancy, of which I am a member.)

### Study Shows Bike Corrals Shown to Increase Bike Traffic

By Charles Pekow

Note to the business community: if you want to attract customers, you can do all sorts of marketing and offer discounts. Or you can put a bike corral in front of your establishment. They tried the latter in Portland, OR, and it works. Portland seems to be the leading city in the United States when it comes to innovative bicycling procedures, and the town has done it again here, showing that plenty of convenient bike parking brings in the business.

The corral idea worked so well that the one-site experiment started in 2004 expanded to 40 sites by 2010. Portland State University's School of Urban Studies & Planning recently released what it says is the first serious study of bike corrals. The school queried business within half a block of a corral and found “widespread local business support for the corrals with few exceptions.” And the businesses estimated that nearly a quarter of their customers came by bike – and the number of bike-riding consumers increased over time.

“Key findings from this study demonstrate that business owners commonly view the bike corrals as exemplars of sustainable transportation, which enhance the street and neighborhood identity and increase foot and bike traffic,” states the study Bike Corrals: Local Business Impacts, Benefits and Attitudes.

Portland decided to increase bike parking in 2004. One tactic involved turning one or two auto parking spaces into bike parking spaces in busy commercial areas. It created corrals that can hold 10-20 bikes. Pretty soon, businesses were asking the city to build corrals in front of them. At

the time the report was released, the city was considering 50 additional requests – more than it could handle.

A typical corral involves an area in a parking lane designated by painted stripes on the street and vertical poles. They include 6-12 inverted U-racks, either diagonal or perpendicular to the street. They are not elevated and do not extend into sidewalks.

Portland businesses can request a corral. The city considers applications by meeting with the businesses and their landlords and observing parking. But the city does not consider auto-parking capacity; nor does it contact other local businesses.

“Historically, the removal of on-street car parking in dense commercial areas has been met with skepticism from business communities. This is due in large part to a commonly held belief that the majority of customers prefer to use private motor vehicles to reach commercial destinations,” the report notes.

Businesses cited a few more benefits: better visibility of stores from the street and a more pleasant dining experience at outdoor cafes, to name a few.

The school acknowledges, however, that its preliminary findings can't provide the last word on the costs/benefits to businesses of bike corrals. The sample size was too small, for instance, to see what specific types of businesses or locations benefited most. And the researchers contacted businesses through email addresses provided on websites, so those without websites couldn't express views. Nor did the study consider seasonal variations. It also assumed that riders wouldn't go out of their way to use a bike corral that was more than half a block or a block from their destination. And the researchers did not independently verify the business owners' perceptions.

The study also overly represented restaurants and retail establishments and other businesses may not gain as much.

View the study at [http://bikeportland.org/wp-content/uploads/2010/05/PDX\\_Bike\\_Corral\\_Study.pdf](http://bikeportland.org/wp-content/uploads/2010/05/PDX_Bike_Corral_Study.pdf).

### Past LOTOJA's Continued from page 2

including oncoming vehicles, as she raced ahead to the next feed zone. I later came to find out that my friend's wife had labeled several support drivers, including the aforementioned spouse, as asshole no. 1, asshole no. 2, etc.

Then there was the year a rider was stopped and issued a citation by the Wyoming Highway Patrol for littering when he tossed his banana peel off to the side of the road.

About four or five miles into another LOTOJA, my buddy, David Bern, who has a bladder the size of a walnut, decided we needed to stop so he could relieve himself. I remember saying, “Are you kidding?” He was not, so we stopped. Actually, it seemed just fine. The race was neutral to Smithfield, an official's car was at the front and the pace was not too fast. We figured we could easily catch back on.

Turns out the riders at the front (again, this was back when everyone started together) told the lead official to pick up the pace. It was a cold morning, and riders wanted a faster pace to warm up. Dave and I chased twenty miles before we finally realized we were not going to catch them. They were always within sight, sometimes a little closer, other times a little further away. So that is the year we were dropped four miles into the race, when we should have been with the lead all the way past Soda Springs to Tin Cup Pass. I still have this mental image of Karma passing us with this look on her face of, “What the heck?”

I have ridden a whole ton of miles in the LOTOJA with my good friend Mr. Bern. One year, we had both been quite ill up to the time of the race, and finally, after a hundred miles, we packed it in. Three weeks later, Dave calls me and tells me that, since we did not finish, we were going to ride the entire LOTOJA course the next weekend. I had hardly ridden my bike since the LOTOJA.

I remember thinking, “This is crazy”, and considered telling him no. But he is my good friend and cycling buddy, and he has this way of convincing me to do things I am not otherwise inclined to do. So the next Saturday, we lined up outside of Sunrise Cyclery, in the dark at 7 a.m., a peloton of two, and we were off.

This is actually one of my great cycling memories. It turned out to be a refreshing and beautiful fall day, with a gentle wind out of the south to help us along. We arrived at Teton Village just as it was starting to get dark. It had been a won-

derful day of cycling.

There are many other tales I could tell, but I will finish with probably the most memorable of all, the legendary LOTOJA of 2005. When I arrived at the start, I looked around at my fellow riders and thought, “Did these guys see the same forecast I saw? Cold and rain all the way to Jackson?” Some were in shorts and jerseys only, while most also had on arm warmers and light vests. I came with a full jacket, long-fingered gloves and tights.

I was the smart one that year. As we approached, Preston it began to rain. About halfway up Strawberry Summit the rain turned to snow. I recall the huge snowflakes falling and blanketing the ground. Fortunately, the snow melted when it hit the road, and did not freeze.

When I went over the top, I was extremely cold, but at least I was covered. As I made the sweeping right hand turn just past the summit, I suddenly saw 50 - 100 cyclists WALKING DOWNHILL. They were so cold they shook and could not control their bikes. I just put my head down and motored out of the canyon as fast as I could go, figuring the sooner I got down to lower elevation the less cold it would be. Along the way, I saw groups of bicycles stacked against cars, buildings and police cars.

When I rode into Montpelier, my wife was there with my feed bag. I stopped and told her I needed to change clothes. I was soaked and cold. We ran across the park to our car where, with Karma helping, I promptly stripped down. Normally, that would be fun, and I would be in no hurry to get dressed. But this time, I was shaking with cold, and could not get my clothes on fast enough. Still shaking, I jumped back on the bike and headed out, knowing that with dry clothes I would quickly warm up once I got going.

Thankfully, it stopped raining for the stretch over Geneva Summit and Salt River Pass, but then rained intermittently, well actually most of the rest of the way, to Jackson.

I was one of the less than 500 out of 1500 starters that finished that year, proud that I showed the wisdom that age and experience brings. Without the jacket, tights and cold weather gloves, I would have been toast, or more to the point, soggy, frozen meat.

I am uncertain how long this crazy string of LOTOJAs will last for me. I told Karma I had to ride next year's LOTOJA as that will be the 30th edition of the LOTOJA, and then would need to participate the year thereafter, as that will be my 25th LOTOJA. In truth, every year I just hope for at least one more, and God willing, a few more thereafter.

by business owners on a first come first serve basis. Contact Ben Bolte (Ben.Bolte@slcgov.com) or Becka Roelf (becka.roelf@slcgov.com) in Salt Lake City Transportation if your business would like a corral.

### Salt Lake City Installs First Bike Corral

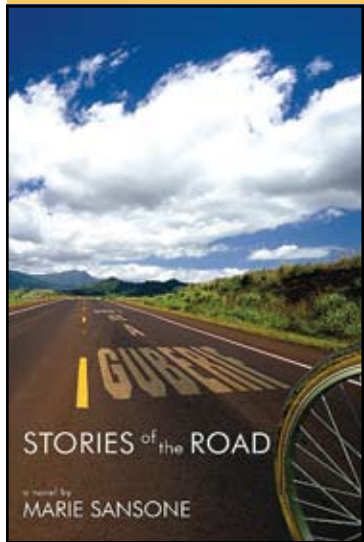
Salt Lake City installed its first bike corral in front of Squatter's Pub on 300 S. The corral provides several bike parking stalls in front of the restaurant and replaces on car parking spot. The corral will remain until winter sets in and then will be removed and reinstalled in April. Assuming this test corral goes well, Salt Lake City intends to install up to 10 corrals next year in the downtown area. Corrals can be requested

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## BOOK REVIEW

## Stories of the Road: A Bicycle Touring Novel



Review By Lou Melini

STORIES OF THE ROAD, By Marie Sansone; Inkwater Press, Portland Oregon, 2009

Stories of the Road, is a fictional book about two 20-year-olds, Tom Steadman and Kara Portola who ride across the United States in 1976. Ms. Sansone based the book on her 2 rides across the U.S. in the 1970's.

A bicycle tour is usually a personal experience, difficult to translate to others. A touring book can be equally a personal experience, appealing to some readers while boring others. Also a book based well

in the past can have the additional challenge of being relevant to the present day reader. Barbara Savage's "Miles From Nowhere" is a classic despite its 1970's time period. Spoked Dreams by Charles Riddell, has a setting in the early '80's, and was not worth writing a review in my opinion. Partly this may be due to my interest, not so much on the journey but on the people and relationships in a bike-touring book. Stories by solo riders such as Mr. Riddell have never appealed to me.

For someone like me, who rode across the U.S. in 1975, the book contains countless recollections. I bonded well with this book. I have experienced some of the stories found in Stories of the Road, and I have traveled on some of the same roads.

As much as I vicariously relived the past, I noted some historical inaccuracies in the book. Tom states; "A lot of bicyclists are using shoes that clamp onto the pedals". Pedals that one could clamp onto were not available until the '80's. There is also a reference to Cannondale bike panniers. These were not manufactured and sold by Cannondale until 1981. (However Bellweather did make panniers at that time.) Also the Tom used the word "organic" with reference to a bar of soap. "Natural" yes, but I do not recall "organic" used in 1970's advertising. Other than these few errors, the rest of the book did a good job of being historically correct.

The book is perhaps too long. If you like the writings of James Michener, you can relate to this book. Her personal views seem to be interjected into the conversations and actions of the characters, and in a lot of the narrative. Some of these statements were juxtaposed in the story, not adding anything. These statements were odd, out of place, and a distraction. When Tom and Kara were becoming comfortable reading maps "a lot of squiggly lines or sharp

bends, you can pretty much count on steep hills or other topographic changes; although another possible explanation might be changes in land ownership patterns, changes usually entailing greed", an odd conclusion. There was a two paragraph rambling about justification of bikes not being allowed in a wilderness area. In addition there was the conclusion that "one of the curiosities of male behavior is the folding of maps along their original creases". Not this male.

Ms. Sansone breaks up the story of Tom and Kara riding across the U.S. with information about the geology, wildlife, culture and history of the states that they pass through. Some may find this tedious, perhaps distracting from the story. I liked the information, though at times the diversion was too long or again not relevant to the story. I also have read more than a half dozen Michener books. There were a few paragraphs about loons dying from leaded fish weights and over two pages on the carcinogens, PCB's. Perhaps Ms. Sansone, an environmental lawyer, felt a need to interject environmental infomercials in her book.

Despite these criticisms, I enjoyed the book. I had a hard time putting it down once I got started reading it. It took me a week to read the Stories of the Road. Ms. Sansone presented a rather realistic story of two young people who naively jump into an adventure that they were at first unprepared for. There must be thousands of people who have done long tours who could relate to this book. There will be numerous passages in the book when they will smile and say; "yep, done that, been there" as they recall their own journey.

For the thousands in this country that may be thinking of an extended bike tour, the book would be a good start to plan for the journey. The carrying of emergency food, extra water, skin care, remembering that a bike tour is supposed to be relax-

### CYCLING THROUGH THE AGES

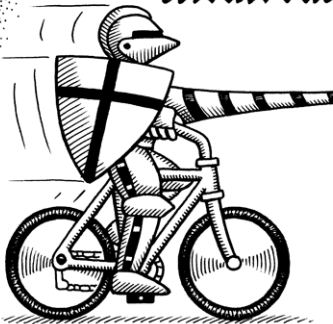
#### PRE-HISTORIC



#### ANCIENT GREECE



#### Medieval



#### RENAISSANCE

ing are just some of the lessons to be learned. Also I'm not just talking about equipment, but the strain on the relationship that can occur on such a long trip due to the added stresses of weather and fatigue among others. Throughout the bike ride, Tom had an annoying habit of riding quite far ahead of Kara. Once, in her haste to catch up in the rain, Kara's rain poncho got caught in her wheel. She then steered in to a drainage grate causing her to fall and cut her knee. This single issue of Tom riding ahead was a dominant feature throughout the journey, and one that probably influenced their relationship after the ride. Guys, don't be like Tom!

Bicycle touring books should be entertaining perhaps more than the learning experiences they can provide. There are some passages that Ms. Sansone wrote brilliantly. The panic one can have when a rain cape blows over your face while trying to brake down a hill with a truck on your wheel was written perfectly. I know, it happened to me 30 years ago on the Oregon coast, the last time I

used a rain cape. Once while camping Tom and Kara thought they heard a cat meow and some footsteps. The next day while in town they heard a ghost legend involving a cat and a deceased young girl. A beautifully done story that was hauntingly eerie. The ending of the book was also very good, leaving the reader to ponder what the future relationship of Tom and Kara was to become. On the other hand what's a "mog" and why use "beeves" instead of cattle? Why the excessive words?

The 469 pages could easily be reduced to less than 400, perhaps 350. The book I received was a first run with imperfections. Hopefully the book you read will be shorter without the unneeded mini-editorials.

You can find the book online at [sites.google.com/site/storiesoftheroad](http://sites.google.com/site/storiesoftheroad)



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See website for meeting info, agenda and minutes





## UTAH BIKE INDUSTRY

## Delta 7's IsoTruss Frames Turn Heads



Above: Delta 7's Ascend Road Bike is built using IsoTruss technology. Below: A closeup of the tubes.



By Tyler Servoss

Have you seen the Delta 7 bicycles around Utah the last few years? Awareness of the unique frames has stepped up several notches in the last two years, most notably due to Delta 7's association with TeamGive. In 2009 TeamGive riders began showing up at races and events astride the attention grabbing IsoTruss carbon fiber framed bikes. What is IsoTruss? It is a geometric structure that creates a tube that looks like a spider web with an open lattice design. In 2010 TeamGive signed veteran Professional Burke Swindlehurst to a one man pro team project that saw him race Delta 7's Ascend road bike and Arantix mountain bike throughout the country.

Delta 7's Ed Packer describes the

company's progression as follows, "The most obvious thing about our bike is the IsoTruss technology which was developed at BYU 15 years ago, and we licensed the technology from them 4 years ago and we have been building bikes with it. Bikes have been a stepping-stone for us to get into other industries like the tower industry. To learn the bikes we had to pick up the capability to mold the lugs and bond. We brought in consultants and other engineers to get us through those periods."

The folks at Delta 7 have been cranking out incredible bikes from a facility in Payson and now in Sandy ever since.

In keeping with a tradition of focusing on Utah based and Utah related companies, I was given an opportunity to test the Ascend Road bike recently.

The bike came with equipped with more Utah goodness including ENVE composites (formerly Edge Composites) Wheels, Fork, Stem and Handle bar and tipped the scales at 15 lbs.

The resulting build had a very solid, yet extremely light feel. I raced in the Simply Mac Crit series in Ogden this summer and found it to be a great testing ground for the bike's handling. In the corners, when com-

paring my aluminum/carbon-forked bike to the Delta 7/Enve wheels combo, the difference was night and day. I am sure there has got to be some sort of placebo effect when you are racing on a \$10,000 bike, but the difference was still palpable. The frame is stiff and has zero lateral flex when sprinting.

The bike is rock solid on fast descents and rails the corners. The weight of the frame coupled with the ENVE wheels and Dura-ace kit made the bike fly up hills. The frame geometry made for a roomy cockpit, placing the bar at about the perfect position.

The one drawback I found with the frame is the placement of the bottle cage bolts on the down tube. On the 52 and 54 cm frames there is not enough clearance to get a full size bottle in and out. This is not a huge deal as most rides can be handled with a big and small bottle.

One of the coolest things about testing this bike was the number of comments and questions its appearance elicited. Some common ones:

Is that frame strong enough to hold you?

What about the Aerodynamics?

Does it whistle when you ride it at high speeds?

According to Delta 7 the frame meets or exceeds industry standards with no rider weight limit. The frame is as aerodynamic as standard tubes and performs better in a crosswind and it does not whistle or make any strange noises.

On close inspection of the tubes themselves, one can see yellow Kevlar fibers interlaced with the carbon. For 2011 Delta 7 has found a way to eliminate the Kevlar on the Ascend road frame while gaining strength and cutting frame cost by \$1,000. The cost savings is a result from the reduced labor involved in the new process.

"It took 300 hours to make a bike," according to Jay Mealy of Delta 7, "now it is more like 33 hours. That is a huge change in cost. With volume the unit cost goes way down. We don't have that volume yet. That is what we have been working on. Getting ready for prime time where we can really produce a lot of bikes"

Delta 7 is also refining its sales and distribution models. "Traditionally we have gone through the independent bicycle dealer (IBD). We have been targeting higher end, more specialty dealers. We are finding that penetrating that successfully is challenging so we have ramped up our direct internet sales and quite frankly we have sold more bikes that way than we have sold with the IBD model," said Jay Mealey.

Delta 7 continues to work with IBD's and often ships direct purchase frames to IBD's be built up, and is in a real growth and refinement phases with its dealers and web sales.

Watch for more great developments to come from Delta 7 in the near future including a possible reworking of their mountain bike offering and expansion into the local and national racing scene. For more information please visit [www.delta7bikes.com](http://www.delta7bikes.com)

## UTAH BIKE INDUSTRY

## Looking for a Tube at Midnight? Try the 24 Hour Bike Shop



Above: Isaac with the 24 Hour Bike Shop vending machine at Dave's Corner Market in Moab.

Below: The Bike Box.



By Tyler Servoss

Have you ever gotten to the trailhead or out on a ride and found that you had used your last tube? Or that you really needed a trail map? Isaac Stewart has and that was the inspiration for 24 Hour Bike Shop. While traveling around the west on an extended mountain bike trip in 2009, Isaac would often arrive in a new town late at night and have to wait until the local bike shop opened at 10 or 11 a.m. to get a tube, a map, energy food etc.

24 Hour Bike Shop was born to address that need and now has vending machines

and "Bike Boxes" placed in 50 locations spread over 8 western states. The boxes contain such cyclist essentials as maps, tubes, CO2 cartridges, patch kits, energy gels, and energy bars. They are located inside markets, coffee shops, hardware stores and other readily accessible businesses. Some are even placed at trailheads and rely on the "honor system."

The business model is flexible enough to incorporate and partner with local bike shops. Some boxes are stocked from the bike shop's inventory and profits are splits, others are branded with the local shop name and serve as an advertising vehicle.

Bike Box and vending machine locations, along with ride reviews, maps, and logs where riders can post times on local climbs or popular ride routes to compare with others and compete for prizes can all be found at [www.24hrbikeshop.com](http://www.24hrbikeshop.com)

The business continues to grow and is another great example of bicycle industry entrepreneurship produced in Utah.



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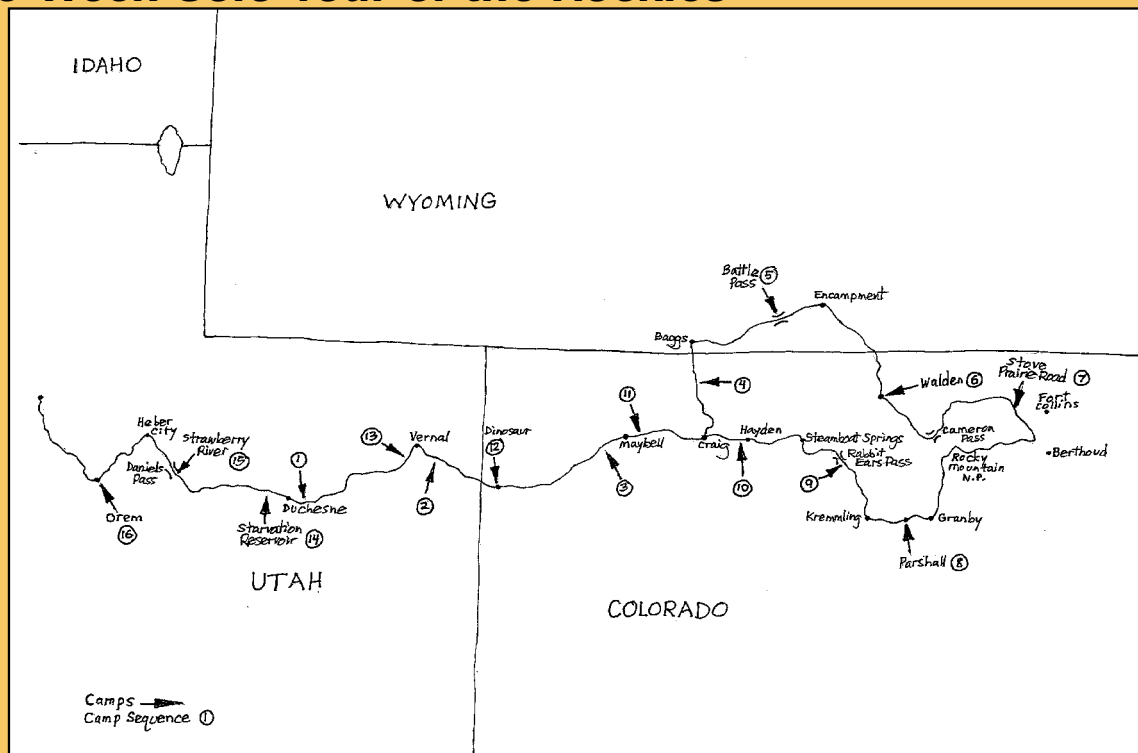
4543 South 700 East, Suite 200 Salt Lake City, UT 84107  
[dward@cyclingutah.com](mailto:dward@cyclingutah.com)



## TOURING

**"I Slept With A Scorpion" - A Three Week Solo Tour of the Rockies**

Top left: Mel on day 1 east of Daniels Summit.  
Right: The route from Utah to Colorado and back.

**By Mel Bashore**

As I entered the home stretch of my solo 1,000-mile, 3-week ride through the northern Rockies in early fall 2010, I once again felt the conflicting feelings I had experienced on previous long-distance bike tours. I was ready for the ride to end. I was ready for a soft bed and warm showers. For three weeks I had slept "in a ditch." This was my folksy way of telling others that I slept wherever I might find a safe place to bed down each night. Warm showers were infrequent and a real treat on the road. More often than not, I didn't get much more than a spit bath in a public bathroom. So after three weeks, I was ready to return to the comforts of civilization. Yet I found myself slowing my pedaling as entered the last hundred miles of my journey. This ride I had dreamed up was my fifth long ride in the space of three years. Once again, it had been filled with adventure. The prospect of those daily adventures coming to a grinding halt caused me to slow my pace.

Months earlier when I had been casting about for a destination and journey for a bike ride, I chose the northern Rockies. My daughter lived on the eastern flank of the Rockies in Berthoud, Colorado. It would be nice to visit her and enjoy a few days of rest before returning home. I planned a route that would take me on a circle through the Rockies in southern Wyoming and northern Colorado, passing over four 10,000-foot passes. There would be plenty of ups and downs. At age 64, I hoped that the ups wouldn't be too severe. Two years earlier I had made it over two big passes in the southern Rockies on a 2,000-mile Kansas-to-San Francisco ride. I was now two years older. Hopefully I wasn't over-reaching beyond my ability to accomplish what boded to be a challenging ride.

**Utah**

I chose a stormy day in late August to leave Salt Lake Valley. Hail was battering the valley so it was not hard for me to accept my wife's kind offer to drive me to the top of Daniel's Summit to begin my ride. In addition to the onslaught of the stormy

weather, I hadn't looked forward to the uphill grind on the narrow Daniels Canyon highway. It was bedeviled with poor shoulders and heavy truck traffic. It was comforting to begin my ride safely along the shores of Strawberry Reservoir with the black, stormy clouds at my rear. It was a good beginning to my ride. With a slight tail wind and some nice downhill runs, I got about ten miles east of Duchesne on U.S. Highway 40 before I began looking for a place to camp on my first day out.

On my rides, I make a good-faith effort to try to find public land on which to camp, but it is very difficult to locate in farm and ranch country. When I get into the daily routine of riding, I generally start riding at 8 A.M. and begin looking for a place to camp at 6 P.M. I try to find a camp place by 6:30 P.M. so I can spend an hour getting settled into my tent and secure my gear. I'm generally asleep by 8 P.M. and log over ten hours of sleep nightly. I am often so tired that neither the sound nor vibrations of nearby night traffic can keep me awake.

The country I passed through east of Duchesne was mostly private farms and ranches. The fences of the farms and ranches were close to the road, giving me too little a buffer in the barrow pits close to the highway. Then I spotted a cornfield ahead. I remembered that a friend had told me about sleeping in cornfields in the Midwest during a bike trip he took during his college days. The cornfield up ahead looked promising because it was shielded from the road by big shade trees and thick bushes. Although I would prefer to find a camp place on public land, I didn't think I would because I was getting close to the farming community of Myton. With such limited choices, I ducked into the field and set up my camp, hidden behind the trees and bushes from the road at the edge of the rows of the cornfield. I was able to phone my wife and assure her that I was bedding down in a safe place. As we concluded our conversation, I said, "I hope they don't irrigate tonight." With that wish, I climbed into my sleeping bag. My friend hadn't been bothered by such worries on his college bike ride in the Midwest, but Utah was the arid west. We irrigate our cornfields. As I slowly awoke the next morning, I heard a nearby muffled, quiet sound. I peered out the tent door. In the dim light of dawn, I could see water—everywhere. Where last night it was dry, this morning there was irrigation water moving all around and under me. I had planted my tent in the wastewater area at the bottom of the cornfield. Drats! What a rotten beginning! I quickly packed up my gear, discovering that my sleeping bag had stayed dry on top of my air mattress. Only the tent floor had got-

ten wet. I sloshed out of the muddy field, fortunately little worse for wear. I vowed that I would steer clear of any more cornfields.

Other than being slowed by a flat tire (my only flat on the journey) just shy of reaching Vernal, my second day's ride was uneventful. I had picked up a little hitchhiker—a grasshopper—who I noticed riding on top of my front pannier when passing through the Ute Indian Reservation. Between Naples and Jensen, I found a promising camp place on some public bad lands perched high above some irrigated hay fields. As the sun set beautifully in the west, I unloaded my back panniers off my bike and set them on the ground. Then I tucked myself into my tent for a quiet night well off the highway.

**Colorado**

As I set out the next morning, I noticed that my little grasshopper friend was still with me. That morning, the two of us would leave Utah and cross into Colorado. He would get as far as fifteen miles into Colorado before my bumping across some rumble strips would jar him loose. I had enjoyed his quiet companionship for eighty miles and was sorry to lose him. It would be two more days before I would learn that he hadn't been my only hitchhiker. This first day riding in Colorado I logged eighty miles (my longest day's travel) over mostly uphill rollers to a roadside "ditch" camp at about 7,000 feet elevation. I had wanted to reach the town of Maybell, but had to stop five miles before getting there when it began to get dark. I had heard that they had warm showers in the bathrooms of their city park. At that elevation and with a cloudless sky, the night looked like it would be frosty. I tucked my windbreaker down in the bottom of my sleeping bag to try to help keep my feet warm. After packing up the next morning, I coasted into Maybell. I also bought a juicy, fresh-picked Colorado peach at the little town store. I took the taste of that peach with me for what seemed like hundreds of miles, hoping I might again find a store where I could buy another. After leaving Maybell, feeling like a new person again after my shower, I ventured to and through the metropolis of Craig, Colorado. At Craig, I left Highway 40 and headed north. I ran out of daylight soon after meeting a stretch of bad road with no shoulder. Fortunately I found some BLM land on which to bed down on the

rise of a hill a few hundred yards from the road. Once again at high elevation, I tucked my windbreaker in the bottom of my sleeping bag to try to keep my toes warm. In the morning, I took the windbreaker out from the bottom of the bag and shook it out to refold it. A scorpion fell out on the ground in front of me! Youch! He must have climbed into my windbreaker two nights earlier at the lower elevation in eastern Utah. I had kept him warm and alive for two nights in the bottom of my sleeping bag! Another lesson learned. From then on, I kept my panniers off the ground and on my bike each night. It's a wonder I didn't get stung. I doubt he made it through the next night at that higher elevation in northern Colorado.

**Wyoming**

Grateful to have avoided getting stung, I pushed off and crossed the Wyoming border in mid-morning. After stopping in the little store in Baggs (with no peaches), I changed direction, pushing eastward through beautiful farm country in the Little Snake River Valley. After not too many miles, I began some serious hill climbing in the little-visited Sierra Madre Mountain Range towards the first of my 10,000 foot ascents. Battle Pass (elevation 9,955 feet) on the Continental Divide would prove to be the toughest of the four passes I would pop over on my tour. I reached it in the evening and wisely decided to bed down in the trees instead of dropping off the other side. It was only fifteen miles to Encampment, but I thought it would be wise to get a good night's rest before tackling a steep descent. I dropped off to sleep, lulled by the memory of that day's

stupendous mountain scenery and the trumpeting of bugling elk.

Feeling fresh after a good night's rest, I put on some extra layers to keep me warm during the early morning thrill run down to Encampment. Little did I know that I was riding on a portion of the national transcontinental bike road that started on the West Coast in Astoria, Oregon. But I was late in the season and, in fact, wouldn't see another touring biker until well along on my return journey home (I only saw other tourers on three occasions). While getting ready to push off from the little corner store in Encampment, an older local gentleman approached and asked me what I think about while I'm pedaling. I prefer not to listen to an iPod while riding so I have plenty of time to myself. I didn't have a profound answer for his curious question, but gave him a few thoughts that came to mind. I also asked him to tell me what the road was like up ahead. He told me that I would have a few rollers but they wouldn't dip lower or higher than about two hundred feet in the next fifty miles. During the next fifteen miles of riding, my ever-present thought was that I would like to go back and throttle that old man. I had forgotten the lesson I had learned on my previous rides. Never believe what a person who only drives a car tells you about what the road ahead will be like. They have no clue. Automobile drivers don't think about elevation or hills. The car does all the work. Only fellow bike riders can be trusted for road information.

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Above: Mel stopped for photo shoot while descending road out of Rocky Mountain National Park

### Back to Colorado

Not only were the rollers unexpectedly uphill, but I took a battering with stiff side winds. Adversity was rearing its head in spades on this stretch of road and I was hallucinating about that juicy peach. The town I was pushing for was Walden, back across the border in northern Colorado. My tongue was hanging out and the stiff wind had me listing to the side when I spotted a stand of trees in the distance that late afternoon. It turned out to be a store of stores in the wilderness. The locals called it the "Walden Mall." To me it was a veritable Nirvana because they had fruit of all kinds including—yes, peaches! I was in heaven! I was alive! Once I sated my appetite on fruit, I pushed on into town, stopping at a bar to ask what might be a good place to bed down outside of town. The bartender said, "Why don't you just stay in the city park. That's where the other

bike riders all stay." It was then that I learned that I was on the national bike route. After setting up my tent in their beautiful little park, the park's caretaker came by to turn off the sprinklers so I wouldn't get drenched during the night. He told me that the last bike rider had camped there four days before me so the touring season was winding down. The next morning, a lady walking in the park told me that in the summer of 1976 during the country's Bicentennial, over 4,000 cross-country bike riders had stayed in Walden's park. I told her how much that little act of kindness—letting bike riders stay in their park—meant to a tired bike rider. The bike journey is so physically punishing that any little kindness just about makes your heart explode with gratitude. I told her about other towns who weren't so inviting as Walden. She told me, "Well, we wouldn't think of not sharing our park."

It was with warm feelings that I forced myself to leave Walden the next morning. I hoped to make it at least to the top of Cameron Pass (elevation 10,276 feet). It was only thirty miles away. If the winds could only be kind and the climb not inordinately steep, I should be able to make it easily. And then I would have a nice, long descent that would bring me close to my daughter's house. But Mother Nature didn't want to make it too easy. A stiff side breeze kept me company for twenty miles. Every time I would see what I hoped would be a favorable turn in the road ahead, I would get my hopes up that the side wind would then turn into a tail wind. Not to be. I couldn't figure it out. No matter how much the road turned in a favorable direction, I was always buffeted by a hard side wind. It was crazy. Ridiculous. But with steady pedaling I finally reached the little hamlet of Gould, tucked away in the forest beneath a massive headwall of big Rocky Mountain peaks. With each mile, I kept thinking that I might be doing a lot of walking instead of pedaling to try to get over those looming mountains. The mountains ahead were absolutely spectacular—if possible, more beautiful than any I had seen on a previous car trip in Rocky Mountain National Park. Massive 13,000 footers blocking my path. My word! But I just kept plugging away. I kept thinking, "When is it going to get tough?" When is this going to be like Battle Pass? When am I going to get brought to my knees and humbled? When will I start walking? I never did. I rode up almost non-stop, halting only at scenic overlooks to beg people to take my picture. I made it from Gould to the top in less than two hours. The pass itself was nifty, a half mile in length and nestled between huge behemoth mountains.

It was a delightful surprise to come upon, happening most unexpectedly as I rounded a corner. It was only mid-afternoon and the steep descent beckoned. I donned some layers and pushed off. What a ride! On some stretches, I was almost keeping pace with the cars. I wasn't exactly streamlined with my panniers hanging out on the sides, but it was still a thrill for this old geezer. I had been forewarned that there would be stretches of the run down this Poudre Canyon road when the shoulder would go away. It did, but the traffic was gratefully light. After a few miles of very narrow twists, I reached my hoped-for safe cutoff which would take me more safely to my daughter's house than if I had stayed on this road all the way to Fort Collins. Stove Prairie Road left the Poudre Canyon road about two-thirds of the way down the canyon. I had been forewarned that it was a steep road, climbing up 7% grades for a thousand feet. It was a very narrow road, but there was little traffic to worry about. All I had to do was find a place to hide out and bed down in this narrow, forested canyon. I found a nondescript little slot and tucked myself into my tent after what had ended up to be a delightful and memorable day of riding.

The next morning, I began slogging up that steep road. Mostly I walked. What had happened to the Man of Steel from the day before? Had his muscles turned to mush overnight? I rationalized that I was just sauntering up the hill to more fully enjoy the gorgeous morning. Sure. Old man. But when I reached the top, I was rewarded with another absolutely phenomenal thrill run on the downhill side of that twisty mountain road. I had the fleeting thought, "Too bad Sarah (my daughter) can't see me now!" Just as I was plummeting down a 12% grade (yes it was 12%), up ahead

I spotted a car like my daughter drives coming up the grade. Was it them? At that speed I couldn't see faces. I think she and her husband said I was a blur (or maybe that's just what I seem to recall). It was them. They quickly turned around to try to catch me. Sarah said they kept thinking while chasing after me, "He couldn't have gone this far? Or this far? Impossible!" I was really ripping and having the time of my life. When they finally caught me down near the canyon bottom, it was an absolute joy to see them.

### And Home

After two days of rest and an enjoyable visit at my daughter's house, she took pity on her poor dad and hauled me up to the top of the highest paved road in America in Rocky Mountain National Park. I started from the summit of Trail Ridge Road (elevation 12,183 feet), descending through the park to begin my return journey to Salt Lake City. I would see more new country and retrace my old route on Highway 40 as soon as I reached Craig. I would pedal over Rabbit Ears Pass (elevation 9,600 feet). I would sleep in some more ditches and have more adventures along the way. Like my other long bike tours, the memories of the adventures that I had on this ride would cause me to slow down on the home stretch. I would finish the ride, ready for it to end, but unable to quell that itch for adventure that only another bike ride could bring. Maybe next year.

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