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Cycling West Early Summer 2025
Cover Photo: Gail Newbold loving
Zion National Park on her "new" HP
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Photo by Brooke Newbold

GRAVEL RIDING

Biking Rollins Pass: Epic, Historical and Unforgettable



Scenes from a Rollins Pass, Colorado gravel ride. Photo by Bill Plock

By Bill Plock

Biking over Rollins Pass was epic but far from historical. For thousands of years, people have been traversing Rollins Pass, connecting the front range of Colorado with Grand County and the headwaters of the Colorado River.

Native American hunting parties built rock walls near the top to funnel game long before the first horse-drawn wagons paid a toll to cross the Continental Divide in the 1870s. In 1904, trains began the arduous trip from Denver, passing through 46 tunnels, twisting like a corkscrew, making their way to the summit at 11,600 feet. The road grade had to be kept less than four percent to make it possible, but the biggest challenges came in the Winter when massive snow drifts made it impassable.

On our ride, we learned all about those drifts, but back in the day, particularly on the West side of the pass, huge snow sheds, miles long, were built in an attempt to keep the tracks clear. In fact, near the top, above the tree line, a small town

named Corona sprouted from the harsh landscape and housed stranded train crews and service personnel to provide brief respite from the bitter conditions. A few miles down the track a larger town, Arrow came to life with nearly 2,000 people living there in 1907. The town later burned and once the tunnel opened in 1928 it quickly faded away.

Gazing at the once-used timber still cluttering the landscape made me long for its protection as we crossed the Continental Divide, barely beating the sun as it dipped under the horizon. The long summer twilight lit our way most of the way down to Highway 40. I imagined what it must've been like somewhere around 1920 emerging from a long trip from Denver to play in the summer snow and take a snort from the lodge that once stood. Back then, tourists would escape the summer heat by playing in the advertised "Arctic in July" that was the playground we know as Rollins Pass.

We had been on our playground for about 13 hours when we arrived at the Summit. We left Longmont at 7 am and rode up Left Hand Canyon

to Ward, rich in its mining history, now home to an eclectic mix of residents, some coming from California in the late 1960s, fearful of the "big quake". One must wonder if some of those cars parked along the road got them here and never started again.

After a lengthy, most enjoyable lunch in Nederland, a town with an interesting vibe as almost a suburb of Boulder (about 20 miles away) with notable ex-pro cyclists and Olympians living there among those with a lifestyle rooted in the outdoors, music and arts. The notable Nedfest Festival and Frozen Dead Guy Days (since moved to Estes Park in 2022) attract a wide variety of artists and followers, and it feels like a festival is about to break out every time I'm there. People just seem to want to hang out after playing in the mountains.

But for us, and many times on this journey, the song *Ramble On* by Led Zeppelin crept into my head

Continued on page 4

Volume Six

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Rollins Pass Adventure - continued from page 3

often as a tribute to another group of adventurers seeking more than a treasure, perhaps an understanding of themselves as they encountered perils and people of all descriptions. Was this us? A group of five similar but very different people coming together in this perfect adventure of known and yet unknown. Maybe looking for a treasure like the Hobbits? Looking for an answer to the mysteries of an ancient ring drawn by Mt. Doom? Looking for our own mysteries and answers?

In my head were the lyrics as we rolled toward Rollinsville, where a new adventure would begin:

*Got no time for spreadin' roots
The time has come to be gone
And though our health we drank
a thousand times
It's time to ramble on*

In Rollinsville, we left the pavement for good. By then we had ridden 50 miles and gained over 5,000 feet of elevation and the hard part hadn't started. We then hit the dirt for 16 miles to the top. It was the last two hours after departing the protection of the trees where things began to feel Epic. Where we could feel the ghosts of all of those before us.

Epic and Rollins Pass go hand in hand. From the days of hunters to pioneers, to railroaders and tourists,



Scenes from a Rollins Pass, Colorado gravel ride. Photo by Bill Plock

whether through feats of endurance or acts of engineering, to cross the continental divide here is no gimme.

The "vehicle" we chose was a gravel bike, or for those unfamiliar, basically a road bike with wide tires. Some would argue that wasn't the wisest choice as the last eight miles clearly warranted a mountain bike, or at the very least, for me, a bike with gearing more suitable for the slow-moving, rocky, somewhat boulderish road. Front shocks like on a hardtail mountain bike wouldn't have hurt either, especially on the first five miles descending on the west side. But I do believe with the right gearing, a gravel bike is doable as well, especially depending on

your approach to Rollins Pass.

Greeting us above the treeline were several snow slides forcing us to "post hole" while trying not to slide down the hill as we carried our bikes. Wearing something other than bike shoes would've helped, but it was all part of the adventure. I love history and kept thinking about those before us who endured far harsher conditions. Many of them at least got paid to endure, we were there for fun—remember that Bill... find a smooth path??

Of the 80 miles traveled, about five miles were on foot. Other than being sore and tired, I never once thought we wouldn't make it. Luckily, optimal weather prevailed



Scenes from a Rollins Pass, Colorado gravel ride. Photo by Bill Plock

and only the threat of darkness threatened our will.

As I wrote this a couple of weeks later, I find I am missing my friends who shared this ride with me. There was an equal vulnerability, and we all had our moment of hitting the wall. Luckily, we avoided injuries or any mechanical failures. All of us are IRONMAN veterans, so we knew when each other entered those dark times so familiar, we knew we could pull out of them. But for the rest of our lives, even if we never saw each other again, I have so many fond memories of each person on the ride, and that, for me, elevates this to Epic. Had I been alone, I think it would've been miserable. I know at some point I would've felt elation and joy, but I would've thought about quitting many times. Not once did I think about quitting—thanks to Matt, LJ, Courtney and Kenny.

But for me the journey was far from over when we arrived in Winter Park.

In our team's gear drop the day before, I left my road bike thinking I would spend the night and ride home over Berthoud Pass. What I hadn't planned on was waking up feeling so spent.

I think the combination of the rough ride and the toll the bouncing took on my body, and pedaling and walking for 14 hours added up to more than I anticipated. This is where having done triathlons is a blessing and a curse. I often think "I can do anything," no matter the training or amount of preparation, which in general serves me well. But in this case, waking up feeling so spent, made me rethink the riding home! Because we arrived so late, getting a good meal was next to impossible. My lack of proper refueling, combined with fatigue, screamed loudly not to ride home.

But it was Father's Day—oh there is that! And while I could've stayed another night and lavished in Winter Park's finest dining, my daughter had been planning to make me dinner. Now that's real pressure!

But how to get home? As I thought of various ideas, I heard the screeching of a freight train on the distant tracks, and bam, there was my possible answer. The TRAIN.

Amtrak's California Zephyr travels through Winter Park daily and arrives in Denver at about 6 pm. I could then ride home or take the light rail to Old Town Arvada.

After a couple of clicks on my phone and a \$45 charge, I was all set. I was so excited. I love traveling

by train. Sure, it's not as fast as driving, but it's the same feeling I get sitting around a campfire. There is something nostalgic, soothing, and reflective about train travel.

The quiet of the steel wheels rolling on the smooth steel tracks interrupted occasionally by the horn of the train announcing itself at crossings, is mesmerizing. It harkens to an era I have only read about or seen in the "moving pictures." Trains remind me of a time when people traversed the country in lavish pullman cars wearing suits and dresses with some sort of mystery. Or a generation or two before that when land grabbers and gold seekers pushed through the very same mountains in not so much luxury, toiling and rattling along with no idea what greeted them at the end of the line. My mind bounced back and forth in time between coal, steam, and diesel, all while seeing some of Colorado's most remote scenery an hour west of Denver.

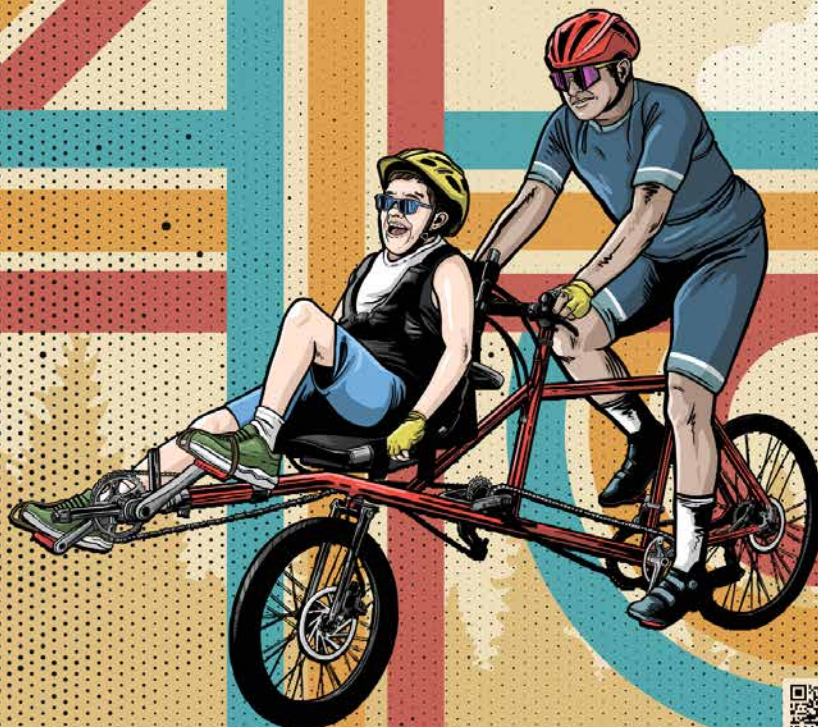
As soon as we passed the Winter Park ski area, we entered the famed Moffat Tunnel—a seven-mile tunnel under the continental divide. A twin tunnel exists that delivers water that normally would make its way to the Pacific Ocean to Colorado's front range and eventually the Atlantic Ocean (side note, Colorado is the only state where all rivers lead out of the state—thus our complicated water laws as we feed so much of the nation with our headwaters).

The Moffat Tunnel was a true game-changer for the state of Colorado. Until its completion in 1928, trains either utilized the treacherous and time-consuming Rollins Pass route we had just ridden, or headed north along what is today basically I-80 through southern Wyoming. The Moffat Tunnel brought national train travel through Denver. The long-standing "war" between Cheyenne, Denver, and Pueblo as supply towns became a lot more interesting. Had Pueblo not been flooded a few years earlier, and millions of tax dollars been diverted to its rescue, the location of the "great tunnel under the divide" was being hotly contested between the Moffat Tunnel (owned by Denver) and a route out of Pueblo. Back then both cities were similar in size and stature and constantly competed for Colorado supremacy. But the state legislature having previously

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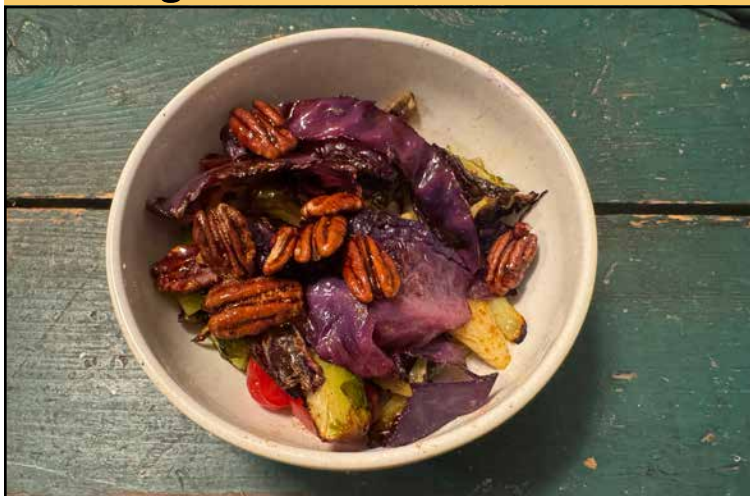


PARK CITY, UT



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NUTRITION

Fueling Performance: An Athlete's Guide to Choosing Fruits and Vegetables

Veggies are important for cyclists for micronutrients and fiber. Food: roasted brussel sprouts, carrots, cabbage, and onions with candied peppered pecans. Food and photo by Dave Ittis

By Breanne Nalder Harward,
MS, RDN

When it comes to optimizing endurance performance, specifically for cyclists, nutrition is as important as time in the saddle. While carbohydrates and hydration often steal the spotlight, fruits and vegetables provide a wide range of micronutrients and phytonutrients that directly support energy production, recovery, and overall health. Choosing the right types of produce at the right times can improve energy metabolism, reduce oxidative stress, and support gut comfort during long rides. The key (and the challenge) is understanding how to make strategic choices when it comes to fruits and vegetables, with a special focus on fiber, micronutrient density, and timing.

Micronutrient Powerhouses
Athletes have long been advised

to prioritize fruits and vegetables due to their high content of vitamins, minerals, antioxidants, and anti-inflammatory compounds. Adding these items to your grocery list can be incredibly beneficial for everyone:

1. Bananas - A staple in many cyclists' pockets, bananas are rich in potassium and vitamin B6. Potassium is crucial for muscle contraction and fluid balance, while B6 supports energy metabolism. So not only are bananas easily digestible carbohydrates, but they also bring natural electrolytes and help the body increase energy production.

2. Beets - Beets are high in dietary nitrates, which naturally increase vasodilation. Consuming red beet juice or eating a roasted red beet before a ride may enhance stamina and reduce perceived exertion by improving blood flow and oxygen utilization. Essentially, beets help your muscles get more oxygen, faster.

3. Sweet Potatoes - Rich in complex carbohydrates and beta-carotene (a precursor to vitamin A), sweet potatoes help replenish glycogen stores and support immune function—critical for athletes training at high volumes. They are a great “carb load” food the night before or morning of a big ride, just give enough time to digest them (see the fiber section of this article).

4. Greens - Dark leafy greens like spinach, kale, and Swiss chard are loaded with iron, calcium, magnesium, and antioxidants. Iron supports red blood cell production and oxygen transport—key for endurance capacity. Calcium and magnesium are the electrolytes that we don't talk about as much as sodium and potassium but play crucial roles in the musculoskeletal and nervous systems, keeping the body firing on all systems. Try to incorporate greens into as many meals, snacks, and smoothies as possible (again, being mindful of timing and fiber content).

5. Berries - Blueberries, strawberries, raspberries, and blackberries are packed with polyphenols, particularly anthocyanins, which reduce

inflammation and oxidative damage induced by prolonged aerobic activity. Essentially, it can never hurt to add berries to any meal or have as a snack that acts like a sweet treat at any time of day.

6. Citrus Fruits - Oranges, grapefruits, and mandarins provide vitamin C, an antioxidant that supports immune health and helps reduce post-exercise muscle soreness. Their high-water content also supports hydration. So don't be shy to add citrus to the recovery routine!

Understanding Fiber: Soluble vs. Insoluble

Fiber is an essential part of a balanced diet, but not all fiber is created equal—especially when it comes to athletic performance. There are two main types:

Soluble Fiber

Soluble fiber dissolves in water to form a gel-like substance in the digestive tract. It slows gastric emptying and helps regulate blood glucose levels. Sources include:

- Oats
- Apples

- Bananas
- Carrots
- Beans

Benefit for cyclists: Soluble fiber supports gut health and satiety during training periods, particularly on rest days or post-ride meals.

Insoluble Fiber

Insoluble fiber adds bulk to stool and promotes intestinal motility. It does not dissolve in water and moves through the gut largely intact. Sources include:

- Whole grains (e.g., bran)
- Leafy greens
- Celery
- Skins of fruits and vegetables

Timing Matters

While fiber is crucial for overall health, consuming high-fiber foods too close to a ride can lead to gastrointestinal discomfort, including bloating, gas, cramping, or the dreaded “pit stop.” Insoluble fiber can lead to GI distress if consumed too close to exercise. For cyclists,

Continued on page 6

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Veggies for Cyclists - Continued from page 5

this is particularly problematic during long or high-intensity rides. If GI distress is common, consider eliminating these foods 12-24 hours before and stick with the simple and easily digested carbohydrates.

Pre-Ride Nutrition (1-3 Hours Before Exercise):

Minimize high-fiber fruits and vegetables to avoid GI issues. Opt for low-fiber fruit like bananas and peeled apples or at least blend fruits into a smoothie or juice. Cook all vegetables, because they are easier to digest than raw, and have white rice or refined grains if part of a larger meal.

During Exercise:

Avoid fiber altogether. Stick to easily digestible carbohydrate sources like sports drinks, and energy gels, and real food should be things like bananas and rice-based bars.

Post-Ride Recovery:

This is a great time to reintroduce high-fiber fruits and vegetables to aid in glycogen replenishment, reduce inflammation, and support digestive health. Combine carbohydrates with a lean protein and healthy fats for optimal recovery. Did someone say burrito bowl

with avocado, protein of choice, and a side salad with all the color one can put on a plate? Yum!

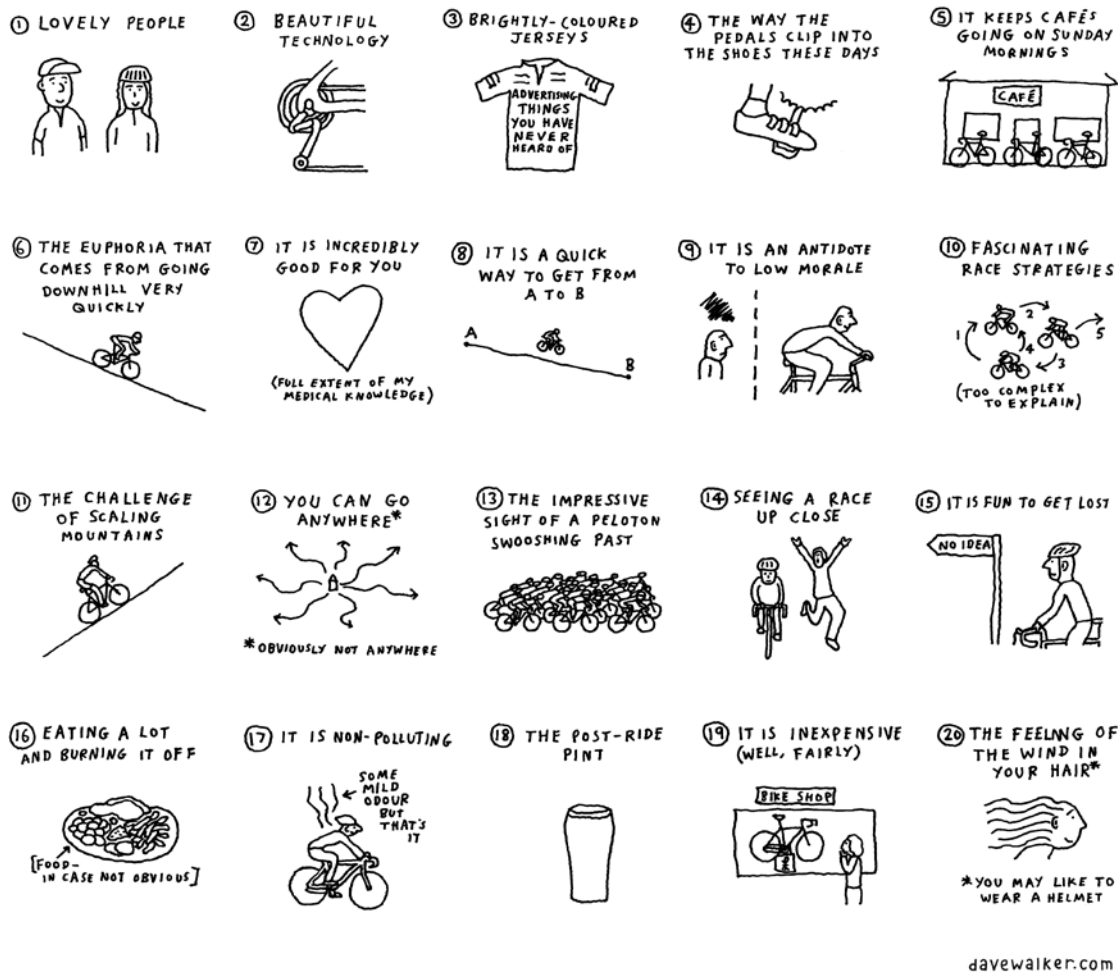
In Conclusion

Fruits and vegetables are a cornerstone of any endurance athlete's diet, but their impact goes far beyond general health. For cyclists, strategic selection and timing of produce, particularly regarding fiber content, can play a critical role in performance, recovery, and gut comfort. By emphasizing nutrient-dense, low-fiber options before and during rides, and loading up on a variety of colorful, fiber-rich produce post-exercise and on rest days, cyclists can harness the full power of fruits and veggies in their training plans.

Breanne Nalder Harward, MS, RDN, earned a BS in Biology and Sociology from Westminster College and went on to receive a Master of Science degree in Nutrition and Sports Dietetics from the University of Utah. She is licensed as a Registered Dietitian Nutritionist (RDN) and is the nutrition coach at PLAN7 Endurance Coaching, developing individualized sport nutrition programming for all levels of athlete. Email breanne@plan7coaching.com with any questions or to book an appointment.

20 REASONS

TO LOVE CYCLING



davewalker.com

Rollins Pass Adventure - continued from page 4

diverted millions of dollars to Pueblo, gave the nod to the group building what would be the Moffat Tunnel. It was not an easy route to build as there are dozens of tunnels between Eldorado and the Continental Divide.

As we rolled for more than 10 minutes in the pitch-black tunnel, I reflected. Just 24 hours earlier, and a few thousand feet higher I had navigated an ancient path on a journey that while on a bike, for me might as well have been on an old train. I have always been fascinated with trains. In high school I wrote a well-received short story about a boy living in the mountains and his reliance on the train. It represented the strength of the father he lost in a tragic accident. He relied on its sustenance to chug through the mountains and show its strength. As I kid, I would play with a train set like on The Adams Family with my dad. Those were wonderful days. The train has always represented adventure, power, and strangely, grace.

Tired but great to get home to enjoy Father's Day!

Standing on the top of Rollins Pass, persevering like the train, like the pioneers and Native Americans, doing something I love, cycling, couldn't have been more epic. Riding the train home to see my daughter completed the circle, or maybe in railroad terms, was the golden spike that completed the journey....

Authors Notes:

The ride was June 20th, 2020 from Longmont, CO to Winter Park. Total distance of 87 miles,



Scenes from a Rollins Pass, Colorado gravel ride. Photo by Bill Plock

approx 8,880 feet of elevation gain, and highest elevation of 11,671 feet

There are plenty of places (gas stations, restaurants) to refuel between Longmont and Rollinsville along the highways. It's all paved until that point.

It's 36 miles from Rollinsville to Winter Park with no facilities. I would recommend a water filter to access the streams along the way.

Here is my Strava link, note my Garmin ran out of power part-way down Rollins Pass <https://strava.app.link/mE846lbwyTb>

Beginning in November of 2026, an additional daily train will run from Denver to Winter Park, Fraser and Grandby, presumably with the ability to take bikes making this adventure logistically easier. The California Zephyr has limited bike storage and is often sold out.

Bill Plock was the former publisher for 303cycling.com and is currently the Ride Director for Colorado's Ride. He is a free-lance writer and loves Western history, and combines cycling adventures as he roams the mountains and the West."

Studies Look at Gaps in Cycling Street Safety Research

We still lack a clear understanding of which strategies are most effective in improving cycling and pedestrian safety. While states employ various methods, the National Cooperative Highway Research Program (NCHRP) notes that there isn't enough data to determine which work best. To address this, NCHRP conducted a study to assess current knowledge and identify gaps in research on these strategies, known as countermeasures. The most common approach involves bike lanes, but other measures include roadway diets and flashing or hybrid beacons.

One unique countermeasure highlighted in NCHRP's synthesis is Colorado's approach, which factors cyclist and pedestrian volume into speed limit determinations.

However, there is no nationwide standard for deciding where and when to accommodate bicyclists. Policies vary by state—Arizona's Department of Transportation only considers bicycle safety if a local plan includes it in a project, while California requires complete streets planning by default, with exemptions granted only by the state.

"Many states have developed high-level overview documents that describe the types of bicycle facilities

available—buffered bicycle lanes, separated bicycle lanes, shared-use paths, and shared lanes or bicycle boulevards—as well as selection criteria and facility benefits," the report states.

For more, see Implementation of Federal Highway Administration Proven Safety Countermeasures at <https://nap.nationalacademies.org/catalog/28855/implementation-of-federal-highway-administration-proven-safety-countermeasures>

Meanwhile, the National Highway Traffic Safety Administration (NHTSA) is preparing to hire a contractor to develop the 13th and 14th editions of Countermeasures That Work and the 2nd edition of Countermeasures At Work. These publications offer state highway offices guidance on improving roadway safety, including bicycle safety measures. The updated guides will provide the latest data, detail successful interventions, and outline costs and implementation timelines.

The guides will be available on NHTSA's website. More details: <https://sam.gov/opp/0e6d1915477241b0bfc5aeac03d2e56e/view>.

-Charles Pekow

Government Cuts Hurt Cycling

Will we say goodbye to a new program designed to improve micromobility and connections in disadvantaged and underserved communities? In its budget reconciliation package, the House Transportation and Infrastructure Committee voted to abolish the Neighborhood Access and Equity Grant Program (NAEGP) created in 2022 under the Inflation Reduction Act. The budget reconciliation proposal would even stop the release of any authorized funding not yet spent. The program was authorized to award \$3.155 billion in grants per year for planning and building projects.

The committee called NAEGP one of the "unnecessary Green New Deal style programs" and stated that it funds "projects that states and other entities may pursue if they prioritize them, or are efforts that should be driven by the industry and not mandated by the federal government."

The already-awarded grants that could be in jeopardy include \$8.5 million for Pocatello, Idaho, for the Terry

First Connection, a project designed to provide safe bike and pedestrian crossing over the Union Pacific Railroad at the Benton Street overpass (projects.pocatello.gov/us-dot-awards-8-5m-for-terry-first-connection/). Another award gave \$35.475 million for bike and pedestrian connections and other improvements in Denver.

Meanwhile, in May, U.S. Transportation Secretary Sean Duffy canceled a series of "woke university grants" that he deemed "were used to advance a radical [diversity, equity and inclusion] and green agenda that were both wasteful and ran counter to the transportation priorities of the American people" (transportation.gov/briefing-room/us-transportation-secretary-sean-p-duffy-defunds-woke-university-grants).

Canceled grants include \$6 million given to New York University to study "e-bikes to low-income travelers in transit deserts." Spokespeople for NYU did not respond to inquiries.

-Charles Pekow

MECHANIC'S CORNER

Find Your Optimal Tire Pressure for Comfort and Efficiency

Typical high tire pressure range for a narrow 28C road tire (85-95 psi). Optimal tire pressure will likely be on the low end or below. Photo by Dave Iltis



Compared to the low tire pressure range for a wide gravel tire (35-65 psi). Optimal tire pressure will likely be on the low end or below. Photo by Tom Jow

By Tom Jow

Last month while I was searching for some new tires on the internet I found something new. A tire pressure recommendation chart. It was not a surprise to me that the chart existed. What surprised me was how much I have been overinflating my road bike tires all these years. Not just a little mind you, but by approximately 20 psi! Wondering how I could be so far off, more research followed. Not only did I learn why tire pressure matters, but I found another method for determining the proper tire pressure; the online tire pressure calculator.

Previous to this, determining my road bike tire pressure consisted of choosing some fraction of the maximum recommended pressure. If it wasn't unbearable, and I did not get pinch flats it was good enough. Many athletes I have worked with over the years, and I am sure many recreational riders as well, just choose the maximum recommended. This always seemed to make sense, because it seems that a harder tire would have less rolling resistance. Not so, says Jan Heine, of Rene Herse Cycles. In his blog post "Tire Pressure and Performance" (March 2022), he explains the theory of "suspension losses". To make a long, interesting story short, overinflated tires vibrate while rolling over the road surface. Have you ever noticed a buzzing feeling while riding at a high rate of speed? My interpretation of that is the tire bouncing up and down in micro amounts over the not so perfect asphalt. Not only is rolling resistance increased by all that vibration, the rider must absorb some of that vibration as it is transmitted through the bicycle.

If this is true, there is a good case for using lower tire pressure. What then, are the benefits? One, it is more comfortable. At lower pressures the tire casing flexes to absorb vibrations and imperfections of the road. The rider is forced to absorb less vibration and impact. Second, rolling resistance is reduced because the tire casing can now flex and absorb imperfections from the road. Instead of being bounced around by small cracks in the road, the tire

conforms to the road surface thereby producing a smoother and faster ride. However, there is a risk with using lower pressure, pinch flats.

Pinch flats occur when force compresses the tire enough for the rim to "pinch" the tube between it and the road surface. In order to reduce pinch flats with lower pressure, a wider tire can be used. According to the [Silca.cc](https://silca.cc) blog "part-3b-faq-and-putting-it-together-so-far" a 28mm tire at 87 psi can withstand 50% more force before suffering a pinch flat than a 23mm tire at 116 psi. In addition, between two similarly constructed tires, the wider tire also has a more compliant ride. Now we have a wider, more comfortable tire with lower rolling resistance, but we still don't know our optimal tire pressure. How do we attain our optimal tire pressure then?

One method of setting our optimal tire pressure is the 15% drop method. As described by Frank Berto in "Under Pressure", (March/April 2004), 15% compression of the tires total height under the rider's weight is optimal. Other methods (with less math) of determining tire pressure include using a printed chart or an online tire pressure calculator. The online calculators can be simple, requiring only tire width and combined rider and bike weight such as the calculator by Rene Herse Cycles. On the other hand, they may ask for more detailed information like intended surface, tire casing type, tubeless or with tube as the calculator by the tire maker Vittoria. After data input and clicking calculate, the results are returned as recommended pressure for front and rear.

These results, as with all manufacturer recommendations, are a starting point. No calculator or chart can adjust for all the factors of a bike and rider rolling down the road. Also, it is rare for any multiple of pumps/gauges to give the same reading. This is relative, however, meaning that if we use the same measuring device each time we will, in the end, be able to have consistent settings. In addition, tire casings make a difference. A tire with a more supple casing is more compliant (absorbs more vibration) than a lesser casing at the same pressure. Finally, as Silca describes a sharp increase

of impedance (suspension) losses above optimal pressure, they state, "Better to set your pressure a few psi below the BreakPoint (optimal) Pressure than to have it a few PSI above the BreakPoint Pressure".

Testing the Calculators

I compared the results from four tire pressure calculators: Vittoria, Silca, SRAM and Rene Herse. My base set up is 700 x 42c Specialized Pathfinders mounted to Roval 38 carbon rims. My seat of the pants tire pressure set up was 40 psi rear, 38 psi front. When given a choice I selected dry, rough/old asphalt.

•Vittoria: This calculator asked the most questions. Bike type, tire type, tire size, insert yes/no, tire feel reactive/balanced/supple, rider + bike weight, surface type, surface condition wet/dry. Recommendation: 42 psi front, 43.8 psi rear.

<https://vittoria.com/pages/tire-pressure>

•Silca: Similar questions with different wording. Rider + bike weight, surface, tire width, wheel diameter, tire type, average speed, weight distribution (bike type). Recommendation: 37 psi front, 38.5 psi rear.

<https://silca.cc/pages/pro-tire-pressure-calculator>

•SRAM: This calculator only asked for the basics with two exceptions, rim type and internal rim width. Recommendation: 36 psi front, 38.3 psi rear.

<https://axs.sram.com/guides/tire-pressure>

•Rene Herse Cycles: This calculator asked the least number of questions. Rider + bike weight and tire width. It was also the only one suggesting the same pressure front and rear, and a firm and soft range (presumably

for rough vs. less rough conditions). Recommendation: Soft, 28 psi, firm 36 psi.

<https://www.renehersecycles.com/tire-pressure-calculator/>

Because most of the recommendations were pretty close to my baseline, I only tested the "soft, 28psi" result (one ride). I rode one of my regular routes out to the west, past the airport. Through the industrial zones there is plenty of dirt and rough, broken pavement. Also along the way are train tracks, years old unbroken pavement and decades old pavement.

What I experienced was kind of eye opening. The tires did not feel slower at 28 psi than at 40 psi (avg. speed 15 mph). Out of the saddle going up the overpasses the tires did not feel squishy at all. Going down the overpass or speeding along with the wind at my back the road surface did not feel buzzy. I floated across the tracks. And finally, the rough, broken roads were much less rough than before.

Verdict: The calculators are an excellent way to find a starting tire pressure quickly. These would have saved me some time getting my tires set up the way I like. The 28-psi recommendation by the Rene Herse calculator really surprised me. Not only that it even suggested it, but that it also seems to work really well. My ride was more comfortable than with higher pressures, and just about the same speed. I will have to test it more, but so far the results are promising.

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COMMUNITY BIKE SHOPS

Bicycle Collective Initiatives Serve Community While Promoting Learning And Self-Reliance



A woman works on her bicycle at the Bicycle Collective. Photo by James Knight

By James Knight

The Bicycle Collective aims to promote cycling as an effective and sustainable form of transportation, with transportation equity and self-reliance as a main focus. They partner with over 60 different organizations to provide refurbished bicycles and educational programs. These programs primarily serve refugees or lower-income families.

The Collective, which started in 2002, has locations in Salt Lake City, Ogden and St. George. The Collective opened up their new Salt Lake hub — The Kahlert Community Bicycle Resource Center — in November of 2023, with a grand

opening celebration in May of 2024. The new building is located at 325 West, 900 South in Salt Lake City.

Thomas Cooke, digital strategist for the Bicycle Collective, detailed the organizations main stakeholders. One of which is their community partner IRC (International Rescue Committee), who are having trouble providing clients due to new immigration policies.

“There’s a spread that lists by location, all of the partners that we work with, and we’re always adding new ones. Sadly, right now, the way the political climate is, we probably won’t do a lot. We’ve been told by IRC that the demand for bikes for refugees is going to be down because there will be less refugees



The exterior of the Bicycle Collective and Resource Center. Photo by James Knight

due to the new immigration policies.” Cooke said.

Despite IRC not being able to provide as many clients, Cooke believes it won’t be a problem finding people to give bikes to.

“We’ll find other people to give Bikes for Goodwill to. But it is kind of a sad thing. IRC is typically one of our largest partners, and they’ve already told us this year, don’t expect a lot of clients.”

Cooke shared information about the circumstances around Bikes for Goodwill’s recipients and how the organization promotes self-reliance. According to the Collective’s 2024 annual report, the Bicycle Collective gave away 1231 free bikes through their Bikes for Goodwill program during the year.

“A lot of times, the recipients for Bikes for Goodwill are among the most vulnerable of the population, it wouldn’t do any good if we just gave them a bike and didn’t also provide a low-cost way for them to maintain it or learn about maintaining them it themselves. A lot of it is from the bike itself to the maintenance to providing a low-cost way to take care of it. It’s about being self-reliant. If we gave somebody a bike and then they needed to get a new chain or something, and their only solution was to go to one of one of the higher priced bike shops, than we wouldn’t really be serving that mission. They could always come back and either fix it themselves or be taught how to fix it. So, our culture is about teaching self-reliance, but the bike just happens to be the tool that we focus on,” said Cooke.

Cooke also shared information about the shops two other current locations, one in St. George and one in Ogden. Unfortunately, the Provo shop closed its doors late last year.

“We had one in Provo, and we shut it down at the end of 2024. We just had some challenges, mainly with the building that we were in. The lease was up. We own the Ogden building. We don’t own our St. George location, but we rented from the city. With the Provo situation we had actually looked for over a year to find another like long term permanent home, and we just

couldn’t find anything. There’s a group of people down in Provo that had been affiliated with us and are kind of doing their own thing now, but we wish them well. We just made the decision that the Provo location was not working for us”. Cooke said.

While the Provo Collective is closing, others are picking up the slack. One such place is the new Provo Bike Hub. The Hub is separate from the old Provo Bike Collective. Pando Refitters generously donated space for the Bike Hub to have limited services. The Hub is located at 249 N. University Avenue and will open May 1st. Kira Johnson, the board chair of Provo Bike Hub, said “We envision being a space dedicated to bike repair, education, bike rides—and above all, bringing people together.”

While Provo is in transition, St. George seems to be doing really well. According to Cooke the St. George location is in the same parking lot as Red Rock Bicycle Co., which is a great location, just servicing a very different customer base. “Ogden has a lot of potential. I’ll just say that it’s kind of gone up and down. It’s a couple miles from Weber State. There’s a lot of students up there. We think Ogden has a lot of potential. But it’s a smaller operation,” Cooke said

Due to not being reliant on federal funding, the shop relies a lot on



A man repairs part of a wheel on his bicycle. Photo by James Knight

the contributions of their partners and generous donors. Those who donate to the Collective, whether through an actual bicycle, a monetary donation or through volunteering, are vital to the Collective’s success. According to the Collective’s most recent annual report, 334 volunteers helped contribute 6,757 hours doing mechanical work and bicycle repairs in the shop. In addition, any bicycles and parts that can’t be refurbished are recycled. This furthers the Collective’s mission of a cleaner and safer society.

Donna McAleer, the executive director of the Bicycle Collective, stated that over 72.5 tons of aluminum, steel and rubber were recycled last year. She noted that about 1/3 of the bikes donated get recycled right away. Bicycle parts that are still usable for repairs will be kept in house for people to come in and work with.


For those who can’t regularly volunteer or donate, there are still ways to get involved and contribute to the Collective. Each year the Collective hosts “Bike Prom” as their annual fundraiser. This year’s event will take place on August 23rd. It consists of a bike ride that starts at Liberty Park and ends at the Woodbine Food Hall. People can dress up in costumes or other formal attire and enjoy a bike ride and delicious food. The event not only raises money but is also designed to give back to the people that support the shop with a fun end of summer party.

For more information, visit the official website of Bicycle Collective at <https://bicyclecollective.org>.

For additional information about the Provo Bike Hub, visit <https://provobikehub.org/>




Refurbished bicycles are displayed at the Bike Collective and are ready to sell. Photo by James Knight




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Trade Tariffs: What I've Learned Talking to Industry Leaders



Due to tariff uncertainty, ROTOR is shutting their doors in Salt Lake City. Photo courtesy Rotor

By Peter Abraham

Since early April, I've been on a listening tour to understand the POV of leaders in different industries affected by trade tariffs. These are people with businesses based in Europe, USA and Asia, ranging in size from tiny to multi-billions in revenue. I've met with dozens of executives from bicycle, footwear and apparel industries. They all do some or a lot of manufacturing in Asia. Here's what I've learned:

1. Exasperation and anger over

the tariffs is 100% unanimous among those I've met with. There may be some business people who make things in Asia and support the tariffs, but I have yet to meet one of them.

2. Manufacturing cannot be just "moved back to America" overnight. This Asian supply chain has been built over 40+ years, and while we can do some manufacturing here, that will take years to ramp up. Furthermore, many of those working in Asian manufacturing are paid \$1-\$5 per hour. So for some low skilled, labor intensive assembly lines (vs automated w/ less labor), if we want to manufacture in the U.S., we'll need to choose between Americans getting paid that way OR paying \$250 for a pair of Nike shoes at Dick's Sporting Goods that used to be \$79.99.

3. The general public is slow to catch on to the crisis that is about to arrive in America, because we're mostly still buying things that

were shipped here before the tariffs increased prices. Many executives I met with felt that things are going to get real around Memorial Day, when current stocks of goods run out, shelves start going bare and prices increase.

4. Zero brands I've met with are just going to swallow the increased costs that come with tariffs. They're all passing those on to retailers or distributors, who can choose to do what they want with pricing. Safe to assume the customer will have to pay more.

5. Every business I've met with feels mostly paralyzed: they can't do any planning because the tariffs have been changing every week, or

even more often. The tariffs are a confusing mess that varies by country and every week some industry (cell phones, automobiles) gets a partial reprieve. Do goods from China get taxed at 145% or 170% due to the additional 25% tariff on countries that import Venezuelan oil? Some businesses are already letting go of employees, and they're thinking about where they're going to cut other expenses for 2026.

6. The damage has been done — even if tariffs were to go away (or back to 2024 levels) tomorrow, the international community has lost trust in the US, consumer confidence has gone off a cliff, and now that the global economy has been broken

apart, it may never get put back together the same way.

My conclusion is that it's going to be a very challenging few years under the current administration. Fasten your seatbelts.

Peter started racing bikes in high school and has continued to ride his entire life. He also runs the Abraham Studio (ABRHM.com), which works with purpose-driven brands in sports, technology and health-care to find their voices and tell their stories. He lives in Los Angeles, California.

Cycling Deaths Increased in 2024

First, the encouraging news: traffic fatalities in the United States fell by 4.3% in 2023 from 2022. Now the distressing part: pedalcyclist fatalities went up 4.4% over the year—49 more deaths. The figures come from the final Traffic Safety Facts Research Note published by the National Highway Traffic Safety Administration (NHTSA) for 2023 (crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813705).

The number of pedalcyclist injuries increased a statistically significant 8.2%, as 3,794 more riders got hurt. The figures include e-bikes, mechanical bikes, tricycles, unicycles, and other pedal-powered

vehicles.

NHTSA reports that of the 1,166 pedalcyclist fatalities, 274 (23%) were involved in hit-and-run crashes in 2023. That represents a 1.9% increase, or five more deaths than in 2022.

NHTSA's press office says the agency can't explain what causes changes in the accident rates. On a cheerier note, we reported last issue that NHTSA's preliminary data for the first half of 2024 showed a slight decline in cyclist deaths (cyclingwest.com/advocacy/cyclist-death-rates-down-in-2024/).

-Charles Pekow

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CYCLING TRIVIA

Tour de France Tune Up Races



Primož Roglič was definitely too strong for his rivals in the “queen stage” of the 76th Critérium du Dauphiné in 2024, surging in the final stretch to win his second mountain stage in succession at the top of Samoens 1,600. Photo by ©A.S.O. / Billy Ceusters

By Dave Campbell

As the peloton prepares for the Tour de France, several key French races held in June serve as critical tune-ups for cycling’s biggest event. Chief among them is the Critérium du Dauphiné, which runs from June 8–15 this year and features stages across the French Alps. Widely regarded as the premier preparatory race for the Tour, the Dauphiné has been a launchpad for many eventual Tour de France champions.

In addition to the Dauphiné, three smaller French stage races have historically played a role in Tour preparation, though only one remains

active today. Each carries a rich legacy, with impressive rosters of past champions:

- Route d’Occitanie: Formerly known as La Route du Sud, this race began in 1977 as the Tour du Tarn, became the Tour Midi-Pyrénées in the 1980s, and was known from 1988–2017 as La Route du Sud. After a brief hiatus in 2024, it returns this year from June 18–21 under its current title.

- Grand Prix du Midi Libre: Held from 1949 to 2004, this now-defunct race once drew some of the sport’s biggest names.

- Tour de l’Aude: Active between 1957 and 1986, the Tour de l’Aude also served as a valuable preparation

race for the Tour de France.

Q1. The Critérium du Dauphiné has seen more American winners than any other elite European stage race, with five Americans having claimed victory—though two of those wins were later vacated. Can you name all five?

Q2. No American ever won the Tour de l’Aude, but one English-speaking rider (referred to in the 1980s peloton as an “Anglophone”) claimed the title twice. Who was he?

Q3. Only one American ever won the Grand Prix du Midi Libre. Do you know who it was?

Q4. Two Americans have won the Route du Sud, though one title was later stripped. Can you name them?

Q5. When was the last time a rider won one of these French preparatory races and then went on to win the Tour de France in the same year?

See answers on page 22.

Dave Campbell is a retired High School Science and Health teacher. He started writing Trivia in 1992 for Oregon Cycling News and continued the column with the Northwest Bicycle Paper. Dave also writes cycling history at “Clips_and_Straps” on Instagram and announces at cycling events throughout Oregon.

Will Congress Set Standards for Lithium-ion Batteries?

Will the federal government set standards for lithium-ion e-bike batteries or won’t it? The Consumer Product Safety Commission (CPSC) tried to, conducting public hearings and a public comment period last year. The agency was all set to offer a notice of proposed rulemaking this spring, but shortly before it was to be issued, President Donald Trump fired the Democratic commissioners and the Republicans on the board nixed the plan (<https://www.cpsc.gov/s3fs-public/RCA-Withdrawal-of-NPR-for-Safety-Standard-for-Lithium-Ion%20Battery-Micromobility-Products.pdf>).

That may not mean the end of the story, however. By an overwhelming vote of 365–42, the Republican-controlled House of Representatives passed H.R. 973, the Setting Consumer Standards for Lithium-Ion Batteries Act ([congress.gov/bill/119th-congress/house-bill/973](https://www.congress.gov/bills/119/congress/house/bills/973)). The bill would require the commission to set standards anyway. Under the legislation, the American National Standards Institute, Standards Council of Canada, and UL Solutions Inc. would jointly develop mandatory standards for e-bike and scooter batteries.

The Senate Committee on Commerce, Science and Transportation has already approved a companion bill (S. 389).

—Charles Pekow

Hunting by Bike

If you want to hunt or fish in the National Wildlife Refuge System, you could go by bike. In fact, you’re not allowed to drive. But you would have to stick to the designated trails and roadways. The Fish and Wildlife Service has proposed regulations that would expand or open hunting and fishing opportunities at 16 national wildlife refuges and one national fish hatchery, opening more than 87,000 acres of land and water for the first time.

The sites include the refuges of Black Coulee, Bowdoin, Creedman

Coolie, Hewitt Lake, and Lake Thebadeau in Montana, plus Grays Lake in Idaho.

The rules state that “hunters may access hunt units only by foot or bicycle, including electric bicycles. You may only use a bicycle on designated routes; we prohibit off-road use of a bicycle.”

Good luck carrying that dead moose on your carrier rack!

Details at [govinfo.gov/content/pkg/FR-2025-05-15/html/2025-08621.htm](https://www.govinfo.gov/content/pkg/FR-2025-05-15/html/2025-08621.htm).

—Charles Pekow

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RACING

Why Cycling Sponsorship is So Hard



The peloton, led by Sepp Kuss and the LottoNL-Jumbo team nears the top of the second KOM at Guardsman Pass in the 2018 Tour of Utah. Pro road races face sponsorship difficulty and there are few UCI races here in 2025. The Tour of Utah's last edition was in 2019. Photo by Steven Sheffield

By Peter Abraham

Over the last 20 years, I've done a lot of work in both cycling and running. That has included serving as the CMO of the Los Angeles Marathon and, on the cycling side, working with athletes, events, sponsors, athletes and teams on marketing and sponsorship. So I've seen sponsorship issues from 360 degrees in different sports. And finding cycling sponsors has been very hard, for many reasons. There is not a single American pro cycling team (that I'm aware of) with a major sponsor from outside the bike industry. EF Education is owned by it's non-American sponsor. Lidl-Trek, while owned by Trek, is comprised of mostly international riders. So I don't count those as "American" teams.

I am writing this just after American trade tariffs have kicked in. And where they end up is anyone's

guess. I realize that, because of the tariff situation dramatically impacting the bike industry, cycling sponsorship is about to get even more difficult than it has been in the recent past. But I'm still putting these ideas out there, because the sport goes on. Here's what I've learned.

Cycling is an expensive sport.

Teams are having to travel up to 30 riders around the world all year with equipment, vehicles and support staff. Bike races (particularly on the road) need to close hundreds of miles of roads and (often) set up an expensive live video broadcast to cover all of that ground. All of this takes resources and money.

For sponsors, there's very little measurable ROI in cycling. Unless a race is the Tour de France (approximately 3.5 billion TV viewers for the men's race in 2024 and 18 million for the women's race) there aren't many people watching cycling events. And nobody buys tickets to sit in a sta-

dium and watch a bike race. So what exactly do sponsors get in return when they write a check to a team or race or athlete? If the sponsor wants to do their own content creation, they actually can get quite a bit for their money. Red Bull, for example, has many events, teams and athletes in niche sports (including bikes) that they create lots of compelling media around. But that sponsor is highly unusual: the Red Bull Media House is a big operation with over 1,000 employees. At the same time, if a potential cycling sponsor just wants a checklist of assets that are already in place, sponsorship of, say, a soccer team might be a better investment. English Premier League soccer team Arsenal FC, for example, played before 2 million live spectators in 2024, and their TV broadcasts were available in over half a billion homes. That's the kind of scale many large sponsors sign up for. And that's why Emirates Airlines pays approximately £50 million per season to put their name on the front of the Arsenal jersey.

As I've written about before, any sport not called the NFL or NBA or EPL is essentially a niche sport, with a niche fanbase. Cycling is on the small side of this framing, with only one truly global event (Tour de France) and many relatively tiny ones. So while fans do exist around the world, it's a very thin group.

Pro cycling sponsorship is particularly challenging for American brands, because the sport mostly happens in Europe. Imagine going to European brands and asking them to sponsor Major League Baseball teams in the US. That's what it's like for cycling. An American cycling team has to say to potential sponsors: "Write us a check and we'll put the money to work for a team that competes 6,000 miles away, and our athletes may never even set foot in the United States."

Gravel racing has not fully taken off yet.

While it is getting popular in the US, and Europe is catching up, it's not yet televised (outside of rare exceptions like Garmin Gravel Worlds) and gravel race mass participation fields are not yet at the scale of, for example, marathons. So while there is potential with this new discipline, it will need live streaming to even get into second gear. Otherwise it will languish as a niche within a niche.

A path forward. Bike racing is for me still an incredibly compelling and beautiful sport. Road, gravel,

MTB — I like all of it. So I'd love to see it thrive. Here are some ideas:

National teams.

What if these were more of a thing, going all season long? There's currently no organized cycling development system in particular for women. Talk to any female aspiring pro cyclist, and you will understand that there is no clear route through the system. While USA Cycling does put together national teams for some races in North America and Europe, these are inconsistent and subject to funds being available. Imagine if there were national teams for both junior and U23 levels, for both men and women, that were in place all year long, with different athletes rotating on an off the teams based on availability. Imagine that these were completely funded from donations or sponsors. So developing riders could count on the opportunity to learn their craft at important races.

An organized U.S. road calendar and series.

The current American road racing scene (separate from criteriums, which are like a different sport) feels like it's hanging on by a thread. But there are signs of life. Tour of the Gila, a UCI race, is still going. The Maryland Cycling Classic is back this year. The Redlands Classic just celebrated it's 40th year, and the newer Tour de Bloom in Washington just added UCI classification for its women's stage race. And the Joe Martin Stage Race may come back in 2026 as the Tour of Arkansas, which would be exciting. It feels to me that road racing is poised for a comeback. But some organization and collaboration will go a long way. All of the events I mention here run on their own, without working together as a system, which is how it should be. This system, or overall series, would be a great sponsorship opportunity. And it would not be that hard to put together.

An onramp for European bike racing.

While USA Cycling does have a residence for athletes in Sittard, The Netherlands, there needs to be more of this. Friction needs to be removed from the process of learning to race in Europe. The skills a rider picks up there — huge, fast pelotons, foreign food and language, narrow roads — cannot be learned in the United States. Those things don't exist here. So let's make it easy, and relatively cheap, for junior teams and young cyclists to go there and learn. The

house could be more like a commercial dorm for young cyclists from around the world. Again, this is a great sponsorship opportunity.

Levi's Granfondo.

This event, which took place in Sonoma County, California last weekend, is using a gravel race format for road racing, which is promising. The 1,500 fondo participants help fund the professional race at the front end. Here's what I wrote for The Outer Line newsletter (where I'm a contributor) in this week's edition:

Saturday was the second edition of the Levi's Granfondo Growler professional race, held in Northern California's beautiful Sonoma County. The Growler is a recent addition to Levi Leipheimer's long running fondo event and featured a 137-mile paved course with almost 14,000 feet of climbing, and surprisingly the \$156,000 USD prize purse made it the world's richest one day bike race, and by some margin. (Yes, you're reading that correctly: more than famous monuments like the Tour of Flanders — \$65,000 total prize money this year and Paris-Roubaix — about \$120,000 this year.) The Growler organizers took some of the defining characteristics of a big gravel race — equal prize purse for men and women, the same tough course for everyone — and applied those things to a road race. They also created a competent and engaging live broadcast, with Matt Stephens and Hannah Walker calling the race. The women's race on Saturday was won by Lauren Stephens, and the men's race by Keegan Swenson — who might arguably be America's most successful bike racer at the moment, pound for pound, and cross-discipline. While there was some racing on open roads — which looked dangerous and may need future remediation — expect this race to grow if organizers find a way to attract top WT riders from the European peloton. Regardless, the race is a promising sign of life to an otherwise stagnant American road racing scene.

Peter started racing bikes in high school and has continued to ride his entire life. He also runs the Abraham Studio (ABRHM.com), which works with purpose-driven brands in sports, technology and healthcare to find their voices and tell their stories. He lives in Los Angeles, California.



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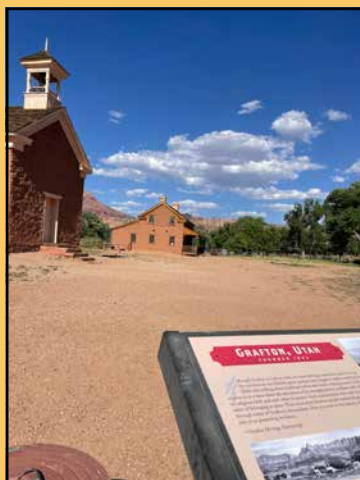
ROAD RIDES

Zion on Two (and Three) Wheels: A Beginner's Guide with Heart

Accustomed to biking around Brooklyn, New York, Gail's daughter Brooke Newbold had no problem with her heavy RAD rental e-bike. Photo by Gail Newbold



The views in Zion were spectacular. Photo by Gail Newbold



My daughters maximized their all-day bike rentals when we cycled to fascinating Grafton Ghost Town in the late afternoon. Photo by Gail Newbold



My daughters resting under a shady tree in Grafton Ghost Town. Photo by Gail Newbold

By Gail Newbold

When a friend from Washington told me biking in Zion National Park was the highlight of her entire Southern Utah trip, it jumped to the top of my bucket list. It didn't sound too difficult or complicated: Book an e-bike from a rental shop in the charming town of Springdale and cycle into the park. Lock up at a bike rack located at any shuttle stop on Zion Canyon Scenic Drive if you want to hike. Get back on the bike and do it again.

So, while it should have been simple, it wasn't. But once everything fell into place, it felt monumental. What could be better than two of my children flying into the St. George Regional Airport from Brooklyn and Denver for this ride

of my dreams, and on Mother's Day, no less?

The basic logistics weren't the problem. Pretty quickly my daughters and I nailed down compatible dates, flights for them, driving for me, and lodging for all. Renting bikes was a breeze. The biggest challenge stemmed from my desire to buy a recumbent trike before the trip. I'd been contemplating this move ever since renting one for a six-day ride into Canada in the fall of 2024. I loved the comfort and security it offered. No sore butt, neck, shoulders or wrists. No worries about tipping over on fast starts and stops. But trikes are expensive and I wasn't sure I could justify the purchase. Would it be like the proverbial treadmill-turned-clothes-hanger and sit in my garage gathering dust? Friends and family convinced me that over

time it would pay for itself in avoidable rental costs. And hey, if I didn't use it, I could always sell it.

I combed the classifieds for a month before the bike of my dreams popped up in Fort Collins, Colorado—a shiny red HP Velotechnik Gekko 26. I live near Salt Lake City, but the seller was willing to meet me halfway at a Love's Travel Stop in Wamsutter, Wyoming. The next hurdle was the stream of money required for all additional accoutrements (something I hadn't anticipated): helmet, pedals with straps, hydration vest, lock, headlamps, tail lamps, phone mounts, panniers and more (most of which I still don't have.)

More urgent was getting the gear shift system changed to levers instead of twisting, and then figuring out how to fold and unfold the trike for transport. The videos made it look deceptively simple. My husband Dave is a super handy guy, but the folding gave him no end of grief. Every time I watched him struggle, my stress levels skyrocketed. He wasn't going to Zion with me and I was worried my daughters wouldn't be able to figure it out. I don't have the strength to do it myself. I debated buying a rack to avoid the folding challenge, but the cost felt prohibitive.

The day before my drive to Southern Utah to pick up my daughters, I made a 10-point checklist of bike details to review with Dave. We'd been busy all day, so it was 5 pm. Suddenly Dave strode into the house looking stricken. "You have a flat tire," he said. I have a high panic

reflex. My legs felt like I'd just avoided being killed in a car accident. So much effort had gone into planning and prepping, and I was so excited to ride my new bike in Zion. I was devastated. What would I do? I frantically called Bountiful Bicycle who'd gamely gotten my unusual bike into shape earlier that week and begged them to let me bring it down on a Friday night just before closing. They kindly agreed to my immense relief.

Mother's Day in Zion

Fast forward to the big day. My very can-do Brooklyn daughter Brooke Newbold who bikes regularly in the city, got tired of waiting for my not-so-sporty Denver daughter Farrah Lamoreaux to help her haul my heavy Gekko out of the car. I watched in shock as she single-handedly lifted it out of my car and unfolded it in record time. The two of them walked to the rental shop

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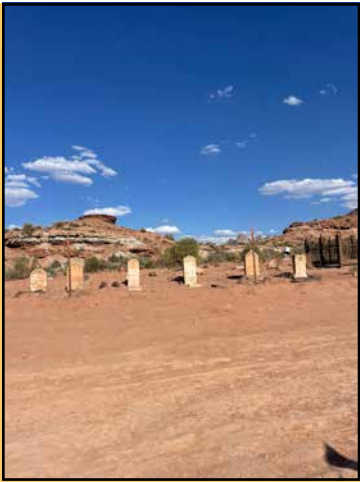
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We loved the historic Grafton Cemetery. Photo by Gail Newbold

for their RADs while I had another panic attack because the LCD display on my trike wasn't lighting up, which meant no power for the hills. Yes, I was a total novice. I finally found an on/off button on the underside of the battery.

We started our ride on the Pa'rus Trail, the designated multi-use path within the park that connects to the 7-mile Zion Canyon Scenic Drive. The towering cliffs, brilliant May foliage, deep blue skies and morning breeze were an intoxicating combination. I wiped away tears of joy and gratitude.

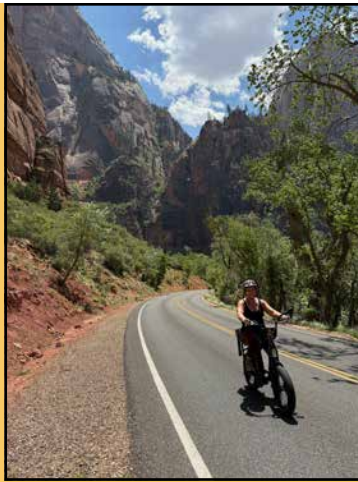
Experiencing Zion's spectacular and dramatic scenery from a bike is entirely different and vastly more rewarding than seeing it from inside the shuttle where you might be standing or not by a window. And once off the shuttle, all you can see is the area immediately surrounding one of the nine stops.

We biked up the scenic drive for our first hike. I'd targeted Scout Lookout because it takes you to the point just before the Angel's Landing permit area where people braver than me navigate the final scary ascent along the ridge. Brooke hiked Angel's Landing as a young teen but had no interest in doing it again. It was unseasonably hot, so the 2-mile ascent with 1,122 feet of elevation gain wiped me out. I begged my daughters to hike at their faster pace and let me slog behind, but they refused, saying they weren't in a hurry. Happy Mother's Day to me. The views at the top were worth the effort as were the pair of owls tucked into the foliage enroute.

After our descent, I was exhilarated to be back on my bike with a breeze in my face. We cycled at a slow pace to the end of the scenic drive. None of us wanted to hurry through the breathtaking scenery, and were too hot to tackle anymore hikes. During lunch at Zion Lodge, I suggested we behave like Gen Z's and catch up on our phones since we had cell service. It was fun to read our Mother's Day messages.

Even though it was late afternoon by then, the rental bikes weren't due till 7:30 pm so we decided to ride to Grafton Ghost Town and cemetery. I began questioning the wisdom of this since some of the ride was along the busy highway in and out of Springdale and some on washboard dirt roads. It was hot. Happily, the ghost town and cemetery felt worth the effort. We especially loved the ride back to Springdale facing towering cliffs and buttes.

My daughters peeled off to return



Our kids were raised in Utah, but this was my daughter Farrah Lamoreaux's first trip to Zion National Park. Photo by Gail Newbold

their bikes while I cycled alone to our lodging. Once in the parking lot, I sat by my car feeling physically spent, and utterly dusty, dirty and sweaty. But in the best way possible. We'd biked a total of 32 miles. I was incredibly happy and proud. And grateful---for my daughters, for the beautiful world I live in, and for my physical ability to do the ride---something I do not take for granted.

From Central Park to National Park

The day after our ride, I asked my daughters to share their perspectives on this first-ever experience. Were they nervous? Brooke, who has a Citi bike pass and lives in Brooklyn, said, "If I need to go any place within five or six miles I take a bike instead of the subway. Or I'll ride when I need a break and want to get out of the apartment. I'm on a bike about five days a week, so no, I was not at all nervous."

Farrah owns a bike in cycle-friendly Denver, but said, "It's had a flat for five or six years. I think the last time I rode it was during Covid with my son, and I tried to jump a curb and fell over and got all scraped up." She admitted to being a little nervous at first on the RAD e-bike. "There were a lot of people and other bikers on the initial trail and my bike was so heavy, I was afraid if someone did something erratic, I'd have to jerk to a stop and fall off my



From left: My daughters Farrah Lamoreaux, Brooke Newbold, and I. Photo courtesy Gail Newbold

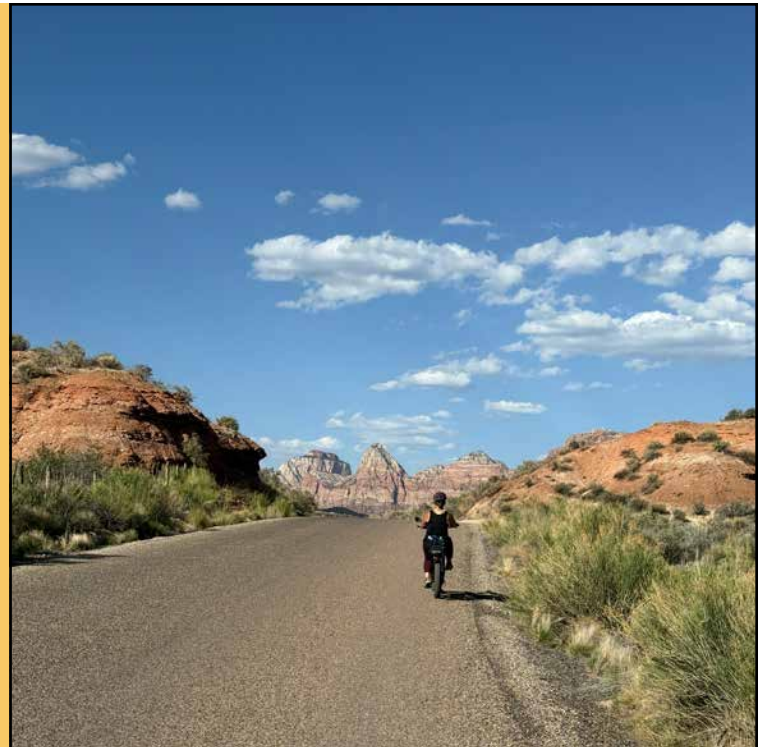
bike or lose my balance. I wanted to be far enough behind them so I could slow down easily. Once we were on the paved road, I felt more comfortable but I wanted to bike slowly to enjoy the scenery."

I expressed surprise that on our way back from Grafton, Farrah led the pack. "By then I just wanted to get back to our lodging as fast as possible and get off my bike," she laughed. "Also, the RAD cruisers were really comfortable but at some point your bottom starts to hurt."

What did they like most about the ride?

"I enjoyed being out in the open covering a lot of ground," said Brooke the city-biker. "And it was really nice to have a designated bike path and scenic road where you only had to worry about shuttles and an occasional car. It was a whole new way of seeing Zion. I've been here multiple times, but biking made it all fresh. And I hate the shuttles. I hate waiting in long lines. I hate being packed in with people standing. Last time I was here, the shuttles weren't air conditioned."

Farrah liked the feeling of being up close and personal with the scenery and having the freedom to hop on and off the bike at any point instead of being trapped on a shuttle. "Even though I grew up in Utah, I'd never been to Zion because I'm not very outdoorsy. I think sometimes when you grow up in a place, local sights feel sort of old hat and it's



We tacked on a ride to Grafton Ghost Town after a day of biking in Zion. The scenery headed back to Springdale and Zion was spectacular. Gail's daughter Farrah Lamoreaux on the bike. Photo by Gail Newbold

more interesting to explore further afield. I was really impressed with how dramatic the scenery was and very different from the mountains in Colorado. I was grateful for this trip because I probably never would have done it on my own. Now I want to bring my husband and kids back and it doesn't feel hard or scary."

If you go (and you should):

1. It's easy to rent e-bikes from one of the many shops in Springdale. My daughters paid about \$94 for an all-day rental at Zion Guru. The shops provide instruction, helmets and locks. I researched bike theft in the park, and the consensus was it's very low. Other rental shops in Springdale include: Zion Peddler (zionpeddler.com), EBikes Zion (ebikezionrental.com), Utah E-bike Adventures (utahebikeadventures.com), Zion Cycles (zioncycles.com), Greater Zion E-bike rentals (greaterzionebikes.com), Outta Here E-Bikes (outtahereebikes.com) and RideZion Adventures (does tours) (ridezion.com).

2. I'd read that no cars were allowed on the scenic drive from

March through November, so was surprised to see some. Evidently people staying at Zion Lodge are allowed to drive to the lodge, but no further.

3. The scenic drive is seven miles up and seven miles back.

4. Bikers are required to pull over and stop whenever a shuttle approaches.

5. The new shuttles are electric and air conditioned.

6. Biking is by far the best way to experience Zion for both cycling and hiking. It provides all the joy and none of the pain.

7. Bring your own food or eat at Zion Lodge.

- 8.. Refill your water bottles at several locations along Zion Canyon Scenic Drive: Zion Canyon Visitor Center, Zion Human History Museum, Zion Lodge, Temple of Sinawava shuttle stop (Riverside Walk/The Narrows), the Grotto and South Campground.

9. It probably goes without saying that the summer months from May through September can be very hot and crowded, so be prepared. Best times to go are March – early May and later September – November.



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ROAD RACING

Kids On Road Bikes in Bend, Oregon: the Horner Cycling Foundation

Ellie on the podium. Photo courtesy Horner Cycling Foundation



The kids and coaches of the Horner Cycling Foundation in Bend, Oregon. Photo by Caleb Kerr, Horner Cycling Foundation



One of the HCF girls. Photo courtesy Horner Cycling Foundation



Horner Cycling Foundation kids at the Cascade Cycling Classic. Photo courtesy Horner Cycling Foundation



Garrett on the podium. Photo courtesy Horner Cycling Foundation

By Dave Campbell

The Horner Cycling Foundation's Executive Director Molly Cogswell-Kelley is a veritable fixture on the Bend, Oregon cycling scene. An avid cyclist herself, she bursts with irrepressible energy, enthusiasm, creative ideas, and positive vibes. The playlists she crafts for local events are a point of personal pride and the stuff of legend among racers. Quite simply, if you ride or race bikes in Central Oregon, you almost certainly know Molly! At the end of 2022, she had finished eighteen years working for the Mount Bachelor Sports Education Foundation, including deep involvement with the Cascade Cycling Classic Stage Race and directing the Pole, Pedal, Paddle race and was looking for new opportunities.

Her friend Megan Horner (A former Under 23 National Road Champion and member of the Saturn Professional cycling team) called and asked her to come by her house because she had a proposition. Megan shared that her husband Chris's goal in his later life after retiring from professional cycling was to be watching a big international stage race and be able to say, "I coached that kid." "She asked me if I would help start a non-profit junior road cycling program where every-

thing is free for the kids," said Molly.

When Megan was a junior, she lived in Germany and was a member of the Dresden Sport Club where the majority of the expenses of the sport were either covered or offered at a significant discount to junior riders. Together they wanted to develop a similar model so there were no barriers to the sport of cycling. Molly notes "because even if you have a lot of money, it's incredibly expensive to be a cyclist because it's so gear intensive". That is how the Horner Cycling Foundation came to be.

According to Cogswell, they started the non-profit in 2023 and decided to put on local weekly criterium races throughout the summer to introduce the program to the community. By all accounts, the series was a success and Molly stated, "By having free kiddie crits with ice cream at the end of the races, we gained some fans!"

She continues "In the fall of 2023, we introduced the idea of having free family rides with Chris on Sunday mornings. Six kids showed up for those each week and they have been part of our core team ever since." Last year, the Foundation decided to put on the Cascade Cycling Classic Criterium since Molly had been very involved in the production of the event from 2006-2017. The Bend Summer Criterium Series could now

serve as a tool to get the young racers ready for the CCCC. Thousands of spectators turned out at Bend's iconic downtown venue that once hosted one of the biggest stage races in the nation. "Having the kids race on the big stage (the event also doubled at the Oregon Bicycle Racing Association's State Championship event) solidified their love for the sport" noted Molly.

She adds "Last winter, I made a big marketing push to schools that have more diversity and less financial resources, and it paid off. We now have a team of 26 kids who train with us once a week starting in April through the end of August. The cycling community here in Central Oregon has been very generous to donate equipment. Every junior has a bike from our Loaner Bike Library, a Castelli kit, Specialized team water bottles, and racing and training opportunities. The kids are loving the program. All of the coaches are volunteers and many of them have elite level racing experience."

This year's Cascade Cycling Classic Criterium is scheduled for June 14th beginning at noon and features a purse in excess of \$22,000. The summer Criterium series runs from June 28th through July 23rd. Both feature categories for every rider from tennis shoe-clad rookie through to weekend warriors, masters, and seasoned professionals but

especially emphasize a fun kids race and junior categories. All junior riders receive free entry and there is a \$500 stipend available to help teams of three junior riders or more attend the CCCC.

Chris Horner, a 2012 Olympian, seven-time finisher of the Tour de France, the only American to win the Tour Pays Basque, and the first American to win the Vuelta a España is a proud coach of the junior team. He also has the added enjoyment of coaching his son Wyatt. He and Molly teamed up to answer some questions about the HCF.

Q1. Chris, can you give us a little background on yourself and what are you up to now?

My wife and I were both pro cyclists. Myself primarily as part of the European peloton from 1996 through 2016 and my wife was a USA national champion and a part of the biggest team in the US (Saturn) for many years. I'm the oldest Grand Tour winner in the galaxy (Winning the Vuelta at age 42), I've gone top 10 at the Tour de France, and I'm a 2012 Olympian. I am currently busy with a YouTube channel that my oldest son Garrett, helps me produce.

Q2. What is the genesis of the foundation? Why did you start this project?

Chris: The Horner Cycling

Foundation was developed because Megan and I saw a need for more kids to be involved with road cycling. Our goal is to make the sport accessible, and to help grow a life-long love for cycling. We both came into the sport at a time where it was more affordable, especially with support from our local bike shops, where we both worked when we were kids. Between discounted equipment, help from older riders, and prize money, we were both able to become professional cyclists. That is a path that would be very difficult, if not impossible to follow these days. We want to provide a way for kids from all backgrounds to access the sport that might otherwise be too expensive. Additionally, our youngest, Wyatt, has always been obsessed with racing. He has held his own "races" in our front yard from the time he was on a strider. The program ensures there are races for him to do, as well as increasing the number of kids he has to ride with each week.

Q3. Bend, Oregon is known as a cycling hotbed. What does Bend bring to your family, to you as a cyclist, and to the foundation?

Chris: What we love about Bend is the ability to leave straight from your house and start climbing up into the Cascades; the quiet and beautiful training roads, as well as the road-users and atmosphere that all make it an excellent venue for cycling. And despite a lot of growth in recent years, it still has a small-town feel, where you commonly see friends and neighbors when you're out running errands or going for a ride.

Q4. What is the HCF all about?

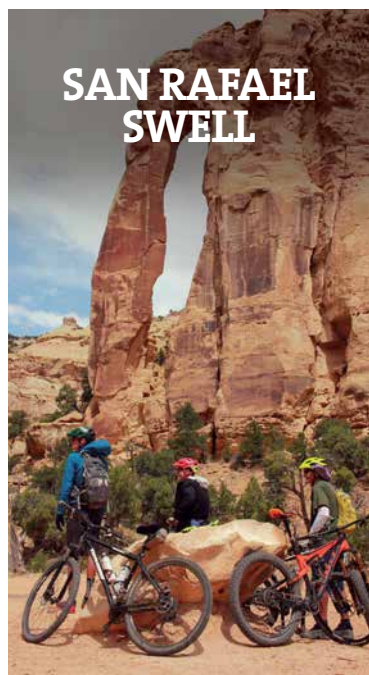
Chris: The first and foremost goal is to develop a love of road cycling for all ages, but especially for kids. After that we like to put on events that help build enthusiasm and awareness for the sport, as well as offer an opportunity for cyclists to explore the competitive side of road cycling.

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TECH**The Tool****By Fuzzy Nance**

The Tool had been overworked since day one. Years and years of daily abuse, fatigue and stress over time taking its toll, as he worked on undaunted. Literally thousands of bicycles and riders benefited from his touch.

He lived in my apron with a few other grizzled veterans, always on call and ready to go. The fatal

day was indistinguishable from any other, and gave no warning of the looming specter of death. The seemingly endless years of toil finally broke him, unceremoniously, and he fell to the shop floor, dead.

A life spent in service.

An example set that few can match.

Pedro is dead. Long Live Pedro.



Q5. What is your main role with the Foundation?

Chris: Our main role is to make the sport of cycling unintimidating and welcoming to all individuals, regardless of economic status, ethnicity, gender, or age. We want to show the positive impact the sport can have on people's lives such as life-long connections, friendships, and drive for achievements. Specifically, I am here to help wherever needed. That might be working on bikes from our "bike library" to get them ready to hand over to a new team member – or one that has outgrown their previous bike – as well as going on rides and passing on whatever information I can while still keeping it fun. For most of the young riders, I'm just Wyatt's dad.

Q6. Chris, tell us about your Executive Director Molly Cogswell. What is her role and what does she bring to the Foundation?

Chris: She is our one paid employee. In addition to running the Foundation, she is the CCCC race director and promoter. She brings an unmatched enthusiasm and warmth that makes everyone feel welcome. You'll never meet someone kinder and more loveable. She makes all of the goals of the HCF possible through her hard work, dedication, and ability to connect with other people like no one else can. In short, she is invaluable to the Foundation, and clearly is the one in charge of all we do.

Q7. Can I ask you both what your goals are for HCF?

Chris: Our main goal is to expand the sport of road cycling and develop a sustainable program that continues to support young riders for many years in the future.

Molly: I would like us to have more financial support either through donations, private foundations and/or grants. Having a communal space with an office and a place to store bikes and teach kids how to work on bikes would be great. It would also be great to continue to grow, since the more funding we have, the larger the program will get and the more kids we can bring in.

Q8. What are some of the chal-

lenges the Foundation has faced and challenges you anticipate as you move forward?

Chris: There is no lack of motivation and dedication within the foundation: from all the athletes, volunteers, coaches, and supporters. The biggest challenges are finding the time to increase the exposure of our mission, and along with that, financial support is always at the top of the list. We hope to continue to provide the experience of cycling to as many riders as possible in our community through events such as the Cascade Cycling Classic and the training races, which as you can imagine cost a bit.

Molly: Finding potential grants and donors that will allow our program to not only continue but to grow.

Q9. What are some of the success stories, high points, and simply favorite moments from HCF so far?

Chris: The high point is and always will be watching the kids develop their love for the bike and the comradery they develop with each other. As for a success story, we see that weekly, if not daily, every time the kids are on their bikes and smiling. We are also proud to bring a competitive road cycling scene back to Central Oregon. Having pros race around downtown Bend again last summer was a huge lift – it gave the kids in our program a view at what is possible if they keep working hard.

Molly: A highlight for me was when a young woman in our program seemed off and not excited about riding. We figured out that her bike was uncomfortable, and she didn't like having to take her hand off to shift. We were able to get her on a bike that worked better for her, and now she hasn't stopped smiling! She wants to ride all the time, and her confidence has skyrocketed! Another high point is just seeing all the kids that have never been on a road bike progressing each week on their skills. Smiles on the bike is what makes this all worthwhile.

Q10. What needs does the Foundation still have and what can people do to help?

Chris: First and foremost, our volunteers are the backbone of every-

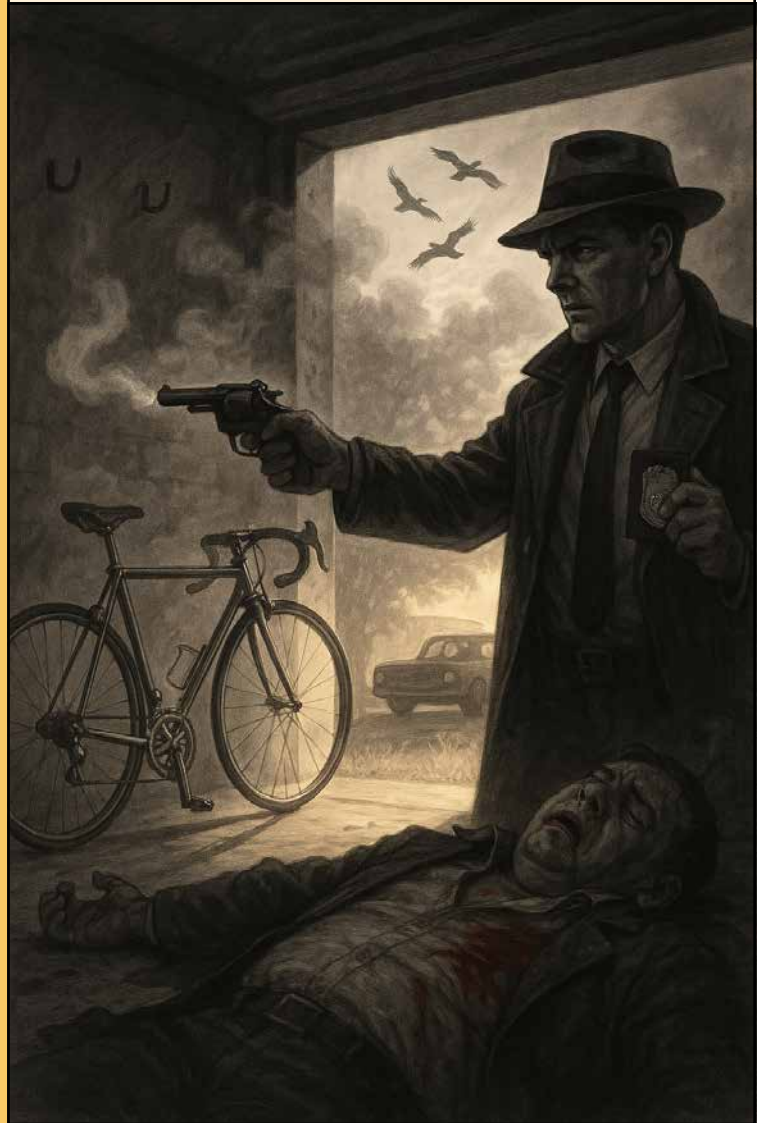
thing we want to achieve. Whether that be the amazing coaches, the race support staff at all of our events including the Cascade Cycling Classic, the Thrilla Cyclocross series that we do in the fall, and our training crits. We really appreciate and depend on those volunteering their time to spectate, race, or just be a part of our events in some way. Donations are always especially needed to continue the growth and reach of the Horner Cycling Foundation.

Molly: We are always looking for donated road bikes. Preferably XS or S adult bikes or actual kid's bikes with smaller wheels. We would love more cash and product sponsors for things like helmets, gloves, cycling shoes, tires and tubes, tools and repair kits, etc. Financial and production donations are hugely appreciated and will go directly to help support our young riders.

For more information or to volunteer or donate:

- <https://cascadecyclingclassic.com/>
- <https://hornercyclingfoundation.com/>

Dave Campbell was born and raised in Lander, Wyoming and now resides in Bend, Oregon. A retired High School Science and Health teacher, Dave won four Wyoming state cycling championships before moving to Oregon to attend the U of O in Eugene. While there, Dave was a collegiate All American and went on to win six Oregon State Cycling Championships as well as a Masters National Road Title on the Tandem. He started writing Trivia in 1992 for Oregon Cycling News and continued the column with the Northwest Bicycle Paper. Dave also writes cycling history at "Clips_and_Straps" on Instagram and announces at cycling events throughout Oregon

CYCLING POETRY**The Steel Frame Job: A Hardboiled Haikrostic****By Steven Sheffield**

Smoke-filled garage reeks—
Thieves ripped my prize from the wall.
Empty hooks mock me.

Vultures circle quick,
Eye my bespoke steel beauty.
Nightmare becomes real.

Low-life scum scatter
Each time I flash my badge 'round.
Everyone stays mute.

Screaming for answers,
Hot Campagnolo gears stripped,
Eaten by the streets.

Finally I break
Fat Tony's lying black heart.
In blood, truth spills out.

Ending with gun smoke,
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Dream machine rolls home.

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Deer Valley, UT 84060
(435) 658-0680
steinerksen.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

Trek Bicycle Heber City
84 S Main
Heber, UT 84032
(435) 654-2282
trekbikes.com/us/en_US/retail/heber_city

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

Vernal

Red Mountain Cycle
580 E. Main Street
Vernal, UT 84078
(435) 781-2595
redmountaincycle.com

Wasatch Front WEBER/BOX ELDER COUNTY

Eden/Huntsville/Mountain Green

Diamond Peak Mountain Sports
2429 N. Highway 158
Eden, UT 84310
(801) 745-0101
diamondpeak.biz

Ogden Area

Bountiful Bicycle
1108 S. Washington Blvd
Ogden, UT 84404
(801) 424-5300
bountifulbicycle.com

East Bench Composites

Utah Carbon Bike Repair

2374 Harrison Blvd.
Ogden, UT 84401
385-240-5265
eastbenchcomposites.com

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

Pronghorn Bicycles
475 Maddox Lane
Perry, UT 84302
435-230-3775
pronghornbicycles.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

DAVIS COUNTY

Biker's Edge
232 N. Main Street
Kaysville, UT 84037
(801) 544-5300
babikes.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

Pronghorn Bicycles
2432 West 1700 South
Syracuse, UT 84075
801-820-5934
pronghornbicycles.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/

Wild Yonder Cyclery
359 S Main St
Bountiful, UT 84010
385-666-9453
wildyondercyclery.com

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

Sun & Ski Sports
6262 South State Street
Murray, UT 84107
385-432-8037
sunandski.com/fashion-place

Salt Lake City

Archer's Bikes
490 E 1300 S
Salt Lake City, UT 84115
385-202-3424
archersbikes.com

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

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

Gear Rush - Online 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

Jibe Cycleworks
1388 South 300 West
Suite 700 at the Engine Block
Salt Lake City, UT 84115
385-481-0412
jibebike.com

Level Nine Sports
660 S 400 W
Salt Lake City, UT 84101
801-973-7350
levelninesports.com

REI
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
trekbikes.com/us/en_US/retail/salt_lake_city_downtown

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

Saturday Cycles
230 S 500 W.
Salt Lake City, UT 84101
(801) 935-4605
saturdaycycles.com

SLC Bicycle Collective
325 W 900 S
Salt Lake City, UT 84101
(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

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

Electrify Bike Co.
3961 W 9000 S, Suite H
West Jordan, UT 84088
801-997-0550
www.electrifybike.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) 576-8844
hangar15bicycles.com

Pedego South Jordan
651 W South Jordan PKWY
South Jordan, UT 84095
801-206-9202
pedegoelectricbikes.com/dealers/south-jordan

Hangar 15 Bicycles
11445 S. Redwood Rd
S. Jordan, UT 84095
(801) 790-9999
hangar15bicycles.com

Lake Town Bicycles
1403 W. 9000 S.
West Jordan, UT 84088
(801) 432-2995
laketownbicycles.net

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

Salt Cycles
2073 E. 9400 S.
Sandy, UT 84093
(801) 943-8502
saltcycles.com

UTAH COUNTY

Northern Utah County

Bike Brothers
374 W Ruger Dr
Saratoga Springs, UT 84045
801-687-8425
bikebrothersusa.com

Bike Peddler
3600 Ashton Blvd Suite A
Lehi, Utah 84043
801-756-5014
bikepeddlerutah.com

The Biketender
69 East Main Street, Unit C
American Fork, UT 84003
801-503-7872
facebook.com/eddybicyclebarn

Ari Bicycles
850 W. 200 S.
London, UT 84042
801-471-0440
aribikes.com

Hangar 15 Bicycles
1678 East SR-92
Highland/Lehi, UT 84043
(801) 901-6370
hangar15bicycles.com

Pando Outfitters
249 N University Ave
Provo, UT 84601
801-210-1835
pandorefitters.com

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

Trek Bicycle Store of American Fork
Meadows Shopping Center
356 N 750 W, #D-11
American Fork, UT 84003
(801) 763-1222
trekbikes.com/us/en_US/retail/american_fork

Utah Mountain Biking
169 W. Main St.
Lehi, UT 84043
801-653-2689
utahmountainbiking.com

Southern Utah County

Al's Cyclery / Al's Sporting Goods
643 East University Parkway
Orem, UT 84097
435-752-5151
als.com

Hangar 15 Bicycles
1756 S State Street
Orem, UT 84097
385-375-2133
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WESTERN STATES

CALENDAR OF EVENTS

Calendar Guidelines:

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

Submit your event to:

calendar@cyclimgutah.com with date, name of event, website, phone number and contact person and other appropriate information.

Let us know about any corrections to existing listings!

For the full year calendar, visit CyclingWest.com!

BMX

RAD Canyon BMX — South Jordan, UT, Indoor and outdoor BMX racing. Location: 5200 W. 9800 South, Practice Tuesday 6:30-8:30, Race Thursday, Registration, 6:00-7:00, Race at 7, May through September (practices starting in April with additional practices on Tuesdays through May), Dallas Edwards, 801-803-1900, radcanyonbmx@radcanyonbmx.com, bmx.com, radcanyonbmx.com

Deseret Peak BMX — Grantsville, UT, Outdoor Racing located on the SW corner of the Deseret Peak Complex. Racing every Monday and every other Wednesday, June through October. Registration 5-7pm, Danie Radford, 385-315-0349, Strider2rider@gmail.com, deseretpeakcomplex.com, usabmx.com, tracks/1518

Advocacy

Bike Utah — UT, Utah's Statewide Advocacy Group. They work on education and other bike related advocacy., Bike Utah, 406-498-9995, info@bikeutah.org, bikeutah.org

Salt Lake City Bicycle Advisory Committee — Salt Lake City, UT, Meetings are the 3rd Monday of the month from 5-7 pm in the SLC Transportation Division Conference room., Salt Lake City Transportation, 801-535-6630, bikeslc@slcgov.com, bikeslc.com

Salt Lake County Bicycle Advisory Committee — Salt Lake City, UT, The SLCBAC committee

works to improve cycling conditions in Salt Lake County and is an official committee. Meetings are the second Wednesday of each month from 5:30-7:30 pm and are held in Suite N-2800 of the Salt Lake County Government Center, 2001 S. State St., Salt Lake City, UT., Helen Peters, 385-468-4860, HPeters@slco.org, bicycle.slco.org

Trails Foundation of Northern Utah — Ogden, UT, Weber County's trails group. We are committed to the idea that a non-motorized network of public pathways significantly contribute to our community's economic vitality and quality of life., Eric Manning, 801-393-2304, tfnu@tfnu.org, tfnu.org

Mountain Trails Foundation — Park City, UT, Park City's Trails Group, Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, mountaintrails.org

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

Parley's Rails, Trails and Tunnels (PRATT) — Salt Lake City, UT, PRATT is a 501(c)(3) nonprofit organization, run by volunteers. The mission of the Parley's Rails, Trails and Tunnels (PRATT) Coalition is to assist city, county, state and federal agencies and other public and private partners in completing a multi-use trail along I-80 via Parley's Creek Corridor and the Sugar House Rail Spur to connect the Bonneville Shoreline Trail

with the Provo/Jordan River Parkway., Juan Arce-Larreta, 801-694-8925, parleystail@gmail.com, parleystail.org

Bike Provo — Provo, UT, Please join us every first Thursday of the month at 6 pm in the Provo Public Library (550 N University Ave) to help make Provo a more active transportation and transit friendly community., Bike Walk Provo, bikewalkprovo@gmail.com, bikewalkprovo.org

Trails Alliance of Southern Utah — St. George, UT, TASU, info@tasutah.org, tasutah.org

Southern Utah Bicycle Alliance — St. George, UT, Southern Utah's road advocacy group., Craig Shanklin, 435-674-1742, southernutahbicycle@gmail.com, southernutahbicyclealliance.org

WOBAC - Weber Ogden Bicycle Advisory Committee — Ogden, UT, Josh Jones, 801-629-8757, joshjones@ogdenccity.com

Idaho Bike Walk Alliance — Boise, ID, Idaho's Statewide bicycle advocacy organization, Cynthia Gibson, 208-345-1105, cynthia@idahowalkbike.org, idahowalkbike.org

Greater Arizona Bicycling Association — Tucson, AZ, Arizona's Statewide bicycle advocacy organization, Eric Post, president@bikegaba.org, bikegaba.org

Coalition of Arizona Bicyclists — Phoenix, AZ, Statewide bicycle advocacy organization, Bob Beane, 623-252-0931, cazbike@cazbike.org, cazbike.org

Wyoming Pathways — Wilson, WY, Statewide bicycle advocacy organization, Tim Young, 307-413-8464, wyopath.org

Bicycle Colorado — Denver, CO, Statewide bicycle advocacy organization, Dan Grunig, 303-417-1544, info@bicyclecolorado.org, bicyclecolorado.org

Bike Walk Montana — Helena, MT, Statewide bicycle advocacy organization, Taylor Lonsdale, bnbybike@gmail.com, Doug Haberman, 406-449-2787, info@bikewalkmontana.org, bikewalkmontana.org

Teton Valley Trails and Pathways (TVTAP) — Jackson, WY, Promotes trails and pathways in the Wyndaho area of Wyoming and Idaho., Dan Verbeten, 208-201-1622, dan@tvtap.org, tvtap.org, tetonbiketest.org

Bike Orem — Orem, UT, The Orem Bicycle Coalition exists to cultivate a more bicycle friendly community in Orem so that more residents will be able and excited to ride in our community. We do this by encouraging bicycle safety, accessibility, inclusivity, and infrastructure to the community and its residents. Come join us! Currently we are meeting on the second Wednesday of each month, from 5:30pm to 7:00pm at Mad Dog Cycles. The address is 350 North Orem Blvd, Orem, UT 84057, Randy Gibb, 801-222-9577, randy@maddogcycles.com, facebook.com/BikeOrem

Sweet Streets — Salt Lake City, UT, SLC based advocacy group that works for safer streets, Taylor Anderson, taylor@buildingsaltlake.com, sweetstreetslco.org

Cycling Salt Lake — Salt Lake City, UT, Advocates for better cycling of all types in Salt Lake City, County, and on the Wasatch Front. Reach out to join our email list serve., Dave Iltis, 801-574-3413, dave@cyclimgutah.com, cyclimgutah.com

Southern Nevada Mountain Bike Association (SNMBA) — NV, The SNMBA advocates for mountain biking across all of Southern Nevada., Allison Cormier, info@snmba.org, snmba.org

California Bicycle Coalition — CA, CalBike advocates for equitable, inclusive, and prosperous communities where bicycling helps to enable all Californians to lead healthy and joyful lives., Kevin Claxton, info@calbike.org, calbike.org

Bike East Bay — Oakland, CA, The East Bay's Bicycle Advocacy organization. They strive for Education, Advocacy, and Community Engagement, Bike East Bay, 5108457433, events@bikeeastbay.org, bikeeastbay.org

Walk Bike Berkeley — Berkeley, CA, Walk Bike Berkeley, info@walkbikeberkeley.org, walkbikeberkeley.org

Mountain Bike the Teton — Driggs, ID, Mountain Bike Trails Advocacy in the Teton, Chris Brule, 307-413-1998, 208-557-4332, info@mountainbiketetons.org, mountainbiketetons.org

Events, Swaps, Lectures

999 Ride — Salt Lake City, UT, Casual fun ride through the streets of Salt Lake City. Meet at 9 pm at 900 E and 900 S (999). The ride leaves about 10 pm. Every Thursday night., facebook.com/999ride



Become a member of the
League of American Bicyclists:
bikeleague.org/join

August 14, 2025 — Utah Bike Summit, Orem, UT, The Utah Bike Summit is the state bicycle conference! Summit attendees are directly involved in cycling, planning and development, tourism, outdoor recreation, local business and bike shops, corporate brands, and healthcare. Theme: Building Connections, Empowering Communities: Active Transportation as a Solution, Bike Utah, 406-498-9995, info@bikeutah.org, bikeutah.org/summit

August 23, 2025 — Bike Prom, Salt Lake City, UT, Don your fanciest prom duds or costume, grab a date (or group, or come solo) and join a thousand friendly riders on a slow ride around SLC streets. The bike ride starts at 6:30 PM at Liberty Park (corner of 500 East and 900 South) and will end at Woodbine Food Hall (545 West 700 S, Salt Lake City, UT 84101) where we'll dance and eat the night away! The riding route will make a brief stop at the Bicycle Collective's New Hub site at 900 South and 325 West. The bike ride is approximately 3.66 miles, Donna McAleer, 801-328-2453, info@bicyclecollective.org, bicyclecollective.org, bikeprom2024.eventbrite.com

August 23, 2025 — Tour de Fat, New Belgium Brewing's Tour de Fat, Fort Collins, CO, Tour de Fat, the greatest little show on earth, is a bonanza of bikes, beers and philanthropic fun. The Tour de Fat has raised more than \$5 million dollars for local bike non-profits since its inception. It's a celebration of great beer, good people, and humankind's most wonderful invention — the bicycle! Held at New Belgium Brewing, 500 Linden St, Paul Gruber, 888-622-4044, nbb@newbelgium.com, newbelgium.com/events/tour-de-fat

Gravel Races

and Rides

June 7, 2025 — The Dead Swede Gravel Grinder, Wyoming Gravel Grinder Series, Sheridan, WY, 40 or 100 miles, Sheridan Bicycle Company, 307-763-4481, sheridanbicycleco@hotmail.com, thedeadsuede.com

June 7, 2025 — Weiser River Trail Ride, Council, ID, Gravel bike ride of either 48 or 28 miles on the Weiser River Trail, a rail conversion trail. Shuttles from Cambridge or Council. Snacks and Lunch., Ron Hundahl, 208-566-1025, 208-253-4433, octobertrek@gmail.com, kotaho.com/annual-bike-ride-weiser-rivertrail.org

June 7, 2025 — The Dusty Bandita, Ovando, MT, 45 and 80 mile options, a women's gravel bike race built not only to expand our presence in a male-dominated sport of bike racing, but to inspire all women to go beyond their limits, physically and mentally; dig deep, climb the big climbs, and take the inside line; Breathe in the crisp Montana air and leave our cares behind. The distance options available are for the racer or adventurer alike. We want to instill the feeling of freedom and confidence while we ultimately broaden the field of women cyclists entering cycling events throughout the local area, state, and nation., Bri Lui, thedustybandita@gmail.com, thedustybandita.com

June 7-8, 2025 — Belgian Waffle Ride - British Columbia, Quad-Tripel Crown of Gravel, Duncan, BC, The Hell of the Great White North, Held at Providence Farm on Vancouver Island with accompanying BWR Unroad Cycling Festival will feature music, a massive beer garden, a variety of food options, and all sorts of family fun, Michael Marekx, 760-815-0927, mmx@monumentsofcycling.com, monumentsofcycling.com, belgianwaffleride.bike

June 14, 2025 — Lost and Found Gravel Grinder, Lost Sierra Triple Crown, Portola, CA, The perfect blend of pavement, dirt, and gravel roads over 35, 60, or 100 miles of epicly beautiful gravel riding in the Lost Sierra. Followed by live music, expo, beer, and awesome food with lots of good people. More than a ride, L&F is a whole weekend of Lost Sierra fun dedicated to raising funds for the Lost Sierra Route., Greg Williams, wllie@sierratrails.org, sierratrails.org, lostandfoundbikeride.com

June 14, 2025 — Dirty Dino Gravel Race, Utah Gravel Series, Vernal, UT, Come get Jurassic-kicked on 1 of the 3 amazing routes through the Uinta Mountains above Dinosaurland. Choose from 27, 67, or 102 mile routes. It's going to be RAWRsome!, Breanne Nalder-Harward, breaanne@utahgravelseries.com, utahgravelseries.com

June 14, 2025 — Pine Island Gravel Odyssey, Spearfish, South Dakota, 45, 70, 110, 210 mile gravel ride/race, Perry Jewett, 605-

641-4963, ridgeriders@blackhills.com, dakotaalive.com

June 14, 2025 — CHAFE 150 Gravel Grinder, Sandpoint, ID, The 75 and 55 mile gravel routes will be mostly along forest service roads of the Cabinet Mountains and gravel and paved back roads of Selle Valley, Sringa Cyclery, 208-610-9990, sringacyclery@gmail.com, Jane Huang, chafe150@outlook.com, chafe150.org

June 14, 2025 — Over the Hill Gravel Grinder, Horseshoe Bend, ID, 3 routes for all abilities. Each route offers challenging terrain and scenic views of the Payette River valley. The Warhorse route is 84 miles with just over 8,500 feet of climbing. The My Little Pony loop is about 43 miles with an elevation gain of 4,200 feet. The Hobby Horse route, which is 17 miles with 1,200 feet of climbing. All routes will be fully supported with aid stations at key locations along the way. The ride will be followed by a fun after-party at the Locking Horns Riverside Restaurant, Dave Fotsch, 208-331-9266, Dave.fotsch@gmail.com, bikereg.com/over-the-hill-gravel-grinder

June 20-21, 2025 — GRODEO & Builder Round-up, Ogden, UT, 7th Annual, the GRODEO and the Builder Round-Up create a two-day celebration of bicycles at ENVE HQ in Ogden, Utah. We'll combine the elegant bicycle designs of our handmade builder partners, and the adventure of gravel riding right outside our door. Total Distance: 92 miles, Gravel & Trails: 50 miles, Pavement: 42 miles, Feet of Climbing: 8,300 feet, Feed Zones: 4, ENVE, enve.com/grodeo/

June 21, 2025 — Beaver Dam Gravel Grinder, Beaver Dam State Park, NV, Ride the Rim and see the park from a different perspective. Pedal down an old chaining road that runs along the Park's rim and winds you through Pinyon and juniper trees. Through the small town of Barclay where lunch is served at the one room schoolhouse. The course then swings around back to the main park road and down into Campground B where we end the ride with a BBQ. The course is subject to change based on weather conditions, 35 and 45 mile options, Dawn Andone, 775-728-8101, cathedralgorge_vc@cturbonet.com, beaverdam-gravelgrinder.com

June 21, 2025 — Monument Valley Bike Race, Tour de Rez Cup, Monument Valley, UT, The 15-mile route travels along dirt roads and double track in the Gouldings and the Oljeto community. The route is entirely dirt road and includes some rolling terrain. The course will be among some beautiful rocks, with views of formations for which the area is well known., Tom Riggbach, 928-429-0345, chusokaman@yahoo.com, navajoyes@runsignup.com, Race/UT/MonumentValley/MonumentValleyBikeRace

June 22, 2025 — Big Horn Gravel, Gypsum, CO, Ramshorn Escape - 85 miles, 10K vert, Little Bighorn - 50 miles, 5.7K vert, Gravel Curious (e-bike friendly) - 20 miles, 2K vert, Jake Wells, info@bighorngravel.com, big-horngravel.com

June 25-29, 2025 — Oregon Trail Gravel Grinder, Sisters, OR, Ready to race the Oregon Trail? Do you want to test your limits and push yourself in the most challenging and beautiful scenery? 350 total miles ~ 30K total feet elevation gain., Chad Sperry, grinderinfo@breakawaypro.com, oregon-gravelgrinder.com

June 26-29, 2025 — SBT GRVL Gravel Grinder, Steamboat Springs, CO, 6:30 am on Yampa Street, Steamboat Springs, CO. Four distances: 37/64/104/142 miles with 2000/4000/6000/9000 feet of climbing, respectively. Mixed surface with the majority on hard packed gravel roads, Amy Charity, 970-215-4045, info@sbtrv.com, sbtrv.com

June 28, 2025 — Truckee Tahoe Gravel, Truckee, CA, Three days of activities with a competitive off-road bicycle race featuring the incredible dirt and gravel roads in the Tahoe National Forest, best suited for a gravel/cross bike or a hardtail MTB. 3 course options: 65.1 mi (Long), 58.1 mi (Medium) and 26.2 (Rollout - non timed) + Family Fun Route (15 mi). Benefits the Truckee-based non-profit Adventure Risk Challenge., Clemence Heymelot, 707-560-1122, info@bikemonkey.net, truckeedirtfondo.com

June 28, 2025 — Ruby Roubaix Gravel Fondo, Lamolille, NV, Gravel Fondo! See the Ruby Mountains as you've never seen them before during this one-day bicycle ride or race beginning and ending in scenic Lamolille, Nevada. Choice of a 22, 38, 62 or full 120.5 mile loop on pavement, gravel, and dirt roads. Ride or race the course!, Ruby Roubaix Event Director, 775-389-1862, info@rubyrubai.com, rubyrubai.com

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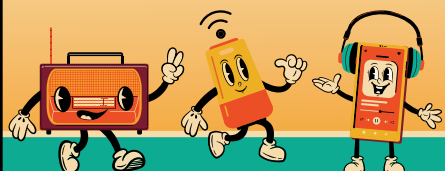
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A GOURMET DELI

June 28, 2025 — Monarch Grind Gravel Grinder, Idaho Panhandle Gravel Series, Sandpoint, ID, One route: 70 miles and 8000 ft climbing, 98% USFS gravel roads and double track. Epic mountain and lake vistas., Syringa Cyclery , 208-610-9990, syringacyclery@gmail.com, syringacyclery.com

June 28-29, 2025 — Belgian Waffle Ride - Montana, Quad-Tripel Crown of Gravel, Bozeman, MT, Participants can look forward to an unparalleled experience featuring Bozeman's stunning backcountry riding and vibrant outdoor culture., Michael Marckx, 760-815-0927, mmx@MonumentsOfCycling.com, belgianwaffleride.bike

July 5, 2025 — Teton Valley Backyard Rally, JayP's Backyard Series, Victor, ID, With 25, 60, and 100 mile routes as well as a kids kick bike race, there is something for everyone. The 25-mile route is e-bike friendly, Jay Petervary, 307-413-2248, jaypetervary@gmail.com, tetonvalleygravel.com

July 12, 2025 — Crusher in the Tushar, Life Time Grand Prix, Beaver, UT, 70 grueling miles exploring Southern Utah's Tushar Mountains on a mix of dirt, gravel, and asphalt. Features 10,000+ of climbing traversing Utah's highest and most scenic roads. Join us for the original mixed-surface gravel and road classic!, Treva Worrel, crusher@tevents.zendesk.com, tusharcrusher.com

July 12, 2025 — Lyons-Heart Gravel Classic, Mandan, ND, For those seeking a challenging and scenic cycling adventure, the Lyons-Heart Gravel Classic is the ultimate test. Choose from different distance options, including a challenging century (100 miles) for the experienced riders. This event takes you through the stunning landscapes of the Lyon's Den, conquering hills that will have you questioning why they say North Dakota is flat and pushing your limits. It's an excellent opportunity to set ambitious goals, challenge yourself, and experience the satisfaction of overcoming obstacles. Competing for a \$7000 prize purse might help keep the off-season motivation going as well, Melissa Marquardt, 701-221-9833, melissa@701cycleandsport.com, 701cycleandsport.com

July 13, 2025 — Butte County Gravel Grind, Chico, CA, Join us for an epic ride through the forests of the Colby Mountain Recreation Area! Kicking off from Butte Meadows, this fundraiser race supports our Colby Mountain Project to build an additional 40 miles of trails in the area., Chico Velo , 530-343-8356, info@chicovelo.org, www.chicovelo.org/buttecountyrgravelgrind.html

July 18-20, 2025 — FoCo Fondo, Fort Collins, CO, Whether you're into racing bikes or all day bike parties in the open range of Colorado FoCo Fondo is your adventure. 12-mile to 118-mile options., Whitney Allison, whitney@bikesportsco.com, focofondo.com

July 19, 2025 — The Rift Gravel Race Iceland, Hvolsvöllur, Iceland, The Rift is a 200 km (125 miles) off-road bike race through the dark lava fields in the highlands of Iceland. It traverses the continental rift between North America and Eurasia - a rift that grows one inch every year. The growth is evident with vast lava fields all around creating a surreal landscape. A landscape that is remote, rugged and unpredictable!, The Rift , 011-354-626-3332, info@therift.bike, therift.bike

July 19, 2025 — MCBC Dirt Fondo, Sausalito, CA, 45-mile journey from the Golden Gate to Mt. Tam and back. There is amazing scenery along the whole route and a good mix of trails, fire roads, and tarmac! Friendly faces will greet you at 4 rest stops on the way out as well as on the return and world-class support on course, including marshals, mechanics and SAG, Tom Boss, 415-456 3469, info@marinbike.org, marinbike.org

July 19, 2025 — Cowboy Crusher Gravel Grinder, Glenrock, WY, Cowboy Crusher Gravel Grinder, Glenrock, WY, Nested at the base of the Rocky Mountains. Cowboy Crusher routes cover mixed surfaces with anything from champagne gravel to whiskey wielding roads and two-track. Four distances capture the spirit of this grass-roots gravel event, 121/75/40/17 miles and 9,000+/6,500/3,200/ 1,000 feet of elevation gain., Tia Leschin, 307-235-6353, 406-930-2311, cowboycrusher@yahoo.com, cowboycrusher.com

July 27, 2025 — The Last Best Ride Gravel, Whitefish, MT, 5th Annual. Big Horn Sheep Long Course 92 miles, 8,000 feet climbing. Mountain Goat Short Course 48 miles, 4,800 feet climbing. Both courses offer stunning views, pristine Montana gravel, and an awesome finish line party in downtown Whitefish., Shaun Radley, 406-219-1318, montanacyclocross@gmail.com, Jessica Cerra, 619-573-5176, ridewhitefish@gmail.com, thelastbestride.mt

August 1-3, 2025 — Tour de Big Bear Gravel, Big Bear Lake, CA, Experience the ultimate summer escape at Tour de Big Bear, a weekend-long festival celebrating bikes, community, and the outdoors. Take on the gravel events: the 25-mile Dirty Cub or the 50-mile Dirty Bear, and enjoy some epic mixed-terrain fun set against the gorgeous Big Bear Lake backdrop. Once you've hit the finish line, sit back and soak up the lively festival vibes with Bikes x Brews Fest, live jams, tasty eats, kid-friendly activities, free fun rides, and more!, Chris Barnes, 951-970-7720, 909-878-0707, bigbearcycling@gmail.com, tourdebigbear.com

August 2, 2025 — Crooked Gravel, Winter Park, CO, Want to ride the high alpine gravel of Grand County? Check out Crooked Gravel in Winter Park. Choose between two separate courses, a 30 mile or a 67 mile ride, that tackle over 5,000 vertical feet on long and winding climbs, earning wide-open descents under the Colorado sky. New in 2022: The 67-mile long course will be a timed segment with a \$5,000 cash purse up for grabs, Reid Delman, 303-249-1112, reid.delman@geminiadventures.com, Kyla Claudell, 303-249-1112, kyla@geminiadventures.com, theridecollective.com

August 2, 2025 — Wasatch All-Road Bicycle Race, Francis, UT, Featuring the toughest climb in gravel: the Wasatch Wall! The new courses take you through private dirt roads of Wolf Creek Ranch. Choose from 100, 58, and 31 mile courses (the mini yeti bypasses the wall, phew!), Breanne Nalder-Harward, breanne@utahgravelseries.com, utahgravelseries.com

August 2, 2025 — Bear Howard Gravel Race, Flagstaff, AZ, 100 mile, 60 mile, and 30 mile Gravel Ride, prime gravel riding in the shadow of the "Peaks" of N. Arizona. Consider

it a tour of Flagstaff, taking in views of Kendrick, Sitgreaves and of course the San Francisco Peaks. With 6,000 ft of elevation gain, this is no walk in the park., Dustin Phillips, sablemind1@gmail.com, sableevents.com

August 3, 2025 — Stagecoach Gravel Tri, Steamboat Springs, CO, 0.5 mile swim, 16 mile gravel ride, 4 mile gravel run. Can substitute a SUP leg instead of the swim. Also Gravel Aquabike, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.co

August 3, 2025 — Get Lost Gravel, Hamilton, MT, Features two stunning gravel loops through the breathtaking Bitterroot Mountains, each offering its own unique challenges. Riders will have the chance to push their limits, all while enjoying the spectacular views of the valley., Shaun Radley, 406-219-1318, montanacyclocross@gmail.com, <https://www.bikesignup.com/Race/MT/Hamilton/GetLostGravel>

August 16, 2025 — Aether's Traverse Gravel Grinder, Idaho Panhandle Gravel Series, Sandpoint, ID, One route: 35 miles and 6,300 ft of climbing. 98% gravel roads and double track climbing up the scenic backside of Schweitzer Mountain., Syringa Cyclery , 208-610-9990, syringacyclery@gmail.com, syringacyclery.com

August 20-23, 2025 — Garmin Gravel Worlds, Lincoln, NE, Self-Supported, Grassroots Style Gravel Race, 50K, 75 mile, 150 mile, 300-mile options. New Run Options of 50k, 25k, or 10k. Options for Double doing run and bike events., Gravel Worlds Info, info@gravel-worlds.com, Jason Strohhenn, jason@gravel-worlds.com, gravel-worlds.com

August 24-24, 2025 — Garmin Gravel Worlds Duathlon & Triathlon, Lincoln, NE, Gravel Worlds Triathlon & Duathlon will be held on August 24, 2025, at the stunning Branched Oak Lake in Raymond, NE, just outside Lincoln. This event will be part of the Gravel Worlds Weekend and is the official USAT Gravel Triathlon and Duathlon National Championship for 2025 and 2026!, Gravel Worlds Info, info@gravel-worlds.com, Jason Strohhenn, jason@gravel-worlds.com, gravel-worlds.com

August 25-September 7, 2025 — Big Sky Spectaculaire Gravel Race, Bozeman, MT, A 900+/- mile single-stage, mixed surface, self-supported competitive adventure bike ride around Southwest and Central Montana. Start and finish in Bozeman, MT. 450 miles of gravel and 2-track in 22 segments. Plenty of services along the route. Over 25 hours of time bonuses available., Big Sky Spectaculaire , bssheadquarters@gmail.com, bigskyspectaculaire.com

August 28-31, 2025 — Rebecca's Private Idaho Gravel Grinder and Festival, Ketchum, ID, Lifestyle, mountain bike and outdoor festival over Labor Day Weekend. The cornerstone of the two-day event is a 100-mile Gravel Grinder (or 50-mile option) mountain bike race & ride in the scenic Pioneer Mountains of Central Idaho, with renown mountain bike champion and endurance athlete Rebecca Rusch. The weekend activities are centered around giving back to non-profit organizations that foster diversity, equity, and inclusion in cycling. Join the Queen of Pain on this beautiful route that ends in a great down-home party with food, festivities, music, and libations., Rebecca Rusch, 254-541-9661, rpl@rebeccarusch.com, Clemence Heymelot, 707-560-1122, info@bikemonkey.net, rebeccasprivateidaho.com

August 31, 2025 — Fistful of Dirt Gravel Grinder, Cody, WY, A gravel bike race of grand proportions. With the Good (22 Miles), The Bad (65 Miles), or The Ugly (105 Miles), there will be a distance fit for everyone. Free gourmet burgers and beer on Friday for participants during packet pick-up. The race is Saturday followed by a dang good after-party featuring food trucks and live music., Janie Curtis, 307-213-0756, howdy@fistfulofdirt.com, fistfulofdirt.com

September 6, 2025 — Morganzo 55 Gravel Grinder, Belgrade, MT, Gravel grinder, 55 miles, unsupported. Start time: 8am. Location: corner of Dry Creek Rd & Theisen Rd just north of Belgrade, MT. Kirk Ahlberg, info@morganzo55.com, montanacycling.net, morganzo55.com

September 6, 2025 — Gunni Grinder, Gunnison, CO, An epic 118 mile race/ride starting in and finishing near downtown Gunnison, CO and follows some of Gunnison County's most challenging, remote and scenic gravel and dirt roads. If you don't have the miles but still want a challenge, The Gunni 60 (ish) and Gunni 30 will give riders a taste of what gravel riding in Gunnison County is all about. Although some paved roads are necessary, the vast majority (about 90%) of the course will be on gravel and dirt roads. Some of these roads receive little to no maintenance and can change drastically after heavy rains and/or snowfall. Riders are encouraged to be fully prepared for any and all conditions. The route is remote and therefore, will include signage to help prevent riders from getting off course. Joel Grimmatt, 512-751-8940, Joel@racerevolutions.com, thegunnigrinder.com

September 6-7, 2025 — The Crippler, Cañon City, CO, 65 Miles, 5000 Feet of Climbing, a Colorado-style gravel road race that will provide amazing scenery with panoramic views while simultaneously pushing your limits for climbing and descent., Adam

Spahr, 619-780-1138, info@omnigravel.com, thecriplier.bike

September 6, 2025 — Big Horn Road, Gypsum, CO, Stone Sheep - 80 miles, 5K vert, Dail Sheep (e-bike friendly) - 31 miles, 1.6K vert, Jake Wells, info@bighorngravel.com, big-horngravel.com

September 6 — Lassen Gravel Adventure Ride, Susanville, CA, Features a variety of surfaces, including smooth gravel and technical 2-track roads. The route includes climbs, flat sections, and descents. Riders will pass through pine forests, mountain meadows, and follow the Susan River, going through two historic train tunnels on the Bizz Johnson Trail. The long course passes near two high-altitude lakes. There are three course options for different skill levels and several rest stops. The ride is 97% gravel and is not a race, Bizz , 530-310-5013, bizzrunningcompany.com, lassengraveladventureride/

September 7, 2025 — Ride the Cog, Hayden, CO, fundraiser for the Hayden Museum, Hayden Museum , 970-276-4380, haydenmuseum@zirkel.us, ridethecog.com

September 7, 2025 — Dirty Buff Buffalo Bicycle Classic, Boulder, CO, The Elevations Credit Union Buffalo Bicycle Classic is a scholarship fundraiser for CU Boulder. We have 5 road courses, 2 gravel courses and a family ride. Our Epic routes head up Boulder Canyon which is closed to traffic. Ride Bikes. Change Lives. Jenny Anderson, 303-898-8900, bbc@colorado.edu, buffalobicycleclassic.com

September 12-14, 2025 — Mammoth Tuff (Gravel), Mammoth Lakes, CA, The short course is around 45 miles with 2,000 feet of climbing and will circle the famous caldera. The long course is around 100 miles with 8,000 feet of elevation gain and travels through the Volcanic Tableland formed by the Long Valley Caldera., Amanda Naumann, mammothtuff@gmail.com, mammothtuff.com

September 13-14, 2025 — Mountains to Meadows, Lost Sierra Triple Crown, Mt. Shasta, CA, The perfect blend of enduro. Grinduro Saturday with four timed stages on a mix of dirt road and singletrack over the course of 55 miles and over 8,000 feet of gain. Followed by a Sunday MTB/eDuro with up to 5 timed stages, all on beautiful and flowy Lost Sierra singletrack. On site camping and live music make for a one of a kind enduro festival., Greg Williams, willie@sierratrails.org, Sierra Trails , info@sierratrails.org, grinduro.org

September 13, 2025 — WYO 131 Gravel Grinder, Wyoming Gravel Grinder Series, Lander, WY, Step back into the Wild West and immerse yourself in the high desert, historic mining towns, and breath-taking views at Wyoming's premier gravel ride. This is the ultimate bucket-list gravel ride. This rugged ride is well known for its 5 STAR gravel in the most remote and least densely populated regions of the West. The 131 mile distance is one of the toughest gravel races in the U.S. with over 10,000 feet of climbing, minimal support and podium prize money! Two other distances, a 40-mile and 80-mile course, offer riders a shorter and equally gorgeous gravel experience., Gwen Robson, 307-330-3002, wyo131gravel@gmail.com, wyo131.com

September 13, 2025 — Salida 76, Salida, CO, 76 miles or km of spectacular backcountry gravel, with views, friendly competition, 3 stocked aid stations, full support, and finisher party, Jennifer Barbour, 303-503-4616, jen@shiftevents.org, Kim Nordquist, 303-249-6168, kimnordquist@msn.com, Caprice Bass, 303-720-4509, caprice@teamevergreen.org, salida76.com, shiftevents.org

September 13, 2025 — Pinewood Showdown, Show Low, AZ, Held at scenic Winderness Ranch, 25, 50, or 100 mile routes, Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, zia-rides.com

Mountain Bike Tours and Festivals

Lizard Head Bike Tours — Various, UT, CO, and More, Multiple dates - Texas, Utah, Canada, Colorado, Oregon, New Mexico, Montana, and tons of other locations! Road, MTB, Gravel Tours, John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, Lauren Lasky, 508-561-7580, lauren@lizardheadcycling.com, lizardheadcyclingguides.com

BetterRide MTB Camp — Various, AZ, UT, TX, CA, CO, NV, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiency with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene and Ilse Hamilton, 970-261-1869, 435 260 7696, admin@betterride.net, betterride.net

June 7, 2025 — RAT Race, Ridgway, CO, Benefits Colorado Plateau Mountain Bike Trail Association. 26 miles of singletrack, Tisha McCombs, 970-244-8877, coordinator@cop-moba.org, copmoba.org, ratrace

June 20-24, 2025 — Granite Ridge Girls Mountain Bike Camps, Cheyenne, WY, Curt Gowdy State Park. 2 1/2 day girls camp, 4 1/2 day coed camp June 12-16, ages 12-18. Riding skills and education sessions., Richard Vincent, 307-760-1917, 307-777-6478, rv@gmail.com, wyoitbcamps.org

June 27-28, 2025 — Boise Mountain Bike Festival, Boise, ID, Held at Eagle Bike Park and Bogus Basin Resort, Group rides (XC, Trail, DH, Gravel); Meet and greet local bike shops and learn about their weekly rides and community involvement; Skill Demonstrations: Watch the pros along with QandA; Coaching: Day-of sign up for small group coaching sessions; Whip-Off Jam Big Air by pro riders; Raw Slalom Challenge; Fundraiser/Raffle: Bike giveaway, swag giveaway. Over 13k in giveaways; Food and Beer vendors; Be active in the Boise mountain bike community., Boise MTB Festival , boisemtnbikefestival@gmail.com, boisemtnbikefestival.com

July 12, 2025 — Watermelon Beat Down, New Mexico Endurance Series, Cedar Crest, NM, Unsupported epic mtb ride, nm-es.weebly.com

August 15-17, 2025 — Jurassic Classic Mountain Bike Festival, Lander, WY, Mountain bike Festival in Lander, WY . Demos, shuttles,

clinics, group rides, parties, live music, film fest, beer, food trucks, and raffest! All skill levels welcome., Gwen Robson, 307-330-3002, fremontareagroadtour@gmail.com, Ami McAlpin, 970-394-4423, landercycling@gmail.com, Mike Dicken, 307-332-2926, jurassicclassicfest@gmail.com, jurassicclassicfest.com, landercycling.org

September 6, 2025 — Santa Fe Big Friggin Loop, New Mexico Endurance Series, Santa Fe, NM, Classic trails, a handful of new trails, less roads (paved or otherwise), less hike-a-bike, and generally less tedium. It will also be FULLY SELF-SUPPORTED! Bring your favorite method of water treatment, as there will not be a water drop this year., nm-es.weebly.com, santa-fe-big-friggin-loop.html

September 14, 2025 — Banana Belt Mountain Bike Race, Salida, CO, This classic race leads racers south out of town up a 3,000ft climb to the Rainbow trail, across the front of Methodist Mountain and back down to town., Jon Terbush, 860-466-0910, [!\[\]\(eee66efdca340f8792c429381926ceec_img.jpg\)

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Utah Weekly MTB

Race Series

April 16-July 30, 2025 — Weekly Race Series. WRS, Sundance, Wasatch County, UT, Wednesday nights, April-August. Venue alternates between Wasatch County sites and Sundance, 5:30 pm Racer check-in and 6:30 pm prompt start time. Pros/Experts 1hr race time, Sports 50mins, Beginners 30-40mins., WRS Races, 435.565.4602(Wasatch), 801-223-4849 (Sundance), races@weeklyrace-series.com, weeklyraceseries.com

May 20-August 13, 2025 — Mid-Week Mountain Bike Race Series. Wasatch Front, Wasatch Back, Salt Lake Valley, Utah Valley, UT, Tuesday, Wednesday, and Thursday nights. Locations TBD. Fun, competitive mountain bike racing for all ages and abilities. XC races and Mini Enduro races, Bike Utah, 406-498-9995, info@bikeutah.org, mid-weekmtb.com

Regional Weekly

MTB Race Series

May 28-June 18, 2025 — Session Series Weekly Enduro Series. Floyd Hill, CO, A weeknight enduro series, riders check their better judgment at the start for a timed downhill at three front-range trail systems: May 28—Floyd Hill, June 5—Maryland Mtn, and June 18—Virginia Canyon, Jennifer Barbour, 303-503-4616, jen@shifttvents.org, Caprice Bass, 303-720-4509, caprice@teamevergreen.org, shifttvents.org, sessionseries.org

May 28-July 16, 2025 — Sturgis Music On Main Mountain Bike Series. Sturgis, SD, Experience the warm summer evenings out on the local bike trails by participating in the 7th Annual Music on Main Mountain Bike Race Series each Wednesday evening starting at 6:00 PM at Harley Davidson Rally Point, no entry fee, Joe Etzkorn, 605-720-4046, xtramedia-otabicycles@outlook.com, officialsturgisevents.com/event/mountain-bike-race-series

June 11-July 16, 2025 — Missoula MTB League. Missoula, MT, Various courses. May 8, 15, 22, 29 June 5, 12, 19, 26, 2024, Eight weeks of mountain biking in the evenings. Free mountain bike race series. Fun divisions for all abilities. Top 3 pick from the prize table. Relaxed and fun. Potluck post race., Shaun Radley, 406-219-1318, montanacyclocross@gmail.com, montanacyclocross.com/events/

Utah Mountain

Bike Racing

June 7, 2025 — Fast Times at Richfield ICUP. Intermountain Cup, Richfield, UT, Check back for complete details., Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, intermountaincup.com

June 21, 2025 — Wasatch 50. Intermountain Cup Endurance Series, Soldier Hollow, UT, endurance cross country mtb race, Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, intermountaincup.com

June 27-29, 2025 — Soho Bike Fest. USA Cycling Pro XCT, Heber, UT, Cross Country and SIXC races. Part of the Pro Cross-Country Tour. UCI sanctioned too. Come out and watch the top pros or race your race., Soldier Hollow, sobobikefest@gmail.com, sobobikefest.com

July 12, 2025 — Battle at SoHo ICUP. Intermountain Cup, Midway, UT, Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, intermountaincup.com

July 19-20, 2025 — Big Mountain Enduro. Big Mountain Enduro Series, Brian Head, UT, BME Stop #5: Reversed for its incredible gravity fed descents, technical single track, and access to hundreds of miles of scenic back country trails beyond the resort boundaries, Brian Head's lift served terrain is accessible to beginner through advanced level riders, Robert Herber, robert@bigmountainenduro.com, bigmountainenduro.com

July 26, 2025 — Eden Epic. Eden, UT, On the trails above beautiful Ogden Valley, the Eden Epic is a truly "epic" mountain bike adventure. With a focus more on the adventure than the finishing times, this is an epic adventure that has a place for those looking to push themselves., Clay Christensen, 801-234-0399, info@enduranceutah.com, edenepic.com

July 26, 2025 — Odyssey at Brian Head Endurance. Intermountain Cup Endurance Series, Brian Head, UT, The Odyssey takes what was the idea of the Brian Head Epic and twists it into a crazy hard day that will have you giggling on the flowy descents and cursing on the climbs. It will challenge you both technically, physically and mentally. It's 47 miles with 6900 feet of elevation gain incorporating the ripper descents of Dark Hollow and Bunker Creek, the rugged Lower Ponds trail and plenty of climbing in between all above 8500 feet. It will most likely be one of the most challenging and most fun days you've ever had., Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, intermountaincup.com

August 1-2, 2025 — Abajo (Blue Mountain) Enduro. Monticello, UT, Two day, three stage race in the Abajo Mountains by Monticello Utah. Stage 1 starts Friday afternoon. A shuttle will be provided from the end of each stage to the start of the following course or to the parking area for the stage., Dustin Randall, 435-590-2741, info@roamutah.com, roamutah.com/abajoenduro

August 9, 2025 — The Rage at Snowbird ICUP. Intermountain Cup, Snowbird, UT, XC race. Snowbird has done a great job with some new trails and creating trails for real MTB racing with a great mix of fast flowy single track, service roads, and a few short technical sections to keep you on your toes. 5-25 miles, 570' elevation gain per lap. Beginning just above the Tram Plaza at Snowbird Center on the dirt road, this 5.1 mile course offers up approximately 570ft of climbing per lap., Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, intermountaincup.com

August 10, 2025 — Flyin' Brian Downhill. Go-Ride Gravity Series, Brian Head, UT, Ron Lindley, 801-375-3231, info@utahdh.org, go-ride.com, utahdh.org

August 30, 2025 — Park City Point 2 Point. Park City, UT, A true point 2 point race! Thanks to the plethora of trails in this area, the race is never on the same trail twice. Over 90% of the race is single-track. 75 miles & 12,000ft of climbing., Jay Burke, 801-330-3214, race-point2point@gmail.com, thepcpp.com

September 7, 2025 — Tour des Suds. Park City, UT, Presented by Level Crossing Brewery, this is a 7-mile mountain bike climb starting at City Park. Go hard and treat it like a legit mtb race (yes, there are awards) or a crazy costume party on bikes. Either way, it's 2,700 of vert straight up to the finish line at the top of Guardsman Pass. No e-bikes please., Ginger Wicks, 435-640-1168, ginger@mountaintrails.org, mountaintrails.org

Regional Mountain

Bike Racing

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

CA and Beyond

June 7, 2025 — Salida Big Friggin Loop. Colorado Endurance Series, Salida, CO, This self-supported endurance ride is mixed with gravel and singletrack. There will be the base loop and long loop to chose from with the long loop passing through the ghost town of Futurity with a brief hike-a-bike., coloradoes.wordpress.com/swes-event-list/sbfl

June 7, 2025 — Spring Valley Scramble. Aspen, CO, Come race the best new MTB course in the Roaring Fork Valley. See why this has become the Colorado High School League's State MTB Course. All are invited to race from Strider to Ellie, and everything in between!, Kristen Heath, 970-618-3309, info@aspencyclingclub.org, aspencyclingclub.org

June 12-15, 2025 — Leadville Training Camp. Leadville Race Series, Leadville, CO, Ride with past champions and experience every inch of the LT 100 MTB course in Leadville. A question and answer session will offer insight into proper training, diet and race strategy. Camp riders will get tons of camp swag, great food and amazing, unforgettable experience., Tamara Jenlink, 719-219-9364, Tjenlink@t.life, leadvillraceeseries.com

June 14, 2025 — The Bailey Hundo. Buffalo Creek, CO, 10th year for the race. The HUNDO is 100 miles with 10,000 vertical feet, the HUNDIO is 50 miles with 6,000 vertical feet, in the Buffalo Creek trail system - permitted by the USFS., Jennifer Barbour, 303-503-4616, jen@shifttvents.org, Caprice Bass, 303-720-4509, caprice@teamevergreen.org, baileyhundo.org

June 14-15, 2025 — Big Mountain Enduro. Big Mountain Enduro Series, Sunrise Park, AZ, BME Stop #3:, Robert Herber, robert@bigmountainenduro.com, bigmountainenduro.com

June 14, 2025 — Otter Creek MTB Race. Harmon Lake, ND, The 10th year of the Otter Creek MTB Race is coming at you, will you be there? This race provides a distance and experience for everyone as it follows the contours of the beautiful Harmon Lake. The trail provides everything from canopy covered technical to wide-open, fast and flowy, singletrack. We will be capping the race at 200 participants for 2024, so get registered early! Set a goal, challenge your friends and family, and compete for more than \$4200 in cash prizes., Melissa Marquardt, 701-221-9833, melissa@701cycleandsport.com, 701cycleandsport.com

June 14, 2025 — Hill Climb Double Up. XC Mountain Bike Race Series, Winter Park, CO, XC race. There is a category for everyone from junior riders to professional racers - even first time racers., Jen Miller, 970-726-1570, jmiller@winterparkresort.com, winterparkresort.com/things-to-do/competition-center/summer-programs/winter-park-classics-bike-race-series

June 18, 2025 — Mid Week Melee. Morrison, CO, Three distances to choose from including: the Elite Mini Course (1.9 miles), Short Course (4.3 miles), and Long Course (4.8 miles), Dave Muscianisi, 303-817-6523, events@ratlerracing.com, ratlerracing.com

June 20-22, 2025 — NW Cup Downhill Series (Tamarack). Northwest Cup Downhill Series, Tamarack, ID, Downhill race. Held at Tamarack Bike Park. Friday will be open practice. Saturday will be split practice by category. Pro/JuniorX seeding Saturday evening. Sunday racing all categories, PRO GRT too, Scott Tucker, 360-797-4288, scott@nwcup.com, nwcup.com

June 21, 2025 — 9 to 5. Knobby Tire Series, McCall, ID, High speed rolling double-track. Tight, technical sagebrush single-track, water crossings, quick steep drops, nasty little granny gear climbs. Single speeders' dream., Alex Phipps, 208-841-4120, alex01phipp@gmail.com, twistedturtleracing.com

June 21, 2025 — Lake Tahoe Mountain Bike Race. Tahoe City, CA, Sweet trails and singletrack. Juniors and all NICA riders welcome. Race in the cross country race, 4 hour or 8 hour race as a solo or on a team of 2, 3 or 4 (teams of 3 and 4 apply to the 8hr race only). The course is approximately 12.8 miles. Fast lap times are around 50 minutes. Cross country race is two laps. The course is a mix of single track and fire-road. It is a fast and smooth course with few technical sections. The most laps wins. Approximately 1350 feet ascending and descending per lap. Todd Jackson, 530-546-1019, todd@bigblueadventure.com, bigblueadventure.com, bigblueadventure.com

June 21-22, 2025 — Silver Mountain Enduro - North American Enduro Cup. Montana Enduro Series, Idaho Enduro Series, North American Enduro Cup, Kellogg, ID, Held at Silver Mountain Ski Resort, EWS qualifier, world class trails, national caliber competition. New trails, race categories to include e-bikes* and more amateur age categories, cut-off times, full on finish line festivities and MORE!, Scott Tucker, 360-797-4288, scott@nwcup.com, North American Enduro Cup, contact@naenduro.com, naenduro.com

June 21-22, 2025 — Missoula XC. US XC Open, MT Off-Road cup, Missoula, MT, UCI racing short track, cross country racing along with full amateur age group racing. Thursday is the clinic. Friday is the short track racing. Saturday is UCI and Elite XC racing. Sunday is age group XC racing., Shaun Radley, 406-219-1318, montanacyclocross@gmail.com, montanacyclocross.com/events/

June 21-22, 2025 — USA Cycling Enduro MTB National Championships. Kellogg, ID, USAC Events, 719-434-4200, nationalevents@usacycling.org, usacycling.org

June 22, 2025 — Send It at Jug Mountain Ranch Enduro. Wild Rockies Series, McCall, ID, Enduro MTB race, Alex Phipps, 208-841-4120, alex01phipp@gmail.com, twistedturtleracing.com

June 25-29, 2025 — Junior Bike Week. Crested Butte, CO, Since 2016, we've had one goal - to host the biggest kids' bike party right here, the birthplace of mountain biking. Junior Bike Week is the only multi-day mountain bike festival that exclusively celebrates getting more kids on bikes; and we would love to have you join us for both non-competitive festive events as well as competitive racing., Amy Nolan, 970-596-4085, director@juniorbikeweek.com, juniorbikeweek.com

June 27-29, 2025 — NW Cup Downhill Series (Whitefish). Northwest Cup Downhill Series, Whitefish, MT, Downhill race. Held at Whitefish Bike Park. Friday will be open practice. Saturday will be split practice by category. Pro/JuniorX seeding Saturday evening. Sunday racing all categories, Scott Tucker, 360-797-4288, scott@nwcup.com, nwcup.com

June 28, 2025 — Helenduro. Montana Enduro Series, Helena, MT, Montana Enduro Series, contact@montanaenduro.com, Eric Sivers, eric@montanabicycleguild.org, montanaenduro.com, montanabicycleguild.org

June 28, 2025 — Lutsen 99er. Leadville Race Series, Lutsen, MN, This race offers 99, 69, 49, 25, and kid distances combined with a weekend packed with fun, adventure and "killer" mountain biking for everyone., Tamara Jenlink, 719-219-9364, Tjenlink@t.life, leadvillraceeseries.com/lutsen-99er/, lutsen99er.com

June 28, 2025 — Primal Point-to-Point. XC Mountain Bike Race Series, Winter Park, CO, XC race. There is a category for everyone from junior riders to professional racers - even first time racers., Jen Miller, 970-726-1570, jmiller@winterparkresort.com, winterparkresort.com/things-to-do/competition-center/summer-programs/winter-park-classics-bike-race-series

July 4, 2025 — Firecracker 50. Breckenridge, CO, 50 mile mtb race, Ride some of the best single track trails we have to offer., Jeff

Westcott, 970-390-4760, westy@mavsports.com, Vince Hutton, 970-547-4321, 970-453-1734, racebreck@townofbreckenridge.com, breckenridgerecreation.com/races/firecracker-50, mavsports.com

July 12, 2025 — Whit Henry's Galena Grinder. Knobby Tire Series, Galena Lodge, ID, XC/ Marathon, 40 mile loop; Pro/Expert/SS, 25 mile loop; Sport/Clydesdale, 20 mile loop; Beginner, 10.5 mile loop; and Youth with a 5 mile loop., Alex Phipps, 208-841-4120, alex01phipp@gmail.com, twistedturtleracing.com

July 12-13, 2025 — Big Mountain Enduro. Big Mountain Enduro Series, Tamarack Resort, ID, BME Stop #6:, Robert Herber, robert@bigmountainenduro.com, bigmountainenduro.com

July 12-13, 2025 — Downhill Rockies. Trail Party, Crested Butte, CO, Downhill race, Trail Party, trailpartymtb@gmail.com, trailparty.com

July 13, 2025 — 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. This race is known for its long, lung-burning climbs and rocky, steep terrain. Solo or Tandem 50m. Leadville Trail 100 Qualifier., Tamara Jenlink, 719-219-9364, Tjenlink@t.life, leadvillraceeseries.com

July 14-20, 2025 — USA Cycling Endurance MTB National Championships. Roanoke, VA, USAC Events, 719-434-4200, nationalevents@usacycling.org, usacycling.org

July 16, 2025 — Mid Week Melee. Morrison, 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), Dave Muscianisi, 303-817-6523, events@ratlerracing.com, ratlerracing.com

July 18-20, 2025 — Pomerelle Pounder Downhill. Go-Ride Gravity Series, Albion, ID, Two USAC sanctioned downhill races in two days., Ron Lindley, 801-375-3231, info@utahdh.org, go-ride.com, utahdh.org

July 19, 2025 — Butte 100. 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 19, 2025 — Tahoe Trail 100. Leadville Race Series, Northstar, CA, Ride 50K or 100K of rocky summits, breathtaking pine forests and beautiful Lake Tahoe views. 100K riders can qualify for the Leadville Trail 100 MTB. Josh Collier, 719-219-9357, youpho@tahoetrailmtb.com, Todd Jackson, 530-546-1019, todd@bigblueadventure.com, tahoetrailmtb.com, youphoriaproductions.com

July 19, 2025 — 24 Hours in the Enchanted Forest. N24, Albuquerque, NM, Everything that you want from a 24 Hour Race. We have an amazing course with epic singletrack winding through meadows, pines and aspens. The Zuni Mountains outside of Gallup, NM are a great place to ride. We have an awesome venue in the ponderosa pines with plenty of space to hang out with friends and family and hang your hammock, great party atmosphere with vendors, movies, food, kids activities, and fun for everyone., Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, ziarides.com

July 19, 2025 — Tahoe Trail. Leadville Race Series, Northstar Village, CA, Leadville Race Series, The Tahoe Trail 100 offers athletes a 2-loop, 50 kilometer course filled with beautiful views of Lake Tahoe., Tamara Jenlink, 719-219-9364, Tjenlink@t.life, leadvillraceeseries.com

July 19-20, 2025 — Downhill Rockies: Purgatory. Trail Party, Durango, CO, Downhill race, Trail Party, trailpartymtb@gmail.com, trailparty.com

July 19, 2025 — Race Rendezvous. XC Mountain Bike Race Series, Winter Park, CO, XC race. There is a category for everyone from junior riders to professional racers - even first time racers., Jen Miller, 970-726-1570, jmiller@winterparkresort.com, winterparkresort.com/things-to-do/competition-center/summer-programs/winter-park-classics-bike-race-series

July 25-28, 2025 — Leadville MTB Stage Race. Leadville Race Series, Leadville, CO, 100M (100 miles over three days), Team Option. Experience the legendary Leadville Trail 100 course over three days. Push the pace to see what you're made of, or use the stages to prepare or qualify for the Leadville Trail 100 in August. This is one amazing party, with daily stage prizes, raffles, unmatched swag, food, beer and live music., Tamara Jenlink, 719-219-9364, Tjenlink@t.life, leadvillraceeseries.com

July 25-27, 2025 — Brundage MTB Races. Tentative dates, Knobby Tire Series, McCall, ID, STXC, XC, Endurance, NICA, Downhill races, Alex Phipps, 208-841-4120, alex01phipp@gmail.com, twistedturtleracing.com

July 25-27, 2025 — NW Cup Downhill Series (Silver Mountain). Northwest Cup Downhill Series, Kellogg, ID, Downhill race. Held at Silver Mountain Bike Park. Friday will be open practice. Saturday will be split practice by category. Pro/JuniorX seeding Saturday evening. Sunday racing all categories, Scott Tucker, 360-797-4288, scott@nwcup.com, nwcup.com

July 26, 2025 — Laramie Range Epic. Laramie, WY, The Laramie Range Epic (Formerly the Laramie Enduro) will have two course options, 30/60ish miles. 80% singletrack from smooth and flowy to steep and technical. Choose the One & Done to do one lap, or, the Laramie Range Epic to do two laps. Aid stations with fresh food, water and performance nutrition. Legendary after-party with live music, awards, cash pay-outs, raffle, free refreshments and warm, fresh food! Limited on-course camping and room specials, Dewey Gallegos, 307-742-5533, lira-cedirector@gmail.com, laramierangeepic.com

July 26, 2025 — Snowmass 50. Snowmass, CO, This race will highlight a 25 mile singletrack loop ascending 5000 feet. Solo competitors will have the option of 1 or 2 laps while teams of 2 can race 1 lap each., Aspen Snowmass, 970-923-1227, contact@aspensnowmass.com, aspensnowmass.com/while-you-are-here/events/audi-power-of-four-mountain-bike

July 26, 2025 — Colorado State MTB Championship. Copper Mountain, CO, Dave Muscianisi, 303-817-6523, events@ratlerracing.com, ratlerracing.com/event/fangdango/

July 31-August 3, 2025 — USA Cycling Gravity MTB National Championships. Henderson County, NC, USAC Events, 719-434-4200, nationalevents@usacycling.org, usacycling.org

July 31-August 3, 2025 — USA Cycling Gravity National Championships. Big Bear Lake, CA, USAC Events, 719-434-4200, nationalevents@usacycling.org, usacycling.org

August 1-2, 2025 — Trestle Gravity Series: Races 1 and 2. Trestle Gravity Series, Winter Park, CO, Jen Miller, 970-726-1570, jmiller@winterparkresort.com, winterparkresort.com/things-to-do/competition-center/summer-programs/trestle-gravity-series

August 1-3, 2025 — NW Cup Downhill Series Summit Bike Park. Northwest Cup Downhill Series, Snoqualmie Pass, WA, Downhill race, Scott Tucker, 360-797-4288, scott@nwcup.com, nwcup.com

August 1-3, 2025 — Tour de Big Bear. Big Bear Lake, CA, Get ready for an epic cycling weekend at the 2025 Tour de Big Bear! Nestled in the picturesque San Bernardino National Forest, this event promises an unforgettable weekend and cool summer rides at 6,752 feet. This year will feature all-new XC mountain biking events, Chris Barnes, 951-970-6720, 909-878-0707, bigbearcycling@gmail.com, tourdebigbear.com

August 2, 2025 — Pierre's Hole MTB Race. National Ultra Endurance Series, Alta, WY, The 100 K category will be capped at 250 racers and the 50 K category at 300 racers. There will not be a 100-mile race this year. The racecourse is on an IMBA Epic trails at Grand Targhee. The 100 k is a part of the NUE marathon series race, Tony Ferliti, 307-690-3952, ferliti11@gmail.com, nuembt.com

August 2-3, 2025 — Emerald Mountain Epic. Mountain Town Challenge Series, Steamboat Springs, CO, A mountain bike race/trail running race over 26 miles of beautiful Routt County singletrack with a total of roughly 3,500ft elevation gain. Solo (two laps) and duo team (one lap per rider) options available., Sarah Glassmeyer, 712-898-6571, racedirector@emeraldmtnepic.org, emeraldmtnepic.org

August 2-3, 2025 — Ma

or take in a double dose with 15 miles of the Downville Downhill in the All Mountain World Championships, followed by an epic party. Named one of the top 10 mountain bike festivals by Outside magazine., Greg Williams, willie@sierratrails.org, Sierra Trails , info@sierratrails.org, downvilleclassic.com

August 9, 2025 — Leadville Trail 100, Leadville Race Series, Leadville, CO, One of the most notorious and challenging bike races in the world. 100 mile out-and-back., Tamara Jenlink, 719-219-9364, Tjenlink@liflife.com, leadvilleraceseries.com

August 9, 2025 — Enduro Pescado Whitefish Enduro, Montana Enduro Series, Whitefish, MT, Montana Enduro Series , contact@montanaenduro.com, Eric Silvers, eric@montanabicycleguild.org, montanaenduro.com

August 9-10, 2025 — Big Mountain Enduro, Big Mountain Enduro Series, Granby, CO. , Robert Herber, robert@bigmountainenduro.com, bigmountainenduro.com

August 10, 2025 — Colorado Trail Race, Durango, CO, Group Start 4 AM, a self-supported bike ride on the Colorado trail, Jefe Branham, JWOOKEONE@HOTMAIL.COM, wwookeone.com

August 16, 2025 — York 38 Special, York, MT, Ride 38 or 76 miles on single track, gravel, and Forest Service roads through breathtaking scenery in the Helena National Forest gaining 3000 vertical feet! Benefit for York Fire Rescue, York Fire Rescue , york38specialmt@gmail.com, york38special.org

August 16, 2025 — Tipperary, XC Mountain Bike Race Series, Winter Park, CO, XC race. There is a category for everyone from junior riders to professional racers - even first time racers., Jen Miller, 970-726-1570, jmiller@winterparkresort.com, winterparkresort.com/things-to-do/competition-center/summer-programs/winter-park-classics-bike-race-series

August 16, 2025 — The Cariboo Jack, Teton Valley, ID, 1 day, 3-4 stage, blind-format, backcountry enduro race through the mountain wild of the Caribou-Targhee National Forest that will leave you with a good story., Chris Brule, 307-413-1998, 208-557-4332, info@mountainbiketetons.org, mountainbiketetons.org

August 16, 2025 — GloriDays - MTB Camp Weekend, Glorieta, NM, Bike Camp bike races, live music, food trucks, games and activities for the kids hosted by our NICA NM friends. Revolution Enduro races too, Seth Bush, 505-554-0059, EiCapitan@ZiaRides.com, ziarides.com

August 16-17, 2025 — Downhill Rockies, Trail Party, Keystone, CO, Downhill race, Trail Party , trailpartymtb@gmail.com, trailparty.com

August 17, 2025 — Idaho Senior Games, Eagle, ID, Held at Eagle Cycle Park, Cross Country and Hill Climb events, Mike Thornton, 208-861-8000, idahoseniorgamesinfo@gmail.com, Katie Hedrich, 951-733-5198, katie@omnigoevents.com, Stewart Hindman, 208-461-8877, idahosg.cycling@gmail.com, idahoseniorgames.org

August 23, 2025 — Big Sky Biggie, Big Sky, MT, Starting in Big Sky's Town Center (Meadow Village) and climbing into the scenic views from Lone Peak and Buck Ridge, riders will ride some of the area's most exhilarating (and challenging) pieces of single-track, double-track, gravel roads and the occasional paved segment, Natalie Osborne, 907-223-0858, natalie@bigskybiggie.com, bigskybiggie.com

August 23, 2025 — Lake City Alpine 50, Lake City, CO, This lung-busting race will take you by the iconic Lake San Cristobal before climbing through the alpine tundra to the two of the highest passes in Colorado: Cinnamon Pass (12,640 feet) and Engineer Pass (12,800) feet. The race will feature over 7,500 feet of climbing through some of the most incredible sections of the San Juan Mountains. This is a USA Cycling sanctioned event. benefit the Town of Lake City and the Lake Fork Valley Conservancy., Michael Fleishman, mike@lakecityalpine50.com, lakecityalpine50.com

August 23, 2025 — Bear Jaw Groove, Flagstaff, AZ, 6 Hour MTB Relay (Single, Duo, Quad) and 11 Mile Showdown, 22 Mile Sprint, 33 Mile Endurance, and the 44 Mile Ultimate. Categories: analog, singlespeed, E-bike, and adaptive, Steve Sanchez, 602-639-0063, Stevie@bearjawAZ.com, bearjawevents.com

August 29-31, 2025 — Trestle Gravity Series: Downhill Race 3, 4, and 5, Trestle Gravity Series, Winter Park, CO, Jen Miller, 970-726-1570, jmiller@winterparkresort.com, winterparkresort.com/things-to-do/competition-center/summer-programs/trestle-gravity-series

August 30, 2025 — Rendezvous Enduro, Montana Enduro Series, Teton Village, WY, Montana Enduro Series , contact@montanaenduro.com, Eric Silvers, eric@montanabicycleguild.org, montanaenduro.com, montanabicycleguild.org

August 31, 2025 — Dakota Five-0, Spearfish, South Dakota, 50 miles, A lollipop loop, begins in Spearfish City Park with a mass, neutral roll out, and leaves town to the west up Tinton Road., Perry Jewett, 605-641-4963, ridgeriders@blackhills.com, dakotafiveo.com

September 2, 2025 — Battle of the Grommets, Winter Park, CO, Youth gravity race, Jen Miller, 970-726-1570, jmiller@winterparkresort.com, winterparkresort.com/things-to-do/competition-center/summer-programs/winter-park-classics-bike-race-series

September 5-7, 2025 — NW Cup Downhill Series Finals Stevens Pass Bike Park, Northwest Cup Downhill Series, Stevens Pass, WA, Downhill race, Scott Tucker, 360-797-4288, scott@nwcup.com, nwcup.com

September 6-7, 2025 — Vapor Trail 125, Salida, CO, 125 miles, 20,000 feet of climbing, 10 pm start, singletrack, Vapor Trail , cpclic29@gmail.com, vaportrail125.com

September 6, 2025 — Race the Rails, Ely, NV, Race the train in Ely! Fun for the whole family! Race a coal fired steam engine that is over 100 years old. The event will accommodate both road and mountain bike riders of all ages., Kyle Horvath, 775-289-3720, kyle.horvath@elynevada.net, elynevada.net

September 6-7, 2025 — Downhill Rockies, Trail Party, Angel Fire, NM, Downhill race, Trail Party , trailpartymtb@gmail.com, trailparty.com

September 13, 2025 — Pocatello Fall Ultra, Pocatello, ID, Join us for the premier ultra mountain bike race in Southeast Idaho. Participate in a 100K or 50K ride in one of America's best mountain biking areas. 100K RACE:- Over 9,000 ft. of elevation gain- Over 45 miles of singletrack on the 100K course.- Looped course, 80% Singletrack50K RACE:- Over 6,500 ft. of elevation gain.- Looped course, all singletrack., Scott Peterson, 208-681-6910, Scottpetemall@gmail.com, pocatellofallultra.com

September 14, 2025 — The Banana Belt, Salida, CO, Forty miles of supremely crafted singletrack in Salida. This isn't about white-knuckle terror or boring fire roads - it's about that sweet spot challenge. Endurance MTBing you've been asking for. Part of the Salida Bike Fest!, Jennifer Barbour, 303-503-4616, jen@shiftevents.org, Caprice Bass, 303-720-4509, caprice@teamevergreen.org, baileyhundo.org

Utah Weekly Road Race Series

Salt Air Time Trial Series — Utah Crit Series, Salt Lake City, UT, Every other Thursday April - September, I-80 Frontage Road West of the International Center, Marek Shon, 801-209-2479, utcritseries@gmail.com, utah-critseries.com

DLD (DMV) Criterium — Utah Crit Series, West Valley City, UT, Weekly Training Crit at the Driver's Training Center, 4700S, 2780W., A flite - 6 pm, B flite between 6:45 and 7:05, Call for information regarding C flite. Wednesdays April - August, Marek Shon, 801-209-2479, utcritseries@gmail.com, utah-critseries.com

Emigration Canyon Hillclimb Series — Utah Crit Series, Salt Lake City, UT, Starts north of Zoo 7.4 miles to top of Emigration. First rider off at 6:30. Every other Thursday April through August, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

Logan Race Club Thursday Night Time Trial Series — Logan, UT, Thursdays. TT series consisting of 18 races on five difference courses, with weekly and end-of-series prizes. Check the website for the location of the weekly course., Stephen Clyde, 435-750-8785, swc@mdsc.com, Ben Kofeod, benkof@hotmail.com, Travis Dunn, travis.dunn@usu.edu, loganraceclub.org

Utah Road Race Series — Utah Crit Series, Salt Lake City, UT, Fridays, Marek Shon, 801-209-2479, utcritseries@gmail.com, race2wheels.com

April 29-July 15, 2025 — Utah Crit League, UCA Series, Various, UT, Tuesday night criteriums, Dirk Cowley, 801-699-5126, dcowley@RaceDayEventSoftware.com, utahcycling-events.com, utahcritleague.com

Utah Road Racing

June 14-15, 2025 — LHM/CC Salt Lake Criterium, American Criterium Cup, Sandy, UT, Professional and amateur categories, expo and more! Benefits the Utah Food Bank. Saturday: Sandy Promenade; Sunday America First Field Sandy, Utah, Dirk Cowley, 801-699-5126, dcowley@RaceDayEventSoftware.com, saltlakecriterium.com

June 22, 2025 — Need for Speed Time Trial, UCA Series, Salt Lake City, UT, State TT Championship, Dirk Cowley, 801-699-5126, dcowley@RaceDayEventSoftware.com, utahcyclingevents.com

July 12, 2025 — Cache Gran Fondo, Suarez Gran Fondo National Series, Logan, UT, Qualifying event in the Western US for the USA Cycling Gran Fondo National Championship, and a true Gran Fondo where riders of all abilities are invited to participate. Chose from distances of 35, 53, 76 and 104-mile courses on Saturday through a fun, low-traffic, and scenic route in Cache Valley, UT. The finish is a festival for all riders, with race prizes, recreational rider prizes, Troy Oldham, 435-764-2979, oldhamtroy@gmail.com, cachegranfondo.com

July 19, 2025 — Big Mountain Hill Climb, Salt Lake City, UT, Little Dell Reservoir to the East Canyon Summit, James Zwick, 801-870-4578, sports@sports-am.com, sports-am.com

July 20, 2025 — Utah Hill Climb - Powder Mountain Hill Climb, Utah State Hill Climb Series, UCA Series, Eden, UT, Dirk Cowley, 801-699-5126, dcowley@RaceDayEventSoftware.com, utahcyclingevents.com

July 26, 2025 — Mirror Lake Highway Road Race, UCA Series, Kamas, UT, 150 miles across some amazing country roads and up Mirror Lake Hwy thru beautiful pine and aspen forest, across the highest paved pass in Utah at 10,700 feet, and back on country roads in wide open country. It is a road race, a gran fondo (for those who only want to ride) and can be done as 2 or 3 person relay. Fully supported. Start and finish in Kamas., Troy Huebner, 801-427-0852, troy.huebner@tealdrones.com, cyclingpointseries.com

August 22-25, 2025 — Hoodoo 500, Planet Ultra Grand Slam Endurance Series, St. George, UT, 500 mile loop race through Southern Utah. Non-stop or stage race, solo and relay team divisions. 300 mile option as well., Deborah Bowling, 818-889-2453, embassy@planetultra.com, hoodoo500.com

September 6, 2025 — LOTOJA Classic Road Race, Utah Triple Crank, Logan, UT, 43rd Annual, 1 day, 3 states, 200-plus mile road race from Logan, UT to Jackson Hole, WY, Brent Chambers, 801-546-0090, info@lotoja.com, lotoja.com

September 13, 2025 — Utah Hill Climb - Big Cottonwood, UCA Series, Utah State Hill Climb Series, Cottonwood Heights, UT, Dirk Cowley, 801-699-5126, dcowley@RaceDayEventSoftware.com, utahcycling-events.com

Regional Weekly Road Race Series

May 13-July 15, 2025 — SWICA Fairground Criterium Series, SWICA Criterium Series, Boise, ID, Local training crit series at Expo Idaho West lot (Glenwood Street south of Hawks Stadium). Every Tuesday, John Rogers, 208-284-9671, obccwebdesign@yahoo.com, idahobikeraing.org

Regional Road Racing

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

June 6-8, 2025 — Pike's Peak APEX, Colorado Springs, CO, Choose to race one day, two days, or all three days! The Pikes Peak Apex features exhilarating,exceptionally crafted routes through dirt roads, jeep trails, and the amazing alpine singletrack that is quintessential Pikes Peak. The terrain will be challenging, but not overly technical. This Rocky Mountain trail experience through the aspens in Colorado's backcountry will draw not only professional riders, but also amateur cyclists looking for a bucket list endurance experience., Cycling , 719-634-7333, info@thesportscorp.org, Jeff Mosher, 719-634-7333 Ext 1005, jeff@thesportscorp.org, pikespeakapex.com, coloradospringssports.org

June 7, 2025 — Regalado Road Race, VeloPromo, Oakdale, CA, Robert Leibold, 209-604-1354, velopro1@gmail.com, velo-promo.com

June 8-8, 2025 — Queen of the Canyons APEX Gravel, Colorado Springs, CO, Start in Colorado Springs and ride to Cripple Creek, Canon City and Victor as you follow the Gold Belt Scenic Byway on some of the most amazing gravel climbs you will ever ride. The 135-mile route uses famous climbs like Gold Camp Road, Shelf Road, and Phantom Canyon Road. There is a 65 mile "Half Queen" that allows riders to see all of Gold Camp but get back to town a bit earlier in the day. Join us on the slopes of Pikes Peak!, Cycling , 719-634-7333, info@thesportscorp.org, Jeff Mosher, 719-634-7333 Ext 1005, jeff@thesportscorp.org, pikespeakapex.com, coloradospringssports.org

June 14, 2025 — Cascade Cycling Classic Criterium, Bend, OR, After a 7-year absence, the Cascade Cycling Classic Criterium returns to Bend, Oregon to benefit the Horner Cycling Foundation. Molly Cogswell-Kelley, molly@hornerlawlp.com, cascadecycling-classic.com, hornercyclingfoundation.com/cascade-cycling-classic-criterium/

June 20-22, 2025 — Baker City Cycling Classic, Baker City, OR, Three days and four stages in beautiful eastern Oregon, with great support and unparalleled scenery. Over 8,000 ft of climbing over the three days in one of the country's most beautiful cycling regions. Pros and amateurs race the same courses and the women's and men's prize purses are matched by sponsor BELLA Main St. Market, Ace Bollinger, 509-679-5003, acebollinger@nwl.net, Brian Cimmiyotti, 541-371-3303, 509-374-8424, scottscycleandsports@gmail.com, bakercitycyclingclassic.com

June 28-July 2, 2025 — USA Cycling Masters & Juniors Road National Championships, Milwaukee, WI, USAC Events , 719-434-4200, nationalevents@usacycling.org, usacycling.org

July 5, 2025 — Watsonville Criterium, VeloPromo, Watsonville, CA, Robert Leibold, 209-604-1354, velopro1@gmail.com, velo-promo.com

July 19, 2025 — Boise Twilight Criterium, American Criterium Cup, Boise, ID, 38th Annual, Pro Road Tour, races for all categories, and race under the lights for the pros., Mike Cooley, 208-371-5175, mike.cooley1958@gmail.com, boisettwilightcriterium.com

July 20, 2025 — Bogus Basin Hill Climb, Gran Fondo National Series, Boise, ID, The Third Oldest Hill Climb in the United States returns for its 54th year. Climb 4,314 feet in 18.5 paved miles, Robert Evans, 208-343-3782, events@georgescycles.com, bogusbasinhillclimb.com

July 20, 2025 — Sand City Criterium, Sand City, CA, Short, at just over 1-km in length, the Crit course creatively features an astonishing 10 corners, which makes it incredibly dramatic and dynamic. The sinuous loop in and around the art district carves past dozens of art murals and boisterous fans, a colorful pageantry, and rewards those riders who have mastered The Art of Cornering with a unique chance to show off their talents. Fundraiser for Montage's Ohana Adolescent Health Services., Tom McCollough, 408-375-3011, tom.mccollough82@gmail.com, mbrit.bike/sand-city-crit

July 26, 2025 — Asaayi Bike Race, Tour de Rez Cup, Asaayi Lake Tribal Park, NM, 20.6 mile paved course from the Asaayi Jct to Hwy 12 just north of Navajo, on to Crystal Jct and finally on NM Hwy 134 to Narbona Pass. The first portion of the route is scenic, among the red rock buttes and towers of the area, and the final climb to the top finishes at one of the iconic spots on the Nation! 5K bike road race for youth ages 12 and under, Tom Riggenbach, 928-429-0345, chusakaman@yahoo.com, navajoyes@bikesignup.com, Race/NM/Navajo/AsaayiBikeRace

August 2, 2025 — Audi Denver Littleton Twilight Criterium, American Criterium Cup, Littleton, CO, In its 12th year, the Audi Denver Littleton Twilight Criterium is a one-day, criterium throughout Downtown Littleton, Colorado. This is the last race before the final (8th) stop of the ACC Series in Missouri, Alexandra Vander Pol, 303-519-2006, avanderpol@littletongov.org, Race Director , racedirector@littletoncrit.com, littletoncrit.com

August 3, 2025 — Patterson Road Race, VeloPromo/California Cup, Tracy, CA, Robert Leibold, 209-604-1354, velopro1@gmail.com, velopromo.com

August 9, 2025 — Lamolle Canyon Hill Climb, Lamolle, NV, Road Race hill climb, 12 miles, 3000 ft hill climb in Ruby Mountains. Race starts at9 am. Post event picnic and awards in Lamolle Grove, 11:30am, Gayle Hughes, 775-753-7789, 775-934-4532, nvelkovo@gmail.com, Jon Powell, 775-385-4938, elkovo@elkovo.com, elkovo.com

August 9, 2025 — The Broadmoor Cycle to the Summit Race and Gran Fondo, Colorado Springs, CO, This is an epic hill climb on Pikes Peak, America's Mountain, starting at 9,390 feet and finishing 12.42 miles later at 14,115 feet with an elevation gain of 4725 feet. There is a timed race and Gran Fondo, with waves starting at 6:13 am., Cycling , 719-634-7333, info@thesportscorp.org, Jeff Mosher, 719-634-7333 Ext 1005, jeff@thesportscorp.org, coloradospringssports.org

August 9, 2025 — Leesville Gap Road Race, VeloPromo/California Cup, Williams, CA, 62 miles for everyone up and over storied Leesville Grade and Grapevine Gap in California's Colusa County, mostly paved, some gravel stretches. Watermelon Feed at the finish. USAC licensed., Robert Leibold, 209-604-1354, velopro1@gmail.com, velo-promo.com

August 10, 2025 — Shea Center Criterium, VeloPromo/California Cup, Livermore, CA, Robert Leibold, 209-604-1354, velopro1@gmail.com, velopromo.com

August 16, 2025 — Idaho Senior Games, Kuna, ID, 5k and 10K Time Trials both at 9 a.m. date corresponds to order of listing, 20 K Aug 5 and 40 K Aug 4 Road Races at 10 a.m., qualifying year for National Senior Games. Held at S. Cole Road & Hubbard/10 Mile Creek Rd., Mike Thornton, 208-861-8000, idahoseniorgamesinfo@gmail.com, Stewart Hindman, 208-461-8877, idahosg.cycling@gmail.com, idahoseniorgames.org

August 16, 2025 — San Ardo Road Race, VeloPromo/California Cup, San Ardo, CA, Robert Leibold, 209-604-1354, velopro1@gmail.com, velopromo.com

August 17, 2025 — University Road Race, VeloPromo/California Cup, Santa Cruz, CA, Robert Leibold, 209-604-1354, velopro1@gmail.com, velopromo.com

August 24, 2025 — Winters Road Race, VeloPromo/California Cup, Winters, CA, Robert Leibold, 209-604-1354, velopro1@gmail.com, velopromo.com

August 30, 2025 — Athlone Time Trial, VeloPromo/California Cup, Merced, CA, Robert Leibold, 209-604-1354, velopro1@gmail.com, velopromo.com

September 1, 2025 — Il Giro di San Francisco, VeloPromo/California Cup, San Francisco, CA, 47th annual Labor Day Criterium on the Embarcadero. Challenging six corner course that has hosted some of the best in the nation. 9 separate events including kids challenge. USAC licensed., Robert Leibold, 209-604-1354, velopro1@gmail.com, velopromo.com

September 7-13, 2025 — World Human Powered Speed Challenge (WHPSC), Battle Mountain, NV, hosted by the IHPVA. Current record is 89.59 mph. Classes: Men's, Women's, Juniors in Open, Multi-track, tandem and Arm Power. International cyclists from around the world will gather on SR305,

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September 7, 2025 — Ironman 70.3 Santa Cruz, Santa Cruz, CA, 70.3 mile course, Ironman , boulder70.3@ironman.com, ironman.com



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