

NEWSLETTER



COLOR COUNTRY CYCLING CLUB

PO Box 416 Cedar City, UT 84720

www.colorcountrycycling.org

June 2009

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COLOR COUNTRY CYCLING CLUB COMMITTEE

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***NOTE: Links in Word documents stop working when converted to Acrobat. To view the links in this newsletter, copy and paste them into your browser. Sorry for the inconvenience.**

Risky Business

Cycling can be dangerous whether you ride fat tires or skinny tires. The month of May proved this at least twice in Color Country. Some of our club members crashed hard during a group ride and one spent the evening in the emergency room. And a tourist from Pennsylvania died on Little Creek Mesa after being separated from his friends.

In this issue we'll look at the details of these two incidents and provide some tips for keeping safe whether you are riding in a pace line on the road or visiting a remote trail in the back country.

Death on Little Creek

At approximately 9:00 PM on May 17th, 2009, Washington County Sheriff's Deputies responded to the Little Creek area on a report of an unattended death.

The decedent was identified as Joseph Manning, 40, from Avendale, Pennsylvania. Mr. Manning had been mountain biking with some friends in the Little Creek area when he became separated from his party. He was later found by his friends near a pool of water. His friends started CPR on him until assistance arrived. Medical personnel took over but were unable to revive him. The incident is currently under investigation by the Washington County Sheriff's Office. There were no obvious signs of foul play at the scene. The cause and manner of death will be determined by the Medical Examiner following autopsy.

On Saturday, May 30, a group of concerned local riders spent a few hours rehabbing the section of trail that the ATV Search and Rescue folks rode during their rescue efforts. The ATV tracks were confined to the area from the main trail head north to the top of Wash Tub (before the waterfall). The rehab efforts have replaced broken barriers, narrowed the track where the machines widened it, and erased virtually all of the ATV tire tracks. The next rain should take care of the rest.

Crash on a Club Road Ride

On May 27th, Rory Christian and 3 other riders crashed within ¼ mile of the end of the ride. Rory was checked out at the ER but escaped without serious injury except for some nasty road rash.

Editor's Note: Accounts vary and it's hard to remember exactly who was where. Here's one point of view from Tim Prindle:

It actually affected the last 4 riders, but Rory was the first of the domino and most impacted. The rider directly behind Rory did manage to stay upright, I think, but I believe he ended up going over Rory's bike and may have "spun" Rory after his initial impact...not sure. Andreas, directly in front of me, veered to the right and went down into the ditch; I was the last guy and managed to get stopped and zigzag through without going down.

Rory, from one account, inadvertently got his wheel on the "inside" of Steve's rear wheel, (apparently the echelon had opened up). The hunch is that Steve was making a correction back to centerline and since Rory was on the inside of Steve's rear wheel, he got clipped. Stories vary slightly though. I asked Steve what happened. He didn't recall touching his brakes and felt he was holding a good line. He didn't think he had moved enough to cause the wheel-hook.

Staying Safe — On the Trail

Washington County Chief Deputy Rob Tersigni offers these tips when riding the desert trails and slickrock. These tips are especially important now that hot weather is here:

As a safety reminder when hiking or biking in the Washington County area during this time of year, it is imperative that you take adequate fluids and know your limits. Temperatures can routinely exceed 100 degrees. With any type of activity your body can overheat quickly causing you to go into distress.

- Keep sun exposure and physical activity to a minimum during periods of extreme heat.
- Spend as many hours as possible in a cool place.
- Drink plenty of fluids. Avoid alcohol.
- Eat regularly, avoiding large meals and overeating.
- If you feel unusually weak, dizzy, or confused, get help. Call 911.
- Please be careful when out there and know what you are capable of.

Remember, the pace of the group must match the slowest rider. Don't let too big a gap form between riders, especially those who are novices or don't know the trail. The Pennsylvania man's friends must live with the knowledge that they could probably have prevented his death if they had waited a little more often and kept the group together.

Staying Safe — On the Road

Gregg Stepan, a Certified *USA Cycling* Elite Coach, offers these tips for paceline riding:

Most cyclists have ridden in some type of group ride or paceline formation. Usually, each person in a paceline takes a turn riding in front, breaking the wind. Many cyclists, however, overlook the most important principles of riding in a paceline, simply because those principles remain untold. Many of those principles also apply to a less formal group ride situation. So, this article tells the "untold story" of paceline and group ride etiquette.

The principles of paceline etiquette are designed to keep the group's speed consistently high and to avoid accidents. The essential purpose of the paceline is efficiency. In other words, the group is trying to keep its speed consistently higher than any single member of the group could maintain on his or her own. This efficiency is possible because it is as much as 30% easier to ride behind someone, where the wind resistance is considerable lower. A secondary but important goal is to avoid the accidents that can arise when cyclists ride within inches of each other.

Many cyclists, however, seem to forget that the essential the purpose of their formation is efficiency. To illustrate

some common mistakes, consider whether the following scenario sounds familiar.

Imagine that you are riding along in a single paceline, and you are the third rider in the line. The rear wheel of the rider in front of you is about 12 inches from your front wheel, and you are enjoying the draft. Suddenly, you notice that the rider in front of you, who has just taken the front position in the wind, is now 5 feet ahead of you. This front rider's sudden increase in speed has caused a gap, and when you notice the gap, you put forth a hard effort to close the gap, and so does each rider behind you, like an accordion. Then, this same front rider moves very gradually to the side. You wonder whether it is your turn to pull or whether the front rider is just wandering a bit. After a long pause and a bit of a slow down, you decide you are supposed to pull. When your turn pulling on the front is done, you want to move to the side so that the rider behind you can assume the front position, but the rider who was previously in front of you in the line is still right there on your side; he has not yet moved to the back of the line. You now begin to tire of pulling and gradually slow down. Finally, it is safe for you to move to the side. The rider behind you accelerates rapidly (because of the previous slow downs), and the entire scenario starts over again with closing gaps . . .

Here are three principles of paceline etiquette that often remain "untold.":

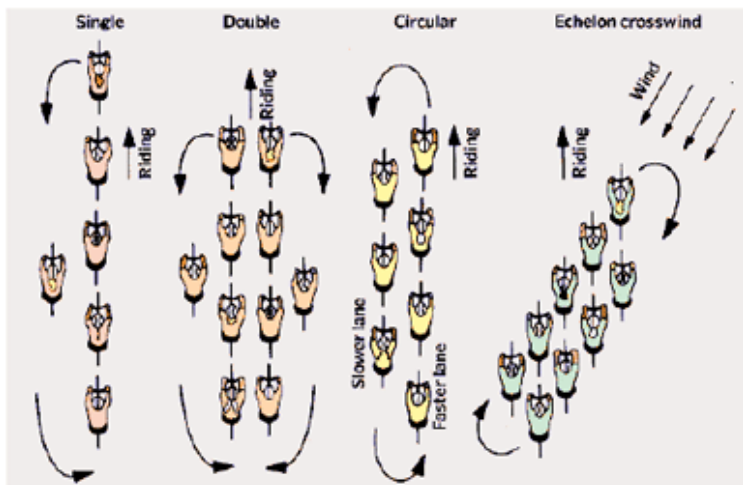
1. KEEP YOUR SPEED STEADY WHEN YOU ASSUME THE FRONT POSITION. In the scenario above, the riders in the paceline were constantly closing gaps. Their paceline looked like an accordion. Eventually, this gap closing effort wears down the riders in the paceline. To avoid this problem, the front rider must watch the speed on his computer just before his turn at the front, and then maintain that speed within one-half mph or one kmh. If the speed of the paceline needs to be increased, wait until you have been pulling on front for several strokes, and then SLOWLY increase the speed. A gradual increase in speed will avoid gaps and help keep you (and everyone behind you) fresh.

2. WHEN YOU ARE FINISHED PULLING ON THE FRONT, MOVE OFF TO THE SIDE WITH A CRISP AND SAFE MOVEMENT. In the scenario above, the front rider very slowly wandered to the side, making it unclear whether he was finished on the front. A more deliberate movement to the side (after checking your path to be sure it is safe) will keep the paceline flowing smoothly.

3. AFTER YOU HAVE PULLED OFF OF THE FRONT, SLOW DOWN IMMEDIATELY. This principle may seem intuitive, but it is amazing how often this principle is ignored. After moving to the side, you must immediately slow down (soft pedal) so that the next rider can move off of the front without bumping into you and/or without waiting for you to get out of the way. Of course, you also must make sure that your decrease in speed does not cause you to "back" into a rider behind you who has not yet rejoined the line.

More Paceline Tips

Here are some general rules for riding in a paceline. They are not the last word in pacelining but if you know these then you know a good bit.



- Ride at an even speed (constant effort).
- Try not to use your brakes. Sit up or move out of the draft some to catch some air to slow your speed.
- If you must brake, feather your rear brake to slow you smoothly.
- Never brake when at the front of a paceline.
- Do not coast or soft pedal at the front of a paceline.
- Wiggle your arm to signal that you are moving off the front. The arm that you wiggle indicates the side that you wish the following riders to pass you on.
- Keep pedaling as you move off the front. Don't stop or slow your cadence until the following rider has begun to pull through.
- When assuming the front of a paceline, keep your speed constant. Do not accelerate rapidly!
- Don't open gaps! Keep the paceline tight.
- If someone accelerates to open a gap, do not jump to close the gap (except when racing), close it slowly, the riders behind you will appreciate you.
- Keep about a 1 to 2 foot gap between you and the leading rider.
- Don't overlap wheels. If the rider you are following moves to hit your wheel, you will crash, not the other rider.
- If you contact wheels, turn your wheel towards the wheel of the rider in front. If you turn away you will go down quickly.
- If your handlebars or bodies touch a rider next to you, don't turn away; relax and keep your bike straight.
- Don't make any sudden moves.
- Don't ride too close to the edge of the road. Leave a foot to the right side when possible.

- Look at the middle of the rider's back in front of you and toward the front of the paceline. Do not stare at the wheel in front of you. If you stare at the wheel you can't react to things around you.
- When re-entering the paceline from the back, begin pedaling when about 2 or three riders from the back to increase your speed and move smoothly into the line. Don't wait until you're at the back. If you wait you'll have to jump to catch the group.
- Don't pull too hard at the front when racing or riding fast. Save enough energy to get back on the paceline.
- When standing, don't throw your bike back. You may hit the rider behind you.
- If you are too tired or weak to do your turn at the front of the paceline, don't pull at the front. Just rotate smoothly through without disrupting the group's pace. Then sit at the back about 1 bike length and let others fill in the space.
- Learn to trust the wheel in front of you and ride that track. Too often riders will sit off to one side or another. This makes the pace line inefficient and look ragged.
- Don't use your aerobars in a paceline. Save them for a solo ride or time trial.

New Web Site Makes Cycling Safer

The people at 3feetplease.com have developed a new site at www.RoadGuardian.com. It is a tool cyclists can use to report, mark, and share cycling incidents and trouble spots. Once shared, cyclists can use the information to plan safe routes to ride by avoiding potentially risky routes. The goal here is to save cyclists' lives and make cycling safer for everyone.

This site's value and benefit to the cycling world is dependent upon cyclists taking the time to report their cycling experiences: close calls, collisions, deaths, pot holes, harassment, etc.



In the weeks ahead more valuable pieces will be added such as trouble spot follow-up.

The hope is that towns, cities, states and countries will embrace this tool and make it a part of their cycling cultures. The developers hope all cyclists will consult the site in planning their routes to ride. By making cycling safer for today's cyclists, non-cyclists may feel a greater sense of safety so they might become tomorrow's cyclists. By adding more cyclists to our roads we will in fact be making cycling safer for everyone. Therefore, we have a lot to gain by building and using www.RoadGuardian.com.

A Word from the BLM

by Dave Kiel, Outdoor Recreation Planner, St. George

Editor's Note: Dave was out of town at press time. We hope to see another article from him in the near future. Check out the BLM web site for maps and detailed trail information:

http://www.blm.gov/ut/st/en/fo/st_george/recreation/mountain_bike_trails.html



Another Successful Bike Rodeo

On Tuesday, May 19th, several volunteers from the club joined the East Elementary PTA and the Cedar City Police for another bike rodeo.

Craig and Chad did a bike check for the kids, filling out a checklist of things requiring repair or immediate attention, Jeff pumped tires and helped fill out checklists. Holly pumped tires and adjusted helmets. Chanda adjusted helmets and helped fill out checklists. The rodeo went smoothly and all who volunteered said they'd do it again.



USG Road Course Preview

by Jonathan Lozon

I have been thinking all week about what I was going to write about for this month's segment, and it wasn't until about 45 minutes into a recent ride that I figured it out! I usually do my long rides on Sunday mornings mostly because there is usually less traffic on the roads and everyone who is on the road is usually in a good mood so they are less likely to run me over with their giant trucks! They will just wait for another time during the week!

So I decided to do a little recon and ride the road race course for the Utah Summer Games. I looked on the website and I was kind of disappointed that it was just an out and back, and to be honest I was pretty sure it was going to be a pretty lame course. I could not have been more wrong! It was such a nice day as I headed out from my house. Since it rained all Saturday, I just took off without putting on any sunscreen...this will prove to be a big mistake on my part come later on! But back to the ride.



The route starts out pretty slow and goes out from the Cross Hollow Fairgrounds and west on 56 to New Castle. I was pretty bored but I saw the hills in front of me and just keep thinking that it will get better. Finally the road started kicking up for the nice long climb up to 6,470 ft. according to Mapmyride.com. The ride started to become a lot more enjoyable! Due to the rain the day before and the slight breeze, the air was full of amazing and fresh scents that reminded me of all the rides I did back in New Mexico. The nice long climb is great and has a couple false flats which I think will hurt those who do not know the area when they push hard and want the descent to recover — it won't be there! Whammy!

The road does eventually head down to the town of New Castle where I stopped to refill my water bottle and have some shot blocks. Heading back up the hill seemed like a place that could be crucial for the race since people will be a little tired and have to race across a little flat and then up to the summit. After the summit, a fast descent follows and then a long fast flat to the final kilometer. I know it is going to be fast because I was holding over 20 mph just on my own! The final kilometer will be the hardest part of the race I think. You turn off the highway and head towards the finish which has a slight up hill finish. If your legs are tired and there is a sudden head wind, this could mean curtains for your final sprint!

So overall, I think it is a great 56-mile course with about 2,400 ft of climbing! I can't wait to see what the legs do! I hope you all are able to come up and race with me! Good luck and enjoy the sun! My arms and legs had a little too much fun...

Ride Summaries

Color Country Century — May 23

The Color Country Century had a good turnout of 17 riders with 10 doing the entire 100 miles. Ride organizers Brian and Chanda Jeppson from Cedar Cycle had fresh fruit, sandwiches and other snacks available in Enoch as a rest stop. Most riders made it home before the torrential downpour...but a few got soaked right at the end.

Following the ride, the club had a picnic and BBQ at the Cedar City Park. Everyone had fun despite the rain. Stu and Quinn did a good job cooking for the crowd. There were about 20-30 people at the BBQ and all enjoyed good food and a nice visit under the protection of the pavilion.

Tuesday Night Ride — May 5

by *Tim Prindle*

The turnout for last night's ride was back to full strength. I believe we numbered 15, until Bonzo, shredded his chain. We left him on the roadside to fend for himself...rumor had it that he had a couple of rounds in his back pocket so we felt comfortable leaving him with the skunks and coyotes.

Participants were Andreas, Brad, Clayton, Jonathan, Brian, Tim B., Jonathan, Mark, Loy, Chris, Nikki, Craig, Shawn, Rory, Stevie and me. The winds were far better than last week, although I can't say that we ever felt like we really had a tail-wind. Clayton swore up and down that the winds were playing us, (but I think we were kind of poking fun at our buddy Joe).

Once again, it was a good ride. HOWEVER, we still have a tendency to break away at the neutral zones. Three Peaks road seems to be the most magnetic. A couple of us waited for the last riders to come off Lund, while the rest took off down the road. We really need to hold back and WAIT for the rear to come up. Again, we'll end up alienating newer riders if we're not careful.

Random thoughts...

- Jonathan hasn't honored his promise of a new bike just yet, but we're now scared to death as to what this may lead too. We already have to keep a leash on him. I'm afraid there will be no holding this guy back on a new bike!
- We missed Vicki and her tan calves but Rory took her place last night, (I'm sorry, but Rory would not comment on his calves).
- Shellie was out ill; get well Shellie!
- Clayton is still cool, but I think he's the culprit that pulls the group away from me at the neutral zones. "Clayton, don't leave me!" The inability to see your cool green Bianci saps my desire to keep riding! Stick around a bit longer!"

- Brian definitely has GOLD running in his veins. The GOLD Specialized TT bike suits him well. I wonder...does Brian have one massive LUNG under his shirt? Talk about a jack of all trades, climber, TT'r, sprinter. Geez...
- Brad is not only strong but he is a very CRAFTY rider...just when you think you're off, you're not...there he is snuggled up nicely to your rear wheel. That's a compliment Brad! I get within a foot and I'm on the brakes!
- Andreas, Nikki, Bernie and Chris are regular participants. Let's get them to join. Come on everyone...help me out and let's get them to sign up.
- IRONMAN Steve will most likely bring a pizza if we all pull together. PIZZA...PIZZA!!!
- Shawn and I have determined that we can win a race but WE get to set up the course. Our Peterbilt Course will start at the top of the hill just before heading down in to New Castle. The finish line will be the gas station in New Castle. We believe this will vastly even the odds against our lighter, faster, opponents who typically max out at 145 lbs.

Tuesday Night Ride — May 19

by *Tim Prindle*

Tuesday's ride was another success...except for one misstep (to be mentioned later). I believe we had 12-13 riders at our max; we missed the ladies though! No Chanda, Shellie, Vicky...ouch.

At various stretches, I heard a lot of chatter, so I felt really good about the social aspect of our group and the camaraderie that continues to build. Andreas has now joined, so to my knowledge all riders Tuesday night were club members! Yahoo...can I still say that??

As has been the case, we had a lovely headwind as we headed south...and yours truly was stuck in front for most of the stretch...I really must be the "wide-load."

Once we hit Westview, it was fairly mild until we had ridden for a half mile or so and then the tailwind got the best of our mild-mannered tempo. I believe we were hitting high 30's with an occasional 40-something, particularly on that nice downhill stretch.

The young guns were looking to exploit their firepower, and outdo the 40-something riders, with Jonathan, Brad, and Merrick leading the charge. Brad actually started the fight and held on until the little "observatory" hill. All of us older dogs took up the chase.

Lund was Brian's game...actually I conceded a spot to Jonathan and then got duped by Mark and Clayton so I'm not quite sure who finished first, Brian or Jonathan! I know it wasn't me or Clayton...Clayton IS a sly devil with his ability to "sling-shot."

Anyway, no quips this week...OH...I have to take blame for splitting us on the mid-valley to Minersville section. Sorry Craig!!!

Tour de Fire — May 2

by **Bruce Beattie**

Wind. Relentless, unforgiving, demoralizing wind. The weather report 24 hours before the start predicted SW winds at 15 MPH for the start of the ride, switching mid-day to the west, and then to the NW by early afternoon with no change in wind speed. The forecast did not disappoint—the speed and direction were as promised when the 134 and 99 mile riders rolled out at sunrise a few minutes after 6 AM. The first miles of the ride away from Lake Mead are in a NW direction, but it seemed like a direct headwind. It was apparent early on that only 2 of us were willing to stick our noses into the wind.

When the route turned to the NE, we did pick up some help from the wind. We tried to start a rotation but there was one individual who just did not get it and so it was of limited benefit. The identity of the 2 strongest riders was apparent. They would try to get us (only a total of 5 remained at this point) to help and if we did then they would attack us and make us chase back on. So much for cooperation.

There were 3 sections where the road was under construction and we had to ride gravel for distances from ½ mile to 1 mile. The group split in these sections when one rider was obviously uncomfortable and I was losing a water bottle cage. I was not going to take chances on fluids—perhaps others in the club would have made a different decision.

The remaining 90 plus miles became a solo effort. The wind did not seem to shift and the initial sections of the return trip to the south and SW seemed to always be in a direct headwind. I was looking forward to the last 12 miles which are to the SE and should have some help from the wind. Wrong! It was still a head wind.

The scenery was great and I certainly had ample time to enjoy it on the return trip. The roads had little traffic and except for the construction zones were in very good shape. There were plenty of aid stations and they were adequately stocked with the basics, but no pop. Outback provided the post-ride meal so it was good.

Joe and Sue rode the 75-mile version and I suspect they had a much more pleasant experience than me.

If I am inclined to ride it again I will pay the \$10 penalty to sign up the day of the ride after I can assess the wind situation.

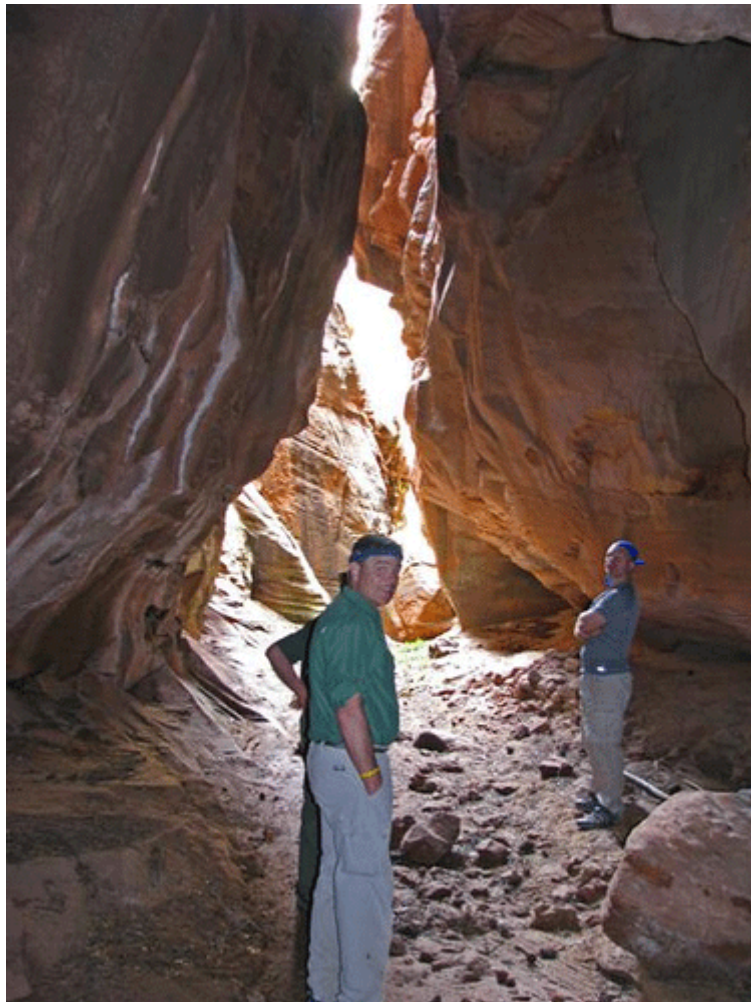
Riders: Bruce – 134 miles, Joe and Sue – 75 miles

Off the Bike

Editor's Note: From time to time, we like to show what club members are doing when they aren't riding their bikes. This month, Quinn shares some pictures of a recent adventure in the remote Lodge Canyon area of Zion National Park.

by **Quinn Pratt**

This trip starts with a nice easy walk up the very scenic Upper Pine Creek Drainage. Near the top of the drainage you must climb out up a very steep slickrock exit ramp. Once you get to the top of that, catch your breath because you are going to continue climbing to the top of another very steep slickrock bench.



Look for a nice panel of petroglyphs on a flat smooth cliff face near the top of the bench. Once at the top of the slickrock saddle, you need to make your way to the top of and down into the Spry Canyon drainages. It looks like it is impossible but if you have found the right place, you can get into this drainage without a rope. Make your way down this very narrow and steep drainage until it opens up. You will be at the top of another steep slickrock descent. Once again you will be able to make your way down this descent without a rope. You are shooting for the next drainage over

now. This one will be right at the base of a very large sandstone peak (often referred to as one of the two brothers). Make your way up this drainage to the top of a saddle. At the top of the saddle you will have a very steep descent not unlike the aptly named Death Gulch in Mystery Canyon. Once the canyon opens up, it is a good time and place to stop for a rest and a snack. The hardest and most enjoyable part is just up ahead.



This route is for advanced canyoneers only. It requires a permit, two 200-foot ropes, rappelling equipment, good judgment, and advanced route finding skills. Wear a helmet. People have been killed by falling rocks on this route. You will also need advanced rappelling skills as the route has 6 rappels of up to 200 feet — one 30-foot section requires you to make your way over to a small ledge to avoid a 400-foot drop.

June 2009 Club Ride Schedule

June 6 — Road Ride: Kolob Canyon — about 50 miles with a nice climb up the beautiful north end of Zion National Park. Bring a pass or be prepared to pay a modest entry fee. The Kolob road is scheduled to be chip sealed very soon. Get this ride in while you can.

9 AM Cedar Cycle

For those women who are already signed up: Little Red Riding Hood Century in Cache Valley. The ride was capped at 2,600 riders.

Show and Go Mountain Ride: 10 AM Cedar Cycle

June 10 — Monthly Club Meeting: 7 PM at the newly rebuilt Pastry Pub. As of this writing, it should be open in time. If they are delayed further, we'll advise you in time for the meeting. Come help decide the direction of the club, plan activities and volunteer efforts, and think up great rides for the ride schedule.

June 13 — Mountain Ride: Thunder Mountain
8 AM Cedar Cycle

We need an early start because it's a 2-hour drive to the trail. If you've never done Thunder Mountain, show up! This ride is beautiful, scenic with a moderate amount of climbing, lots of single-track, and a little technical descending. This is a don't-miss ride. We'll car pool from the bike shop.

Show and Go Road Ride: 9 AM Cedar Cycle

June 18, 19, and 20 — Utah Summer Games Cycling Events
For more information, visit <http://utahsummergames.org/>

June 20 — Summer Solstice Night Ride: (more details will be forthcoming).

Show and Go Mountain Ride: 10 AM Cedar Cycle

June 27 — Road Ride: Buzzard Circle Road Ride

We will drive up to Midway to start the ride (9:45 AM-ish). It is about a 40-mile loop and includes a lot of climbing in the beautiful mountains. The route goes through Cedar Breaks and then down toward Panguitch to the Mammoth Creek Road (a turn you wouldn't want to miss), then up by Duck Creek (great place to refuel) and past Navajo Lake, then return to Midway. (The optional ride down the canyon would make it about 60 miles.)

9 AM Cedar Cycle

Mountain Ride: Navajo Lake

10 AM Cedar Cycle

Weeknight Rides

Tuesdays: Show & Go Road Rides
Spirit Fitness Club
6:00 PM

The Tuesday night rides are often a faster group ride averaging 30-50 miles per ride. With enough people we can divide into compatible groups to make it fun for everyone without leaving anyone behind, so we plan on seeing you there! See the ride explanation above.

Wednesdays: Show & Go Mountain Rides
Cedar Cycle
5:30 PM

We'll decide where to go based on daylight and trail conditions. Most rides we'll be driving, so plan on your own transportation or make carpool arrangements ahead of time.

Thursday: Summer Games Training or Casual Group Ride
Training: 6:30 PM at the south frontage road hotels
Casual: 6:00 PM at Cedar Cycle

Local and Regional Cycling Events

June 11-14, 2009 — Hoodoo 500 Training Camp: Train on every mile of the Hoodoo 500 race course.

- Four hardcore days of 100+ miles of cycling with tons of climbing. A perfect preview for solo, voyager and relay teams. Entry includes 4 nights lodging, support vehicle providing snacks and lunch along each day's route, a gear bag to pack your stuff in, and a goodie bag. Details at <http://www.planetultra.com>

June 20 — Blue River Century and NEW Metric Century Summit County, CO – <http://www.bluerivercentury.com>

- A scenic century and NEW metric Century up in Summit County, CO called the Blue River Century, benefiting the Lance Armstrong Foundation.

The Montezuma Metric is 62.1 miles with an elevation gain of 3350 feet. For the Century, at the final aid station, choose between 3 different finish options, which are as follows:

1. Montezuma Finish (Intermediate) with approximately 99.42 miles and 5,950 feet of elevation gain
2. A Basin Finish (Intermediate) with approximately 98.62 miles and 6,470 feet of elevation gain
3. Loveland Pass Finish (Advanced) with approximately 105.62 miles and 7,680 feet of elevation gain

August 30-Sept 5, 2009 — Tour of Southern Utah

- An unforgettable seven-day tour, starting in St. George and riding through Zion, Mt. Carmel Junction, Bryce, Escalante, Torrey, Panguitch, Cedar City and back to St. George. Includes 60-100 very challenging miles per day with lots of climbing. Very reasonable entry fee includes 8 night's lodging. Details at <http://www.planetultra.com>

September 12-14, 2009 — Hoodoo 500 UltraMarathon Bicycling Race:

- The ultimate 500-mile race and the largest Race Across America qualifier in the world. Solo, tandem and relay team divisions. Entry includes t-shirt, water bottles, post-race awards banquet tickets, a finisher medal for each successful racer and a finisher jersey for each successful racer. Details at <http://www.Hoodoo500.com>

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If you know of an event and want it included in the newsletter, contact Chanda Jeppson

(brian.jeppson@gmail.com) or John Stavros

(johnrides4fun@hotmail.com).

Questions about the ride schedule or meeting places?

Ideas for a ride you'd like to lead? Please contact

Chanda at (435) 865-9571 or brian.jeppson@gmail.com



PO Box 416
Cedar City, UT 84720

Membership Registration and Renewal Form

Just fill out our registration form and send it in to: Color Country Cycling Club, PO Box 416, Cedar City, UT 84720. Enclose your annual dues and we'll send you twelve issues of our newsletter which includes a monthly ride schedule.

Name _____ Age _____

Address _____

Phone _____ E-mail address _____

Cycling Preference: Mountain ____% / Road ____% Would you be willing to volunteer for a club event? _____

Annual dues: Individual: \$15, Family: \$20, Youth: \$10 (under 17), Senior: \$10 (over 54), Business: \$25

Donations are welcome! Amount enclosed: \$ _____ Thank you!

I acknowledge that cycling is a dangerous sport/activity in which I participate at my own risk. The Color Country Cycling Club (CCCC) is a non-profit organization formed to advance the causes of safe cycling, the efforts of which directly benefit me. In consideration of the agreement of the CCCC to issue membership to me, hereby for myself, my heirs, assigns and personal representatives, I waive, release and forever discharge the CCCC, it's employees, officers, directors, agents, members, sponsors, promoters, and affiliates whosoever any from and all liability, claim, loss, cost or expense arising from or attributable in any legal way to any act or omission to act, of any such person or organization, sponsorship or execution of any CCCC workout, race, or event, including to and from said activity in which I may participate as a CCCC member, contestant, or spectator. To the best of my knowledge, I have no physical condition that would interfere with my ability to participate in or attend any said event or would endanger my life thereby. The CCCC is a private club and as such will grant membership only to those members it chooses. The Presidency of the club will cancel the membership of any club member whose actions are determined to be detrimental to the enjoyment, safety, and public image of safe responsible cycling, or is convicted of a crime that affects the image of the club.

Signature _____ Date _____

Parent signature (if under 18 years of age) _____

Helmets are mandatory on all rides!

www.colorcountrycycling.org