

OutSpokin'

The Newsletter of the Bonneville Cycling Club

May-June 2026

Remembering Michael Kane



On March 27th, we lost a loyal friend and supporter of the Bonneville Cycling Club, Michael Kane, the beloved husband of our club president.

Michael offered his time, energy, and encouragement. Many of us fondly remember the thoughtful surprises he brought to the end of rides—especially the ice cream treats at the end of a long hot ride.

Behind the scenes, Michael was instrumental in organizing and setting up club events, always with a willing spirit and a warm smile. His kindness and generosity towards our club and its members will not be forgotten.

In his professional life, Michael found meaning and success in making outdoor experiences available to others. During the 1990s, he and Barbara owned and operated the Lone Eagle Resort, a white-water rafting company in Jackson Hole, WY. He subsequently managed the Zion Ponderosa Ranch Resort near Zion National Park.

Michael was also remarkably accomplished in the

realm of higher education. He received bachelor's, master's and Ph.D. degrees from the University of Utah and served for many years as an Adjunct Professor and member of the Advisory Council for the Department of Parks, Recreation and Tourism at the U.

Michael's cheerful presence and steadfast support will be greatly missed by all who had the privilege of knowing him. Our hearts are with Barbara and her family during this difficult time.

On the Horizon

Monday, May 11th

- [Social Series ride](#) (6:00 PM) and [Membership Meeting](#) (7:00 PM)

Saturday, June 6th

- [Little Red!](#)

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It's Not Too Late!

Little Red is coming soon, and there are lots of volunteer opportunities still open. Here are some of the important jobs that need to be filled:

- Dinner helpers
- Breakfast helpers
- SAG drivers and helpers
- Rest stop helpers at:
 - Benson
 - Lewiston
 - Mendon
 - Newton
 - Weston
 - Preston
- Rest stop runners
- Lunch helpers
- Fairground clean up
- Unload supply trucks on Sunday (Salt Lake City)

For a full list of jobs and to sign up, go to the [Little Red Volunteer page](#).

As a thank you, all volunteers get a free ticket to dinner on June 5, catered again by Huckleberry Grill, and a complimentary cap and shirt. Thank you to all of our club members and volunteers, and we hope to see you on June 5 & 6.

See the Little Red website for more information

<https://www.lrrh.org/>

From the Road Captain

Cycling Endurance What is it and why it matters

Whether your goal is a 200-mile race in the fall or you just want to feel confident and comfortable on club rides, your cycling fitness starts with having a strong endurance base.

Basically, cycling endurance is your "fatigue resistance." It represents your ability to maintain performance during the later hours of a long ride (the 3rd, 4th, or 5th hour) without "fading."

It matters because a strong endurance base makes your body more efficient. By training your aerobic system, you teach your body to:

- Burn fat more effectively for fuel instead of relying solely on limited carb stores.
- Prevent "heart rate drift," where your heart rate climbs even though your power output stays the same.
- Recover faster and ride longer distances at a steady "all-day" pace.

Stay tuned if you'd like to know how to calculate your specific endurance pace zones based on your functional threshold power (FTP) or heart rate and incorporate zone training to improve your cycling endurance and reach your fitness goals.

In the meantime, there are lots of rides on the BCC calendar to help build up your endurance:

[Metric Series \(~60 mi\)](#)

[Super Series \(100+ mi\)](#)

Also, be sure to check out Jessica Landeros's [Distance Challenge](#) rides on Sunday mornings!

See you on the road and trail!

John LeCain

Ask a Ride Leader!

by Sally Ridesalot and Joe Goingslow

The [BCC ride calendar](#) is filling up quickly, with multiple series and non-series rides every week. And, with this increased club activity, Sally and Joe have been receiving questions about policies and expectations on club rides. Here, they answer questions about e-bikes and the ride paces. Also, they address questions about Ride With GPS and the club subscription to that service.

Dear Sally,

I just joined BCC and I am looking forward to my first ride with the club. But, I am little worried, because I ride an electric bike, and I'm not sure that it will be allowed on a club ride, or whether there are any special rules for e-bike riders. Are some rides restricted to either non-electric or electric-bikes. Should I leave my battery at home?

Nikolas Sparks

Dear Nik (if I may be informal),

Welcome to the club, and rest assured that electric-assist bikes are welcome on all BCC rides! Having said this, e-bikes do introduce some particular issues in group rides, primarily because of their ability to accelerate rapidly, and move at speeds greater than their riders can safely control.

In January 2025, the BCC Board of Directors adopted a "Rider Code" to encourage everyone to ride safely and courteously. The [full code](#) is included in this issue of *Outspokin'*, but I am including the section regarding e-bikes here as well:

- When starting from a stop, be aware of the riders around you. Always maintain a safe distance between you and the riders ahead of you and do not accelerate more rapidly than they do.
- Do not exceed the speed at which you can safely control the bike.
- When riding in a group or paceline, be sure to maintain a steady speed, matching that of

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Ask a Ride Leader!

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the riders in front of you. If necessary, fall back to the end of the group/line.

- Always be sure that your battery is fully charged at the beginning of a ride and monitor your power usage during the ride, so that you have plenty of power to finish.

The goal is to match the group speed (except when passing) and to always maintain safe distance between riders.

You should also know that rides completed on e-bikes count towards all of the BCC awards, with one exception, the King of the Mountain and Queen of the Mountain awards. These awards are given each year to the man and woman who have climbed the greatest total elevation on Climb Series rides that year. Only rides completed without electric assist count towards the awards.

Sally

Dear Joe,

I see that BCC rides are always labeled with letters (A, B, C, D and O), which I gather reflect speeds. But, I would appreciate some clarification about what these letters mean and how they indicate what I should expect on rides. Since I'm not a super speedy rider, I want to make sure that I choose rides that are appropriate.

Slower Sandy

Dear Sandy,

You have asked the right guy! As you might have guessed from my name, I'm not so speedy myself. The first part of your question, regarding the letters, is easy to answer. The pace ratings, A through D, correspond to these speeds:

- A: 18+ mph
- B: 15 - 18 mph
- C: 13 - 15 mph
- D: 10 - 13 mph

Often, individuals will think of themselves as, for instance, a "B-pace rider", but their actual speed on

a ride will depend on the route and conditions. The ratings are generally meant to reflect the average pace on flat terrain or gentle rolling hills. Everyone, even Tadej, slows down on big climbs!

Many rides will have multiple paces listed, for instance "A-B-C", and even on rides with a single rating, there are likely to be people riding at a range of speeds. The designation, "0", means open-paced, and these rides are meant for riders of all abilities. All of the series rides (Social, Metric, Climb and Mountain) are open-paced.

Even with these ratings, it can be difficult to know just what to expect on a given ride. On a ride rated B-C, for instance, there will also likely be people riding at an A-pace. But, the ride leader is expected to support people riding at the slowest pace advertised and make sure that they aren't left behind. On C, D and O rides of 40 miles or less, the leader is expected to support everyone. More specifically, during the second half of the ride the leader should "sweep" the back of the group to ensure no one is left behind. These are considered "no-drop" rides. On the faster, A- and B-paced, rides the leader is only required to support riders who maintain the advertised pace.

On longer rides, such as in the Metric (~60 miles) and Super Series (100 miles or longer), riders inevitably get spread out more, and even faster riders often find themselves on their own at times. Most Metric Series rides have an assistant ride leader (ARL). Either the leader or the ARL will stay at the back of the group and make sure that no one is left behind.

If you are concerned with being able to keep up on a ride, it is wise to talk to the ride leader ahead of time. The leader's e-mail address and phone number are listed on the ride-details page, and you should feel free to contact them by e-mail or text. Or, you can speak with them before the ride starts.

Joe

Pavement Updates

by Keith Alleman

One of the biggest ways that the cycling experience in Salt Lake City changes is through Capital Improvement Program (CIP) funding. Each year the public and city departments submit applications to the City Council to vie for funding the next year. For example, in the last newsletter it was mentioned that a section of Gilmer Drive is likely to get repaved in 2027; that is from the CIP applications being evaluated right now for next year. Here are a few things on deck to be addressed with CIP funding during 2026 construction season:

- 800W has a design to get traffic calming upgrades between 900S and 1300S, making it potentially a low-stress alternative to 900W. However, the city council funded this item only partially, so it remains to be seen what will actually be doable. Parallel stretches of Emery St. and Navajo St. are bundled into this project as well.
- 600E will get all sorts of cycling upgrades from 900S northward to at least 400S (perhaps push buttons for cyclist crossing, along with wider bike lanes), with the plan being to eventually make it a proper “bike boulevard” all the way to South Temple.
- You may have noticed that 700N just east of Redwood Road has been all torn up for the last couple of years, and in 2026 the orange barrels will jump west as a rehabilitation from Redwood to 2200W is undertaken.

If you find this topic and process mildly interesting, each year the Transportation Division briefs the [Mayor’s Bicycle Advisory Committee \(BAC\)](#) on its application plans, typically in January. The meetings are public meetings.

If you find this topic and process extremely interesting, there is a resident committee—the Community Development and Capital Improvement Program (CDCIP) resident advisory board—that reviews CIP project requests in detail and makes funding recommendations to the Mayor and City Council.

Learn more at <https://www.slc.gov/boards/boards-commissions/community-development-capital-improvements/>. The [Sweet Streets](#) advocacy group also sometimes develops and submits CIP applications to improve the city’s cycling network.

Current Construction

- [Salt Lake City/Mill Creek: 2000 East, from 2700 S to 3300 S](#). Completion expected in winter 2026/27.
- Salt Lake City/Mill Creek: Wasatch Blvd, from 3900 S to 4500 S.

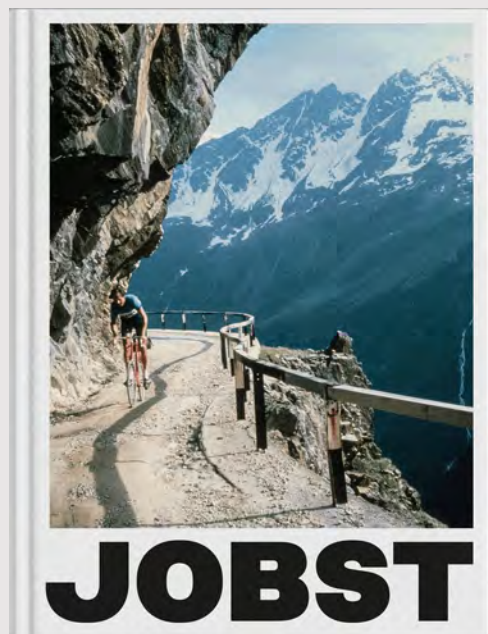
If you are aware of construction projects that are likely to impact cyclists, please let us know!
E-mail communications@bccutah.org

The Culture Corner

by David Goldenberg

For this issue of *Outspokin'*, the Culture Corner features a wonderful book about Jobst Brandt, an American cyclist who was legendary for his epic tours through the Alps; weekend rides in the mountains of California; contributions to bicycle technology; and his strong opinions and a low tolerance for those who dared disagree with him.

The book, [*Jobst Brandt Ride Bike!*](#), was published by Isola Press in 2023.



The book is a compilation of Jobst's own writing and photographs and contributions from his family and the friends he rode and worked with.

The cover features an iconic photo of Jobst on Gavia Pass in Italy, on one of his annual tours of the Alps. (At one time the photo was adapted for a Clif bar wrapper.) He undertook these tours annually for 50 years, sometimes by himself, but more often with one or a few friends. He documented the trips with photographs and detailed diaries, excerpts of which make some of the most compelling reading in the book.

In the 1970s, Jobst led a loyal band of San Francisco Bay area cyclists on regular Sunday rides in the Santa Cruz Mountains, exploring unpaved roads and trails. This would be called gravel biking now, but Jobst and his friends did it

on the road bikes of the time with skinny tubular ("sew-up") tires and high gears. Among the regulars on these rides were Gary Fisher, Tom Ritchey, Joe Breeze and others who would go on to invent what we know as the mountain bike. Jobst doesn't seem to have embraced mountain biking, but he clearly influenced its pioneers.

Jobst was trained and worked as a mechanical engineer, including a stint at Porsche, and he regularly combined his passion for cycling with his technical knowledge. Perhaps his biggest technical contribution to cycling was his book, *The Bicycle Wheel*, first published in 1981 and republished by Isola Press in conjunction with the release of this new book. In the book, Jobst laid out a careful analysis of the forces acting on a spoked wheel, supported by computer calculations, and explained how to build a wheel that would resist those forces and stay true. Some of the ideas in the book were controversial at first, but it quickly became the standard guide for wheel builders and can still be found in many workshops.

Jobst was also heavily involved in the development of the first popular electronic bicycle computer, introduced by Avocet in 1985. But, he kept his distance from the bicycle industry as a whole and was a frequent critic.

Starting in the 1980s, Jobst's became an early and vocal participant in internet discussions of bicycles, on the Usenet forum, rec.bicycles.tech. Though Usenet has long since passed, Jobst's contributions to it have been preserved on [Sheldon Brown's website](#) and offer a flavor of his strong opinions.

Reading this book is inspiring, but there is one area where we shouldn't emulate Jobst: His resistance to wearing a helmet. In 2011, he was in a bad accident that apparently contributed to his death a few years later, though there has never been much said publicly about his injuries or whether he might have been protected by a helmet.

As Jobst exhorted his friends at the start of their adventures, "Ride Bike!" (but do wear a helmet)

New Members in March and April

Mark Anderson
Layne Brown
Clay Coffman
Jamie Elsey
Amber Hobbs
Vaughn Kinder
Hoa Le
Peter Netelbeek
Greg Parsegov
Dirk Porter
Keith Ruesch
Christine Scott
Lance Sears
Debbie Shannon
Brittney Sprague
Gina Vigor
Mary Weber
Jake Wyss
Rob Yuschak

Welcome!

Volunteer Opportunity: Little Bellas



Do you want to empower young girls and help them to reach their best potential? Do you want to mobilize other women around you, from all backgrounds and experience? We do too. Come join us!

Become a Mentor at our Park City Weekly Play Programs!

We are recruiting in both of our Tuesday and Wednesday Play Programs!

- Weekly Play 1 & 3
Quinn's & Trailside
Tuesdays 5:30-7:30 PM
5/19, 5/26, 6/2, 6/9, 6/16 &
8/25, 9/1, 9/8, 9/15, 9/22
- Weekly Play 2 & 4
Quinn's & Trailside
Wednesday 5:30-7:30 PM
5/20, 5/27, 6/3, 6/10, 6/17 &
8/26, 9/2, 9/9, 9/16, 9/23

[Get involved here!](#)



[Learn more at littlebellas.org](http://littlebellas.org)

The BCC Rider Code

During the fall of 2024, a task force of BCC members was formed to write guidelines for conduct during BCC rides. The goal was not for the club to enforce rigid rules, but rather to encourage behavior that would enhance the experiences of all riders. The result was this Rider Code, which was adopted by the Board of directors in January 2025.

Preamble

The Bonneville Cycling Club (BCC) seeks to offer safe, fun and memorable experiences for riders with a wide range of interests and abilities. Riding in a group adds to the pleasure of cycling and helps keep everyone safe and motivated; group riding also requires that riders support one another and treat everyone with courtesy and respect. We all share responsibility for the well-being of those we are riding with.

Club and Community Representation

- Uphold the values of respect, safety, and sportsmanship to positively represent the Bonneville Cycling Club as well as the greater cycling community.
- Comply with all laws, rules, and guidelines to maintain group harmony and safety.

Preparation and Responsibility

- Be self-sufficient and prepared (know the route, bring tools, food, and hydration, as well as arrive early enough to be ready, sign in, and roll at the posted ride time).
- Match your abilities to the appropriate pacing group (A, B, C, D) and communicate your limitations.
- Ensure no rider in a pace group is left behind, adjusting pace as necessary to keep groups together.

Safety and Predictability

- Comply with the club's general rules, guidelines, and adhere to the safety speech, as well as any specific instructions provided by the ride leader.
- Follow traffic laws, including stopping at signals and using proper lanes.
- Ride predictably in a straight line and avoid sudden movements or overlapping wheels.
- Ride as far right as is safe and pass on the left, announcing "on your left!"
- Stay in single-file or two-abreast formations as appropriate and in accordance with the law.
- When riding in a group or paceline, those in the front bear responsibility for supporting the safety of those behind, by anticipating, avoiding, and announcing hazards (verbally and/or visually). Avoid repeated accelerations and decelerations within a group or paceline (Yo-yoing). See paceline guidelines. Smooth, safe, and predictable riding is the goal.

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The BCC Rider Code

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Communication

- Use hand signals and/or loud verbal warnings to indicate turns, stops, and hazards. Everyone should repeat the verbal warning, so the last person receives the warning.
- Alert others to oncoming or passing vehicles and obstacles in the road.
- Never say “Clear!” at an intersection.

Respect and Inclusivity

- Treat all riders, volunteers, and event participants with respect and courtesy.
- Avoid negative reactions to motorists or other road users, even in frustrating situations.
- Promote a welcoming environment regardless of experience, skill level, or equipment.

E-Bike Guidelines: Riders with E-bikes are welcome on all BCC rides, but the rapid acceleration of these bikes calls for special care when riding in a group.

- When starting from a stop, be aware of the riders around you. Always maintain a safe distance between you and the riders ahead of you and do not accelerate more rapidly than they do.
- Do not exceed the speed at which you can safely control the bike.
- When riding in a group or paceline, be sure to maintain a steady speed, matching that of the riders in front of you. If necessary, fall back to the end of the group/line.
- Always be sure that your battery is fully charged at the beginning of a ride, and monitor your power usage during the ride, so that you have plenty of power to finish.

Collaboration and Support

- Offer assistance to fellow riders in need, such as fixing flats or addressing mechanical issues.
- Share your knowledge and experience to help others improve and enjoy the ride.
- Politely offer and gracefully accept suggestions and constructive feedback. The goal is to enhance safety for all riders in a respectful manner.
- Respect one another. Treat other BCC members as teammates, not rivals.

February in Pictures

Photographs by Robin Perkins

Death Valley - February 22nd - 27th



[More Death Valley Photos!](#)

March and April in Pictures

Photographs by Chris Harris and John McCall

