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**2022 EVENT
CALENDARS
INSIDE!**

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ROAD • MOUNTAIN • TRIATHLON • TOURING • RACING • COMMUTING • ADVOCACY

NUTRITION

The Athlete’s Kitchen: Commercial Sports Foods: A Matter of Preference

By Nancy Clark, MS RD CSSD

“I thought I was supposed to use gels during long runs. Can candy work just as well..?”

“Are electrolyte tablets the best way to replace sodium loses from sweaty workouts?”

“I get diarrhea when I use some commercial sports foods...help!”

If you are among the many athletes who have no idea which commercial sports foods are best to support your workouts, welcome to the club! Advertisements have led many active people—from serious competitors to anyone who breaks a sweat—to believe that pre-workout drinks, energy gels, and electrolyte replacers (among the many other

commercial sports foods) are a necessary part of a sports diet. Guess what? Real foods can often work just as well.

While there is a time and a place for commercial sports foods, many athletes needlessly spend lots of money on them. The purpose of this article is to help you become an informed consumer, so you know what these products are (convenient, expensive)—and what they are not (essential for all exercisers). Whatever you do, test them during training, so you can learn if they settle well in your gut. You don’t want surprises during competitions!

Pre-Workout Supplements

When you feel low on energy and are dreading your afternoon train-

ing session, pre-workout products that promise explosive energy, sharp focus, and incredible results can be very tempting to buy. While simply eating a heartier breakfast, lunch, and pre-exercise snack can help prevent an afternoon droop, many athletes fail to appreciate the power of food. Instead, they look for “magic.”

• The “magic” ingredient in most pre-workout products is caffeine. You could just as easily get stimulated with coffee or NoDoz. True energy comes with eating a pre-exercise banana, granola bar, or carb-based snack.

• The best pre-workout snacks digest easily and don’t talk back to you. Standard supermarket foods (e.g., toast, oatmeal, animal crackers, dried pineapple, dates, banana, even

a swig of maple syrup) are likely more familiar to your gut (less likely to cause intestinal upset) than unfamiliar commercial sport fuels.

• Some pre-workout products tout they are sugar free, as if sugar is evil for athletes. Sugar (carbohydrate) is a true energizer in comparison to caffeine, which is just a stimulant. Carbs + caffeine will offer a better workout (for those who tolerate caffeine, that is)!

• Some pre-workout products contain creatine, vitamins, beta-alanine, and/or other stuff that looks good on the label. The dose may be inadequate to make a significant difference in your performance. Do your homework to learn what is an effective dose.

• Buyer beware, pre-workout

products are poorly regulated. Who knows what the products contain. Claims that sound too good to be true should raise an eyebrow. Be sure your choice says NSF Certified for Sport or Informed Sport on the label.

Gels

During hard exercise lasting 1 to 2.5 hours, you’ll perform better if you consume ~30 to 60 grams (120-240 calories) carbohydrate per hour. Take your choice of gel, sport drink, or gummi bears!

• During extended exercise lasting more than 2.5 hours (ultra-marathon, long bike ride), you want to target 60 to 90 g carb/h (240-360 calories), depending on the intensity of your exercise, your body size, sport, and intestinal tolerance.

• Most gels offer 100 calories (25 g carb) in the form of some type of sugar, such as maltodextrin, sucrose, fructose, or glucose. The Nutrition Facts on the gel’s label can you help determine the right amount to consume.

• Many athletes love the convenience of gels because they come

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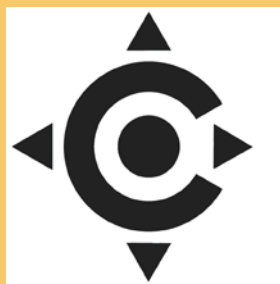


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Cover Photo: Riders on Loveland Pass in the 2022 Ride the Rockies. Photo by Ryan Muncy Photography, <https://ryanmuncyphotography.smugmug.com>. Follow him on Instagram @ryanmuncy

ROAD RIDING

Ride the Rockies: A Week of Challenging and Rewarding Cycling

By Anne Findlay

Riding out of Salt Lake, the mountain canyons draw me in with their beautiful pine and aspen forests, spectacular vistas, and challenging yet satisfying climbs. So, naturally, when my friends in Denver asked me to join them again at this year's Ride the Rockies – a 6 day road cycling tour through the Colorado Rockies – I could not resist. Even better, my friend Lisa Hamann from Cottonwood Heights wanted to join us. A week with good friends, beautiful mountains, and bikes? What more could I ask for?

This year's route, connecting the towns of Copper Mountain, Glenwood Springs, Basalt, Salida, Breckenridge and Golden, went right through mountains and towns I had long wanted to explore. (Each day, aside from day 5 in Breckenridge, where we stayed 2 nights, we would ride from one town to the next.)

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Anne Findlay enjoying the car-free ride up Loveland Pass on the last day. Photo by Ryan Muncy Photography

Initially, I didn't give too much thought to the details, but saw lots of over-10,000' passes on the profile, and some pretty long days. I kept looking for the easy rides and, well, there weren't too many. Built into the schedule was a "rest day" ride on day 2 and another on day 5, with an option to add on a significant climb

and, oh, 40 miles. I was pretty sure I would not be adding on the extra 40. The rest of the rides were significant in climbing, miles, and often both, and the first and third days kicked things off with centuries.

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Ride the Rockies - Continued from page 3

However, I like a good challenge, love riding my bike in the mountains, and figured I had time to train. Maybe, I could just view the whole thing as a super fun training camp week with friends? At elevation?

Initially, I had a little trepidation about signing up again after 2021, which faced some major challenges due in part to extreme heat, as well as the primary caterer falling through completely on the second day due to Covid (which affected people camping the most, but also some of the aid stations). Also, I was a little stressed by some of the 2021 descents (especially gravel descents) on my beloved but aging Colnago, with its underperforming rim brakes + carbon rims combo. I had to actually stop and let my rims cool off a few times on the loose gravel descent from Lizard Head Pass. I was not amused. But the vastness and jaw-dropping beauty of the Colorado Rockies that we rode through in 2021 just blew me away – I mean, these mountains are truly next level– and I wanted more! (And I finally upgraded my bike to one with disc brakes, which gave me a lot more confidence on the descents. Also, this year's course didn't have any challenging gravel sections.) After the event was sold to new management in November 2021, I was hopeful that improvements would be made to on-course rider support. In fact, after that new management fell through, the current director Bill Plock from 303cycling.com took over in April 2022, a mere two months before the event took place. At the time he took over, only one of 40 necessary permits was in place, and planning had been stalled since January essentially, so he had a daunting task ahead of him!

The tulips had already finished blooming when I looked again more closely at the route, again searching



Our group of women (Stephanie, Lesley, myself, Lisa, Catherine) riding out of Breckenridge along the Dillon Reservoir. Photo by Ryan Muncy Photography

for something reassuring. Yikes, I was not ready! Life stressors (hello new puppy!) had taken a toll on my health and riding in 2021, and somehow, I had lost that little engine that I had come to rely on over these years. I was doubtful that I would be able to finish the event, let alone stay within reasonable distance of any of my friends. Although I had made some progress with regular indoor training throughout the winter with TrainerRoad, I needed a more personal approach; fortunately, I connected with Dave Harward and Breanne Nalder Harward from PLAN7 cycling and nutrition coaching. The training took me out of the canyons for a bit as I worked to significantly increase my cadence and build back my endurance. I had gotten in the habit of riding up the canyons almost every ride, which I loved for the scenery; however, my fitness at higher cadences had dropped, and it took some work on flatter routes to build that back. I also focused on proper nutrition on the bike (i.e., using an electrolyte drink and getting enough carbs), recovery from workouts, and throughout the rest of the day. As a person with type 1 diabetes, I had gotten into the habit of sometimes just eating to prevent

low blood sugar, rather than eating to support my workouts, which would leave me under-fueled during my rides and really hungry the rest of the day. It took more effort to dial in the proper amount of insulin. High blood sugar can also be a big challenge because it messes with hydration and electrolytes; because I was eating more, I had to actually increase some of my insulin rates on my pump.

And as a single parent with two young kids, the quality of my nutrition sometimes took a backseat to other obligations. Addressing all these changes would be critical to my success at Ride the Rockies, and I was really grateful to have expert help from Dave and Breanne.

The logistical planning for Ride the Rockies to get away without kids for a week was no joke. Fortunately, our fearless group leader, Lesley Anderson, is a master planner and secured our lodging for the week through the company Summit Cycles Solutions (SCS). SCS supports riders who opt to stay in hotels by transporting their luggage from hotel to hotel, or in their "Camping Elevated" tent section by setting up tents and air mattresses for riders at each location and dropping off lug-



Our group and others riding on the bike path along the Dillon Reservoir the last day. Photo by Ryan Muncy Photography

gage at the tents. (Free camping is also always available for those who don't mind doing it all themselves.) In addition to lodging, though, I would need to arrange childcare for the week, find someone to take care of our dog, and make sure I could get the time off work and take care of all the last-minute things that seemed like an ever-growing list. But after making arrangements with two babysitters, my mom, and enrolling my girls in a day camp for the week, I hoped things would be smooth sailing. Finally, the week before Ride the Rockies arrived! All this preparation was worth it to me because – let's get back to it – a week of riding every day with my friends in the mountains? I mean, come on! However, I wasn't sure I would actually make it out of the house. And the news of extra drama with the kids hitting my phone as we crossed over the Colorado state line made me question if I would get to ride at all. After several hours of worry, things were resolved, and I took a huge sigh of relief – it was time to get on my bike.

Ride the Rockies 2022

Day 1: Copper Mountain to Glenwood Springs: 110 miles, 4390' elevation gain

We had finally made it to the start of the ride, some last-minute bike mechanical drama notwithstanding. I was so happy to be riding at last

with Lesley, Lisa and our other posse members, Stephanie Fowler and Catherine Collier. The early morning weather was chilly at nearly 10,000', but we started with a climb to Fremont Pass (11,391'), which was a good way to warm up and shake off my initial sluggishness. Surprisingly, I felt normal during the first 3-4 hours which we spent riding above 10,000', including cresting Tennessee Pass (10,423') and Battle Mountain (9,269'). The rest was "downhill" except for the 1000 more feet of climbing and massively strong and demoralizing headwinds – you know, the kind that make you work to ride downhill. It had become quite hot, and with the headwind and accumulated exhaustion, I bonked hard. We were all delighted to find a convenience store with icy drinks and a refrigerated beer cave to cool off in. I tried to muster my strength for the remaining ~30 miles we had at that point and was very grateful for Lisa who patiently pulled me along. The last 10 miles riding next to the absolutely raging Colorado River on the Glenwood Canyon bike path were spectacular, and in the shade. Happily, I started to feel better and truly enjoyed this part of the ride. (I also reflected on how Colorado had managed to put this trail next to a massive river and right alongside, and often below, I-70; Utah needs to do better.) I learned later from Bill Plock that the US Forest Service closes the bike path if there is a 30% or more chance of thunderstorms in the area, due to flash flood risk; we had lucked out with a good forecast. We learned later that there had been a small fire in the canyon after the riders went through, and there were two raft rescues on the Colorado River which had affected some riders getting through.

Day 2: Glenwood Springs to Basalt: 31 miles, 2926' elevation

We started the morning out of Glenwood Springs on the Rio Grande bike path, taking a detour up a climb through some beautiful back roads that kind of reminded me of the Heber Valley—some rolling green hills and open areas, with mountains as a backdrop. We enjoyed a short stretch of packed dirt/gravel, the only gravel at this year's event. Along the ridge top, the winds picked up and were incredibly forceful, too strong to even grab a bottle for a drink. The wind was absolutely whipping up waves on the nearby lake. The descent back down to the Rio Grande trail was super sketchy and I think we were all relieved to get down safely to Basalt.

Initially, we had planned to ride another 27 miles (with significantly more climbing) to our hotels in Snowmass; instead, we opted to stop in Basalt, the official stop for the day,

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Riders make their way up Independence Pass from Aspen. Photo by Ryan Muncy Photography

and take advantage of the shuttle service that had been arranged for riders staying in Snowmass. Before heading out, though, we stopped by to get much-appreciated massages from massage therapists who help support Ride the Rockies each year. Massages can be scheduled each day and are set up right next to the camping areas.

Day 3: Basalt (Snowmass for us) to Salida via Independence Pass: 107 miles, 7140' elevation gain

After the winds of the first two days, I felt a little anxious about what the ride to Independence Pass, at 12,095' in elevation, would be like. I had heard that maybe the road was a little scary, maybe there was a cliff on the side, and what about those crosswinds. I was honestly a little shaken by the winds coming down to Basalt from the day before and kept studying the weather maps trying to reassure myself. It didn't help much. The weather also looked a little unstable and perhaps there would be rain? Needless to say, we spent a lot of time engaging in the cyclist's favorite quest of making the perfect clothing choices. After all the worry, the pass turned out to be one of my favorite rides ever, reminding me of some of the riding here in the Wasatch. It is a long climb at about 20 miles, but humane in steepness and spectacular in beauty. We had a little light rain early, and a few flurries near the top. Wind was often at our backs, although, at one hairpin turn, the crosswind was so sudden and strong that it very nearly blew me over. The view of an expansive mountain valley surrounded by the mountain peaks was the reward as we made the last stretch to the top.

Grateful to have my disc brakes for the descent, I enjoyed the views of the lush green grasses, trees, and rivers, as well as the tailwind down to Twin Lakes. We grabbed lunch at the welcoming Twin Lakes General Store, warmed up, and were on our way. The tailwind moved us along quickly through the subsequent flat and rolling sections; however, as we neared Buena Vista and alongside the highway to Salida, we were repeatedly buffeted by incredibly strong crosswinds. We all laughed later to see we had taken Strava trophies when we made the turn into Salida, with the winds at our backs. If we had only bothered to pedal! I would love to spend more time in Salida – we had a delicious dinner at a local restaurant and enjoyed watching the kayakers practicing in the rapids in the Arkansas River.

Day 4: Salida to Breckenridge: 79 miles, 6013' elevation gain

The ride north out of Salida was beautiful, with more favorable winds and cooler temps. We backtracked to Buena Vista and this time I was able to enjoy the scenery a bit more, as we passed by some of the Collegiate Peaks 14ers in the area and an interesting mountain called Chalk Mountain that had big patches of, well, white chalk. Although I enjoyed the terrain (mostly gradual climbing), I did not enjoy riding alongside the highway, which we did for almost the entire ride that day. I don't know if there would have been an alternate way to get up to Breckenridge, but I was just counting down the miles until we got off the highway, only to turn onto... another highway. We picked up lunch at the rest stop in Fairplay – wow, two huge buttermilk pancakes

never tasted so delicious. Every day along the ride, they set up a tent at one of the rest stops to sell eggs, burritos, tacos, and pancakes. Another longtime RTR caterer set up at the rest stops to save riders from the heat with their fruit smoothies. YUM. The pancakes + syrup were a lot higher in carbs than I usually take in

all at once, so I took a small amount of insulin to cover it, which can be a risky move due to the dramatically increased potency of insulin during exercise. It turns out, I guessed wrong and had to eat a lot more than I wanted to get through the climb up to Hoosier Pass, due to repeatedly falling blood sugar. When I got to

the summit at 11,542', I was feeling a little spaced out – maybe the elevation or maybe just from too much insulin – and I just needed to get down. I was ready to be done for the day, and ready to be away from cars.

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ROAD RIDING

Little Red Riding Hood: A Mother and Daughter's Perspective

Ellen Guthrie and Lia Westermann at Little Red Riding Hood 2022. Photo courtesy Ellen Guthrie

By **Ellen Guthrie & Lia Westermann**

Little Red Riding Hood is one of the Best Women-Only Events in the United States

There's a fairy tale called Little Red Riding Hood that most people have read: a little girl wearing a red cloak goes to visit her grandmother, and, on the way, a big bad wolf finds out from the naive girl where she is going. As she picks flowers, he goes to grandma's house and locks the grandmother in the closet. When the girl gets to grandma's house, the wolf is dressed up as the grandmother in bed and tries to eat the little girl. Well, Little Red Riding Hood, the bike event, won't eat anyone up. On

the contrary, it feeds everyone a lot of tasty food!

Little Red Riding Hood is a non-competitive women's only cycling event held in Cache Valley, Utah. It was started in 1999 by Alice Telford and Sue Schalow and has been held every first weekend of June since 1999 (except for during the peak of Covid). When Little Red was founded, there were only 185 women riding. Over 3,500 women rode in the event in 2022. This event raises money for women's cancers (specifically breast and ovarian cancer) and a portion of everyone's fee is donated to the Huntsman Cancer Foundation.

As a women-only event, we have ridden this together as mother (Ellen) and daughter (Lia) for quite a few years. Not only is it a great day

on the bike, celebrating women, but it supports a very worthwhile cause. Here's our perspectives.

Ellen: There are five separate routes folks can ride. Because there are varying distances, women can choose whatever route they desire. During the ride, one is able to see various types of locomotion: e-bikes, road bikes, mountain bikes, gravel bikes, and even outdoor Elliptical bikes! There are loops that are 17 miles, 30 miles, 45 miles, 70 miles, and 100 miles long. We like to do the 100-mile route. Little Red is fully-supported: there is mechanical support with mechanics at the start/finish and every rest stop, there are well-stocked rest stops throughout each route and lunch is also provided, and there are roving support vehicles to help with flats and mechanical problems. The choices for snacks are truly endless at Little Red! This year there were Oreos with either Nutella or peanut butter topped with a banana, yum. Lia's favorite snack at the rest stops is a bunch of Red Vines. She usually has a sizeable wad in the pocket of her jersey most of the day!

Lia: Little Red is a very popular event and attracts female riders all across North America. As such, there is a lottery to get in. The ride is usually on the first Saturday in June, and Friday evening before the event there is a Theme Party (each year there is a different theme, this year's theme was Ride Into

the Wild) with live music, vendors, great food, a costume contest, and lots of decorations! Saturday's ride ends with a finish line celebration. The celebration starts with cheers at the finish line, a refreshing cool wipe, lime spritz drink and a cute bracelet to commemorate the annual theme. After you finish riding, there's always a delicious dinner available, an ice cream bar, shopping at the vendor's tents for unique bike related clothes, gear, and art. There's also lots of smiling and laughing!

One of my favorite aspects of this event is how many women there are riding and the diversity of all the riders: there are competitive racers, road bikers, mountain bikers, women who don't compete, women from all over the country, and women who even do this event on outdoor elliptical bikes! Everyone is so friendly, and you end up meeting people from all over the continent. There are women of all sorts of shapes, sizes, and colors, and all women are welcome to do this event. The camaraderie is amazing, and all the ladies are cheering each other on, even if they don't know one another. Everyone is out there to help each other and make new friends!

I also love doing this event especially because my mom and I have always done it together. She is my biggest role model and I have always looked up to her, not just as an incredible cyclist, but as a person in general. She got me into biking as a young girl and I feel this event has only made our bond stronger to be



Lia Westermann and Ellen Guthrie at Little Red Riding Hood 2022. Photo courtesy Ellen Guthrie

able to ride together and celebrate having a great day on bikes together. Each time we do this event we show up early in the morning, and even though I am tired, I am still extremely excited for the day ahead. We get our bikes ready and head over to the venue to get coffee and breakfast. Then we start our 100-mile journey that is Little Red! I always look forward to doing this event every year. The event is very low-stress and low-key, and the aid stops with all the snacks that are supplied make the event even better! All of the routes are relatively flat and easy, and whichever one someone chooses to do, I have no doubt that they will have an incredible and memorable experience, without having to deal with the big bad wolf!

If you would like to learn more or are interested in the lottery to get in, go to www.lrrh.org

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RANDONNEURING

What is a Randonneur? Apparently, I Am!



Salt Lake Randonneurs. Riders left to right: Pete McCain, Matt Bell, Kelly McPherson, Kyle Butt, John McCain, Ken Moss, Steve Wasmund, Amy Andrews, Jeremy Lamoreaux, Brady Smith. Photo courtesy Ken Moss

By Kelly McPherson

In July, I am planning to do this crazy ride starting on July 11 in Canada and riding my bike along 189 until I reach Mexico on July 28 over 1750 miles later. My riding partner, Shem Flitton and I are using the ride to raise funds for Huntsman Cancer Institute. If you would like to donate, we would LOVE it, and you can do so by clicking on the link below. <https://hope.huntsmancancer.org/diy/krazykelly> If you would like to follow our adventure, follow us on <https://www.facebook.com/Rideon89> or <https://ride89.org/> In preparation for riding 100-150 miles a day for almost 3 weeks, I need to get a lot of training in. I need to do a lot of long rides! Someone pointed me towards the Salt Lake Randonneurs. <https://www.facebook.com/SaltLakeRandos>

What is a Randonneur? A Randonneur is a rider who rides ultra-long distances along a prescribed course that is not marked and has no aid stations. This is a completely self-supported ride fueled by what you bring or what you pick up at gas stations along the way, usually at least 200k in distance.

I figured that this style of riding would be good training for Ride89 in July. Our local Salt lake Randonneurs have a schedule of events on their website <https://www.saltlakerandos.org/> I couldn't ride the first one due to scheduling conflicts, but was able to ride the second one on May 7, the Wasatch Front/Antelope Island 200k/300k Brevet. Being new to this

style of riding and not having ridden more than 70 miles this year so far, I wisely chose the 200k.

I began doing research on randonneuring and found that there wasn't much out there to find. Having done some really long rides in the past, I started to think about what I would need to bring and prepare for to ride 125 miles unsupported. All of the rides that I had done of that length in the past were supported with SAG vehicles, course markings and aid stations at regular intervals along the course. I was fairly sure I could do the distance, but I was worried about getting lost or running out of food and water or having a mechanical that I wasn't able to fix.

I began by buying some new bags for my bike as I would need to carry most of what I would need as stopping at every gas station would just slow me down. I chose a Rockbros Bike Frame Bag which was significantly larger than one that I had previously been using. I also got a Wildken Big Saddle Bag that was much larger than my current seat bag and had the benefit of being able to carry another water bottle.

Then I set myself to the task of figuring out what food to bring. I've never been really good at my nutrition and tend to bonk at about 60 miles. This is something I really needed to get nailed down if I am to be successful with Ride89. I put together a spreadsheet that helped me calculate how many calories I was going to need for the expected duration and how many of which foods I would need to meet that calo-

rie goal. I played with a lot of foods, but finally came across what I think will work. It's a combo of salted caramels, golden double stuff Oreos, Rice Krispie treats, PB&J sandwiches and two-bit chicken, sweet potato, and rice pies. Yum!

The next task I needed to complete was to finally figure out how to download a map to follow on my Wahoo Elemnt Bolt. I am embarrassed to say that after almost 20 years of riding, I still didn't know how to do this. All of my courses have been self-designed, had someone to follow or were clearly marked. Gratefully, it isn't all that hard once you find and read instructions.

The night before the Brevet, I nervously prepared and packed my food, water bottles and extra electrolyte drink mix. I packed extra tubes, co2, bike tools, ChapStick, allergy pills, ibuprofen, and a host of other things that I wouldn't want to be stranded without. I checked and double checked my map on my Elemnt.

I woke up incredibly early the morning of the Brevet to load my bike and drive to our starting point, a Maverick in North Salt Lake. It was a small and interesting group. Sleek road bikes were few in favor of heavier bikes with mud guards. I had been nervous that the large bags that I had put on my bike would look silly to the other riders. They did. They were way too small compared to their large handlebar bags and panniers.

They were friendly and every one of them made a point of getting to

know my name and chatting with me for a bit. It was nice!

Most of the group was doing the 300k, but we all started out at the same time and rode fairly casually over back roads by the airport and then through downtown Salt Lake. We got stopped at EVERY single light on our way up to Emigration Canyon, but no one seemed to really care. It was going to be a long day and patience was crucial.

The flip point for the 200k was at the top of Emigration while the 300k continued up Big Mountain and onto destinations eastward. A couple of guys saw me coming up the climb as they were coming down, flipped to chat with me at the top and then ride with me for the rest of the course. Wow! That would never happen in some of the races I have been in.

The 200k course took us back through downtown, onto Jordan River Parkway trail for a short bit and then Legacy Parkway for a long way and then up to Antelope Island. We turned around part of the way out to the ranch and headed back the way we came. It was 125 miles total and really was a lot of fun. I would totally do this again.

I learned a few things. First, 125 miles is a long way and I need to do a lot more of these in training for July's Ride 89 ride. Getting more calories in made riding the distance a lot easier. Carefully planning things rather than just throwing what I have on hand in my jersey pockets made it so I didn't bonk. Yeah! I also learned that my Rockbros frame bag

was nice to fit everything in, but it got in the way of my knees when I stood. Maybe the handlebar bags the others were using would be better? My larger saddle bag was really nice but putting a water bottle in it made it rub on my rear tire. I either need to leave the bottle out or put on a fender. It rubbed enough to wear a hole in the bag. I loved the map on my Elemnt. It was perfect! I had come prepared to have Ridewithgps loaded on my phone and an earbud so it could talk to me, but I was worried it would wear my battery down too quickly. I am glad I didn't need to use it. I don't like using earbuds when I ride anyway.

Overall, I am intrigued by this style of riding. Due to scheduling conflicts, I won't be able to do any more Salt Lake Randonneur events this year, but likely will next year as well as try a few others in other areas. It looks like fun and like it might be a style of riding that I could be relatively good at.

Again, if you are curious about our Ride 89 event in July, please feel free to follow us at <https://ride89.org/> <https://www.facebook.com/Rideon89> or donate at <https://hope.huntsmancancer.org/diy/krazykelly>

Kelly is a 40+ cyclist who lives in South Jordan UT with her husband of 27 years and 5 kids. She has a BS in Health Education from the University of Utah and loves to stay healthy and fit and take as many people with her as she can.



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MOUNTAIN BIKING

Pay to pedal? Wyoming to explore mountain bike user fees



The Johnny Behind the Rocks Trail System provides mountain bikers with a high desert experiences in a compact area. Photo by Leslie Kehmeier, Mapping Manager, International Mountain Bicycling Association. Creative Commons License

By By Katie Klingsporn, WyoFile.com

Idea is still early in development, and officials say public feedback will help shape it. Bikers have concerns.

(June 21, 2022) — Wyoming officials are considering implementing user fees on mountain bikers to raise funds for trail building and maintenance as the activity surges in popularity.

The idea is still in its nascency, with no details on what form the fees would take. That's by design, said Dave Glenn, deputy director of State Parks, Historic Sites, Trails and Outdoor Recreation Office. His office intends to collect feedback from mountain bikers and other members of the public before it

starts shaping proposals.

"We don't want to have this thing cooked when we go out there," Glenn said. "We really want to listen to folks. We really want to get their input, and frankly, if they don't want it, we'll back off."

The need does exist, Glenn said, and user fees can help sustain the activity's growth in the state — a fact he said has been demonstrated by tax and fee models applied to motorized groups, hunters and anglers.

Mountain bikers, however, say the state needs to be thoughtful to avoid singling out groups or taking too narrow of an aim.

As an avid biker, author of the guidebook "Wyoming Singletrack" and the executive director of Wyoming County Commissioners Association, Jerimiah Rieman has

feet in both the biking and government worlds. Though he's a proponent of user fees, he said, he wants Wyoming officials to be broad-minded as they approach the issue.

"I appreciate that they're going to start the conversation," he said. "I think that they're going to face a lot of questions and frankly, I think they need to think bigger."

The discussion comes as visitation to Wyoming's public lands trends upward. If the state is indeed rolling toward the sky-high visitation levels that have overwhelmed other places in the West, some say, it should act early to manage users and alleviate impacts.

Skin in the game

New trails are the No. 1 most-requested item from State Parks by residents and non-residents, Glenn said. And the agency that oversees outdoor recreation in the state wants to create them.

"Our big job is really to educate, disperse and concentrate these folks" who recreate in Wyoming, he said. "And I see the concept of trails as a great way to disperse people throughout the state."

But trails aren't cheap. The going rate is about \$20,000-\$50,000 per mile, according to Glenn. Despite modern efforts to design and build trails that are more sustainable, paths also generally require ongoing maintenance.

There are already some sources of funding for trail building. They include the state's roughly \$2 million-a-year Recreation Trails Program, which is funded through off-highway-vehicle fuel taxes, and a Land Water Conservation Fund of \$2.3 million, but those monies can be used for things other than trails. The Wyoming Department of Transportation has a granting program for alternative transportation, though priority is given to Americans with Disabilities Act retrofitting. Wyoming also secured more than \$14 million in ARPA and other tourism funds for outdoor recreation, though those are expected to be one-time expenditures.

The idea of mountain bike user fees, Glenn said, comes as the state searches for a self-regenerating source of funding.

Much of the access and trails funding currently comes from the motorized community and the hunters and anglers who pay things like excise taxes, he said. The motorized community, for example, pays the fuel tax that helps fund non-motorized projects through RTP grants.

"And I hear that a lot from the motorized community because they're going, 'Wait a minute, we're paying for this through our gas tax in Wyoming to build non-motorized trails?'" Glenn said. It's time for the non-motorized community to "have skin in the game," he said.

The idea also comes as mountain biking becomes a growing economic engine for Western communities, a fact demonstrated in towns like Moab, Utah. According to a 2021 Outdoor Foundation report, Americans' participation rate in outdoor recreation reached the highest

point on record in 2020. Mountain/road/BMX biking was No. 4 on the list of most popular outdoor activities, with 52.7 million participants.

Part of that can be attributed to modern trails that are built specifically for mountain bikers, said Outdoor Recreation Office Manager Patrick Harrington.

Before taking his position, Harrington was superintendent at Curt Gowdy State Park, which has become Wyoming's poster child for mountain biking's explosive popularity.

The state started expanding Curt Gowdy's trail system in 2006, and annual visitation was roughly 50,000 during that time. The park now boasts 35 miles of mountain biking trails. In 2021, Gowdy saw 535,000 visits, according to visitation reports. Roughly 60% of those visitors came to use the trails, Glenn said.

Tried before

A state sticker-fee proposal was put forth a few years ago but did not survive. Only a fraction of the potential funds were earmarked to go back into trails, Rieman recalled. That cost the measure his support, he said.

That proposal's demise gives Glenn and Harrington more reason to shape the next iteration with ample public input, they said.

"Our interest now is in how do we get [communities'] input up front so that we walk up to the table with 500 people behind this all saying 'this is a good idea for multiple user groups,'" Harrington said. "We just really want to get behind what the communities want in the outdoor rec world."

"I would way rather see parking fees, and maybe that would at the very least encourage people to carpool to the trailhead."

—RIO ROSE, MOUNTAIN BIKER

Rieman will want to know what the administrative element would look like, how fees will be collected and who will have to pay, he said.

"This is a very novel idea of imposing a fee on a specific user group at state parks. I think they're simply going to have to answer a lot of questions," he said. "I also am interested, frankly, in something that's more comprehensive than just the state parks."

The danger, Rieman said, is that this proposal could actually "get in the way of a bigger and more comprehensive solution."

Though he has suggested it could be applied to state parks, the concept is not necessarily limited to those places, Glenn said. It could look like a variety of options, from stickers to taxes or entry fees.

He does see an advantage in piloting it in state parks, though. "I think there's a lot of opportunity there to do it within our parks, expand the systems we have and then build new systems as well."

Rio Rose owns the Bike Mill shop in Lander and has been heavily involved with trail building in that region. He's been mountain biking in Wyoming since 2003, and has

experienced first-hand the need for funds to build new trails.

"This proposal, it's something that I think is a really great conversation and it needs to happen," he said. But his personal contention with a user-fee, he said, is that it could single out mountain bikers.

"We're not the only people using these trails. We're not the only people causing damage to these trails," he said. "But we are about the only people doing work on them and pushing to get them put in."

"And so seeing mountain bikers singled out as a user group, where we have to pay to play but nobody else does, rubs me the wrong way," Rose said. "I don't think anybody in the mountain biking community is opposed to paying a fee to use trails. I think everybody in the mountain biking community clearly is opposed to being singled out as a user group."

Rose feels there are better solutions that could tap a broader base of users. "I would way rather see parking fees, and maybe that would at the very least encourage people to carpool to the trailhead."

Act now or be overrun?

Glenn floated the idea to the Legislature's Joint Travel, Recreation, Wildlife & Cultural Resources committee in May, and also brought it up to the Wyoming Trails Advisory Council that month. If it moves forward, he told WyoFile, the Legislature wouldn't consider making it an interim topic until next year.

"That gives us a year to go out and shake the tree a little bit," he said.

The Outdoor Recreation Office plans to hold listening sessions around the state. "It will be very broad," Harrington said. "We'll hit all the major outdoor rec communities and probably several of the smaller ones, with lots of advertising behind it."

During the trails council meeting, Glenn said that when Moab was first inundated with bikers, it didn't have the infrastructure to handle the demands.

"We're at that cusp right now in Wyoming," he said. And while the state doesn't have the ability to simply turn people away, he said, "what we do have control over is how we manage these people when they come in."

Bert Miller of Cody, who chairs the trails council, told the group he favors the idea of bike user fees. Wyoming, he said, is "actually a little bit behind the eight-ball on it, because this all came fast."

Katie Klingsporn is WyoFile's managing editor. She is a journalist and word geek who has been writing about life in the West for 15 years. Her pieces have appeared in Adventure Journal, National Geographic Adventure and Patagonia's Cleanest Line blog.

WyoFile is an independent nonprofit news organization focused on Wyoming people, places and policy.

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BIKEPACKING

The Ultraknuckle: The Best Worst Idea Ever?



Solo view from Gander. Photo by Lukas Brinkerhoff



Harrison Shotzbarger enjoying some mesa riding on Little Creek. Photo by Lukas Brinkerhoff

By Lukas Brinkerhoff

“Are you friends with the guy wearing the yellow trash bag?”

We are at the Catholic Thrift Store in Hurricane conveniently located across the street from the Main Street Café. It’s been raining off and on for the past hour or so and we’ve just finished up passing

an hour of that tucked in to said café warming up and eating some well-deserved lunch. Rain was in the forecast, but only one of us brought winter gloves and those were not waterproof. After warming up and thinking the rain had stopped, we all walked out just in time for it to start drizzling again and made our way to the thrift store to see what we could do about some gloves and possibly



Water refill out of the Virgin to get us home. Photo by Lukas Brinkerhoff

some warmer clothes. Her question made all of us break out laughing as we knew exactly who she was talking about and could only answer honestly, that yes, we were friends with that guy.

The Ultraknuckle is not your ordinary bikepacking route or event (it’s not a race). Starting at the Mooseknuckler Cycling Alliance Social Lounge on a Thursday at 5:30 pm (we gotta sneak in work that day), it takes or drags, follows over some of the chunkiest terrain in Southwestern Utah only to end up right back where it started by Sunday. As most good things are, it was hatched over a couple of beers, was first deemed the worst idea ever and then, of course, the best idea ever.

It still hasn’t been determined which it is.

John Taylor is sitting waiting for me in the dirt. The ride started with 6 and we lost 2 Thursday night. Over the course of the weekend, we had ridden together, alone, in duos and every other combination as different rider’s strengths were emphasized by the terrain. I am just finishing up Gander alone and this meet up means we are about to drop Grafton on loaded hardtails. One of the many highlights of the route.

Taking the lead, John drops in and we are quickly in flow mode dodging rocks, rolling through rough sections, and even managing the drops. About 2/3 of the way down and we see two teenagers pushing their bikes up the trail. There’s not

much of a chance for us to stop and luckily, they step out of the way. As we bomb passed them, the one in the lead turns to his buddy and yells, “They’re on hardtails!”

At 215ish miles, the distance isn’t insane for three days and one evening. However, the route can be described as convoluted, contrived, and challenging. Attempting to wrap as many killer trails as possible into a weekend will do that. Starting off with a mile or so of pavement, it hits dirt by jumping on the chunky red sandstone of City Creek. Follows that same sandy formation over T-Bone then climbing a couple thousand feet around Lange’s Dugway and then heads over to Ice House for a ripper of a descent and another one of the downhill highlights of the route. For this year’s edition, this was camp one.

From there, it continues over to Prospector through the Harrisburg Gap following singletrack around the lake. Then there’s some questionably legal dirt roads for a backway into Hurricane. To gain some elevation it climbs up the Hurricane Cliffs (first hike-a-bike) on the Goulds Connector and then follows Goulds to the base of Little Creek (second hike-a-bike and camp two). Then it’s Little Creek, Gooseberry, Gander, and Grafton to check off most of the mesas. A section of always windy pavement over to Guacamole. And ends with an “easy” ride up the Hurricane Cliffs (camp three), JEM and Dead Ringer to get to dirt roads that will take you back to St. George.

At least those are the highlights. Sunday breaks with clear skies

and cooler than expected temperatures. Pete, our trash bag wearing friend, wakes up with a serious fever and John’s knee gives him a hard no for the rest of the route leaving two of us to attempt to finish.

At the top of the Honeymoon Trail Drop, I stop. I can see Little Creek behind me, all the St. George valley and I can’t help but feel a bit amazed by this whole thing. My body hurts but I can’t help smiling and feeling privileged to have a weekend to wander around the desert with some good friends, riding bikes and hobo camping wherever we feel like it. I snap a couple photos and drop in. If this section of “road” wasn’t so isolated, this would be a popular downhill shuttle.

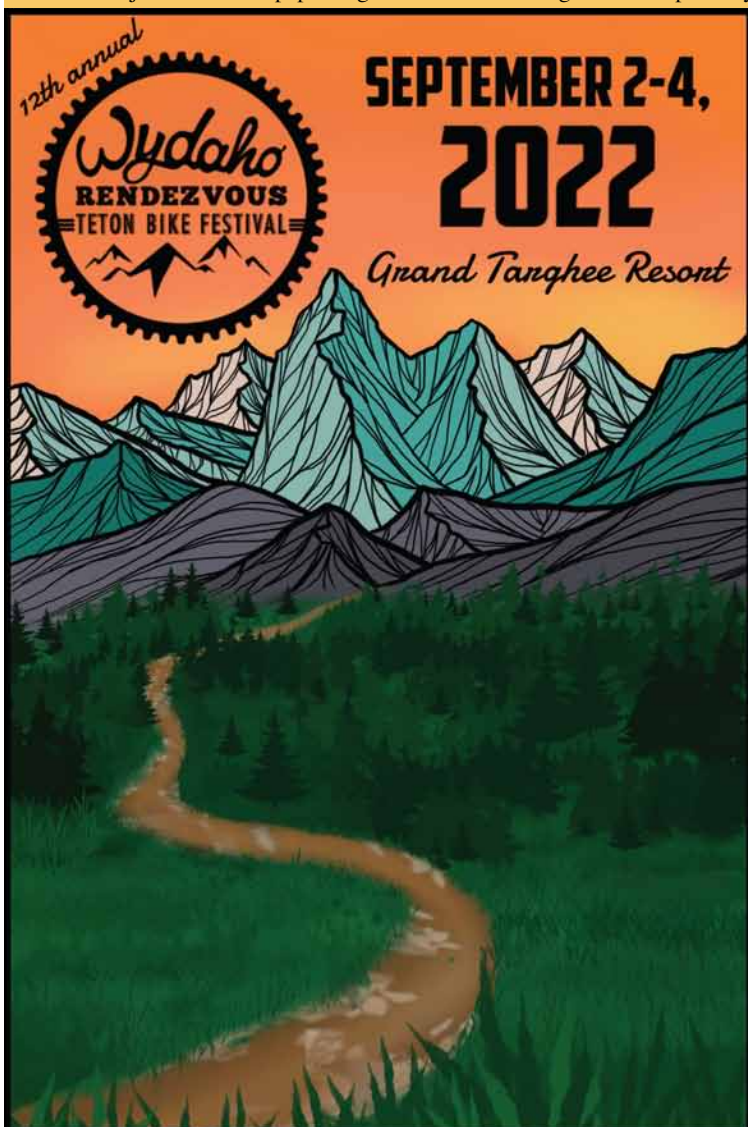
My legs are toast as I make it to what turns out to be the last section of singletrack on the route, the Airport Trails. I look around hoping no one is watching and step off my bike. Under normal circumstances, I would never walk this, but, embarrassingly enough, I find myself pushing my way up the rutted grade and cursing this whole damn thing. Then I’m stoked to be on pavement, spun out and whistling to myself as I wind myself through town. I pass the turn off to Kentucky Lucky Chicken and give it a hard no. Another half hour and I roll into the Lounge thankful this thing is over.

A few hours later and the Alliance is gathered to celebrate. Was the Ultraknuckle a good idea? After one beer, no, but after a couple of beers. Well, that’s how we got here. I guess we’ll have to try again next year to find out.

Lukas Brinkerhoff blogs about mountain biking and life at mooseknuckleralliance.org.



John Taylor walks toward the top of the mandatory hike-a-bike up to Little Creek. Photo by Lukas Brinkerhoff



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CYCLING AND DOGS

A Dog Attacks You While Cycling, What Do You Do?



The result of a dog attack while cycling. Photo by Heather Casey

By Heather Casey, CSCS, Pn2

Aggressive attacks can happen anywhere to anyone. A peaceful cycle through town can very much turn into a run for your life, and dogs with a rabid agenda could very well be the reason. Unless you have experienced this exact situation before, no one really anticipates being attacked by a dog or multiple dogs while riding their bike. If it happens to you, you would be part of the unfortunate recipients of the 1% of injuries caused by dogs to cyclists. Despite this seemingly low percentage, it is not a pleasant thing to experience, so let us treat this situation with care.

Wondering how this article exists in the first place? On June 1, 2022, I left my house in Salt Lake City by bike—excited to take an easy spin through downtown to Memory Grove. The plan was to ride up City Creek for the first time of the summer season. That excitement would soon burst, for I only made it to the meditation chapel in Memory Grove before I got attacked by two dogs. This would make me part of the unfortunate 1% of cyclists who have been attacked by dogs. Now that the worst is past, I have a lot to share and I will do

my best to recall the experience and provide some helpful tips in case you, a friend, or a loved one is ever in a situation not dissimilar to mine.

It was a beautiful summer evening, the park was crowded, and there were people and dogs everywhere enjoying the night. I left the road and crossed over a bridge to ride up to the meditation chapel. I did not second guess hopping off the bike for a short moment to spend a moment of gratitude at this particular spot, as I always have in the past. It was simply routine to me. However, right after riding my bike over the bridge, as I got near the off-leash area called the Freedom Trail, two cattle dogs—shepherd mixes about 50 pounds apiece—were approximately 25 yards on the trail, and I rode my bike to the trailhead sign to dismount and sit by the creek.

Immediately, I saw the dogs running in tandem toward my area in my periphery, but I did not think much of it. Having experience with all-size dogs, I simply thought that the dogs were going to herd me. As I have already established above, this was not going to be the case this time. As the first dog bit at my left cycling shoe, I started to become curious but not yet alarmed. I honestly thought the dogs were going to herd me and I could ride on or they would go back to their owner. Just when I thought they were herding me, the other dog came around my back and latched onto my right calf puncturing deeply into my muscle.

This entire attack lasted approximately 90 seconds. Lasting thoughts and impressions from these long 90 seconds? This might come as a shock to some, but don't expect anyone to help you in an emergency situation. Bystander syndrome or whatever you wanna call it, but a lot of people will be frightened to see an animal attacking a human or another dog. They will most likely stay rooted in their places and will not help you. In my case, I felt like I was in a fishbowl watching other people watching me being attacked. I fought off the dogs with my titanium frame bike. I pushed them off with the bike

several times. I would soon realize afterward how glad I am that I never reached down and used my hands! Save your hands and use the bike as your weapon.

Adrenaline is running high at this point in the attack. No pain. Just fight or flight. It's a weird feeling but instincts kick in and sometimes you just know what to do. I can tell you confidently that if I had mace or any type of defense weapon with me I would not have had the time to react nor the inclination to use it. Your bike is your best weapon.

As already mentioned, you might witness bystander syndrome and it could understandably make you feel embarrassed or frustrated. Remember, you cannot expect everyone to always act like an adult. Sometimes even if you as the victim are literally bleeding, you would have to be the one to act and step up for yourself. Once it was over, the dogs retreated and I commanded the owner to get the dogs on a leash immediately. This would prove to be a relief because the dogs tried to attack me a second time before getting them on their leashes.

The following information is rather important. You are dealing with your health and a legal matter. Save this for future reference in case you or a friend needs it:

1. No matter what the dog owner says or offers to do, it is your responsibility to report the bite. There are two reasons why bite reports must be filed. The first is rabies control. Our local public health authorities need to investigate if rabies could have been transmitted to the victim. Check with your local and state laws. (Salt Lake County, Utah municipal code 8.06.210 - Animal bites Reporting requirements). Secondly, the health authorities track the data and trends in animal bites to people within the community. In 2021, there were 5,184,057 emergency department visits for bicycle-associated injuries, and dogs are involved in 35,254 (0.67%) cases. Approximately 1% of injuries to bicyclists are associated with dogs; one-half of them sustained a bite. Rabies from dog bites can be fatal

if not immediately apprehended.

In my case, I called 911. Each case is highly personal. If there is no reason to call 911, you may report the incident by calling animal control. Most likely, the Animal Control officer will want to see the wounds. I had already been treated by EMTs prior to the Animal Control officer's arrival. In my case, I was able to show photographs and a video with a close-up view of the punctures. The animal control officer relied on seeing these photographs to determine the number of bites and categorize each bite by type and severity.

Apparently, there are different types of bites! Punctures, gashes, gashes with scratches, and other varieties exist in the world of dog bites.

2. Get medical care from a professional. In my case, I was treated by EMTs at the scene where they irrigated the punctures and dressed them with a sterile bandage. A few hours after the attack, I made sure to consult with my primary physician who wrote a prescription for Augmentin—a combination of amoxicillin and clavulanate potassium. Amoxicillin is a penicillin antibiotic that fights bacteria in the body. Clavulanate potassium is a beta-lactamase inhibitor that helps prevent certain bacteria from becoming resistant to amoxicillin. Together, they function in Augmentin as a prescription antibiotic used to treat many different infections caused by bacteria. You can decide whether or not taking antibiotics is the right course of action for you with the assistance of a medical practitioner. It is typically advised as preventative care to lessen the risk of infection in cases where the puncture holes are at least half the length of the animal's tooth.

3. Make sure to take pictures and videos of your wounds every day to track their healing progress, ideally starting before they are cleaned. Documentation provides details and visuals that can serve as a reference for future cases where memory would not be reliable enough.

4. Speak to a few trusted legal professionals. In my case, I spoke with two lawyers. The experiences were different from one to the next. One was an injury lawyer that wanted to sign me up right away and the other was an attorney that represented cyclists. I appreciated both of their time and wanted to do my due diligence with research prior to choosing how to handle any potential for filing a case as I did not want to do anything hasty.

5. Regardless of whether you choose to use a lawyer—you have rights! Utah is a "100% liability to the dog owner" state. This means that if your dog injures another human or animal, you are 100% liable (Utah code 18-1-1 Liability and damages for dog injury.) [Note: Check the code for your state]. It doesn't matter where you are, what you are doing, or whether or not the dog was on an off-leash trail.

6. Give it rest to reduce your stress. There aren't many good decisions made in haste, and there's no reason to be in a hurry, except 1. Reporting the bite, and 2. Getting medical care. I will not get into all



the details about how I make my own choices in life, but I will share that I did not file a lawsuit against the owners. They willingly offered to pay for my medical care, and fortunately, there were not many costs involved.

7. In addition to the medical care recommended by your doctor, there are some over-the-counter supplements you can take to assist in your speedy recovery and reduce the chances of long-term scarring. I used Arnica Montana topically around any skin that did not have an open puncture to reduce bruising. I also took Arnica Montana orally which is available over the counter.

8. Reduce exercise or any strenuous activity and keep the area clean. For me, this meant no open water swimming or pool swimming for a couple of weeks and no high-impact exercise, like running or plyometrics.

9. Lots of self-care is important during the healing process. We all heal differently and it's important to respect and honor what your body needs. One of the most important things I did for myself two weeks after being attacked by two dogs was to visit a shamanic healer. As I said, we all believe in different things and heal in different ways. It was important to me to heal my energy channels in order to move forward in a positive manner.

Conclusion

Another thing I realized as I wrote this article was the fact that I have a long history of being in the 1% group. Every professional that I have ever encountered who has told me, "Oh there's only a 1% chance of (insert phenomena) happening" alarms me because I know I'm the unfortunate one percent, always! Hopefully, this experience of mine will spare you from being a part of the 1% statistic of dog attacks while biking. It's useful information and you never know when you might be able to share this with others.

Heather Casey and her husband Pat own Peak State Fit Performance Center located in Salt Lake City, UT where they specialize in bike fitting, coaching, and nutrition services. Heather is a 5 X Ironman finisher including Ironman World Championships in Hawaii. Heather's professional experience includes NSCA, Certified Strength and Conditioning Specialist, Precision Nutrition Master level sports nutritionist, 500-hour Yoga Instructor, PNOE Metabolic Health Specialist.

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MOUNTAIN BIKING

A Roadie Tries Mountain Biking



Jamie Morningstar and her daughter enjoy the views of Mount Timpanogos while riding. Photo by Sasha Morningstar

By Jamie Morningstar

I'm a roadie. Well, actually I'm a cycle commuter and an occasional road biker. Six years ago, I tried out mountain biking with some friends, followed them on a too-hard trail, wrecked, and ended up in a fetching orthopedic boot-and-crutches combo for a few months. At that point, I decided that perhaps mountain biking was not my sport and stuck with the road.

But last year my daughter wanted to sign up for her high school mountain bike team and, never one to give up the opportunity to spend time with my kid or buy a new bike, I decided to try MTB out again. Without really knowing what I was signing up for, I certified as a NICA Level 1 coach so I could ride along with the team and committed to being an assistant ride leader. And suddenly I was riding with the team three days a week!

And I had an amazing first MTB season. I am so impressed with NICA (National Interscholastic Cycling Association, the high school mountain biking organization) and their emphasis on kids having fun, growing, finding community, and challenging themselves. The fellow coaches were super supportive of this enthusiastic-and-skill-free mom, the kids were a blast to ride with, I got to hang out with my daughter even more, and I even got a new bike out of the deal. Win. I had an amazing first MTB season and both my daughter and I are definitely coming back for more this summer.

That said, I did, and do, have a lot to learn. I spent the majority of my summer with spectacularly bruised legs and brake-gripping fear of basically every turn and descent. So, if you're new to mountain biking or just considering trying it out, here are a few lessons and pointers I took away from my first year as a mountain biker.

You just have to let go a little. Mountain biking is definitely an exercise in finding the boundary between letting go and being reckless. Your wheels need to be rolling in order to grip, which means if you're grabbing brake your tires

actually aren't performing their best. So, if I'm panicking and braking, I'm actually causing my tires to be able to corner less effectively, causing me to panic and brake even more. You can see the vicious cycle emerging.

This letting go is challenging for me. I like being in control. And if I feel like things are out of control (which they basically always are when mountain biking downhill), I try to double down on the control. Yes, the life metaphors here abound.

This phenomenon is also true in road biking - all tires corner better while rolling - but it's way more exaggerated in MTB. For me, the hardest part of beginning mountain biking has been trusting myself and my bike and letting go a little. It's been a wonderful lesson in trusting my body and bike, finding my edge, pushing it, and having a blast.

Mountain biking is really strenuous. Mile for mile, mountain biking is way harder than road biking. As somebody who has done many (casual) century rides and commutes to work by bike every day, I thought I was in acceptable cycling shape. I was wrong. Mountain biking is a whole different kind of hard from road riding, or at least the kind of road riding I do.

I don't know that there's much to do about this one - you either build up the strength over time or buy an e-mountain bike (and those e-bikes are awesome! That's a pretty sweet option!). I think the key to this lesson is a little self-love. If you find yourself climbing up one of our beautiful Utah trails coughing gunk out of unused corners of your lungs and wondering just how hard you can push before your heart actually explodes, you're in good company. You're not doing anything wrong; you're just adjusting. Give yourself a little grace, shrug, and smile. If you end up hike-a-biking up a hill or five, just enjoy that you're challenging your body in a whole new way.

You're allowed to wear your road kit on the trail. I was worried about proper uniform when I started mountain biking. Over the years I've amassed quite the collection

of cycling kit - would I get laughed off the trail if I wore spandex? Did I need to buy super ugly MTB-style sunglasses? What gloves were right for mountain biking?

I have good news for you if you share these concerns - mountain biking is pretty forgiving attire-wise. Although many mountain bikers will wear baggies, it's perfectly acceptable to wear the clothes and even the helmet you have from road biking. Over time, you may choose to get MTB-specific gear, but you don't have to spring for a whole new cycling wardrobe in the beginning. For example, I eventually decided that I didn't like the way my road cycling glasses felt while on the bumpy trail and I did get a pair of fabulously futuristic MTB shades that still make my children cringe every time I put them on. But I didn't have to start that way, and I still wear a lot of my road kit, gloves, and accessories on the trail.

Do wear long pants and long sleeves in the beginning. Always wear gloves. Perhaps you're more coordinated than I am. Perhaps you'll fall less. But I fell a lot during my first season riding a mountain bike. It was usually nothing spectacular, but I did fall. I wish I had figured out earlier that it was just smarter to wear long pants and long sleeves on the trail. More skin coverage would have saved me a lot of mid-grade scuffs and scrapes. And always wear gloves and eye protection on the trail (or on the road, for that matter).

Flat pedals are completely acceptable. Another area of angst for me when beginning to mountain bike was the question of clipless pedals. Right or wrong (probably more of the latter), there's an expectation in road cycling that once you get "serious," you'll switch over to clipless pedals. There's a certain cachet to walking around like a duck after exiting your bike.

However, after my catastrophic mountain biking injury of five years' earlier, I was extremely nervous about clipping in. You'll imagine my delight that flat pedals are perfectly acceptable on mountain bikes. Yes, there's still extra respect given to those wearing cleats, but the pressure just isn't the same in MTB circles to swap over to shoes you can't walk like a normal human in. In fact, mountain bike shoes are amazingly comfortable and present a delightful skater vibe to my mind. So, worry not, you can wear sneakers and use flat pedals while mountain biking.

Enroll in a clinic to accelerate your confidence. Professional help is not that expensive and will help you learn good base skills and confidence that will serve you well for many seasons. Most resorts offer group lessons, and you can also sign up for independent group clinics in your area.

This is also a stark difference between road and mountain bik-



Jamie Morningstar practices a successful log bridge crossing (over and over again). Photo by Stephen Morningstar

ing. Yes, sure, you can get coaching for road biking and racing, but there isn't really a clinic or lesson culture around road biking. Not so with mountain biking! Group clinics, private lessons, and MTB camps abound. A quick online search for lessons in your area will yield a variety of options that are well worth the investment in building your confidence and skills.

Redoing a route is surprisingly fun. Another difference between road and mountain biking has been the fun of riding the same route repeatedly. Sure, on the road I have my favorite rides (usually the ones most convenient to my house), and I have never been one to disparage routine. But on mountain biking there's a different kind of delight to re-riding a tricky section of trail over and over, learning the turns, gaining confidence, and learning how to navigate the route just right.

What you learn on a mountain bike will help you in your other cycling disciplines. I've been amazed by how much stronger and more skilled a cyclist I've become as a result of my foray into mountain biking. Skills that I thought I understood as a roadie, such as bike-body separation, cornering, and body position, are so much more exaggerated on MTB.

If you're a roadie who's flirting with the idea of trying out mountain biking; do it! The hills and the learning curve are steep, the views are fabulous from the trail, and you'll be a stronger cyclist and happier human for your time on knobby tires.

Jamie Morningstar is an avid cycle commuter, a passable roadie, and a spectacularly uncoordinated mountain biker who lives, works, and rides in Utah Valley.

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BIKEPACKING

My Best Day On A Bike, Ever

Jill Homer riding toward Unalakleet on the Iditarod Trail. Photo by Mike Beiergrohslein.

By Jill Homer

The Iditarod Trail connects the Yukon River to the Norton Sound via an eighty-mile overland traverse known as the Kaltag Portage. The geography here resembles a crinkled piece of paper, with small mountains rippling across every horizon. Travelers follow the path of least resistance along the Kaltag River, where the trail wends in and out of steep embankments on a gradual rise to a pass. Beat told me the Kaltag Portage was one of his favorite segments of the Iditarod Trail — high tundra where everything is sparse, except silence.

I rolled away from Kaltag at first light, when the sky was still a gray pall. I struggled to engage even my lowest gears as I pedaled through a suffocatingly thick forest. My breathing was disproportionately labored for this meager effort.

“It’s just a morning funk,” I assured myself, ignoring the similarities to the early stages of every other physical shutdown I’d experienced in the past year.

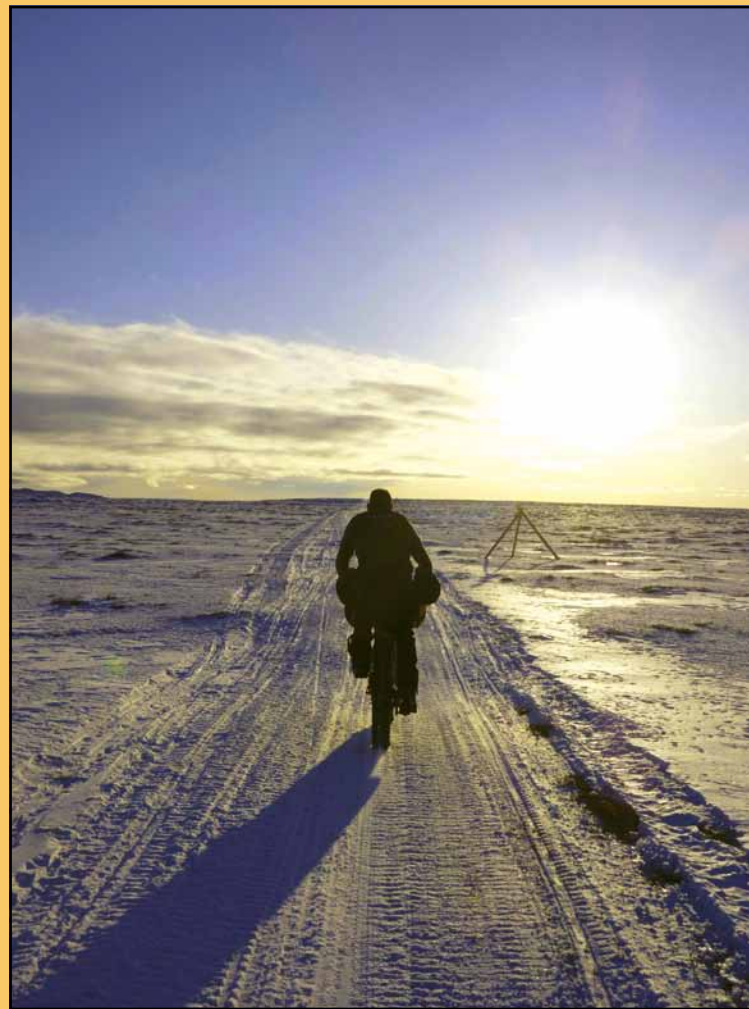
Despite the respiratory angst, I felt a thrilling buzz of anticipation. This electric sensation hearkened back to Friday night adventures as a teenager, riding shotgun along State Street and stretching my arm out the open window, as far as I could

reach into the summer night. It was the feeling that anything and everything could happen, and not even the stars could predict what life-altering experiences my friends and I would forge before the neon-lit darkness faded to dawn.

My life had changed a fair amount since my greatest adventures encompassed dragging the main strip of downtown Salt Lake City in a Chevy Cavalier, but this adolescent zeal returned each time I ventured beyond the edge of my known universe. I believe outdoor adventures are a fountain of youth for many reasons, but the most prevalent is their preservation of childlike joy.

I’d ventured far beyond my pessimistic expectations, and every bend in the trail was a new triumph. The Kaltag River was laced with open leads that burbled menacingly, but every crossing was spanned by an ice bridge. After pedaling across four of these bridges without incident, I felt invincible. The trail climbed to the cusp of tree line, and the thick forest gave way to spindly black spruce, which gave way to bare, rolling hills.

Each crest brought a steep descent, which I hadn’t encountered in days. Now that my numb right hand was almost rigid, I no longer had the dexterity to steer or the strength to press the rear brake lever. As a result, my descending skills were severely compromised. I clasped the front brake and held on for my life as the rear wheel fishtailed dramatically, stirring up clouds of snow. I managed three lucky drops, but on the fourth hill, I lost control at twenty miles per hour. The front wheel plunged into a snow bank, flipping my body over the handlebars and tossing me into a hollow more than six feet off the trail. I was buried face-down in a drift, thrashing violently amid an exhilarating rush of adrenaline. After freeing myself and crawling back to the trail, I shook like a wet dog. My coat, hat, and boots were packed with snow, and the explo-



Mike Beiergrohslein rides on the Unalakleet River. Iditarod Trail. Photo by Jill Homer

sion of powder evoked a maniacal laugh. Nothing could touch me! I was unstoppable!

At noon I ate the last of the protein snacks I’d scavenged in Galena. I managed to cover twenty-two mostly uphill miles in four and a half hours, so traveling sixty more to the village of Unalakleet seemed like a feasible goal for the day. It felt unreal — the possibility that later that evening I’d return to the village where I started my ill-fated bike tour a year earlier, and left vowing never to return. Of course, I’d have to put in a hard effort if I wanted to reach Peace on Earth Pizza at a reasonable hour. The carrot of a hot pizza — and even more enticing, fresh salad and fruit juice — pulled me forward. I concentrated on rhythmic breathing and visualized a cartoon-like depiction of proteins replenishing my depleted muscles. This is another

benefit of a childlike mind — the uninhibited hope that imagining something will make it true.

In the golden light of mid-afternoon, I descended through a charred forest toward a pyramid-shaped peak known as Old Woman Mountain. Iditarod legend tells the story of an old woman who ascended this mountain against the wishes of village elders, who believed such an arduous task was too dangerous for a woman. Because of her defiance, she was swept away in an avalanche, never to be found. Now her spirit haunts this desolate valley, cursing travelers so they too can never leave.

Iditarod mushers tell of sudden bouts of crushing fatigue and inexplicable urges to slow down or rest when passing beneath the Old Woman’s mountain. Legend holds that the ghost also has the power to generate terrible storms. A shel-

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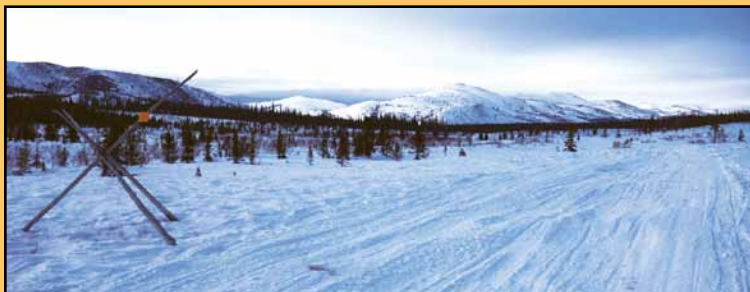
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My fat bike on the Kaltag Portage. Iditarod Trail. Photo by Jill Homer



A trail-marking tripod on the Kaltag Portage on the Iditarod Trail. Photo by Jill Homer



Old Woman Mountain. Iditarod Trail. Photo by Jill Homer

ter cabin was built here to protect travelers from weather that reportedly is among the worst in Alaska. According to musher superstition, if an offering is left at the cabin for the Old Woman, she will spare the traveler. Otherwise, she will curse them with bad luck until Nome. Women are said to be especially susceptible to her curse, so I came prepared with an extra Snickers bar to sacrifice.

After several decades, the Old Woman cabin had fallen into disrepair, to the point where it could provide neither shelter nor respite for any traveler. The roof was collapsing, plywood walls were punched full of holes, and the door was missing. The interior was filled with garbage — empty food containers, rusted gasoline canisters, and snowmobile parts. As I approached the cabin with my chocolate offering in my hand, I was loathe to add to the garbage pile.

“Let her haunt me,” I thought, placing the candy bar back in my top tube bag. “She can’t slow me down.”

A few miles down the trail was

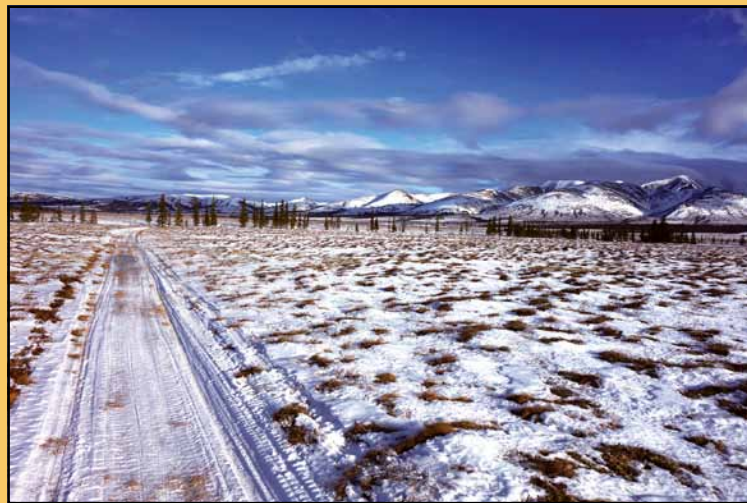
I arrived. One introduced himself as Kevin Keeler, a BLM employee whose Facebook page I followed for the latest trail updates. The other was a Native man from Unalakleet who was joining Kevin for a few days of work on the Iditarod Trail. As I paused to talk with them, I mindlessly gnawed on the frozen candy bar I’d intended to leave inside the cabin. This was only my second encounter with non-cycling humans on the trail — my first being the state troopers on the Yukon — and I enjoyed conversing with them. Kevin was particularly interested in my raggedy clothing system. The layers on my legs looked like a homeless person had cobbled together scraps of fabric from a dumpster.

“These aren’t pants, they’re actually primaloft shorts and homemade overboots,” I explained. “I use these detachable knee warmers because my knees are always cold, but I open the zips on my shorts because my thighs are always warm. I have to wear a hood over my balaclava to keep my ears and face warm in the wind, but open up my jacket to vent the heat from my core. Sometimes my butt is cold but my back is scalding. I’m always running both hot and cold somewhere.”

“That makes sense,” said Kevin, who was thickly bundled up in a one-piece snowmobile suit and full-face helmet. Although driving a snowmobile is far from a sedentary activity, snowmobilers aren’t as prone to sweating and can afford to wear heavy insulation. I envied them for this. Human technology allows us to wander through the harshest climates on Earth, but biologically we’re built for life on the savanna. Our bodies’ ultra-sensitive cooling system remains active even when our survival depends on staying warm and dry. While engaged in strenuous exercise, I needed to somehow vent moisture and retain heat at the same time — an impossible task because it defies the laws of physics. Since there’s no way to strike a balance, I was forced to



The “old” Old Woman shelter cabin. Iditarod Trail. Photo by Jill Homer



The Iditarod Trail heading west toward Unalakleet. Iditarod Trail. Photo by Jill Homer

reach compromises. Those compromises took me from overheated to shivering in the ten minutes I spent resting at the new Old Woman cabin.

“Sorry to run, but I’m getting really cold just standing here,” I said. “I should go.”

Kevin told me Unalakleet was thirty-seven miles away. I looked at my watch — 4:30 p.m.

“I wanted to hit the pizza place by nine,” I announced. “I’m going to have to book it.”

I bid them goodbye and continued pedaling down the winding trail along Old Woman Creek, with the menacing north face of Old Woman Mountain directly overhead.

“Those avalanche gullies look like they’re right on top of me,” I thought. Steady wind emitted a high-pitched hum — eerily similar to a siren. I regretted eating the Snickers bar that should have remained in the derelict cabin. But the infusion of sugar and the conversation with real, living people gave me a needed boost. Spinning the pedals faster, I imagined a specter in a tattered caribou-skin robe, floating over my head. My childlike state of mind gave weight to this fantasy, until I was looking over my shoulder

Continued on page 14

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My Best Day On A Bike, Ever - Continued from page 13

every time a gust of wind screeched through the trees.

“Old Woman, go away, go away, go away,” I chanted.

The screeching intensified as the valley opened up and the forest again diminished. With no trees to block the wind, whistling gusts slammed into my back and pushed me down the trail. At thirteen or fourteen miles per hour, the landscape suddenly went silent. It’s always a little unsettling to hit wind speeds on a bicycle — sounds are muted and the air becomes calm. It feels as though time has stopped. You can see that you’re still moving forward, but inside this invisible bubble, everything is eerily still. It’s an otherworldly state that can mean only one thing: an incredible tailwind. As it turned out, the Old Woman was trying to push me away.

I pedaled as hard as I was physically able, straining to remain inside this wind-speed bubble. As the valley opened up, snowpack diminished until the ground was a patchwork of brown tussocks and sugary clumps of snow. Wooden tripods marked the trail, which was barely discernible from the uneven landscape, yet felt smooth underneath my tires. Rounded mountains towered over the southern horizon, cast in gold and silver light in the late afternoon. To the north was a thin strip of spruce trees snaking down the valley — the corridor of the Unalakleet River. Exhilaration surged through my veins, and I pedaled until my legs and lungs were searing with hot blood and cold air. I didn’t fret because I truly was unstoppable. The Old Woman was on my side.

Progress came to a screeching halt when I dropped onto the river and approached a sheer rise on the other side. The river bank was only five feet high, but so steep that it might as well have been a wall. My numb right hand no longer contributed to pushing efforts, and all seventy-something pounds of the bike pressed against my chest. As I struggled to shove it forward, I heard a loud “Wooooo” from behind.

“I wondered when you’d catch up to me,” I said without glancing backward. My poorly anchored left



Evening on the Unalakleet River. Iditarod Trail. Photo by Jill Homer

foot inched down as I spoke. “You picked a bad time. This is going to take all night.”

Without a word Mike pressed both hands against my butt and shoved. I was so startled that I lunged toward the lip of the river bank. I might have taken offense, but it was clearly the most logical thing for him to do in that moment.

“Uh, thanks,” I said. “These steep banks always get me. If I ever do this race again, I’m going to make sure I get a whole lot stronger.” This was a lie on multiple levels.

“No problem,” Mike said. “How far do you think it is until Unalakleet?”

“Probably about twenty miles.”

“So two hours?”

“Maybe for you,” I said. “The tailwind is dying, and so am I. The sun starts to set and suddenly everything shuts down.”

“I love riding in the evening,” Mike said. “I finally feel awake.”

“I don’t know about you, but pedaling all day makes me kind of tired,” I said. “Did you make it to Kaltag last night?”

“Yeah. I got in around midnight. I followed bike tracks to that apartment and knocked on the door, but no one answered. I looked through all the windows, but all I saw was this big dude in his underwear, and decided to get out of there. Luckily Doug got up and let me in the school.”

“Oh, I’m sorry,” I said. “I did not hear you at all.”

Mike shrugged. “It all worked out. I checked out the place in the morning. Looked nice in there.”

I blushed. “It was pretty decked out. Too bad you didn’t get there earlier. I went to sleep around ten thirty.”

We remounted the bikes and started pedaling. “You go ahead,” I said. “I started before eight and I’m guessing you left around noon ... so yeah, tell the pizza guys I’ll be there in an hour.”

He passed with a devilish grin on his face. “Race you?”

Mike was strong and highly food-motivated. I doubted I could hold his wheel for a minute, but sprinted toward him anyway. Beside the trail, wind had carved intricate designs in the snow that reminded me of a plaster mosaic. The sun lingered just over the horizon, casting a metallic glow across the valley. A long shadow stretched from Mike’s silhouette, until it looked like I was chasing a phantom. The Old Woman’s wind had become a gentle breeze, caressing a patch of skin on the back of my neck. Mike and I raced as though Unalakleet were the end of the trail. We strained as though pizza was the ultimate reward. And we smiled as though the coast — the brutally exposed sea ice, the North Wind, and all of the hardest parts of the Iditarod Trail — was behind us, not ahead. Fatigue was consumed by fire, until everything about this evening was intoxicatingly perfect. I decided this was my best-ever day on a bike. I say that frequently, but this was truly it.

Mike still beat me to Unalakleet by more than twenty minutes. I lost ground after the trail meandered onto purple river ice, where I pedaled delicately and watched a

salmon-colored sunset fill the entire sky. Three miles from Unalakleet, I descended a final hill and saw a twinkling strip of lights strung along the black, open ocean. “The Coast,” I breathed out. I’d returned.

With nearly seven hundred residents, Unalakleet is not only large enough for a real airport, but also several restaurants. Peace on Earth Pizza had taken to supporting the Iditarod races by offering floor space and pizzas any time of the day or night. Fresh ingredients are expensive out here. Large pizzas cost forty dollars for the works, but are worth every penny.

Thanks to Mike’s and my impromptu race, we both arrived during proper business hours and put in an order for a large vegetarian, two full-plate salads, and Odwalla smoothies. I took the rare Wi-Fi opportunity to pull out my phone and check e-mails, making it through two before I forgot how to read and mindlessly clicked on bookmarks. I announced to Mike that I was checking the weather.

“Friday in Unalakleet,” I read out loud. “Highs around five above. Northwest wind twenty to thirty miles per hour. Shaktoolik. Highs zero to five above. North wind thirty miles per hour.”

I looked up and let my jaw quiver for a few seconds.

“So that’s good?” Mike interjected.

“That’s bad!” I yelled. “I saw a better forecast in Unalakleet last

year — remember I told you about the short trip where I almost got mowed off the sea ice? If they say it’s blowing thirty in town, it’s gusting to fifty on the ice. And a north-west wind is going to be right in our face all through the Blueberry Hills.”

“After the last few days, I’m getting pretty used to headwind,” Mike said.

“Those were like ten miles an hour, gentle breezes,” I said. “This is like ... we’re going to die.”

“Ah, it will be fine,” Mike said. “Don’t be such a pessimist.”

“It’s best to be a pessimist,” I said. “I’m either right, or I’m pleasantly surprised.”

We polished off our pizza while continuing to surf the Internet on our phones. I don’t recall reading anything or enjoying a single bite of the formerly anticipated pizza and salad. All I remember is the leaden taste of doom.

Jill Homer is a freelance editor and writer in Boulder, Colorado. She enjoys exploring the world around her on two feet or wheels, and writes about her adventures at jilloutside.com.

This essay is part of “Into the North Wind,” which is her memoir about setting the women’s cycling record on the Iditarod Trail in 2016. The book is available on Amazon, and the audiobook was just released on Audible

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WOMEN IN CYCLING

An Interview with Triathlete Melissa Coles



Melissa Coles, triathlete. Photo by LaRee Holcomb

By Anthony J. Nocella II, Ph.D.

Anthony: Could you tell me how you got into cycling and if any women supported you in the beginning?

Melissa Coles: In college I sold my first car and bought a road bike and rode my bike to work. It was an 18-mile commute to my job. My mom is one of my biggest supporters. She is always encouraging me to believe in myself and work hard.

AN: Tell me a bit about your racing history, such as your podiums and other accomplishments, including the teams you have ridden and raced for?

MC: My passion is with triathlons so that is where my focus is. The first one I joined is the Salt Lake Tri Club in 2017 and for the last 3 years I have been fortunate to be a part of Team Zoot as well. I have had the opportunity to take part in many local races here in Utah. In 2016 I was able to get my first

Overall female podium. In 2017 I received a couple podium spots as well in the local smaller triathlons. I also completed my first 70.3 in St. George Utah. 2018 I completed my first full Ironman in Tempe Arizona. 2019 I did several local small races here in Utah and was able to podium at each one making me 1st overall female in my age group at the end of the season for all of Utah.

2020 was a bit rough on the racing schedule but I did manage a couple. I did a 70.3 and ranked 1st Overall Female and a 140.6 Bear Lake Brawl coming in 2nd overall Female.

2021 I broke my foot in late February and had surgery to repair a Jones Fracture but was able to come back and race in September placing 1st overall Female at the South Davis rec triathlon and 2nd overall female at the Brineman Triathlon just 5 days later.

AN: As a competitive cyclist can you tell me how your personal life or

family life is shaped to support your racing and training?

MC: We try to schedule rides and exercise in general right alongside with family time. I do many workouts in the morning and then try to be home as many nights a week as I can. I also love having my kids join me on workouts when it's possible. I could not do this without the love and support of my family. They are my biggest cheerleaders!

AN: When training and racing with other women what are some key differences that you see as the best part of the women's cycling culture?

MC: Anytime I am able to train with other women there is a certain level of enthusiasm and excitement that I find to be contagious, and I love being able to cheer each other on and support each other in our goals!

AN: In your opinion, how can the industry, race promoters, and bicycle shops be more inclusive to women and girls, besides hiring them as is much needed?

MC: I know that I go to certain

bicycle shops because I have built relationships with the owner and staff. They are smaller bike shops, but I feel more comfortable and learn more from them than the bigger bike shops.

AN: How can the general community support upcoming girls who want to be elite racing cyclists like you, and what do you have to say to young girls?

MC: I feel like we need more bike shops promoting all women's group rides. Stop giving women the short end of the stick. The public needs to push for gender equality. Last big race the prize money was a joke for women vs men. Tell the big races that these kinds of things are not ok. This sends a signal to all women in cycling that we are not important or worth investing in.

Anthony J. Nocella II, Ph.D. is a full-time professor at Salt Lake Community College, author of numerous books, trail runner, triathlete, competitive cyclist, and in his free time works at Hangar 15 Bicycles Millcreek.

Bicycle Collisions More Likely on Less-Traveled Roads

The most bike crashes don't necessarily occur in the most well-traveled routes. That's what Pittsburgh found out when the city overlaid data on where collisions take place with data on where cyclists most often ride. It's not the heavily trafficked corridors but the less-ridden roads that lack a stop sign or bike lane or involve a blind curve or some other danger where riders are more likely to get smashed.

Pittsburgh used information collected by Streetlight Data, an analytics firm that measures where people ride by tracking devices such as cellphones. The City Department of Mobility and Infrastructure is using the data to prioritize safety projects.

Details: <https://learn.streetlightdata.com/bike-and-pedestrian-safety-pittsburgh>

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705 N. Bluff Street
St. George, UT 84770
435-703-9880
rapidcyclingbikes.com

Red Rock Bicycle Co.

446 W. 100 S.
(100 S. and Bluff)
St. George, UT 84770
(435) 674-3185

redrockbicycle.com

These shops support
Cycling West!
To List Your Shop,
email:
dave@cyclingtah.com
for details

Springdale

Zion Cycles

868 Zion Park Blvd.
P.O. Box 276
Springdale, UT 84767
(435) 772-0400
zioncycles.com

Northern Utah

Logan

AI's Cyclery / AI's Sporting Goods

1075 N Main Street, Suite 120
Logan, UT 84341
435-752-5151
ais.com

Joy Ride Bicycles

131 E 1600 N
North Logan, UT 84341
(435) 753-7175
joyridebikes.com

Sunrise Cyclery

138 North 100 East
Logan, UT 84321
(435) 753-3294
sunrisecyclery.net

Wimmer's Ultimate Bicycles

745 N. Main St.
Logan, UT 84321
(435) 752-2326
wimmersbikeshop.com

Park City/Heber

Cole Sport

1615 Park Avenue
Park City, UT 84060
(435) 649-4806
colesport.com

Contender Bicycles

1352 White Pine Canyon Road
Park City, UT 84060
435-214-7287
contenderbicycles.com

Jans Mountain Outfitters

1600 Park Avenue
P.O. Box 280
Park City, UT 84060
(435) 649-4949
jans.com

Mountain Velo

1612 W. Ute Blvd, Suite 115
Park City, UT 84098
(435) 575-8356
mountainvelo.com

Park City Bike Demos

1500 Kearns Blvd
Park City, UT 84060
435-659-3991
parkcitybikedemos.com

Slim and Knobby's Bike Shop

84 S Main
Heber, UT 84032
(435) 654-2282
slimandknobbys.com

Stein Eriksen Sport

At The Stein Eriksen Lodge 7700 Stein Way
(Mid-Mountain/Silver Lake)
Deer Valley, UT 84060
(435) 658-0680
steinersksen.com

Silver Star Ski and Sport

1825 Three Kings Drive
Park City, UT 84060
435-645-7827
silverstarskiandsport.com

Storm Cycles

1153 Center Drive, Suite G140
Park City, UT 84098
(435) 200-9120
stormcycles.net

White Pine Touring

1790 Bonanza Drive
P.O. Box 280
Park City, UT 84060
(435) 649-8710
whitepinetouring.com

Vernal

Altitude Cycle

580 E. Main Street
Vernal, UT 84078
(435) 781-2595
altitudecycle.com

Wasatch Front WEBER COUNTY

Eden/Huntsville/Mountain Green

Diamond Peak Mountain Sports

2429 N. Highway 158
Eden, UT 84310
(801) 745-0101

diamondpeak.biz

Ogden

Bingham Cyclery

1895 S. Washington Blvd.
Ogden, UT 84401
(801) 399-4981
binghamcyclery.com

Level Nine Sports

1273 Canyon Road
Ogden, UT 84404
801-621-2003
levelninesports.com

Skyline Cycle

834 Washington Blvd.
Ogden, UT 84404
(801) 394-7700
skylinecyclery.com

The Bike Shoppe

4390 Washington Blvd.
Ogden, UT 84403
(801) 476-1600
thebikeshoppe.com

Two Hoosiers Cyclery

2374 Harrison Blvd.
Ogden, UT 84401
385-238-4973
twohoosierscyclery.com

DAVIS COUNTY

Biker's Edge

232 N. Main Street
Kaysville, UT 84037
(801) 544-5300
bebikes.com

Bingham Cyclery

2317 North Main Street
Sunset, UT 84015
(801) 825-8632
binghamcyclery.com

Bountiful Bicycle

2482 S. Hwy 89
Bountiful, UT 84010
(801) 295-6711
bountifulbicycle.com

Bountiful Bicycle

151 N. Main St.
Kaysville, UT 84037
(801) 444-2453
bountifulbicycle.com

Great Western E-Bikes

40 W 500 S Ste B
Bountiful, UT 84010
801-494-9898
greatwesternebikes.com

Guthrie Bicycle

420 W. 500 S.
Bountiful, UT 84010
(801) 683-0166
guthriebike.com

Loyal Cycle Co.

15 E. State St.
Farmington, UT 84025
801-451-7560
loyalcycleco.com

Masherz

2226 N. 640 W.
West Bountiful, UT 84087
(801) 683-7556
masherz.com

REI

220 Station Pkwy
Farmington, UT 84025
801-923-1707
rei.com/stores/farmington.html

Trek Bicycle Centerville

26 I-15 Frontage Rd
Centerville, UT 84014
801-609-7877
trekbikes.com/us/en_US/retail/centerville/

SALT LAKE COUNTY

Central Valley

Cottonwood Cyclery

2594 Bengal Blvd
Cottonwood Heights, UT 84121
(801) 942-1015
cottonwoodcyclery.com

Flynn Cyclery

2282 E. Murray Holladay Rd
Holladay, UT 84117
801-432-8447
flynncyclery.com

Hangar 15 Bicycles

3969 Wasatch Blvd.
(Olympus Hills Mall)
Salt Lake City, UT 84124
(801) 278-1500
hangar15bicycles.com

Salt Lake City

Bicycle Center

2200 S. 700 E.
Salt Lake City, UT 84106
(801) 484-5275
bicyclecenter.com

BikeFitr

1549 S 1100 E
Suite D
Sandy, UT 84094
Salt Lake City, UT 84105
801-930-0855
bikefitr.com

Bingham Cyclery

336 W. Broadway (300 S)
Salt Lake City, UT 84101
801-583-1940
binghamcyclery.com

Contender Bicycles

989 East 900 South
Salt Lake City, UT 84105
(801) 364-0344
contenderbicycles.com

Cranky's Bike Shop

142 E. 800 S.
Salt Lake City, UT 84102
(801) 582-9870
crankysutah.com

evo Salt Lake

660 S 400 W Suite 300
Salt Lake City, UT 84101
385-379-3172
campus.evo.com

Gear Rush Consignment

53 W Truman Ave.
South Salt Lake, UT 84115
385-202-7196
gearrush.com

Go-Ride.com Mountain Bikes

2066 S 2100 E
Salt Lake City, UT 84108
(801) 474-0081
go-ride.com

Guthrie Bicycle

803 East 2100 South
Salt Lake City, UT 84106
(801) 484-0404
guthriebike.com

Highlander Bike

3333 S. Highland Drive
Salt Lake City, UT 84106
(801) 487-3508
highlanderbikeshop.com

Hyland Cyclery

3040 S. Highland Drive
Salt Lake City, UT 84106
(801) 467-0914
hylandcyclery.com

Jerks Bike Shop

4967 S. State St.
Murray, UT 84107
(801) 261-0736
jerksbikeshop.com

Level Nine Sports

625 S 600 W
Salt Lake City, UT 84101
801-973-7350
levelninesports.com

Pedego Electric Bikes

1095 S. State Street
Salt Lake City, UT 84111
801-341-2202
pedegosl.com

REI (Recreational Equipment Inc.)

3285 E. 3300 S.
Salt Lake City, UT 84109
(801) 486-2100
rei.com/saltlakecity

Trek Bicycle

247 S. 500 E.
Salt Lake City, UT 84102
(801) 746-8366
slcbike.com

Salt Lake Ebikes

1035 S. 700 E.
Salt Lake City, UT 84105
(801) 997-0002
saltlakeebikes.com

Saturday Cycles

605 N. 300 W.
Salt Lake City, UT 84103
(801) 935-4605
saturdaycycles.com

SLC Bicycle Collective

2312 S. West Temple
Salt Lake City, UT 84115
(801) 328-BIKE
slcbikecollective.org

Level Nine Sports

2927 E 3300 South
Salt Lake City, UT 84109
801-466-9880
levelninesports.com

Sports Den

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

The Bike Lady

1555 So. 900 E.
Salt Lake City, UT 84105
(801) 638-0956
bikeguyslc.com

Wasatch Touring

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

South and West Valley

Bingham Cyclery

10510 S. 1300 East
(106th S.)
Sandy, UT 84094
(801) 571-4480
binghamcyclery.com

Go-Ride.com Mountain Bikes

12288 S. 900 E.
Draper, UT 84020
(801) 474-0082
go-ride.com

Hangar 15 Bicycles

762 E. 12300 South
Draper, UT 84020
(801) 576-884

ARIZONA

Cave Creek
Flat Tire Bike Shop
6032 E Cave Creek Rd
Cave Creek, AZ 85331
480-488-5261
flattirebikes.com

Flagstaff
Absolute Bikes
202 East Route 66
Flagstaff, AZ 86001
928-779-5969
absolutebikes.net

Sedona
Absolute Bikes
6101 Highway 179 Suite D
Village of Oak Creek
Sedona, AZ 86351
928-284-1242
absolutebikes.net

Thunder Mountain Bikes
1695 W. Hwy 89A
Sedona, AZ 86336
928-282-1106
thundermountainbikes.com

CALIFORNIA

Box Dog Bikes
494 14th Street
San Francisco, CA 94103
415-431-9627
boxdogbikes.com

Tour of Nevada City Bicycle Shop
457 Sacramento St.
Nevada City, CA 95959
530-265-2187
tourofnevadacity.com

Dr. J's Bicycle Shop
1693 Mission Dr.
Solvang, CA 93463
805-688-6263
www.djsbikes.com

COLORADO

Fruita
Colorado Backcountry Biker
150 S Park Square
Fruita, CO 81521
970-858-3917
backcountrybiker.com

Over the Edge Sports
202 E Aspen Ave
Fruita, CO 81521
970-858-7220
otesports.com

WYOMING

Jackson Area

Fitzgeralds Bicycles
500 S. Hwy 89
Jackson, WY
fitzgeraldsbicycles.com
307-201-5453

Hoback Sports
520 W Broadway Ave # 3
Jackson, Wyoming 83001
307-733-5335
hobacksports.com

Hoff's Bike Smith
265 W. Broadway
Jackson, WY 83001
307-203-0444
hoffsbikesmith.com

The Hub
410 W Pearl Ave
Jackson, WY 83001
307-200-6144
thehubbikes.com

Teton Bike
490 W. Broadway
Jackson, Wyoming 83001
307-690-4715
tetonbike.com

Teton Village Sports
3285 W Village Drive
Teton Village, WY 83025
tetonvillagesports.com

Wilson Backcountry Sports
1230 Ida Lane
Wilson, WY 83014
307-733-5228
wilsonbackcountry.com

IDAHO

Boise
Bob's Bicycles
6681 West Fairview Avenue
Boise, ID. 83704
208-322-8042
www.bobs-bicycles.com

Boise Bicycle Project
1027 S Lusk St.
Boise, ID. 83796
208-429-6520
www.boisebicycleproject.org

Custom Cycles
2515 N. Lander St.
Boise, ID. 83703
208-559-6917
harloebikes@icloud.com
facebook.com/Custom-Cycles-1071105139568418

Eastside Cycles
3123 South Brown Way
Boise, ID. 83706
208.344.3005
www.rideeastside.com

George's Cycles
312 S. 3rd Street
Boise, ID. 83702
208-343-3782
georgescycles.com

George's Cycles
515 West State Street
Boise, ID. 83702
208-853-1964
georgescycles.com

Idaho Mountain Touring
1310 West Main Street
Boise, ID. 83702
208-336-3854
www.idahomountaintouring.com

Ridgeline Bike & Ski
10470 W. Overland Rd.
Boise, ID. 83709
208-376-9240
ridgelinebikenski.com

Spokey Joe's Bikes & Gear
2337 S. Apple St.
Boise, ID 83706
208-202-2920
spokeyjoe.com

TriTown
1517 North 13th Street
Boise, ID 83702
208-297-7943
www.tritownboise.com

Rolling H Cycles
115 13th Ave South
Nampa, ID 83651
208-466-7655
www.rollinghcycles.com

Victor/Driggs
Fitzgeralds Bicycles
20 Cedron Rd
Victor, ID 83455
208-787-2453
fitzgeraldsbicycles.com

Habitat
18 N Main St,
Driggs, ID 83422
208-354-7669
ridethetons.com

Peaked Sports
70 E Little Ave,
Driggs, ID 83422
208-354-2354
peakedsports.com

Idaho Falls

Bill's Bike and Run
930 Pier View Dr
Idaho Falls, ID
208-522-3341
billsbikeandrun.com

Dave's Bike Shop
367 W Broadway St
Idaho Falls, ID 83402
208-529-6886
facebook.com/DavesBikeShopIdahoFalls

Idaho Mountain Trading
474 Shoup Ave
Idaho Falls, ID 83402
208-523-6679
idahomountaintrading.com

Pocatello
Barries Ski and Sport
624 Yellowstone Ave
Pocatello, ID
208-232-8996
barriessports.com

Element Outfitters
222 S 5th AVE
Pocatello, ID
208-232-8722
elementoutfitters.com

Element Outfitters
1570 N Yellowstone Ave
Pocatello, ID
208-232-8722
elementoutfitters.com

Rexburg
Sled Shed
49 East Main St
Rexburg, ID, 83440
208-356-7116
sledshedshop.com

Twin Falls
Epic Elevation Sports
2064 Kimberly Rd.
Twin Falls, ID 83301
208-733-7433
epicelevationssports.com

Spoke and Wheel
148 Addison Ave
Twin Falls, ID 83301
(208) 734-6033
spokeandwheelbikes.com

Cycle Therapy
1542 Fillmore St
Twin Falls, ID 83301
208-733-1319
cycletherapy-rx.com/

Salmon

The Hub
206 Van Dreff Street
Salmon, ID 83467
208-357-9109
ridesalmon.com

Sun Valley/Hailey/Ketchum

Durance
131 2nd Ave S
Ketchum, ID 83340
208-726-7693
durance.com

Power House
502 N. Main St.
Hailey, ID 83333
208-788-9184
powerhouseidaho.com

Sturtevant's
340 N. Main
Ketchum, ID 83340
208-726-4512
sturtevants-sv.com

Sun Summit South
418 South Main Street
Hailey, ID 83333
208-788-6006
crankandcarve.com

The Elephant Perch
280 East Ave
Ketchum, ID 83340
208-726-3497
elephantperch.com

NEVADA

Boulder City
All Mountain Cyclery
1601 Nevada Highway
Boulder City, NV 89005
702-250-6596
allmountaincyclery.com

Ely
Sportsworld
1500 E Aultman St
Ely, NV 89301
775-289-8886
sportsworldnevada.com

Las Vegas
Giant Las Vegas
9345 S. Cimarron
Las Vegas, NV 89178
702-844-2453
giantlasvegas.com

Las Vegas Cyclery
10575 Discovery Dr
Las Vegas, NV 89147
(702) 596-2953
lasvegascyclery.com

NEW MEXICO

Bosque Mobile Bicycle Repair
Albuquerque, NM
bosquemobilebicyclerepair.com

Fat Tire Cycles
421 Montaña Rd NE
Albuquerque, NM 87107
505-345-9005
fattirecycles.com

MAKE THE WORLD A BETTER PLACE THROUGH CYCLING! JOIN CYCLING WEST!

CYCLING WEST FREE LATE SPRING 2019 MAY IS BIKE MONTH! CELEBRATE! 2019 EVENT CALENDARS INSIDE! IN THIS ISSUE 2019 EVENT CALENDARS COMMUTER COLUMN BICYCLE ART A COLORADO BICYCLE TOUR BIKE MONTH! INTERVAL TIPS SMOOTHIES FOR CYCLING EL TOUR DE MESA SEA OTTER PHOTO GALLERY RACING IN BELGIUM GRAND ENDURO PREVIEW

\$25/YEAR cyclingutah.com/subscription-info/

INJURED IN A BICYCLE ACCIDENT? UTAH BICYCLE LAWYERS Protecting the Rights of Injured Cyclists FREE CONSULTATION: 801-214-0954 UTAHBICYCLELAWYERS.COM

Barbour, 303-503-4616, jen@teamevergreen.org...

September 23-24, 2022 — Belgian Waffle Ride - Cedar City, QUADRUPEL CROWN OF GRAVEL...

September 24, 2022 — Chino Grinder p/b Lauf, Chino Valley, AZ, Endurance Cycling Event...

September 24, 2022 — The Crippler, Cañon City, CO, 65 Miles, 5000 Feet of Climbing...

October 1-2, 2022 — October Trek, Weiser, ID, 2 day mountain bike gravel ride...

October 1, 2022 — Boise Gravel Gala, Boise, ID, 61, 80, and 105 mile gravel options...

October 8, 2022 — Salty Lizard 100, Wendover, UT, Blasting around the West Desert for fun...

October 8-9, 2022 — REXY, Queen of the Desert!, Fruita, CO, REXY has two distance options...

October 15, 2022 — Hammer Road Rally, Shaver Lake, CA, A ride with options for most ability levels...

October 15-16, 2022 — Belgian Waffle Ride - Kansas, QUADRUPEL CROWN OF GRAVEL...

Mountain Bike Tours and Festivals

July 9, 2022 — Wildflower Trailfest, Powder Mountain, UT, A non-competitive, women only mountain bike ride...

July 16, 2022 — Pedal for the Park, Leadville, CO, A fundraiser for our new bike park project...

August 19-21, 2022 — Outerbike Crested Butte, TENTATIVE, Crested Butte, CO, An opportunity to ride next year's bikes...

September 2-4, 2022 — WYdaho Rendezvous Teton Mountain Bike Festival, Teton Valley, WY/ID...

September 16-18, 2022 — Albuquerque Dirt Fiesta MTB Festival, Albuquerque, NM, 12 hour race...

September 16-18, 2022 — Caliente MTB Festival, Caliente, NV, 3rd Annual! Once again, but now with a whopping 20+ miles of NEW singletrack!

Food, raffles, shuffles, music, games, shenanigans, and more...

September 16-18, 2022 — Chuska Challenge Mountain Tour, Tour de Rez Cup, Red Valley, AZ...

September 18, 2022 — Monarch Crest Crank, Salida, CO, Mountain bike event along one of IMBA's Epic mountain bike trails...

September 30-October 2, 2022 — Outerbike Moab, Moab, UT, An opportunity to ride next year's bikes and gears on world class trails...

Utah Weekly MTB Race Series

April 27-August 3, 2022 — Weekly Race Series, WRS, Sundance, Wasatch County, UT, Wednesday nights, April-August...

May 10-August 11, 2022 — Mid-Week Mountain Bike Race Series, Wasatch Front, Wasatch Back, Salt Lake Valley, Utah Valley, UT...

Regional Weekly MTB Race Series

May 24-August 10, 2022 — Gallatin Valley Summer Series, Bozeman, MT, Weekly series that includes road races, time trials, criteriums...

July 27-August 24, 2022 — Humday Downhill Series, Whitefish, MT, Wednesday downhill, Josh Knight...

Utah Mountain Bike Racing

July 16, 2022 — The Rage at Snowbird ICUP, Intermountain Cup, Snowbird, UT, XC race, Snowbird has done a great job with some new trails...

July 16, 2022 — El Doce at Pow Mow, Powder Mountain - Eden, UT, 12/6 Hour Mountain Bike Race at Powder Mountain, Utah...

August 5-6, 2022 — Abajo (Blue Mountain) Enduro, Monticello, UT, Two day, three stage race in the Abajo Mountains by Monticello Utah...

August 6, 2022 — Powder Mountain ICUP, Intermountain Cup, Powder Mountain, UT, 360° panoramic views all along the course...

August 13, 2022 — Soldier Hollow Gold Cup, Heber, UT, Join us at Soldier Hollow for a fun filled day of Mountain Bike racing...

fest@gmail.com, utaholympiclegacy.org/event/soldier-hollow-usac-race-xco-august-13-2022

August 20, 2022 — Odyssey at Brian Head Endurance, Intermountain Cup, Brian Head, UT...

August 20, 2022 — Mountain Madness Bike Race, Vernal, UT, Relay race through the Ashley National Forest Race begins at Iron Springs Campground...

August 27-28, 2022 — Big Mountain Enduro, Big Mountain Enduro Series, Brian Head, UT, Revere for its incredible gravity fed descents...

September 3, 2022 — Park City Point 2 Point, Park City, UT, A true point 2 point race! Thanks to the plethora of trails in this area...

September 11, 2022 — Tour des Suds, Park City, UT, Presented by Level Crossing Brewery, this is a 7-mile mountain bike climb starting at City Park...

September 17, 2022 — Eden Epic, Eden, UT, On the trails above beautiful Ogden Valley, the Eden Epic is a truly "epic" mountain bike adventure...

October 7, 2022 — Stupid Pony, Eagle Mountain, UT, Prepare to ride bikes and have a punished butt for 200 miles from Eagle Mountain to Wendover on the historic Pony Express Trail...

October 8, 2022 — Northern Utah Trailfest Bike Race, Ogden, UT, The NUT is a fall celebration for all trail users! NUT Trail Run and Mountain Bike Race on Saturday, October 8th...

Regional Weekly MTB Race Series

July 24-August 10, 2022 — Gallatin Valley Summer Series, Bozeman, MT, Weekly series that includes road races, time trials, criteriums...

July 27-August 24, 2022 — Humday Downhill Series, Whitefish, MT, Wednesday downhill, Josh Knight...

Utah Mountain Bike Racing

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August 6, 2022 — Powder Mountain ICUP, Intermountain Cup, Powder Mountain, UT, 360° panoramic views all along the course...

August 13, 2022 — Soldier Hollow Gold Cup, Heber, UT, Join us at Soldier Hollow for a fun filled day of Mountain Bike racing...

including guided hikes, stargazing, yoga, and more...

October 10-11, 2022 — Huntsman World Senior Games Mountain Biking, St. George, UT, Must be 50 years or older...

November 5-6, 2022 — 25 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, The longest one day race: this event is held annually over the Fall Back time change...

July 13, 2022 — Mid Week Melee - Race 2, Bear Creek Lake, CO, Three distances to choose from including: the Elite Mini Course (1.3 miles), Short Course (4.3 miles), and Long Course (4.8 miles)...

Regional Mountain Bike Racing

ID, WY, MT, NV, AZ, NM, CO, MT, OR, WA, CA and Beyond

July 8-10, 2022 — NW Cup Downhill Series (Whitefish), Northwest Cup Downhill Series, Whitefish, MT, Downhill race. Held at Whitefish Bike Park...

July 9-10, 2022 — Keystone Enduro, Revolution Enduro Series, Keystone, CO, David Scully, 970-846-5012, david@revolutionenduro.com...

July 10, 2022 — Silver Rush 50, Leadville Race Series, Leadville, CO, At 10,000-12,500 feet above sea level, this challenging 50 mile out-and-back course takes racers through the historic mining district on Leadville's East side...

July 13, 2022 — Pennsylvania Gulch Grind, Breckenridge, CO, Jeff Westcott, 970-390-4760, westy@mavsports.com, mavsports.com

Regional Mountain Bike Racing

July 15-17, 2022 — NW Cup Downhill Series (Silver Mountain), Northwest Cup Downhill Series, Kellogg, ID, Downhill race. Held at Silver Mountain Bike Park...

July 16, 2022 — Tahoe Trail, Leadville Race Series, Northstar Village, CA, Leadville Qualifier. The Tahoe Trail 100 offers athletes a 2-loop, 60 kilometer course filled with beautiful views of Lake Tahoe...

Regional Mountain Bike Racing

July 16-17, 2022 — Big Mountain Enduro, Big Mountain Enduro Series, Durango, CO, BME Stop #4: The BME comes to Winter Park in 2021. Taking place on August 28th-29th, this ever-popular event will feature Purgatory Bike Park downhill terrain and high alpine singletrack which is made for hard core mountain bike enthusiasts...

July 20, 2022 — USA Cycling Mountain Bike National Championships, Winter Park, CO, Mountain bike national championships and high school cycling festival, Chuck Hodges, 719-434-4200, chodges@usacycling.org, usacycling.org

July 20, 2022 — VRD Town Mountain Bike Race Series: Beaver Creek Blast, Vail Town Series, Beaver Creek, CO, Vail Recreation District Sports, 970-479-2280, sports@vailrec.com, vailrec.com/sports-activities/vail-race/mountain-bike-racing/davos-dash

July 23, 2022 — Butte 100 Races, Butte, MT, Continental Divide Trail, Single Track, Big Sky Country, 100 and 50 mile options, and a Sorini 25 mile option. 14th Annual, Stephanie Sorini, 406-490-7632, stephaniesorini@butte100.com, butte100.com

July 23-24, 2022 — Brundage Mountain Cross Country, Knobby Tire Series, McCall, ID, Cross country Saturday and DH MTB race on Sunday, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, twistedturtleracing.com

Advertisement for Porcupine Hill Climb 19th Annual, 14.7 miles 3800' vertical climb, State Championships, 2 Divisions: USA Cycling + Public Riders, August 20, 2022, Hangar 15 Bicycles.

Advertisement for K Cycling Coaching, Sarah Kaufmann, Personalized Cycling Coaching, All Ages, All Disciplines, All Levels of Experience, 413.522.3180 | sarah@kyclingcoaching.com

**Sports Foods -
Continued from page 22**

in a good portion-size and are easy to carry. Others dislike them due to their consistency. For some athletes, gels digest poorly because they contain a type of sugar that can trigger bloat, diarrhea, and undesired pit stops. Always experiment with new gels during training!!!

- Some popular alternatives to the 100 calories of carb (sugar) in a gel include gummy bears, Twizzlers, Swedish fish, gum drops, peppermint patties, maple sugar candy, even chocolate (though it melts in hot weather). The trick with choosing “real food” is to figure out how to carry it. Pockets help.

Electrolyte tablets

Electrolytes (electrically charged particles, most often known as sodium, calcium, magnesium, and potassium), are minerals abundant in food.

- For sweaty athletes, sodium (a part of salt) is the main electrolyte of concern. Salty foods enhance fluid retention and help keep you better hydrated than plain water, which goes in one end and out the other.

- Many electrolyte replacers are lower in sodium than you may think. By reading food labels, you’ll discover a slice of bread can have more sodium than 8-ounces of Gatorade.

- Athletes who sweat heavily might lose about 500 to 1,000 mg sodium in an hour of vigorous exercise. Some options for replacing these sodium losses include:

Commercial Sports Food Sodium (mg)

Propel Electrolyte water, 8 oz -	105
Gatorade, 8 oz	110
Gu Salted Caramel, 1 gel	125
Nuun, 8 oz	175

Salty food Sodium (mg)

String cheese, 1 stick	220
Beef Jerky, 1 oz	600
Salt sprinkled on food, 1/4 tsp	600
Broth, from 1 cube Herb-ox	1,100

- Replacing sodium is most important for athletes who sweat heavily for extended periods in the heat. Yet, these athletes generally consume foods that contain sodium before, during and after exercise. For example, football players who refuel from morning practice with a high-sodium ham and cheese sandwich with mustard and dill pickles can bypass the Gatorade at lunch.

- Consuming 500 mg. sodium before you exercise helps retain fluid, delay dehydration, and enhance endurance. Sprinkle salt on that pre-exercise omelet, pasta, or sweet potato before you exercise in the heat!

The bottom line

While commercial sports foods have their time and place for intense exercisers, not every athlete needs to pay the price for pre-wrapped convenience.

Nancy Clark MS RD CSSD counsels both fitness exercisers and competitive athletes in the Boston-area (Newton; 617-795-1875). Her best-selling Sports Nutrition Guidebook is a popular resource, as is her online workshop. Visit NancyClarkRD.com for more information

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Ride the Rockies - Continued from page 5

Day 5: Breckenridge Loop: 31 miles, 1512’ elevation gain – or 71 miles, 3984’ elevation with Ute Pass option

Ahhhhh, this was the day we all needed. We had a day to just relax and do our own thing. We could go short, go long, go early or later, and would be able to stay in the same place for two nights. I had been pretty determined that I would not be doing the bonus 40 miles this day, but was persuaded by Stephanie, who made the compelling point that, “Before you know it, you will be back at your desk wishing you could be riding.” So true! I had the luxury of riding all day if I wanted to, so maybe I could give it a try. With a tailwind and downhill out of Breckenridge on their fabulous bike path, and our ladies posse leader that morning, Catherine, pulling us all along, we figured that we essentially had our recovery ride right there! The views of the Dillon Reservoir with the Breckenridge mountains backdrop were breathtaking as we wound our way around. I made a gametime decision to join Stephanie and Catherine on the Ute Pass out-and-back and was stunned by the beauty from the top of the Gore Range. Wow, Colorado was really showing off. I felt surprisingly good that day and was glad I had decided to opt for the longer ride. Although my longest ride leading up to Ride the Rockies was 70 miles, I had just done 4 rides between about 70 and 110 miles in the past 5 days. I could see how the training, both cycling and nutrition, was really paying off, and was gaining confidence that I would not only finish the event, but finish feeling better than I started. I had not anticipated this.

Day 6: Breckenridge to Golden: 87 miles, 5500’ elevation gain

Our last day! As our “ladies posse,” 5 women strong, rode in a paceline around the Dillon Reservoir, I was both excited and sad to see our week of riding drawing to a close. It had been such a gift to be able to spend this much time riding and traveling with some of my favorite people, riding bikes in such awe-inspiring locales. Each woman in our group had shown such strength, power, talent, and grit along the way, and I don’t think I had laughed so much in a long time. Ahhh, just wonderful. As we approached the Loveland Pass climb, I could hear the cheers of the cyclists as we saw the CDOT sign indicating that vehicle traffic was closed on the pass!! OMG! We were all so grateful to have a stress-free ride over the pass. Wow! With a stop for a delicious and perfectly timed scone from the Steep Coffee Shop in Keystone (I was way over eating gels and blocks when I could help it), I was powered up for the climb to the 11,991’ pass. It was truly glorious, and the perfect way to end the week. We enjoyed the rest of the ride to Golden, including a bike path down through lush pine forests, the locally infamous Floyd Hill, and a locals-only side trip to Lookout Mountain. I think we hardly even noticed the shuttle ride that we took to cross over some construction in Idaho Springs. I’m not sure if it was a week of riding, or the drop back down from higher elevations, but I felt the best I had all week. There had been a lot of preparation, and I had absolutely depended on support from my coaches and cycling friends both before and during the event; but somehow, I (as well as the rest of our group) had made it successfully through this incredibly challenging week of cycling!

COVID-19 Accelerates Shift Towards Bikes

The many ways the COVID pandemic changed the human condition include a shift in the purpose of bicycling. On both sides of the pond, less bicycle commuting took place as far fewer people needed to get to work or school. On the other hand, with a lack of social and group recreational activities available, many more people turned to their two-wheelers for fun and fitness. And cities laudably responded by creating more bicycle facilities.

A treatise in the June issue of Sustainability documents this. Cycling through the COVID-19

Pandemic to a More Sustainable Transport Future: Evidence from Case Studies of 14 Large Bicycle-Friendly Cities in Europe and North America looked at data from automatic bike counters in 14 cities in 13 countries on both continents, comparing data from pre-pandemic 2019 with the next two years.

Results varied widely among cities, but all of them “reported large increases in government support of cycling, both in funding as well as in infrastructure. Bikeway networks were expanded and improved, usually with protected cycling facilities that separate cyclists from motorized

traffic,” the article states.

The crisis also made it politically feasible for cities to enact restrictions on cars to help cyclists, such as reducing speed limits, replacing auto lanes with ones for non-motorized transit, closing streets and adding cycle tracks.

See https://www.researchgate.net/publication/361329653_Cycling_through_the_COVID-19_Pandemic_to_a_More_Sustainable_Transport_Future_Evidence_from_Case_Studies_of_14_Large_Bicycle-Friendly_Cities_in_Europe_and_North_America

-Charles Pekow

between 2-3 racers. Novice: Swim 150 yds; Bike 2.5 mi; Run 1.5 mi. Novices start at: 8:45am. Location: South Davis Recreation Center; 550 N 200 W, John Miller, 801-298-6220, john@southdavisrecreation.com, southdavisrecreation.com, southdavisraces.com

September 9-10, 2022 — The Purgatory 4 Adventure Relay. Trinidad, CO. Trail run (approx. 6 miles), Paddling (approx. 3 miles), Biking (approx. 15 miles on rugged dirt roads), Shooting Course (shotgun). Jared Chatterley, 719-680-4078, Jared.Chatterley@trinidad.co.gov, purg4.com

September 10, 2022 — Brineman Triathlon. TriUtah Points Series, Syracuse, UT, 5th annual. This event not only boasts a spectator friendly swim, a bike course you’ve only dreamt of and a fast/flat run, but this year it’s also the home of the first ever Olympic Course Utah State Triathlon Championship. Sprint, Olympic, and Long Courses, Dan Aamodi, 385-228-3454, race@triutah.com, triutah.com

September 10, 2022 — Harvest Moon Triathlon. Boulder, CO, Long course, at Boulder Reservoir,

Triathlon, Duathlon, Aquabike, Lance Panigutti, 303-408-1195, lance@withoullimits.com, withoutlimits.co

September 11, 2022 — Ironman 70.3 Santa Cruz. Santa Cruz, CA, 70.3 mile course, boulder70.3z.ironman.com, ironman.com

September 17, 2022 — Kokopelli Triathlon. BBSC Triathlon Series, Hurricane, UT. This family-friendly event at Sand Hollow Reservoir has something for everyone! Featuring a Sprint, Olympic, Duathlon, Aquabike, 10k and 5k distances. Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com, kokopelli.com

September 17, 2022 — Bear Lake Brawl Triathlon. St. Charles, ID. This race is a great course. Bluest water in Utah and Idaho. This is often called the Caribbean of the Rockies. This course is primarily flat with rolling hills. The East side of the lake road just had a resurfacing in 2018 so it should be the fastest for this race. Joe Coles, 801-335-4940, joe@onhillevents.com, bearlakebrawl.com, onhillevents.com

Cargo Bikes Cleaner than Trucks

Replace auto delivery with a cargo bike and you can improve city life in a variety of ways. At least that’s what a limited study in Oakland, CA found. Researchers at the Mineta Transportation Institute at San Jose State University examined a program in which packages were left at a transfer hub by an auto and delivered to the final destination on a bicycle equipped with plenty of space for packages.

Assessing the Public Health Benefits of Replacing Freight

Trucks with Cargo Cycles in Last-Leg Delivery Trips in Urban Centers found that sure enough, the city exhibited less air pollution, less noise, less traffic congestion, less wear and tear on streets, and more jobs and exercise.

The report notes that not much research has been done on the topic. See https://transweb.sjsu.edu/sites/default/files/1952-Hartle-Freight-Trucks-Cargo-Cycles-Delivery_0.pdf

-Charles Pekow

Bike Lanes Increase Ridership

Yes, adding a bike lane really can increase ridership. At least that’s what a study in Canada found when it tracked before- and after cycle use. The Waterloo Region in Ontario, west of Toronto, installed barrels to create a temporary bike lane on a road in 2020 and compared traffic in 2019 with 2020. Regional government took advantage of the COVID pandemic to install a bike lane on a road running between two municipalities.

The Bike Lane Effect: How Infrastructure Drives Ridership — A Big Data Study, a report by data analytics firm Streetlight Data, found that not only did bike ridership increase 41 percent with a bike lane, auto traffic slowed 13 percent. The study examined nearby roads as a control, so changes weren’t entirely pandemic-related.

See <https://learn.streetlightdata.com/bike-lane-ridership-study>

-Charles Pekow

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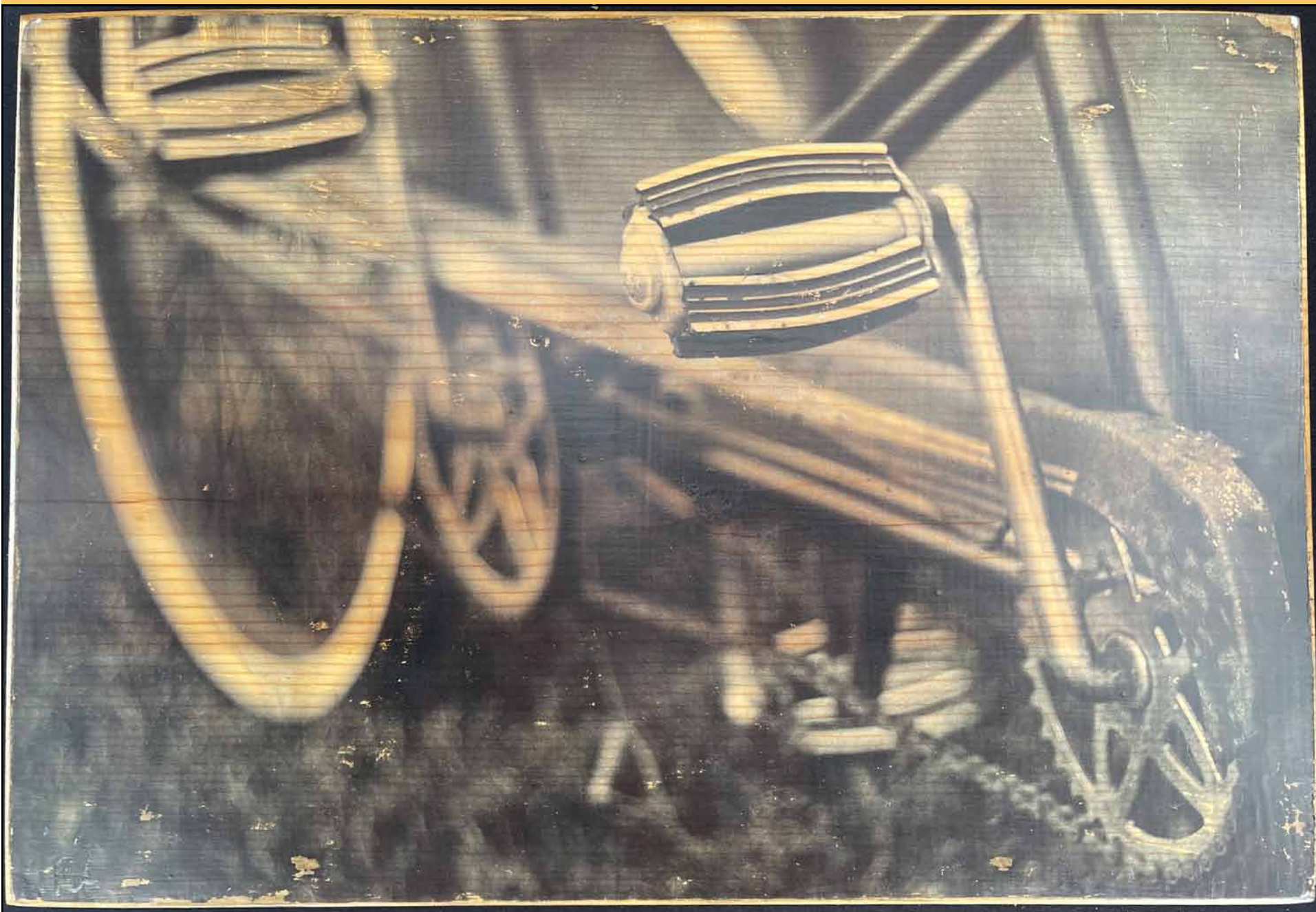
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BICYCLE ART

Tandem Bicycle: The Bicycle Art of Jason Beck



Artist Name: Jason Beck

Title: Tandem Bicycle

Medium: Black on White Print on Wood

Brief artists statement:
Wood Transfers

In fall 2013 I was missing the hands-on process of making a print in the darkroom. I didn't really miss the actual dark room or setting up trays of chemicals though, so I found something else to try. I started transferring my photographs onto wood. Each transfer is a unique, handcrafted piece. Paper prints of my images are adhered to wood, and I cut and sand each piece. Next, the paper is carefully removed by hand leaving the ink on the surface. The images are then fine-tuned, and finished with multiple layers of varnish. The final presentation appears rustic yet

modern. This medium complements the vintage bicycles, cars, and signs that I enjoy capturing. As a DJ, my work is also influenced by music.

Salvaged materials are often used, and some items are repurposed into furniture. I feel that this technique gives my images depth and enhances

the character of each subject.

Where can people find your art and/or purchase prints?

Find Jason's work at the Salt

Lake City Farmer's Market

Website:

jasonbeckphoto.com

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