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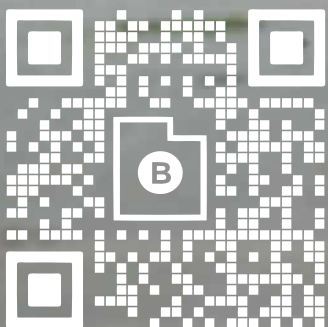
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Cover Photo: Riders in the 2026 Wild Horse Gravel Race in Delle, Utah on May 9, 2026.

Photo by Kris Braun/Utah Gravel Series, krisbraun.format.com/event/2026-wildhorse

BIKE COMMUNITY

Sweet Dreams (Are Made of This) – An Excerpt from Saddling Up to Ride in Cowboy Country

SADDLING UP TO RIDE IN COWBOY COUNTRY



Dave Campbell



New friends at the RZMC 1983, posing after the Awards at CU. Dave Campbell, Andrew Gellatly, Erik Bennett, and Dan Berger. Photo by Carol Campbell.

By Dave Campbell

“Saddling Up to Ride in Cowboy Country” by Cycling West columnist Dave Campbell is now available and is a celebration of both one rider's cycling experiences and the explosion in American cycling that happened in the 1980s. Perhaps the most dramatic development for Dave happened in the summer of 1983. In mid-June, he was the only rider his age (14) at the Wyoming State Road Championships and wasn't even allowed to ride, instead being given a gold medal and sent home. However, in the spirit of comradery, community, and “do it yourself” that typified 1980's American bike racing, he met some older riders at the event who took him to a bigger race in Utah and later he and a friend tackled the cycling mecca of Colorado. By mid-August, he was racing against 65 other riders his age in a twelve stage, ten-day long stage race (The Red Zinger Mini Classic) that was patterned after The Coors Classic, then America's big-

gest event. The following chapter is an excerpt from Dave's first book, a 22-chapter, 226-page volume that traces both his story and the development of modern American cycling.

Sweet Dreams (Are Made of This) (Chapter 8)

My mom purchased a Swedish Thule roof rack from Bob for our 1968 Ford Mustang to carry my bike all over Colorado. Dan Lander, a nurse, and member of the local club generously loaned me a pair of wheels for spares. I only had the one set on my bike and would need to put wheels in the follow car or the pit zone in criteriums in case I had a flat tire. My sew-ups had to stay behind in the garage, as they were “illegal” for Intermediate racing in 1983. We planned the race “on the cheap” with Grandma and Grandpa Boxell's home in Golden as a frequent place to crash and minimal hotel stays. We coordinated with Topher and his mom, Barb whenever we could, as well as John and his stepdad OJ.

Junior gears were “restricted” in

those days and unlike in Wyoming where officials never checked our gears, every day after our RZMC stages we would have to do a “roll out”. The bike was placed in its highest gear and the pedal aligned with a piece of tape and then rolled backwards to another tape mark marking the allowed distance. For Intermediates it was a few inches beyond 22 feet. Gears were spoken of by the number of teeth on the chainrings (front sprockets) and on the cogs (rear sprockets). In an era when most every bike came stock with 42/52 chainrings and freewheels with a 13 or 14 (or rarely a 12) highest cog, meeting this requirement wasn't easy and often required special modifications. Since my basic freewheel was a 14-24 six speed (up from five cogs on the Bertin), the cheapest and easiest way to make my gears junior legal was to remove my 52 tooth chainring and replace it with a smaller 45. I had to get this odd-sized chainring from a mail

Continued on page 4

Volume Seven

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Sweet Dreams - continued from page 3

order catalog since Bob only stocked standard sizes. My front chainring combination was a somewhat ridiculously close spaced 45/42, meaning I was usually riding in the big ring. Some riders my age just used a single chainring. The logic was to encourage young riders to spin and not ruin their knees stomping on big gears. In practicality it meant on a descent of any steepness we were spun out and coasting while in flat, fast races we were in top gear the whole time and spinning like crazy!

We picked up our race packets with hundreds of other kids on August 11th at the University of Colorado in the American cycling mecca of Boulder. The Intermediate category would feature 65 riders, far and away the largest peloton Topher and I had ever raced in. In fact, it doubled our previous biggest field experience in Steamboat! John was racing too, and the Junior field had nearly 100 competitors, including several riders like Craig Schommer, Tim Hinz, Roy Knickman, James Urbonas and David Farmer who were permanent residents at the Olympic Training Center. Knickman, on the same Raleigh team as Hampsten, Tilford, and Rogers, especially had a buzz about him, being dubbed "the next Lemond" by the cycling press. Many thought he was in with a chance of making the Olympic Team the following year. He would go on to place top five in five different events, including two medals, the following month at the Junior Worlds in New Zealand.

The race was extremely well organized, and everyone received a musette bag with a race logo t-shirt, cap, poster, water bottle, and the all-important race bible upon check-in. In Wyoming, the races rarely even gave out a t-shirt! In addition to stage details and directions, the Race Bible listed each of our hometowns and our best race results, mine of course being "Wyoming State Champion". Given the circumstances, it felt like a dubious distinction. I hadn't really earned it after all. There were lots of REAL state champions at this race! I immediately met Colorado, California, Arizona, and east coast riders, and there were many unknown quantities from across the country including the National champion in my age group, Andrew Gellatly from Virginia.

The ten days featured twelve



Dave Campbell (right), Boulder Mall, 1983 Red Zinger Mini Classic. Only three days in, exhausted and still in wool jerseys! Photo by Mary Galli

stages: A street sprint prologue, four criteriums that had famously featured in the Coors Classic (North Boulder Park, The Boulder Mall, Vail Village, and Washington Park in Denver), four road races, two hill climb time trials, and a concluding circuit race. I got stung in the eye by a bee warming up for the sprints and could hardly see and ended up getting smoked and eliminated immediately. Everything at this race was bigger, harder, and faster than in Wyoming. There were team vans with high-end matching machines on top, and riders getting their legs oiled up and massaged by soigneurs! (A soigneur is a team helper who cares for riders during a race by giving massage, preparing food, and handing up bottles and musettes.) Topher and I were some of the few lacking any team logos or sponsors on our jerseys. It was all a little intimidating but

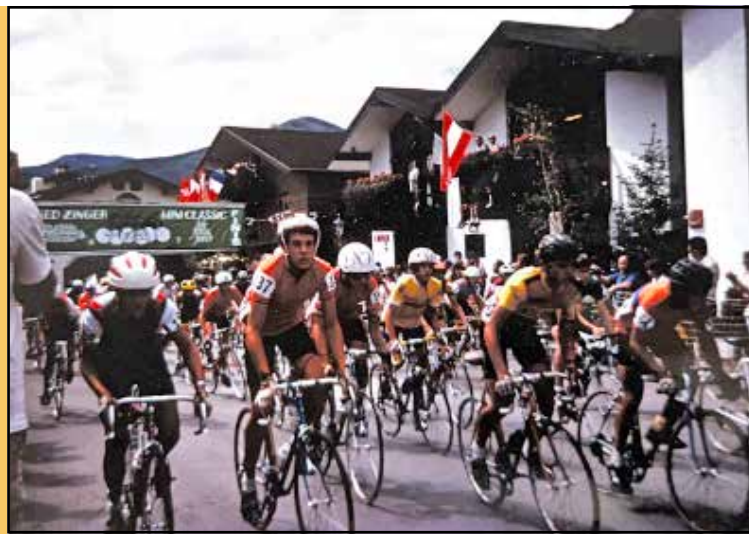
Exciting and I loved it...this was where I wanted to be!

The afternoon's criterium was even worse than the Street Sprints as I was dropped quickly and got

lapped, nearly twice! The following day's road race, which featured a long climb, was better, but I was dropped again. My Aunt Mary and Uncle Lyle came to the next race, a criterium at the Boulder Mall, to take photos and I vowed I would do better. I scored a personal victory when, although once again off the back, I was determined to NOT get lapped. When the bell rang

signaling one lap to go, the pack was bearing down on me, and I had a Rocky moment, deciding I would not go down without a fight! I basically sprinted the whole last lap as if I was in a solo breakaway and not some wanker out the back and I just managed to make it to line without being caught...progress!

Coming from a tiny rural area, the Red Zinger Mini Classic was as much a social and cultural experience for me as an athletic one. I was very interested in the music played over the PA before and after the stages. Two songs that I really loved were The Eurythmics "Sweet Dreams (Are Made of This)" and Duran Duran's "Rio". I had seen the



Vail Village Crit RZMC 1983, finally staying with the pack! Photo by Carol Campbell

videos for both at our hotel the night before the first stage. The imagery, the fashion, and the color were all mesmerizing! We all had dinner that night at the Hotel Boulderado alongside the Mall after the fourth stage, eating outside right across the street from a record store. Kids would roller skate through the mall and right into the record shop. And it was a "real record store" stocked full of so much music I had never even heard of. Music in my hometown of Lander, Wyoming was quite limited: we had KOVE, a country western station and KDLY, which played the top 40 on the pop charts...and we didn't even have a record store! We could only purchase records and cassettes at a couple of department stores and the choices were very limited. It seemed we heard and could buy only the very worst and cheesiest of the Top 40. We were still well over a year away from having the current revolution in modern music, MTV in Wyoming. Many of my other friends were into heavy metal and although I did like the way that got me pumped up for training and racing, I longed for something deeper and more meaningful. Music that lifted me, much like cycling did, above what I saw as the mundane, boring, and predictable ways of life in "small town, Wyoming". I began to find it during my time racing in Colorado in the form of Punk/New Wave and the music that was played on college radio stations.

One of the best riders competing in the RZMC was Erik Bennett from Fort Collins. We quickly became friends and hung out after the races, even though during the races he was

regularly leaving me behind. He wore the Green King of the Mountains jersey throughout the race, ultimately winning that category. In bigger stage races, officials awarded points to the first few riders to the top of the major climbs and the more difficult the climb, the more points were earned. Patterned after the Tour de France, there was a separate prize list for this category as well as a points jersey competition for the most consistent daily finisher to reward the sprinters. In this race, the biggest in the country, the winner of each competition got a new bike! Erik had spikey hair with a "tail" in the back. On the chrome forks of his Italian Benotto racing bike he had affixed big blue stickers that said SEX on one leg and PISTOLS on the other. I had no idea what this was all about, so he explained that it was a punk rock band and played some of their songs for me on his Walkman. Now, THIS was a new world...wild, raw, exciting, and rebellious, and like nothing I had been hearing back in Cowboy Country! In the time after the races, I continued to pay attention to what the other riders were listening to and browsed in the numerous record stores throughout the college town of Boulder after our daily races.

My last stop, not coincidentally, prior to driving back home to Lander was the Record Store near my grandmother's house where I went to find some punk rock to bring home. I will always remember what the clerk told me when I asked for a Sex Pistols cassette..."This is the coolest punk from when punk was cool!" I bought "Never Mind the Bollocks", playing it on my Walkman on the drive home. It was angry, it was rebellious, and nobody else I knew in Lander had it or had ever heard anything like it. In what I perceived as the sometimes shallow and occasionally repressive world of Wyoming, rock and roll and cycling both meant freedom. They were both places where you could spread your wings and express your individuality. The Sex Pistols cassette was the perfect soundtrack for my continued journey into the world of bicycle racing.

For Stage five we left the Boulder/Denver area and drove up through a dramatic thunderstorm to the mountains. Topher's mom's friend had a condo in Copper Mountain and we crashed on his floor. In the morning, we faced a four-mile hill climb time trial on the bike path from Copper Mountain to Vail pass. I was hoping to improve my overall standings with a good ride here and was going well when I approached a pedestrian. I yelled out "on your left" and that is exactly where she moved... to her her left! We clipped shoulders,

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which sent me over the handlebars... and pretzeled my front wheel. I couldn't continue and there was still nearly a week's worth of racing ahead! I was totally screwed.

I limped back down to the start-line, distraught and angry. My mom convinced me to plead my case to the race officials, and they agreed to let me continue in the race, but I would be given the last placed riders time on the day. The Intermediate class included riders from age 12 through 14 and hence there was a wide range of physical development among us. Some kids were muscular and shaving, most like Topher and I were just skinny kids who were either amid, or had just gone through, their growth spurt. And some like the guy in last place were still just little boys! Shortly after negotiating our deal to continue, this rider was just setting off, so mom and I cheered him off the line. The time of this little guy who placed last every day would keep me in the race.

Fortunately, I had those spare wheels from my Lander clubmate for the afternoons race. We found a shop in the village at the foot of the ski lift that could rebuild my wheel with a new rim before we left the next morning. The afternoon criterium consisted of 25 laps through Vail Village for twenty miles total. It was right at the foot of the ski mountain and was a route regularly used in the Coors Classic. I saw that race on TV and in magazines with Davis Phinney having won the last few editions. The village was styled to look European with little chalets and shops, and the start/finish banner was adorned with national flags from all over the world. The course was packed with spectators and there was a little climb shortly after the finish. I felt like I was racing in Europe! Thoroughly inspired, I didn't get dropped and recorded my first pack finish, an important lesson in letting the race inspire rather than intimidate and rising to the occasion. After days of floundering behind, in Vail I was finally IN the race!

I had been doing all the races in my Wind River Wheelers wool club jersey but most of the cool kids had spandex jerseys or even skinsuits. I had only recently upgraded to "skin shorts" (Lycra spandex) which were a massive improvement over wool in every way. Cycling gear was very hard to come by in Lander, usually requiring a special order. I had found a cool Italian spandex jersey, made by Sergal, in a supplier catalog at Bob's shop in the weeks prior to my big race and cashed in all my tire credits to order it. It hadn't arrived in time, but Dad mailed it to Grandmas when it did. As such, I got my bright shiny teal, yellow, and purple Italian jersey just in time for the Stage seven Washington Park Criterium in downtown Denver. I thought it

looked "new wave", but my father thought it was girly and hated it! The tight fitting, brightly colored clothing that became the norm among racing cyclists during the 1980s would elicit many comments and insults out on the roads of Cowboy Country over the coming years.

The Denver stage was another I had seen in the Coors Classic and only had one 90-degree corner with the rest being just sweeping bends. The whole thing circled around a big pond amidst large flower gardens. My Grandmother and Grandfather Campbell lived nearby and came to watch, joining Mary and Lyle, while Aunt Bev was there too, having driven out from Illinois. Between my new jersey, more family to cheer me on and the morale from my improved results from Vail I was fired up! The race was 25 laps for eighteen miles and with around ten laps to go, I was not only still in the pack, I was also feeling great...so, I moved up! Before I knew it, I was near the front and when I saw all my relatives approaching, I charged! Right onto the very front of the peloton! A classic rookie ego-move. My family, who by now had grown accustomed to seeing me either dropped or hanging on for dear life, went crazy! "He's leading the pack!" I could hear my Aunt Bev exclaim!

It seems every bike racer goes through this phase of development. After a period of struggle and adjustment, once they are finally "in" the race, the excitement inspires them to drive hard on the front of the group and just tow everyone else along. And that is exactly what I did, lap after lap and right when I passed my family...I got on the front and threw down! I knew about the benefits of drafting and how much harder it was to just ride on the front with everyone in my slipstream, but I couldn't resist. I was drunk on my newfound power and confidence! Bike racing, however, as I would learn in the coming years, is all about conserving your energy and making a move when it can really count, like breaking away from the field, or winning a final sprint. Riding hard on the front just gives your competitors a free ride and wastes valuable energy. And, of course, with a few laps to go, I started running out of steam and fell back. I still managed to get into the top twenty in the final sprint, which was my best result yet. I had to endure some humiliation when my Aunt Mary, very proud of my improvement, had me sit on the #1 step of the podium after the race for a photo. No rider wants a picture on the top step unless it is earned! I moved quickly, didn't smile, and hoped none of my competitors would see me.

For Stage eight we had to drive back up into the mountains, this time to Estes Park. My mom was fired up

as she had worked summers here in college and on the beautiful drive home told me story after story of her days there. It was only our second night in a hotel, and I was stoked to find MTV once again. In the morning, we had a tough road race called "Devil's Gulch" which started by hurtling down Big Thompson Canyon. This was both exciting and terrifying, as 65 gung-ho kids blazed along at 40-50 miles an hour bunched tightly together and completely spun out on our tiny top gear.

After the fast descent, we turned left and climbed back to Estes Park through Devil's Gulch Canyon, a long and steady climb. Brimming with newly found confidence in my abilities and no longer in awe of my competition, I was hanging tough as we approached the last steep switchbacks before the descent back down into Estes Park. Just as I was imagining going with a break over the top or contesting the final sprint, the pack compacted and the rider behind rammed into me. I didn't go down, but his front wheel had hit my rear quick release skewer, and it was now flipped straight out! It was on the verge of opening all the way which would cause my wheel to fall out enroute to an almost certain crash. YIKES!

Back in Bob's bike maintenance class, we were taught to put the skewers parallel to a frame tube to prevent being forced open. I had seen pictures in magazines of top riders with both skewers pointing straight back and this looked cool to me...aerodynamic and sleek. Being very in tune with the visual aspects of the sport, I mounted my skewers like this. Now in the heat of battle, I was paying the price for choosing cool over practical. I had to stop and close that skewer or risk the wheel pulling loose on the descent and causing certain doom. I tried to pass as many riders as I could, but I finished off the back and was angry

at myself for missing an opportunity for a much better result.

As I waited to watch John finish, the Junior women came in. Well, one Junior woman...Ruthie Matthes, a ski racer from Sun Valley, Idaho and a virtual unknown. She wore a grey jersey with no team logos or sponsors...stealthy! She had attacked on the long climb and left behind a field of strong women, several of whom lived at the Olympic Training Center. She arrived over four minutes clear and took the overall lead. She made quite an impression on me and over time she would make quite an impression on the sport. In her ensuing nineteen-year cycling career she would win three National Road championships, five National Mountain bike championships, the Mountain Bike World Cup, a silver medal in the World Road Championships, represent the USA in the 2000 Olympics, and win the 1991 World Mountain Bike Championship!

Just like at the Coors Classic, the penultimate stage was on the barren roads of the Morgul-Bismark outside of Boulder. A tough, hilly circuit that finished with a couple of very steep climbs, the last of which was known as "The Wall". And just like at the Coors, there were officials on hand to help catch exhausted riders on the line and even medics with oxygen masks! My Uncle Jim, one of my first cycling tutors, came for this one and I hoped for a solid performance to move me up the GC. I secretly wanted to move ahead of Topher, and I was getting close. Alas, I was dropped near the end but still managed to distance Topher. Our long odyssey was nearing its end. That evening we blasted up the 1.2-mile NCAR climb outside of Boulder and then raced a twenty-mile circuit race around the National Bureau of Standards on the final day.

I was 33rd and Topher was 34th on the final General Classification.

In just over two months, I had come a long way with my cycling, from merely hoping I would have someone to race against to racing for ten days straight against sixty-five of the best riders in the country my age! All the riders gathered at the awards ceremony in a Colorado University auditorium, cheering our newfound friends and basking in the glow of our collective accomplishment to finish a ten-day long race. The organizers gave out some incredible prizes. Erik won a new Trek racing bicycle for being King of the Mountains. Back in Golden, my grandfather told me how proud he was of me for "racing against all those more experienced kids" day after day and hanging in there." I had learned a lot and was proud of my improvement over the course of the race. I overcame some setbacks, but I desperately wanted to really compete and be up front in a big race and score a solid result. I wanted to be up on that podium for real!

To purchase the book, email Dave: davecampbell828@gmail.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.

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NUTRITION

The Athlete's Kitchen—Sport Supplements: What You Should Know



Athletes need about 3 to 5 grams a day of creatine for performance benefits. Photo by Dave Ittis

By Nancy Clark MS RD CSSD

As a sport dietitian, I get asked many questions about supplements. What's the best protein powder? pre-workout energy booster? recovery drink? Are these products all they are promoted to be? To address that question, I scoured an article by Jose Antonio PhD and colleagues in the Journal of the International Society of Sports Nutrition: "Common questions and misconceptions about dietary supplements and the industry—What does science and the law really say?" This summary of some key points comes with a concluding suggestion: be an informed consumer.

For trusted supplement information, your best bet is to not believe all you read on Instagram and TikTok! Rather, choose to get personalized information by meeting with a registered dietitian nutritionist (RD or RDN) who is a Certified Specialist in Sports Dietetics (CSSD). A simple Internet search "sports nutrition RD near me" can help you find a local RD CSSD. (Nutrition consultations commonly get covered by health insurance, so don't let money be a barrier. An RD CSSD might even

save you money if you are currently buying needless supplements.)

Here's some background information about sport supplements to help you become an informed consumer.

- Supplements are a big business. In 2023, the US dietary supplement industry (includes vitamins, minerals/electrolytes, herbs, botanicals, amino acids, enzymes, etc.) was valued at more than \$54 billion dollars. [Amazon.com](https://www.amazon.com) alone sold \$12.6 billion in vitamins, minerals, and related supplements. In comparison, prescription medications had thirty times more sales—about \$670 billion.

- Are all commercial supplements safe and effective? That is, how well regulated is the dietary supplement industry? The answer is debatable—and also confusing for the average consumer. For example, the FDA regulates Red Bull not as a supplement but as a food/beverage. Red Bull contains caffeine; FDA regulations limit caffeine content in the food/beverage category to less than 400 mg/serving. That's the safe upper limit per day for adults. Yet, restaurants and coffee shops do not have to declare the caffeine content of their products. Regardless, any

athlete can consume an unlimited number of energy drinks or cups of coffee in a day. That's problematic because the dose is the poison. Very high doses can lead to heart arrhythmia and trips to the ER.

- Unlike pharmaceutical drugs, dietary sport supplements (recovery drinks, protein powders) do not need to be pre-approved by the FDA. The manufacturers need to ensure safety, comply with labeling laws, and include specific information on the Supplement Facts Panel. But, unlike the Nutrition Facts Panel for food, the Supplement Facts Panel does not have to include specific amounts of ingredients, such as grams of caffeine or protein. Many supplements claim to have a mysterious proprietary blend. Who knows what's in that pre workout drink, fat burner, or metabolic booster?

- A supplement is deemed safe if it is reasonably expected to be safe when used as intended. This means, adverse reactions get reported and dealt with after having caused harm. (This differs from a food additive that is reasonably expected to cause no harm and has to be proven safe prior to being listed as Generally Regarded As Safe.) A supplement manufacturer is required to submit to the FDA all serious adverse events associated with the product and record all non-serious reported events. If anything, these adverse incidents can be under-reported.

- The label of a sport supplement cannot include a claim to cure, mitigate, treat, or prevent a disease. That's why you see vague "structure and function" claims that describe how a supplement might affect body structures (bones, fingernails) or functions (digestion, circulation). Common claims include supports heart health (as opposed to a drug that might claim lowers cholesterol).

- Supplement companies often pay researchers to study their products. For example, Gatorade has

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CYCLING TRIVIA

The Five-Time Tour Winner Club

By Dave Campbell

Only four riders have officially won the Tour de France five times: Frenchmen Jacques Anquetil (1957, 1961–64) and Bernard Hinault (1978–79, 1981–82, 1985), Belgian Eddy Merckx (1969–72, 1974), and Spaniard Miguel Induráin (1991–95).

Slovenian Tadej Pogacar enters this July's Tour with four overall victories. If he wins, he would join one of cycling's most exclusive clubs. That raises a good trivia question: what do these all-time greats have in common?

Q1. What is the one Grand Tour, beyond the Tour de France, that all four five-time Tour winners — as well as possible new initiate Tadej Pogacar — have won?

Q2. What major international stage race outside the Grand Tours has been won by all four five-time Tour winners, as well as Pogacar?

Q3. What major one-day road race victory do all of these riders share?

Q4. Among the four members of the five-time Tour winner club, Eddy Merckx recorded the most Tour de France stage wins, with 34. Of the other four riders under discussion — Anquetil, Hinault, Induráin and Pogacar — who ranks second?

Q5. Only one rider among the four five-time Tour winners and Pogacar has not won either the elite road race or individual time trial world championship. Which one?

Answers on page 22.

Dave Campbell was born and raised in Lander, Wyoming and now resides in Bend, Oregon. Dave also writes cycling history at "Clips_and_Straps" on Instagram and announces at cycling events throughout Oregon.

funded numerous research projects related to dehydration. Beet Elite has funded research on beets/nitrates as performance enhancers. Does that mean their research results are biased and questionable? Unlikely, given respected researchers want to protect their integrity and reputations. They sign agreements that allow them to design the project objectively, have the results reviewed by their peers, and report both positive and negative findings. Believe me, neither a company nor their research scientists want to promote false claims about a product that will damage their credibility and reputations.

- Despite being regulated for safety, dietary supplements can be contaminated with heavy metals, microplastics, or other undesirable substances. To avoid banned, contaminated, or risky ingredients, be sure to buy a product that verifies its quality and safety. You'll see on their label a third-party certification icon from NSF Certified for Sport, Informed-Choice, Informed-Sport, Banned Substances Control Group (BSCG), or USP. The Department of Defense has Operation Supplement Safety with a tool you can use to check your supplements for contaminated and banned substances. These resources are far better than

any (mis)information from TikTok, Instagram, or AI.

- Most sport dietitians recommend a Food First approach to enhance performance—but that does not mean Food Only. If you are restricting your food/calorie intake, eliminating foods (dairy-free, no red meats), or "making weight" for a sport, you are at increased risk for nutrient deficiencies. If you are eliminating ultra-processed grain foods ("refined carbs"), you can miss out on fortified foods, with added iron or zinc, or enriched foods that replace nutrients lost during processing, such as B-vitamins and fiber. There is a time and a place for supplements in an athlete's diet. For example, athletes need about 3 to 5 grams a day of creatine for performance benefits. That's the amount in about 2 to 4.5 pounds of meat. While that's possible for a carnivorous bodybuilder to ingest, it's unlikely for most athletes.

Nancy Clark MS RD CSSD counsels both fitness exercisers and competitive athletes in the Boston-area (617-795-1875). Her best-selling Sports Nutrition Guidebook, 6th edition is a popular resource. Visit NancyClarkRD.com for more information.

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OLYMPICS

Paris Proved It. London Proved It. Will LA?

By Peter Abraham

One of the reasons I love riding bikes and working in the bike industry is how multi-faceted bicycles are: sports equipment, Olympics, urban planning, transportation, technology, public health, public safety. Bikes touch all of these things. I am by nature a generalist, and I love outdoor sports, so bikes have a huge appeal for me.

Over the last year I've become fascinated by bike infrastructure: how it gets built, who uses it, who pays for it, and why it's important. If I look at my past, this makes sense. I started a running event (The Santa Monica Classic) that involved closing miles of roads, and doing the political advocacy to make the event possible. After selling that event to the LA Marathon, I became the head of marketing there and was part of the team that developed the "Stadium to the Sea" course, which basically closed down five cities across LA for a day. So the physical activity + infrastructure combination has always been interesting to me. Add to that my own experiences training and racing on bikes over the last 45 years and this all starts coming into focus.

I also volunteer my time to help the largest bike industry non-profit group, People for Bikes. Last year PFB CEO Jenn Dice pulled me into a task force that would look at how we can encourage more bike infrastructure to be built around the LA28 Olympics. So I've been discussing bikes and cities with many stakeholders here in Los Angeles. Not to mention interviewing many guests on my podcast (with co-host Mark Riedy) Speaking of Bikes.

Here's why bike infrastructure is a leading indicator for successful cities:

Quality of Life: Living in any urban area is more enjoyable if you are not forced to get around by car. I've spent a lot of time riding bikes in places like Bentonville, London, France and Prague. Yes, I'm biased. But there's no question that cities that welcome bikes are more enjoyable to live in, even if you never ride



Rendering of the LA River Bikeway, part of the larger Festival Trail project.



Bike ridership in London before and after the 2012 Olympics.

a bike. Places like grocery stores are more accessible, there is less noise, and, let's be honest, people overall are just happier. There is quite a bit of research that shows cyclists are the happiest commuters (vs cars, pedestrians, buses, trains). And if you have ridden bikes in cities that have safe bike lanes or bike paths, there is no doubt that you yourself can confirm this.

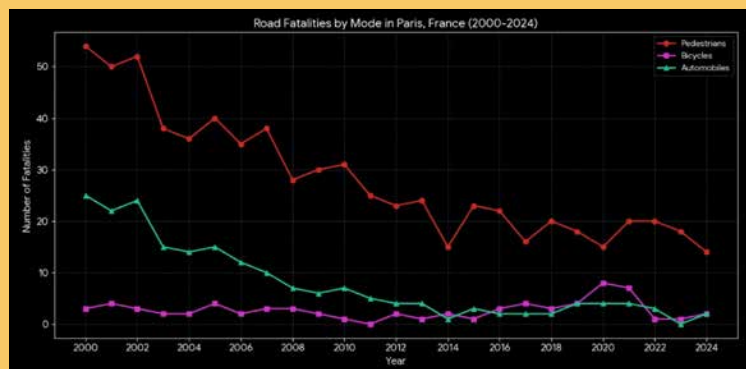
Public health: Our society is less sick when we're more active. That should not be a surprise. But there's more to it than that. Data from the last 20 years in London and Paris, where bike infrastructure has been a priority, shows that pedestrian, cyclist and driver deaths all decrease as bike ridership increases. And, importantly, the air quality improves dramatically.

The Olympics are a rare opportunity for a city to expand its bike infrastructure. I have spent time

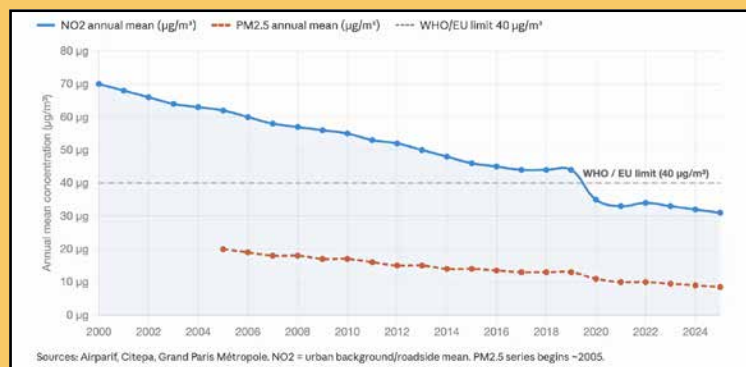
speaking with the people who led bike ridership initiatives in both Paris and London around the 2024 and 2012 Olympics. They were very strategic about how they thought about building infrastructure. It was not just "let's build some bike lanes." Careful thought was put into motivating people to get out on bikes, to ride to work and participate in cycling events. Big urban bike share systems were built into the plan as well as extensive investments in infrastructure. And importantly there was true leadership around bikes from the mayor of each city. Read former London mayor Boris Johnson's 30-page manifesto on bike infrastructure, or the story of Anne Hidalgo's leadership in Paris around bikes. We're two years out from the LA Olympics, and I don't see this kind of leadership from either the Governor Newsom or Mayor Karen Bass. That's a shame. I realize there



Bike ridership in Paris, 2000-2025.



Safer roads for all in Paris during the same time frame (remember that as you move the the right, there are many, many times the number of bikes on the road).



Air quality improvement in Paris as more people ride bikes.

are many challenging things going on in Los Angeles right now: recovering from the devastating fires we had last year, ICE raids, the FIFA World Cup and elections this year for both LA mayor and California governor. But I would love to see some of our political leaders prioritize safe streets for pedestrians, bikes and cars.

Come on Los Angeles, I know we can do this. The recent LA Metro board approval of the LA River Bikeway (I spoke on behalf of this at

two of their board meetings) makes me optimistic. That is a \$430 million project, approved by voters in 2016 as part of Measure M, that will build 9 miles of new bike lane through downtown LA along the Los Angeles River. I believe this project, and it's large scope, can serve as a tipping point for bike infrastructure leading into the Olympics. Maybe this bike path can make it ok for other municipalities, politicians and non-profits to invest time, energy and resources into safer streets.

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.

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From Trash to Treasure: A Dad's Handmade Carbon Balance Bike

The finished version of Chloe's bike. Photo by AJ Turner

By A.J. Turner

I've always wanted to make my own custom bike, and when I spotted a damaged carbon frame headed for the trash, I decided to save it and repurpose it into a balance bike for my daughter. This felt like my chance to build a custom bike somewhat from scratch, and I jumped at the opportunity. I started the project when she was only about a year old, and I'm hoping she'll finally be tall enough this summer or fall to really ride it.

After cutting up the frame and removing the unnecessary and damaged sections, I started sanding down the head tube and upper downtube sections so they would slide perfectly into the bottom bracket area and lower downtube. I didn't want to reinvent things like the headset, seatpost, or axle interfaces if I could avoid it, so I did my best to reuse the existing interfaces—just shrunk down a bit.

I fabricated a carbon plate to fill the top tube opening, then bonded and sanded everything smooth. From there, I cut the seat tube as low as possible so it would slide into the upper part of the bottom bracket

area and still work with an existing seatpost. I shortened the chainstays as much as I could as well, allowing them to slide together without recreating any axle interfaces.

To keep everything aligned, I built a small PVC-pipe jig that worked with the wheels I sourced for the bike, although I unfortunately forgot to take photos of it. I also managed to save some scrap prepreg carbon sheets from the trash and used them as overwrap reinforcement around all the frame junctions.

The fork followed a similar process. I cut it apart, slid the smaller sections into the larger ones, then glued and overwrapped everything so I could continue using the original axle interfaces. Reusing the existing headset, seat collar, and front axle saved me a huge amount of time and effort.

The only parts that required machining were the wheel endcaps, which I enlarged from 10mm to 12mm. I also had to shorten and re-thread the rear axle. The trickiest part of the entire project was figuring out a clean solution for the bottom bracket area. I designed a closed-end T47 bottom bracket cover in Fusion 360 and 3D-printed it to clean up the appearance. Eventually, I'd like to



Chloe's bike during the build. Photo by AJ Turner

redesign it with integrated foot holds.

Right now, the bike runs 12-inch wheels, but I built in enough clearance to fit 14-inch wheels later so the bike can hopefully grow with her a bit.

The best part, of course, is the paint.

My good friend Mike Swim at Crasheur (Instagram: @Crasheur) knew about the project from the beginning and probably became my biggest motivator—besides my wife—to actually finish it. My wife wanted a "Lisa Frank-style" paint job, and Mike came up with a series of concepts that all looked incredible. Between the two of them, they dreamed up the final design you see today.

Mike absolutely nailed the execution. The paint turned out better than I ever imagined, and I love all the hidden details he incorporated—skulls, hearts, flames, and other little surprises throughout the frame. I honestly don't even know how he pulled some of it off. You'd have to ask him. He even laser-etched one of my daughter's favorite cartoon

characters onto the headset top cap and spacers. He's basically a painting wizard.

Overall, I'm incredibly excited with how the project turned out. As a new dad, finding time to work on something like this isn't easy, especially when you only get an hour here or there in the evenings or on weekends. The amount of measuring, sanding, gluing, sanding again, tinkering, and then even more sanding felt endless at times.

But now that the bike is finished, I can already picture my daughter ripping around on it, and I know every hour of work will have been worth it. Unfortunately, she's still just a little too small for it at the moment—but hopefully by this summer she'll finally be ready.

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RANDOM ACTS OF CYCLING

The Good Bike Shop

By Maynard Hershon

I've been riding to Golden from our home in Denver once or twice a week. I ride the Clear Creek bike trail, a narrow trail with many turnings, some of them quite tight. In the last couple of weeks I've noticed a change in my bike's handling, in its steering -- a glitch you could say.

I'll be turning a long corner, almost a hairpin turn, in which the road turns back on itself. I'll be midway through that corner, not going especially fast, just sweeping through the bend, when my bike will abruptly but subtly want to stand up straight...or lean over further.

Each time it happened, I'd be alarmed - for an instant, and wonder what could be going on. When I reached my destination, I'd look at my bike, at the top of the fork tubes under the crown, at the bottom bracket and at the chainstays, searching for cracks and praying that I saw none.

I'd lift the front end of the bike off the ground and swing the bars back and forth, trying in vain to sense a tight or loose spot in the bearings of my Chris King headset, the bearings that the front end pivots on.

I'd hold the front end a few inches from the pavement and drop the front tire to the ground. No rattle. No problem with my King headset; not a surprise. I'd take the front wheel out of the fork and gently squeeze the fork tips together. No movement. Probably no cracks in the fork tubes.

I'd wiggle the front wheel in the fork to see if there was slop in the bearings of the front hub. I'd flick both tires with a fingertip to see if they were fully inflated. I found nothing amiss.

My bike is 12 years old, old enough certainly to develop a crack. I've ridden it thousands of miles, not

brutal miles, but all sorts of miles, flat and hilly and even mountainous. Maybe, I thought, it's telling me gently, as steel does, that something is wrong. Warning me, you could say.

So I stopped at Turin Bikes, a few blocks from Tamar's and my home. I berated myself on the way there for not having the bike with me. It was dumb not to take it, like trying to get a mechanical diagnosis on the phone, but I was out for a walk and Turin was right there so I stopped.

Dave was behind the service counter as usual. I told him pretty much what I've told you in the paragraphs above except for the feeling foolish for not having the bike with me. Told him how the bike had felt and what I'd checked. He listened and said almost nothing as I described the problem and my efforts to diagnose it.

He asked me what kind of tires I ride. I told him I use Specialized Armadillos, not needing to mention that I don't mind losing ride quality and gaining wheel weight in exchange for long life and flat resistance. There was no need to tell him that stuff; He knows it perfectly well.

He told me to look at the Armadillos, to note the peaked shape of the tire, how it isn't completely round as you look at the tread, but high in the center. He said that tires that are peaked that way can create little (harmless) handling glitches.

Peaked tires won't put you on the ground but they can lack a bit of sure-footedness in turns.

I told him I'd recently replaced my rear tire with a new Armadillo. The front tire was worn in the center and much rounder than it had been when it was new. The peaked rear and round front contributed to the tiny instability I'd felt mid-corner.

As the new rear tire wears down its center tread, the peak will wear away - and my predictable handling will return, Dave told me.

As I thought about what he'd said, his description of the problem and its symptoms made sense; it FELT right. I thanked him and walked out of Turin into the sunshine, happy for the 100th time that I have such a shop in my neighborhood.

After all, when I walked into Turin, I was afraid I might have a crack in my frame or fork. I was wondering how long my warranty might last. I was afraid I might lose my beautiful bike.

Here's the thing about a good bike shop. They have seen so many bicycles, so many bicycle problems, listened to so many perplexed bicycle owners.... Whatever you have experienced with your bike, they've almost certainly seen before and dealt with before.

They know the problem and how to talk with you about it and if necessary fix it.

There is no substitute for a good bike shop. There are lots of places to buy tubes and bar tape, some of them for less money than a good bike shop can afford to sell them. But when your bike starts behaving in a weird way or making strange noises and you can't figure out why, who're you gonna call?

You're gonna go to your bike shop and because you're smarter than me you're gonna take your bike with you. If it's a good bike shop the service person will ask you questions and listen to you as you talk about your bike. That person will suggest why your bike may be acting the way it is.

He or she may tell you how to deal with your problem yourself or may write up a work order so the shop can fix your problem. Either way, it'll get handled.

My head was full of concerns about my beautiful old blue bike when I walked into Turin. It was full of relief after hearing Dave's explanation, the considered diagnosis of

an expert. No charge - for assurance worth more than I can describe.

Think how lucky you are to have a good shop nearby. Think about that shop even when you aren't faced with what you imagine may be life-and-death issues with your bike. Think about that shop when you realize you've used your last tube or your bars are showing through your tape.

[Editor's note: Sadly, Denver's

Turin Bicycles closed in April 2022. The original Turin Bicycles, in Chicago, celebrated its 60th anniversary in October 2025.]

Maynard Hershon is a Colorado based cyclist who has written for Winning Magazine, VeloNews, California Bicyclist, and the Bicycle Paper. His newest book is The Dysfunctional Cycling Club and Other Stories.

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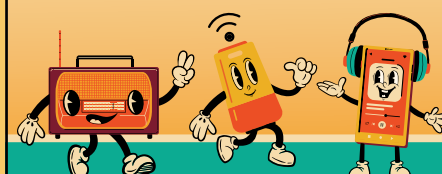
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MECHANIC'S CORNER

Pocket Air Compressor: First Impressions



The Hi Line E-pump Pro saves the day! Photo by Tom Jow

By Tom Jow

At the end of last summer, my friend gave me a new pump to try out. This pump, the Hi Line E-pump Pro, is a battery powered mini air compressor. Just like the last electric bicycle device I received, I wasn't sure if I really wanted it. But I tried it out anyway.

The first time I used it was pretty easy. Press and hold the power button until the screen comes on. Adjust to your desired tire pressure with + or -. Short press the power button to start inflating. Waaaaaa! It started up with a loud whine that had me wanting to cover my ears. Fortunately, I was just topping off the pressure, so the compressor shut off pretty quickly.

In order to sync my new compressor gauge to that of my trusty floor pump (two gauges are rarely the same) I spent the next 30 minutes or so deflating and inflating to get it just right. Having done that, it was onto the closet shelf with that loud and annoying thing.

Eventually I needed a pump. One of my bikes does not have a frame mounted pump, and did I want to wear a pack. So, I grabbed the E-pump Pro. One of the nice things about the E-pump Pro is the



The Hi Line E-pump Pro with included adapters. Photo by Tom Jow



The E-pump Pro has simple controls and adjustable auto shut off. Photo by Tom Jow

small size. About the size of two Clif Bars, it fits nicely in a hip pack or small frame bag. Because it was just for emergency, there was low likelihood I would have to listen to its loud whine.

When the riding season really arrived, I needed to change some tires. I was not looking forward to the task until I remembered the E-pump Pro. Hi Line packed a lot of power into this small package. On one charge I inflated five and a half 29 x 2.4 tires from dead flat. Of these, two required reseating one bead, and one and a half were new tire installs. A half, you may ask? The second of the new tire installs would not seat the second bead and expended the remaining battery. However, the battery was fully recharged in 30 minutes, and I was able to complete the tire inflation. I was beginning to warm up to this mini compressor.

Finally, the E-pump Pro proved itself on the trail. During a recent ride, my rear tire developed a pesky pin hole in the sidewall. The difficulty with sidewall punctures is that



Completing a new tire installation with the E-pump Pro. Photo by Tom Jow

it is challenging to get tire sealant to cover. E-pump to the rescue! Using the included screw on inflation adapter, I was able to inflate the tire while shaking the wheel (the whole bike actually) to splash sealant up to plug the hole. During the episode, the sealant would "pop" at about 14psi, requiring multiple inflations. Finally, after covering the hole with my finger during inflation, the seal held. Try that(!) with a manual pump.

Don't get me wrong, I am not going to give up my manual floor pump. However, the Hi Line E-pump Pro has found a permanent place in both my workshop and my repair kit. It is small enough, light enough, and powerful enough. It also leaves room for earplugs.

Specs:

Screen: LED Display
Dimensions: 73x45x28mm
Weight: 136g
Valve Compatibility: Presta/Schrader/Needle
Max Pressure: 120PSI
Charging: Type-C, 45-minute charge time
Battery: 2x 500mAh, 7.4V

Cycling Trivia: Before July Answers (from p. 23)

A1. Max Bulla won the inaugural 1933 Tour de Suisse. He was Austrian — not Swiss — and his victory established from the outset that the race would be an international affair rather than a domestic showcase. Bulla arrived in Zurich just an hour before the first stage began, having traveled overnight by train after racing in Belgium and France, and still won by over nine minutes. He was one of the most accomplished Austrian professionals of the early 1930s and had won the Zürich championship two years prior. That a foreigner should claim the first title of a race named for its host country was not lost on contemporaries, and it anticipated a long history of the Tour de Suisse being won by riders from across Europe and, eventually, from around the world.

A2. The race was inaugurated by the Dauphiné Libéré, a Grenoble-based regional daily founded in the immediate aftermath of World War II and named — as many French publications were in that period — with liberation as an explicit theme. The paper saw in the new race a way to promote both regional identity and its own circulation. It remained the race's organizer and title sponsor for over sixty years, until ASO — the Amaury Sport Organisation, which also runs the Tour de France, Paris-Roubaix, and Paris-Nice — took full control in 2010 and simplified the name to Critérium du Dauphiné. The word Dauphiné refers to a historic province in southeastern France, centered on Grenoble and stretching into the high Alps. It was once the feudal domain of the heir apparent to the French throne — the Dauphin — and the region's mountainous terrain naturally shaped the race into a climber's proving ground from its earliest editions. Beginning in 2026, the race has been renamed the Tour Auvergne-Rhône-Alpes to reflect the expanded role of the broader host region.

A3. The wartime editions of the Tour de Suisse were constrained in size, duration, and international participation — Switzerland's neutrality kept the race

alive when the rest of the European calendar had gone dark, but logistics were difficult and fields were thin. The 1941 edition came down to a tie between Sepp Wagner and Werner Buchwalder after just three stages. When the final leg could not be completed on the road as planned — heavy rain and encroaching darkness made continuation impossible — organizers moved the finish indoors to the Hallenstadion in Zürich and settled the race with a track sprint on the velodrome inside. Wagner won. It is, to this day, one of the only times a major professional road stage race has been decided by a criterium-style sprint on an indoor track, and it belongs to a category of cycling history that is simply too strange to be invented.

A4. The four riders are Jacques Anquetil, Eddy Merckx, Bernard Hinault, and Miguel Indurain. Each won the Tour de France five times, and each also claimed the Dauphiné at least once in his career. No other race on the WorldTour calendar can make that claim, which gives the Dauphiné a peculiar place in cycling mythology: it has, in some sense, touched the careers of every man who reached the sport's highest summit more than once. The distinction is partly a matter of timing — the Dauphiné's June slot makes it a natural stopping point for riders building toward July — but it also reflects the race's consistent ability to attract the sport's very best when they are at or near their peak.

A5. The GC leader's jersey is yellow with a distinctive horizontal blue band across the chest — a design that immediately sets it apart from the solid yellow of the Tour de France, and from the red, white, and other colors used by races like Paris-Nice and Tirreno-Adriatico. The yellow field acknowledges the race's kinship with the Tour, while the blue band asserts its own identity. A mountains classification jersey (polka-dot, added in 1948) and a points classification jersey (green, added in 1955) complete the set, mirroring the Tour's classification structure in miniature.

-Steven Sheffield

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The American Discovery Trail Relay Will Traverse the US this Summer



Trevor Oxborrow riding on an ADT Bike Alternate Route near Railroad Valley, NV. Photo by Tom Oxborrow.



Kurstin Graham riding the American Discovery Trail just outside of Preston, Nevada. He plans on riding this section from Red Rock Summit to Preston on July 26 for the Relay. Photo Courtesy Kurstin Graham

By Brian Berlin

Bike adventurers could experience rides of a lifetime this summer exploring a route that few have ridden and even fewer know about.

The 6,800-mile ADT passes through 15 states, 325+ communities, near the homes of 40 million people, seven capitals, through wilderness areas, state and national parks, from Point Reyes, California, to Cape Henlopen State Park in Delaware. If you've biked or hiked trails in one of these states, you might have been on the ADT and not known it.

On July 4, 2026, cyclists and hikers will kick off a cross-country relay that will traverse the American Discovery Trail (ADT) to celebrate our country's 250th birthday. American Discovery 250 Relay supporters will carry batons containing a scroll of the Declaration of Independence inside. Several batons will bear engravings of the words "Life," "Liberty," and "The Pursuit of Happiness."

The folks behind the ADT want to change that anonymity, and the American Discovery 250 Relay is intended to do just that.

"There are people who are bik-

ing many sections of it, but they are thinking that they're biking on the Katy Trail," said Eric Howard, Executive Director of the American Discovery Trail Society.

"Or they're thinking they're biking on the Chesapeake and Ohio Canal, or some other rail-trail. But they're also on the American Discovery Trail. One of our challenges that we're working on is making sure that people are aware that if they're going on this trail, that they're also on the Discovery Trail." Putting up signage along the trail falls to the State Coordinators.

The relay begins July 1, 2026, from the western trailhead at Point Reyes, California, and will cross the Golden Gate Bridge in San Francisco July 4. The relay will end at Cape Henlopen State Park in Delaware on Thanksgiving, bookending traditional American holidays.

Given the number of days, weeks, and months allotted, hikers alone cannot complete the Relay.

"We've got to average about 40 miles a day," Howard explained. "And you can't do 40 miles on foot every day."

The ADT is open to anyone: hikers, bikers, horseback riders, as well as a "wide variety of users who live near the route and benefit from

the convenient location." You can hike the entire trail. Ride horseback on certain segments and bike over most segments. Participation is free. Information about the trail and the Relay can be found at discoverytrail.org.

Origins of the American Discovery Trail

The history of the American Discovery Trail begins in 1980-81 when the American Hiking Society (AHS) organized a cross-country hike called HikaNation. Jim Kern, William Kemsley, Jr., Paul Pritchard, Glenn Seaborg, and others, all hikers and backpackers, organized the hiking adventure from Golden Gate Park in San Francisco to Cape Henlopen, in Delaware. The hike took 14 months and covered 4,286 miles.

In 1990, Ellen Dudley and Eric Seaborg hiked and biked the ADT to scout the route and memorialized their adventure in the book *American Discoveries: Scouting the First Coast-to-Coast Recreational Trail*.

"They stopped at various places along the way," Howard added,

"including the Oval Office in the White House and had an excellent adventure, and as a result of their adventure, not only did they write a book, they got married."

AHS hired a national coordinator in 1991 to work with state coordinators to maintain and refine the trail. The American Discovery Trail Society formed five years later to steward the ADT.

Western Region ADT

This article will focus on the Western Region of the ADT, which spans California, Nevada, Utah, and Colorado. I wanted to highlight bikeable sections of the Western Region, so I met with the State Coordinators from each of these states to gain insight into the routes in their respective areas.

These State Coordinators were extremely helpful in "virtually" scouting the bikeable Relay routes they haven't personally ridden. In the process, they introduced me to the concept of Bike Alternate routes, which go around areas where bikes aren't allowed.

California

The California segment begins at Limantour Beach on the Pacific Coast July 1 and finishes at the Tahoe Rim Trail on the California-Nevada border July 14.

Cyclists can join the relay July 4 on the Marin County side of the Golden Gate for a short ride across the bridge, then ride along the Embarcadero to the Ferry Building. However, organizers expect a lot of hikers. John Mercurio, California ADT State Coordinator, cautioned that cyclists would have to ride at walking pace or push ahead.

"If you had a cohort that was interested in riding on July 4," he emailed me, "I'd also be open to trying to coordinate with you on a special arrangement."

For instance, the walkers will begin at 8 a.m. on July 4, but if cyclists departed at 10 a.m., they could easily roll into Pier 39 at 11 a.m. at the same time as the walkers, for the kick-off celebration. Perhaps a better bicycling strategy is to join the relay as it leaves the Bay Area, according to Mercurio.

"The Bay Area is unusual for the relay," John continued. "In most places, cyclists are the favored group, because of the amount of miles we need to cover, and the flat terrain involved. In the Bay, though, distances favor walkers, and many of the trails are bike-restricted. July 8 is the day we really need the cyclists to turn out, getting us through the Delta."

July 8 is a 70-mile jaunt in Contra Costa County starting at the Contra Loma Regional Park and following walking/biking trails and city streets to Sacramento. Expect hot weather as you approach Sacramento. You will also get to experience the Del Rio Trail, a new rail-trail that parallels Freeport Blvd. Riders can take any type of bike on this section — road, gravel, and touring, for instance.

John Mercurio said the Del Rio is a new addition to the ADT route.

"We just took it (the route) off the street and onto that trail, and I've been on it, and it's beautiful. It's a really good improvement that we just made."

One note of caution: cyclists and pedestrians have called out the Antioch Bridge crossing as not for the faint of heart. It's 13 stories high, there's very little shoulder, and tons of traffic. Some have opted to Uber it or get a support ride.

From July 10 through July 14, the relay leaves Sacramento and climbs toward the eastern trailhead near Tahoe City. On July 11, cyclists can follow the paved Jediah Smith Memorial Trail along the American River and into Folsom Lake State Recreation Area as far as Beek's Bight. Beyond that point, the relay route does not permit bicycles.

On July 14, the relay departs Lewis Campground for Tahoe City, with portions of the route following the Tahoe Rim Trail, a favorite among mountain bikers. Riders should note, however, that the Desolation, Granite Chief, and Mount Rose wilderness areas pro-



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Bicyclist on the South Platte River Trail portion of the Colorado ADT. Photo by Steven Hill

hibit bicycles, as does the 50-mile stretch of the Tahoe Rim Trail that overlaps with the Pacific Crest Trail, from Meiss Meadow to Twin Peaks.

If you're not a mountain biker, consider joining the Relay at the Truckee River Bike Trail and pedaling into Tahoe City.

Where the ADT Relay follows established bike paths, riders of all types can participate. Other sections, like Auburn to Tahoe City, offer some mountain biking surfaces, but the ADT hasn't officially scouted the off-road parts for rideability.

"I've been struggling with how to create a bicycle route (on the ADT) all the way across California," Mercurio told me. "And so, the biggest and most challenging gap is basically from Auburn to the Nevada line." Bike adventurers take note.

Nevada

The Nevada Relay segment starts on July 15 in Tahoe City, California, and finishes in Baker, Nevada, July 29.

"There are sections (where) we have created bike alternate routes," said Samantha Szesciorka, Nevada State Coordinator. "So, we went ahead and laid out alternate routes specifically with bikes in mind. Can you do the entire trail on a bike? Yes. Will you love every mile of it? No. There are sections that are very difficult on a bicycle."

Trevor Oxborrow and his dad Tom rode the Nevada ADT on bikes in 2001. They also organized the Comstock Epic bikepacking race, which follows the ADT bicycle route. Tom Oxborrow preceded Samantha as Nevada State Coordinator and has worked with Samantha on the bike alternate routes.

Trevor shared his firsthand knowledge of the route via text. "I am partial to the east side of the state," he wrote. "Baker to Lund is a fantastic adventure."

The relay route runs west to east, so I asked him about the route in that direction and mentioned that the last segment covers Cave Lake to Baker.

"West-to-east, from Cave Lake State Park to Baker, is spectacular!" he texted. "Pavement ends just past the Cave Lake State Park boat ramp and dock, a gradual dirt road climb begins through Aspens, getting steeper as you switchback up to Cooper Summit where you are greeted with a spectacular view across Spring Valley of 13,000+ Wheeler Peak."

The rest of the route to Baker

includes chunky gravel, soft dirt that may force hike-a-bike, and paved highway the rest of the way to Baker.

Trevor urges preparedness. "For most cyclists, following the ADT through Nevada is very difficult. Route conditions, minimal water and food resupply typically necessitate a support vehicle."

And it is going to be hot this time of year.

"The issue with the whole route is the lack of shade," he texted me. "Most of the route is Sagebrush with minimal trees to protect a rider from the sun."

He urges riders to bring their own support vehicle and driver. The second choice is to pre-position water caches and pre-confirm on-route natural water sources.

He added that heading east from Berlin-Ichthyosaur State Park (scheduled for July 22), all the valleys remain near or above 6,000 feet and rarely see temps above 100 degrees F, even in July and August.

Trevor recommends a mountain bike, either hardtail or full suspension. He prefers a hardtail to save on weight.

Despite the challenges, Kurstin Graham (<https://bikepackingnv.blog/about/>) thinks bicycling in Nevada is underrated, "You know, interestingly, for so many major trails that we have in the U.S. Nevada gets skipped."

Kurstin is a Carson City-based bikepacker who has curated bike-

packing routes in Northern Nevada and submitted them to Bikepacking Roots.

"And that's always been a chip on my shoulder," he continued, "a struggle that I have, because I am 100% Nevada. I love Nevada. I think we have so much to offer. I think we're overlooked."

"One thing unique about Nevada is the number of mountain ranges that we have," Kurstin continued. "And our mountain ranges, for the most part, run north-south. So, when you're looking east, you were looking at layers upon layers, you know, essentially just a corrugation of the Earth's crust."

Three long-distance bikeable sections appear on the calendar: July 20, Highway 95 at Fallon to Berlin, 105.8 miles; July 23, Big Smokey Valley to Martin Ranch, 87.6 miles; and July 26, Red Rock Summit to Preston, 81.7 miles.

Utah

The Utah ADT Relay segment begins in Baker, Nevada, July 31, and finishes in Moab, Utah, August 17.

Bob Palin, Utah ADT Coordinator, commented about the bikeable sections across the state during the Relay, "Well, yes, you can ride a bike. You can ride a bike the entire way using bike alternates."

Two bike alternate Relay routes run along the Utah ADT: Beaver to Circleville, and Hell's Backbone Road in the Dixie National Forest to Sandy Point.

The Beaver to Circleville bike alternate route leaves the main route and heads ESE through mountainous terrain.

The second bike alternate route heads south from the main trail and follows Highway 154, which Bob highlighted, "That's a really great ride. It's a good gravel road."

There's an overnight stop in Boulder.

"It's actually a lot like Boulder, Colorado," Bob pointed out. "(Only) much smaller, but the same vibe." The "vibe" includes an annual visit by Zen Monks and a top-notch restaurant called Hell's Backbone Grill and Farm.

Bob also noted that this bike

alternate includes Boulder Mountain, the largest forested flat-top mountain in the U.S., 50,000 acres, all above 11,000 feet.

Heading ESE from Boulder, cyclists would enjoy a drop into a narrow canyon with tall red cliffs on both sides.

"(The route) goes for, like, 10 miles, and then opens up into a fantastic view of Capitol Reef and the Henry Mountains."

Cyclists will encounter two notable viewpoints along this route.

"Overlook No. 2 is the one with big views of Capitol Reef and the Henry Mountains," explained Bob. "Singing Canyon is like a slot canyon, and it has perfect acoustics... [There is] a little chamber orchestra that plays there once a year as well."

Before turning north towards Capitol Reef, cyclists will ride the Burr Trail Road switchbacks that Bob raves about.

"They're amazing, they're absolutely incredible."

Then comes a long road north to Capitol Reef National Park where the bike alternate route rejoins the main ADT relay trail.

"You're riding along one side of the fold," Bob explained, "and it's called the Strike Valley. The Strike is the steep side of the fold, so you're looking at these vertical cliffs all the way along there."

Bob admits there are some daunting areas along the Utah ADT, which should appeal to bike adventurers seeking a challenge.

"You're going to see every kind of scenery you can imagine," he said. "The western part is really quite brutal. It goes through a place called the Wah Wah Valley, where the wind blows, it's 110 degrees all the time, and the sand blows. But there's some interesting geology out there to make up for it."

Janet Borg is a Utah cyclist and randonneur who has ridden the LoToJa, a 200+ mile, grueling race over three mountain passes from Logan, Utah, to Jackson, Wyoming.

She plans to ride the first Utah relay segment from Baker, Nevada, to Wah Wah Ranch, 73 miles, along the route that Bob Palin pointed out is very challenging. Interestingly, Bob Palin urged Janet to do the ride.

"So, he probably didn't tell you, but he's my husband," Janet explained. "And it truly is phenomenal what he's done to help promote the ADT in Utah and across the country. He's been fabulous, and he's so excited. I mean, you know, when you meet someone who's so passionate about something and loves it so much, it's hard not to get involved. So, he convinced me that I should ride this section."

Cyclists should prepare for temperatures in the nineties, especially through Western Utah at this time of year. Janet Borg plans to start her ride at 4:00 a.m. for this reason. Bob Palin wrote me that every group of cyclists will carry an ADTS inReach Mini2. If there is phone service, riders can contact both Bob and Dave Whitson, Relay Coordinator, on their phones.

"Wherever I can, I will meet riders several times during the stage with supplies," he wrote. "My trailer can carry 3 bikes in case somebody needs SAG help. We absolutely will not leave anybody stranded out there!"

"The temperature across Utah is pretty much directly related to altitude," Bob added. "Each mountain range is cooler and each valley hotter."

The average temperature during the day in Moab in Eastern Utah can reach the nineties. "Once you get down off the La Sal range in the east (northeast of Moab) it gets very hot on the Kokopelli," Bob advised.

"The hottest place on the ADT in Utah is right at Lake Powell (Hite Bridge)," he continued. "It was 113 degrees Fahrenheit when I drove over the bridge a couple of years ago, but that was a particularly hot spell. I already have two riders for that part who will be on street bikes and starting early in the morning. I might ride with them, as it is all downhill."

Bob recommends a mountain bike for the Utah ADT. He points out that the Wah Wah section that Janet Borg is riding on a gravel setup is mostly flat gravel. Most dirt roads are either sandy or rocky

Continued on page 14

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ADT - Continued from page 13



Janet Borg, Utah cyclist, who will ride the ADT from Baker, NV to the Wah Wah Valley in Utah. Photo courtesy Janet Borg

with climbs, though the route has few technical parts. Still, a mountain bike seems to be the best choice.

Colorado

The Colorado ADT Relay starts at Dewey Bridge, Utah, August 18, and reaches Sheridan, Colorado, September 3, where it splits into North and South routes. One baton travels on the Colorado North segment that ends near Julesburg on the Nebraska border, September 13. The other baton heads south to Lamar September 14. The split routes rejoin in Cincinnati, Ohio, in the fall.

You can bike a lot of the Colorado ADT, with a few exceptions noted Steve Hill, the State Coordinator.

"When you get into Grand Junction off the Kokopelli's Trail,"

Steve pointed out, "you have the Colorado National Monument right there, so the ADT does follow the trails through the monument. Now, the monument does not allow bikes on those trails, so cyclists have to ride the road through the monument."

Farther east, the ADT passes near Camp Hale—Continental Divide National Monument, established in 2022 and associated with the World War II training grounds of the 10th Mountain Division.

"The Continental Divide National Monument was a new monument that President Biden signed into law just before he left office," Steve told me. "So that's a really cool place, because you've got the Camp Hale area that was World War II, training the soldiers, and up on Tennessee Pass, they also have a memorial to the Camp Hale soldiers as well."

The Colorado North segment follows the paved South Platte River Trail up to East 136th Avenue, then picks up Riverdale Road. Surfaces look mostly paved on RidewithGPS, with a few unpaved county roads mixed in, fine for gravel or mountain bike. The grade is gradual, starting at 3,500 feet and reaching about 4,500 feet.

There's a right turn at Greeley and you can pedal east to Fort Morgan where the road heads north-east to Sterling and near the border at Julesburg. This section looks totally bikeable on a gravel or mountain bike.

"Yes, it is, because it's either gravel, dirt, or paved road," confirmed Steve Hill. "As soon as you get off the 26-mile South Platte River Trail, the rest is all roadway going to Julesburg."

The Colorado South segment leaves Sheridan with batons heading south and follows the Mary Carter Greenway Trail through Littleton. Travelers then pass through Chatfield State Park, through the Denver Audubon Park, and then follow the Colorado Trail, favored by mountain bikers and hikers, in Waterton Canyon for six miles.

Leaving the Colorado Trail, the route winds through Roxborough State Park and then along the Indian Creek Trail through the National Forest. After the National Forest, you'll encounter the town of Larkspur and pedal through the Frink Creamery Open Space Trail, followed by the Greenland Open Space Trail. Riders should use mountain bikes on these mostly dirt surfaces.

You'll continue through Palmer Lake, by the Monument on the New Santa Fe Trail, and then by the U.S. Air Force Academy up to the point where it merges with the Pikes Peak Greenway Trail.

The next stretch is notable for the Garden of the Gods, which attracts over a million visitors per year. Halfway down the Pikes Peak Greenway, the trail connects with Sinton Trail heading west. After Sinton Trail, you will enter Garden of the Gods from the Foothills Trail.

From the Garden of the Gods, participants enter the town of Manitou Springs, then head up Ute Pass through Green Mountain Falls to Woodland Park, which follows US 24 to US 67 and heads south to Cripple Creek. Ute Pass follows US 24 and is rideable on street, gravel, or mountain bike.

Shelf Road requires a mountain bike on the winding dirt road

through a canyon that then becomes a paved highway from Cripple Creek to Cañon City. The route then follows the Arkansas River Corridor through Lake Pueblo State Park, all paved, and the city of Pueblo. From there the route is bikeable roadway through southeastern Colorado, ending in Lamar.

The Colorado ADT segment passes through two National Monuments, four state parks, five city parks, and 62 cities and towns. The highest point is Argentine Pass, 13,182 feet.

Notably, halfway through the state, you connect with the Colorado Trail/Continental Divide Trail after leaving Lake Ann Pass Trail, which you can mountain bike for 116 miles, minus two bike alternate routes around the Collegiate Peaks and Holy Cross wilderness areas.

According to the relay schedule, four 60+-mile rides suit cyclists: Dewey Bridge to Fruita, 75.7 miles; Trickle Park to Redstone, 73.6 miles; Englewood to Larkspur, 61.3 miles; Pueblo to La Junta, 78.1 miles.

Participants should expect hot weather crossing into Colorado from Utah. Temperatures can climb into the nineties during August in Grand Junction. Like Utah, temperatures depend on whether you're biking in the mountains or the plains. As you pedal across Eastern Colorado, either on the North or South section, prepare for heat.

The North section passes through several towns where riders can replenish water and get food. Cyclists on the South segment should carry enough food and water to reach Larkspur, although water may be available at Roxborough and Foxborough Parks.

Something for Every Cyclist

The American Discovery Relay 250 has something for all types of cyclists: those who prefer a paved dedicated bike trail to those who seek challenging gravel routes, switchbacks, and climbs.

Janet Borg, the Utah cyclist, summarized why she's riding the Relay, and potential bike participants should take note.

"Because it's more than a new place to ride, and new places to ride feel like an adventure, and it's fun to be part of a national celebration."

"It's also about personal growth and personal reflection," offered Eric Howard. "And for some people, it's very much about exercise and achieving a challenge."

Resources

- Relay information and registration: discoverytrail.org/america-250-relay
- Daily relay schedule and calendar: discoverytrail.org/adt-relay-calendar
- State-by-state route maps: discoverytrail250.org/RelayStateMap.php
- Antioch Bridge crossing information: hikingamerica.com/antioch-bridge-crossing-american-discovery-trail
- GPX route data (free download through 2026): discoverytrailstore.org/collections/adt-data-books
- HikaNation history: hikanation.com
- American Discoveries (Dudley & Seaborg): <https://www.amazon.com/American-Discoveries-Coast-Coast-Recreational/dp/0898864372>
- Comstock Epic bikepacking race: comstockepic.com
- Camp Hale—Continental Divide National Monument: fs.usda.gov/r02/whiteriver/recreation/camp-hale-continental-divide-national-monument

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America's Bike Lane Survives Last-Minute Trump Administration Threat



A Washington DC protest against the removal of America's Bike Lane on 15th Street. Photo by Charles Pekow

By Charles Pekow

America's Bike Lane survived a last-minute threat because cyclists pushed back hard against a Trump administration plan to remove the two-way cycle track across the National Mall in Washington, D.C.

In March, the White House, the Department of the Interior, and the U.S. Department of Transportation decided, with virtually no public warning, to remove the well-used bikeway and replace it with a motor-vehicle lane. Interior Secretary Doug Burgum said he wanted more cars to bring people to popular events, including the upcoming celebrations for the nation's 250th birthday. He gave the public only three days' notice and said the move was part of the administration's Making the District of Columbia Safe and Beautiful plan.

The five-year-old track, known as America's Bike Lane, runs north-south along 15th Street NW through residential districts, downtown Washington, and the National Mall. The northern section, which leads to the Mall, became the nation's

capital's first protected bike lane in 2010 and remains safe (<https://nacto.org/latest/two-way-cycle-track-15th-street-washington-d-c/>). Five years ago, the National Park Service extended the route .75 miles through the Mall and along the Tidal Basin to the Jefferson Memorial, where it connects with other trails that riders can take across the Potomac River or through federal parks. The administration almost removed that section without due process.

The trail has become popular with commuters, recreational cyclists, scooter users, visitors, and tour groups. When word spread that Interior planned to close the lane, local bicycle groups mobilized immediately and held protest rallies that drew considerable local media coverage. Hill Family Biking,

a neighborhood bike group, organized a protest ride with only 48 hours' notice and attracted more than 300 participants. The District Department of Transportation and Washington Mayor Muriel Bowser strongly support the lanes, but they lack jurisdiction over federal property. Eleven members of Congress wrote letters supporting the track.

The Washington Area Bicyclist Association, of which I am a member, sued, and the government delayed the work for a month. Two days before the planned demolition date, U.S. District Judge Amy Berman Jackson blocked the removal. She ruled that "the decision to remove the dedicated bike lanes is arbitrary and capricious," and noted that the government had not adequately explained its decision (<https://storage.courtlistener.com/recap/gov.uscourts.dcd.290657/gov.uscourts.dcd.290657.33.0.pdf>).

In fact, DDOT's study (<https://before-after-evaluations.ddot.dc.gov/pages/73de6aa8f42f41fd904a1340a186c5b4>) provided the only documented evidence about the trail's value. Since the track opened, crashes have decreased 46 percent and bicycle injuries have dropped 91 percent along the corridor. Traffic speeds have not slowed. The federal government, however, failed to provide evidence that removing the bike path would improve traffic flow or safety.

The judge did not stop the gov-

ernment from trying again. As of late May, the federal government had not appealed, but the deadline had not passed. NPS also promised to give at least five days' written notice before it tries again to rip up the lane.

"It's good to see the courts standing up for policy. Yes, the federal government CAN remove the bike lanes, but it MUST prove there is a safety or other REASON -- rather than just tearing them out with no basis whatsoever," WABA Executive Director Elizabeth Kiker stated in an email.

During the National Bike Summit in March, the League of American Bicyclists took advocates from across the country on a ride along the trail. The administration's move also sparked protests by bicycle groups as far away as Honolulu.

"We gave them a toolkit on how to get a rally together," said Caron Whitaker, LAB deputy executive director. "Showing up matters. Having the data matters."

Bicycle Colorado also took up the cause and sponsored rides supporting the 15th Street lane.

"It was a very short and small ride (in Denver) as obviously we didn't have a lot of time to plan," said Ashley Vander Meeden, marketing and communications manager for Bicycle Colorado. "For us, it's a conversation starter. If you can rip out a bike lane in DC, you can rip one out in Denver or Grand Junction."

Whitaker said WABA "talked to a legal team quickly to understand the options, spread the news quickly and got media involved right away. We also worked with them to connect the 15th Street bike lane with other

actions by the administration and raised awareness nationwide that, while this was one bike lane, it was connected to a philosophy that roads should be for cars only, and would reverberate around the country. This helped us leverage the crowd at the National Bike Summit and build national support."

The proposed Mall tear-up turned out to be only one lane in a broader anti-bike roadmap. On April 20, Transportation Secretary Sean Duffy sent a letter to all governors and state transportation departments asking them to describe actions to reduce traffic jams. The letter ominously suggested that "you may also need to recover roadway capacity from other purposes to support driving."

The 15th Street proposal also was not the only threat to bicycling in tourist Washington. President Donald Trump decided he wanted to turn East Potomac Park into an expensive golf club. The 330-acre park, which opened in 1912, includes a public golf course, but it also includes the Jefferson Memorial, bike lanes, ball fields, a miniature golf course, and other public amenities. Bike riders, bird watchers, picnickers, boaters, and other recreational users would get squeezed out under Trump's plan.

The D.C. Preservation League and two local residents sued "to stop the Trump-Vance administration from irreparably destroying a priceless piece of American history as it seeks to convert a public recreation space into an exclusive, high-end golf course."

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[pedegoelectricbikes.com/dealers/midway](#)

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](#)

Tooele
Tooele Valley Bicycle
3965 Utah Highway 36
Erda, UT 84074
435-241-8133
[tooelevalleybicycle.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](#)

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
[bebikes.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](#)

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/">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](#)

Holladay Cyclery
2282 E. Murray Holladay Rd
Holladay, UT 84117
801-432-8447
[holladaycyclery.com](#)

Hangar 15 Bicycles
3969 Wasatch Blvd.
(Olympus Hills Mall)
Salt Lake City, UT 84124
(801) 278-1500
[hangar15bicycles.com](#)

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
2280 S Highland Dr
Salt Lake City, UT 84106
(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](#)

Garage Cycles
2212 S. W. Temple, #12
Salt Lake City, UT 84115
385-217 6702
[garagecycles.cc](#)

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](#)

Peak State Fit
301 E 1700 S
Salt Lake City, UT 84115
801-703-3019
[PeakStateFit.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">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
[bicyclecollective.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](#)

Bike Peddler
665 West State St.
Pleasant Grove, UT 84062
(801)-796-7500
[bikepeddlerutah.com](#)

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

Ari Bicycles
520 N Geneva Rd
Lindon, UT 84042
801-471-0440
[aribikes.com](#)

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

Pando Refitters
249 N University Ave
Provo, UT 84601
801-210-1835
[pandorefitters.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">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
[hangar15bicycles.com](#)

Hangar 15 Bicycles
877 N. 700 E.
Spanish Fork, UT 84660
(801) 504-6655
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Racer's Cycle Service
Mobile Bike Shop
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(801) 375-5873
racerscycle.net

Ride' N Bikes
36 W. Utah Ave
Payson, UT 84651
(801) 465-8881
<https://ridenbikes.business.site>

Taylor's Bike Shop
1520 N. 200 W.
Provo, UT 84604
(801) 377-8044
taylorsbikeshop.com

ARIZONA

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

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

CALIFORNIA

Big Wheel Bikes
74200 CA-111
Palm Desert, CA 92260
760-779-1837
bwb tours.com

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

Dr. J's Bicycle Shop
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805-688-6263
www.djsbikeshop.com

Palm Desert Bike N Brews
73865 CA-111
Palm Desert, CA 92260
760-340-3861
pdbikesnbrew.com

REI Berkeley
1338 San Pablo Ave
Berkeley, CA 94702
510-527-4140
rei.com/stores/berkeley

COLORADO

Front Range
Evergreen Bike Shop
28677 Buffalo Park Road
Evergreen, CO 80439
720-328-3726
evergreenbikeshop.com

Southwest Colorado
Brown Cycles
549 Main Street
Grand Junction, CO 81501
970-245-7939
browncycles.com

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

Ridgway Adventure Sports
109 N. Lena Street
Ridgway, CO 81432
970-626-8500
ridgwayadventuresports.com

Ridgway Wrench
540 Sherman St
Ridgway, CO 81432
970-318-0799
ridgwaywrench.com

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

IDAHO

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

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

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

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

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

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

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

McU Sports
822 W Jefferson St
Boise, ID 83702
208-342-7734
mcusports.com

REI Boise
8300 W Emerald St
Boise, ID 83704
208-322-1141
rei.com/stores/boise.html

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

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

Rolling H Cycles
1314 1st St S
Nampa, ID 83651
208-466-7655
www.rollinghcycles.com

Victor/Driggs

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

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

Idaho Falls

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

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

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

Oregon Trail Bikes
216 N 2nd Ave
Pocatello, ID 83201
208-251-0751
oregontrailbikes.com

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

Twin Falls
Epic Ride Bike & Ski
2064 Kimberly Rd.
Twin Falls, ID 83301
208-733-7433
epicelevationsports.com

Salmon
The Hub
206 Van Dreff Street
Salmon, ID 83467
208-742-6206
thehubofsalmon.com

Sun Valley/Hailey/Ketchum

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

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

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

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

Elephant's Perch
280 East Ave
Ketchum, ID 83340
208-726-3497
elephantsperch.com

MONTANA

Free Heel and Wheel
33 Yellowstone Avenue
West Yellowstone, MT 59758
406-646-7744
freeheelandwheel.com

Summit Bike Ski
26 South Grand Ave
Bozeman, MT 59715
406-587-1064
summitbikeandski.com

NEVADA

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

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

Las Vegas
All Mountain Cyclery
8670 W. Sunset Road
Ste H-130
Las Vegas, NV 89148
702-453-2453
allmountaincyclery.com

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

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

NEW MEXICO

Bosque Mobile Bicycle Repair
Albuquerque, NM
bosquemobilebicyclerepair.com

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

WASHINGTON

Scott's Cycle and Sports
704 South Ely
Kennewick, WA 99336
509-374-8424
scottscycleandsports.com

WYOMING

Jackson Area
Open Range Cycles
500 S. Hwy 89
Jackson, WY
openrangecycles.com
307-201-5453

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

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

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

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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, 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., Aric Manning, 801-393-2304, tfnu@tfnu.org, tfnu.org

FULL CW CALENDAR



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, parleystrail@gmail.com, parleystrail.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@ogdenicity.com

Idaho Bike Walk Alliance — Boise, ID, Idaho's Statewide bicycle advocacy organization, Ted Hallisey, 208-870-1633, ted@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, bznbybike@gmail.com, Doug Haberman, 406-449-2787, info@bikewalk-montana.org, bikewalkmontana.org

Teton Valley Trails and Pathways (TVTAP) — Jackson, WY, Promotes trails and pathways in the Wyadaho area of Wyoming and Idaho., Dan Verbeten, 208-201-1622, dan@tvtpap.org, tvtpap.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, Troy Sattiel, sweetstreetsslc@gmail.com, sweetstreetsslc.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@cyclingutah.com, cyclingutah.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, 510-845-7433, 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

Gravel Races

and Rides

June 5-7, 2026 — 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 6, 2026 — The Dead Swede Gravel Grinder, Wyoming Gravel Grinder Series, Sheridan, WY, 40 or 100 miles, Sheridan Bicycle Company, 307-763-4481, sheridanbicycleco@hotmail.com, thedeadswede.com

June 6, 2026 — 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 12-13, 2026 — Lost and Found Gravel Grinder, Gravel Earth Series, Portola, CA, The perfect blend of pavement, dirt, and gravel roads over 40, 64, or 96 miles of epicly beautiful gravel riding in the Lost Sierra. Followed by a festival with 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, wille@sierratrails.org, Kyle Stone, info@sierratrails.org, lostandfoundbikeride.com

June 12-13, 2026 — Belgian Waffle Ride - Cedar City, Quad-Tripel Crown of Gravel, Cedar City, UT, Third stop of Quad-Tripel Crown of Gravel, BWR UTAH takes place around the beautiful National Parks in southwest Utah and spends considerable mileage inside Dixie National Forest. The new 'unroad' course will feature less single-track and more of the incredible gravel rollers and truck trails the area is ripe with. Pain and suffering will commence at 7am featuring one wave start for all - there are three event distances. Waffles are served at 5am. The BWR Unroad Expo will open on Friday and run throughout the duration of the event until the beers, jeers and awards are distributed for all the day's heroic efforts. Michael Marckx, 760-815-0927, mnm@monumentsofcycling.com, Brandon Burk, bburk@cedarcityut.gov, belgianwaffleride.bike

June 13, 2026 — 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, breganne@utahgravelseries.com, utahgravelseries.com

June 13, 2026 — Pine Island Gravel Odyssey, Spearfish, South Dakota, 45, 70, 110, 210 mile gravel ride/race, Perry Jewett, 605-641-4963, ridgeriders@blackhills.com, pineislandgravel.com

June 13, 2026 — 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, bikeereg.com/over-the-hill-gravel-grinder-2026

June 19-20, 2026 — GRODEO & Builder Round-up, Ogden, UT, 8th 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

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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/gradeo

June 20, 2026 — Bighorn Gravel, Gypsum, CO, A unique gravel adventure in the heart of the Rockies, starting and finishing in the rugged western town of Gypsum, Colorado. Ram's Horn Escape - 85 miles, 10K vert, Little Bighorn - 50 miles, 5.7K vert, Gravel Curious (e-bike friendly) - 20 miles, 2K vert, Jake Wells, 970.390.9682, info@bighorngravel.com, bighornhomeevents.com

June 20, 2026 — CHAFE 150 Gravel Grinder, Idaho Panhandle Gravel Series, Sandpoint, ID, The 77 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, Syringa Cyclery, 208-610-9990, syringacyclery@gmail.com, Jane Huang, chafe150@outlook.com, chafe150.org

June 20, 2026 — Belgian Waffle Ride - Montana, Quad-Tripel Crown of Gravel, Bozeman, MT, Final stop of the Quad-Tripel Crown of Gravel, Participants can look forward to an unparalleled experience featuring Bozeman's stunning backcountry riding and vibrant outdoor culture. This is a most spectacular gravel course!, Michael Marckx, 760-815-0927, mmx@MonumentsofCycling.com, belgianwaffleride.bike

June 20, 2026 — Summer Vibes Bike Rally, Lyons, CO, This festival is the sister event of the Old Man Winter Rally, produced in early February at the same venue. 100K Gravel Bike Enduro, 50K Gravel Bike Rally, Road Bike Rally, Kids Bike Race, Run / Bike Combo, Josh Kravetz, 303-408-0747, josh@adventureeffit.com, summervibesrally.com

June 26-28, 2026 — SBT GRVL p/b Wahoo, Steamboat Springs, CO, a four day festival of cycling in downtown Steamboat Springs and rural Routt County. There are four courses: Green (25 miles), Red (53 miles), Blue (77 miles) and Black (111 miles), Amy Charity, 970-215-4045, info@sbtrgvl.com, sbtrgvl.com

June 27, 2026 — Truckee 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., Erica Gorden, 707-800-3020, info@bikemonkey.net, truckeedirtfondo.com

June 27, 2026 — Ruby Roubaix Gravel Gran 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@rubyrubiaux.com, rubyrubiaux.com

June 27, 2026 — Monarch Grind Gravel Grinder, Idaho Panhandle Gravel Series, Sandpoint, ID, One route: 59 miles and 7879 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 27, 2026 — Takelma Gravel Grinder, Oregon Triple Crown Series, Canyonville, OR, Start inside Seven Feathers Casino Resort, left at the craps table and out on course for one stout day!, Mike Ripley, 541-225-7946, mike@mudslingerevents.com, takelmagrav-grinder.com

July 8-12, 2026 — Oregon Trail Gravel Grinder, Sisters, OR, The adventure of a lifetime- All-inclusive gravel stage race, 250-350 miles ~ 15K-30K total feet elevation gain, Chad Sperry, grinderinfo@breakawaypro.com, oreongravelgrinder.com

July 11, 2026 — 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 11, 2026 — Lyons-Heart Gravel Classic, Mandan, ND, The Lyons-Heart Gravel Classic delivers small-town vibes with big race energy, cash prizes, and 100-, 65-, and 35-mile

courses across North Dakota's scenic, challenging gravel, Melissa Marquardt, 701-221-9833, melissa@701cycleanandsport.com, 701cycleanandsport.com

July 11, 2026 — Cowboy Crusher Gravel Grinder, Glenrock, WY, Nested at the base of the Rocky Mountains. The routes cover mixed surfaces with anything from champagne gravel to whiskey wielding roads and two-track. Four distances capture the spirit of this grassroots gravel event, 121/75/40/17 miles and 9,000+/6,500/3,200/ 1,000 feet of elevation gain, Lia Leschin, 307-235-6353, 406-930-2311, cowboycrusher@yahoo.com, cowboycrusher.com

July 11, 2026 — Bend Dirt Fest, Oregon Triple Crown Series, Bend, OR, Multi-discipline event featuring gravel, MTB, and trail running in Bend, Oregon, on the west side of town. Life is an adventure in Bend, OR, Mike Ripley, 541-225-7946, mike@mudslingerevents.com, mudslingerevents.com/bend-dirt-fest

July 11, 2026 — Koocanusa Scramble, Rexford, MT, 3 gravel/mixed surface rides (90, 45 and 44 miles (e-bikes)) and a 5-mile family walk/ride option and cupcakes! Incredible views. Camping, lodging, and live music. Fund raiser for Bike Walk Montana, Doug Haberman, 406-449-2787, info@bikewalk-montana.org, Chris Fox, 406-314-0479, chris@chrisneildesigns.com, bikewalkmontana.org/events, runsignup.com/Race/MT/Rexford/KoocanusaScramble

July 12, 2026 — 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, chicovelo.org/buttecountygravelgrind.html

July 16-19, 2026 — 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 25, 2026 — Teton Valley Backyard Rally, JayP's Backyard Series, Victor, ID, 25, 60, and 100 mile route options as well as a kids kick bike race, there is something for everyone. The 25-mile and 60-mile routes are e-bike friendly. Come enjoy Teton Valley and a loaded baked potato at the finish line!, Jay Petervary, jaypetervary@gmail.com, tetonvalleygravel.com

July 25, 2026 — San Juan Gravel Classic, Ouray, CO, a true Southwest Colorado gravel experience — remote roads, big climbs, and a strong sense of community at every turn, 44 and 22 mile options, benefits Ouray Advocacy for Kids (OAK) — a local non-profit dedicated to strengthening families in Ouray County., Erik Fallenius, 970-708-1954, telluridebroker@gmail.com, sanjuancyclists.com

July 26, 2026 — Joe Cosley Pancake Ride Gravel Grinder, Whitefish, MT, Back to the Salish Mountain Range, sticking to the north end, featuring some hidden gems that are sure to turn your crank. The ride is limited to 50 individuals, Brad Lamson, joe@pancake-ride.com, pancake-ride.com, [facebook.com/joe.cosley](https://www.facebook.com/joe.cosley)

July 26, 2026 — 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, thelastbestridemf.com

August 1, 2026 — 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 1, 2026 — 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, 951-970-6720, 909-878-0707, bigbearcycling@gmail.com, tourdebear.com

August 2, 2026 — 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 2, 2026 — Get Lost Gravel, Hamilton, MT, Held in 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, 32, 47, 82 mile options, Shaun Radley, 406-219-1318, montanacyclocross@gmail.com, bikesign-up.com/Race/MT/Hamilton/GetLostGravel

August 8, 2026 — Wasatch All-Road Bicycle Race, Utah Gravel Series, 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 8, 2026 — Tour de Schell, Ely, NV, A gravel race through Nevada's Copper Country. Distances include: Long Distance 118 mi. 5,438 ft of gain. Medium Distance 81mi. 4,084 ft of gain. Short Distance 64mi. 3,575 ft of gain., Kyle Horvath, 775-289-3720, kyle.horvath@elynevada.net, elynevada.net/bikereg.com/tour-de-schell

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 efficiently 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 6, 2026 — RAT Race, Ridgway, CO, An XC/endurance mountain bike race held on the Ridgway Area Trails (RAT) system. RAT is an all volunteer Chapter of the Colorado Plateau Mountain Bike Trail Association (COPMOBA), a nonprofit dedicated to building and maintaining sustainable single-track in Western Colorado. 35 miles of trail, with an option to complete a single 22-mile lap, COPMOBA, coordinator@copmoba.org, Ridgway Area Trails, 970-579-1166, rat@copmoba.org, copmoba.org, ratrace.com

June 9-13, 2026 — Stone Temple Co-Ed Mountain Bike Camps, Cheyenne, WY, Curt Gowdy State Park. 2 1/2 day girls camp June 9-11, 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, enduro.rv@gmail.com, wyom.tbtcamps.org

June 19-23, 2026 — Granite Ridge 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, enduro.rv@gmail.com, wyom.tbtcamps.org

June 26-27, 2026 — Boise Mountain Bike Festival, Boise, ID, Held at Eagle Bike Park and Bogus Basin Resort, Group rides (XC, Trail, DH, Gravel); Meef 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. Food and Beer vendors, Boise MTB Festival, boisemtnbikefestival@gmail.com, boisemtnbikefestival.com

July 11, 2026 — Watermelon Beat Down, New Mexico Endurance Series, Cedar Crest, NM, Unsupported epic mtb ride, nm-es.weebly.com

August 14-16, 2026 — Jurassic Classic Mountain Bike Festival, Lander, WY, Dedicated to "Sharing the Joy of Cycling." Hosted by the Lander Cycling Club at the base of the Wind River Range, the festivities kick off with a free night ride with locals Thursday at JBR. Friday features a full day of skills clinics, group rides, raffles and vendors, followed by a celebration in City Park with food trucks, local beer, and free live music by ShadowGrass. Saturday boasts free shuttle drop offs at top of Brewers & Sunnyside, with local-led group rides, fun booths, skills clinics and concluding with "bike shenanigans" then head to town for an outdoor film screening at Pushroot Brewing. Sunday morning trail build then book a Bike Shuttle for another lap before you head home, Stacy Wells, admin@landercycling.org, Nicki Simon, wyo131gravel@landercycling.org, jurassicclassicfest.com, landercycling.org

Utah Weekly MTB

Race Series

April 15-July 29, 2026 — 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), aces@weeklyrace-series.com, weeklyraceseries.com

May 19-August 11, 2026 — Mid-Week Mountain Bike Race Series, Wasatch Front, Wasatch Back, Salt Lake Valley, Utah Valley, UT, Tuesday, Wednesday, and Thursday nights. Fun, community mountain bike races for all ages and abilities. XC races and Mini Enduro races, Bike Utah, 406-498-9995, info@bikeutah.org, bikeutah.org/midweek

Regional Weekly

MTB Race Series

May 20-June 17, 2026 — Missoula MTB League, Missoula, MT, Various courses. 5/20, 5/27, 6/3, 6/10, 6/17; Eight weeks of mountain biking in the evenings. Free mountain bike race series. Fun divisions for all abilities, Shaun Radley, 406-219-1318, montanacyclocross@gmail.com, montanacyclocross.com

May 27-June 17, 2026 — Session Series Weekly Enduro Series, Floyd Hill, CO, Session Series Weekly Enduro Series. A weeknight enduro series, riders check their better judgment at the start for a timed downhill at three front-range trail systems: May 27—Virginia Canyon, June 3—Maryland Mtn, and June 17—Floyd Hill, Jennifer Barbour, 303-503-4616, jen@shiftevents.org, Dave Muscianisi, dave@shiftevents.org, shiftevents.org/sessionseries.org

June 10-July 8, 2026 — Thunder Valley Short Track Series, Morrison, CO, June 10, June 24, July 8, 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, dave@rattlerracing.com, rattlerracing.com

June 24-July 30, 2026 — Bogus Basin Community MTB Race Series, Bogus Basin, ID, Designed to encourage friendly competition in the form of social racing. All ages and ability levels are welcome to race. XC and Enduro races on different days. Weekly on Wednesdays and Thursdays. Corey McDonald, events@bogusbasin.org, bogusbasin.org/event/cross-country-mountain-bike-community-race-series-2024/2024-06-26/

Utah Mountain

Bike Racing

June 13, 2026 — 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 20, 2026 — 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 26-28, 2026 — Soho Bike Fest, USA Cycling Pro XCT, Heber, UT, Held at Soldier Hollow, Cross Country and STXC races. Part of the Pro Cross-Country Tour. UCI sanctioned too. Come out and watch the top pros or race your race. Training 6-26, Races on 6-27, 6-28, Josh Korn, jkorn@uolf.org, sohobikefest.com

June 27-28, 2026 — Flyin' Brian Downhill, Go-Ride Gravity Series, Brian Head, UT, Ron Lindley, 801-375-3231, info@utahdh.org, go-ride.com, utahdh.org

July 11, 2026 — Battle at SoHo ICUP, tentative location, Intermountain Cup, Midway, UT, Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, intermountaincup.com

July 18, 2026 — 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 18, 2026 — Alpine Rush at Beaver Mountain, Intermountain Cup, Beaver Mountain, UT, XC race, Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, intermountaincup.com, ridesouthernutah.com

July 31-August 1, 2026 — 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,

Supporting Adaptive Recreation Programs at the National Ability Center

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info@roamutah.com, roamutah.com/aba-joenduro

August 8, 2026 — 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

Regional Mountain

Bike Racing

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

June 4-7, 2026 — Go Pro Mountain Games. Vail, CO, Dual Slalom, Jump Jam, Kids race, XC MTB, STXC, Road Hill Climb, Dave Dressman, 970-777-2015, addressman@vvt.org, mountaingames.com

June 6-7, 2026 — Silver Mountain Enduro - North American Enduro Cup. Montana Enduro Series, Idaho Enduro Series, North American Enduro Cup, Kellogg, ID, National Championship Enduro races, 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, Scott Tucker, 360-797-4288, scott@nwcup.com, North American Enduro Cup, contact@naenduro.com, naenduro.com

June 6-7, 2026 — USA Cycling Enduro MTB National Championships. Kellogg, ID, USAC Events, 719-434-4200, nationalevents@usacycling.org, usacycling.org

June 6, 2026 — Marin Off Road. Rodeo Beach, CA, 10, 20, 36 mile options, mtb or gravel bike, singletrack plus fireroads in the Headlands of Marin County., Nathan Powell, 916-899-3471, calbearadventure@gmail.com, bearadventure.com

June 7, 2026 — California Dirt MTB Series Race 2. California Dirt MTB Series, Grass Valley, CA, IDS Ranch, Saturday Pre-Ride XC, Sunday XC Race, Jet Lowe, yboncfdn@gmail.com, ybonc.org/dirt-classic

June 11-14, 2026 — Leadville Training Camp. Leadville Race Series, Leadville, CO. Across three days, you'll cover every mile of the legendary course with special attention to the most grueling sections: Powerline, St. Kevins and the iconic Columbine climb. In the evening, you'll join your experienced buckle-sporting guides for Q&A sessions on proper training, diet, bike setup and crewing logistics, Tamara Jenlink, 719-219-9364, TJenlink@t.life, leadvillraceeseries.com

June 12-13, 2026 — Offer Creek MTB Race. Harmon Lake, ND, the Offer Creek Trail Festival returns to Harmon Lake, Mandan, ND, on June 12-13, 2026! Choose from 55-mi, 35-mi, and 13-mi mtb races, a Friday night trail run, and youth categories, Melissa Marquardt, 701-221-9833, melissa@701cycleandsport.com, 701cycleandsport.com

June 13, 2026 — Fears, Tears, and Beers Enduro. Ely, NV, Enduro mountain bike event. Timed sections mostly downhill, combined time wins. Men's and women's events for all classes. Fun run, beginner, sport, and expert classes. The first and longest running enduro mountain bike race in America. Beginner to Pro categories. Be a part of MTB history, Kent Robertson, 775-289-6042, 775-296-2162, krobeg@mwpower.net, Kyle Horvath, 775-289-3720, kyle.horvath@elynevada.net, elynevada.net/fears-tears-and-beers/

June 13, 2026 — 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, alex01phipps@gmail.com, twistedturtleracing.com

June 13, 2026 — The Hundo. Buffalo Creek, CO, The HUNDO is 100km with 10,000 vertical feet, the HUNDItO is 64K with 6,000 vertical feet, in the Buffalo Creek trail system permitted by the USFS, Jennifer Barbour, 303-503-4616, jen@shiftevents.org, Dave Muscianisi, dave@shiftevents.org, thehundo.org

June 14, 2026 — Send It at Jug Mountain Ranch Enduro. Wild Rockies Series, McCall, ID, Enduro MTB race, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, twistedturtleracing.com

June 19-21, 2026 — 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 20, 2026 — Lake Tahoe Mountain Bike Race. Tahoe City, CA, Sweet trails and singletrack. Gravel bikes too. 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, support@bigblueadventure.com, bigblueadventure.com

June 20-21, 2026 — 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/, runsign-up.com/Race/MT/Missoula/MissoulaXC

June 23-27, 2026 — Junior Bike Week. Crested Butte, CO, A family-friendly biking festival with amazing courses (and prizes) for all riders ages 8-18. This festival offers competitive and festive events such as trail work, skills clinics and hucking tires., Amy Nolan, 970-596-4085, director@juniorbikeweek.com, juniorbikeweek.com

June 24-26, 2026 — Fernie Singletrack 3. Fernie, BC, TransRockies, 866-373-3376, info@transrockies.com, transrockies.com, ferniesingletrack3.com

June 26-28, 2026 — 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 27, 2026 — Helenduro. Montana Enduro Series, Helena, MT, multi-stage enduro race in the Helena South Hills. Traditionally four to five stages for all classes, Montana Enduro Series, contact@montanaenduro.com, Eric Silvers, eric@montanabicycleguild.org, montanaenduro.com, montanabicycleguild.org

June 27, 2026 — 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

July 4, 2026 — 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 11, 2026 — Bend Dirt Fest. Oregon Triple Crown Series, Oregon XC Series, Bend, OR, Multi-discipline event featuring gravel, MTB, and trail running in Bend, Oregon, on the west side of town. Life is an adventure in Bend, OR, Mike Ripley, 541-225-7946, mike@mudslingerevents.com, mudslingerevents.com/bend-dirt-fest

July 12, 2026 — Silver Rush 50. Leadville Race Series, Leadville, CO, Put your grit, guts and determination to the test with a 50-mile course that packs more punch (per mile) than even the mighty Race Across the Sky. From technical climbs to high-speed descents, the race takes riders across Leadville's breathtaking panoramas and under the shadow of 14,000-foot Rocky Mountain peaks. With 8,000 feet of elevation gain over 50 miles, Silver Rush offers the perfect trial run and qualifying event for the LT100 MTB, Tamara Jenlink, 719-219-9364, TJenlink@t.life, leadvillraceeseries.com

July 13-19, 2026 — USA Cycling Endurance MTB National Championships. Roanoke, VA, USAC Events, 719-434-4200, nationalevents@usacycling.org, usacycling.org

July 17-19, 2026 — 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 18, 2026 — Butte 100. Butte, MT, 20th Annual, Continental Divide Trail, Single Track, Big Sky Country, 100 and 50 mile options, and a Sorini 25 mile option, Stephanie Sorini, 406-490-7632, stephaniesorini@butte100.com, butte100.com

July 18, 2026 — Tahoe 100. Tahoe City, CA, scenic 100K and 50K mountain bike race in North Lake Tahoe/Truckee, showcasing challenging trails and stunning Sierra Nevada views for riders of all levels.-4,000ft elevation gain (100K), Todd Jackson, 530-546-1019, support@bigblueadventure.com, bigblueadventure.com

July 18-19, 2026 — 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 single-track 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 18, 2026 — High Cascades 100. Bend, OR, Oregon's legendary 100-mile endurance MTB race since 2009—massive singletrack, high-alpine flow, and big-day adventure in Bend. We finish 90% who start!, Mike Ripley, 541-225-7946, mike@mudslingerevents.com, mudslingerevents.com/high-cascades-100

July 24-26, 2026 — Leadville MTB Stage Race. Leadville Race Series, Leadville, CO, From 10,152 to 12,424 feet of Colorado Rocky elevation, the race takes on the breathtaking backdrops and soul-refining climbs of the iconic LT100 MTB course across three exciting days - earning you a shot to qualify for the Life Time LT100 MTB along the way. With post-race dinners, daily awards and celebrations, you'll step into the warm embrace of the Cloud City family of gritty, gutsy, determined cyclists - and never look back. Come for three days of high-altitude riding, stay to compete for a coveted belt buckle, Tamara Jenlink, 719-219-9364, TJenlink@t.life, leadvillraceeseries.com

July 25, 2026 — Laramie Range Epic. Laramie, WY, 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, lrracedirector@gmail.com, laramierangeepic.com

July 25, 2026 — Audi Snowmass 50. Snowmass, CO, This race will highlight a 25 mile single-track 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/visit/events/audi-power-of-four-mountain-bike

July 26, 2026 — 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, alex01phipps@gmail.com, twistedturtleracing.com

July 26-27, 2026 — USA Cycling Gravity MTB National Championships. Big Bear Lake, CA, USAC Events, 719-434-4200, nationalevents@usacycling.org, usacycling.org

July 26-27, 2026 — USA Cycling Gravity National Championships. Big Bear Lake, CA, USAC Events, 719-434-4200, nationalevents@usacycling.org, usacycling.org

July 31-August 1, 2026 — 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. STXC also., Tony Ferlisi, 307-690-3952, tferlisi1@gmail.com, nuemt看.com, grandtarghee.com/activities-events/events/event-calendar/2026-pierres-hole

August 1-2, 2026 — 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

August 1, 2026 — Maah Daah Hey 100. Medora, ND, The Maah Daah Hey 100 race course takes you across one of the most majestic single-track adventures in the world, with miles of uninterrupted trail through the heart of the rugged Badlands. Make no mistake, this event will push competitive riders to their limits while giving every participant an experience they will remember for the rest of their lives., Nick Ybarra, 701-570-9138, nick@experienceland.org, experienceland.org

August 1, 2026 — 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, 2026 — Colorado Trail Race. Durango, CO, Group Start 4 AM, a self-supported bike ride on the Colorado Trail, Jefe Branham, JWOOKIEONE@HOTMAIL.COM, jwookieone.com

August 7-9, 2026 — Brundage MTB Races. Knobby Tire Series, McCall, ID, STXC, XC, Endurance, Downhill races, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, twistedturtleracing.com

August 8-9, 2026 — 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 8, 2026 — Enduro Pescado Whitefish Enduro. Montana Enduro Series, Whitefish, MT, multi-stage enduro race at Whitefish Mountain Resort. Traditionally five stages for all classes, Montana Enduro Series, contact@montanaenduro.com, Eric Silvers, eric@montanabicycleguild.org, montanaenduro.com

August 8-9, 2026 — Downieville Classic. Downieville, CA, Race or ride the epic 26.5 mile point-to-point crosscountry to the Sierra Crest and back to town, or take in a double dose with 15 miles of the Downieville 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, wille@sierratrails.org, Kyle Stone, info@sierratrails.org, downievilleclassic.com

August 9, 2026 — Idaho Senior Games. Eagle, ID, Held at Eagle Cycle Park, Cross Country and Hill Climb events, Mike Thornton, 208-861-8000, contact@idahoseniorgames.org, Katie Hedrich, 951-733-5198, katie@omnigo-events.com, Stewart Hindman, 208-461-8877, idahosg.cycling@gmail.com, idahoseniorgames.org

August 9-14, 2026 — Breck Epic. Breckenridge, CO, XC stage race, six-day mountain biking race event in the backcountry. Each stage begins and ends in town, so riders can remain in one place throughout the event. The race is 220-240 miles long and has about 40,000 feet of elevation gain and loss., Mike McCormack, 970-485-5847, mikemac@eag-leoutsidfestival.com, breckepic.com

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, utahcritseries@gmail.com, utah-critseries.com

DLT (DMV) Critrium — 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, utahcritseries@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, utahcritseries@gmail.com, utahcritseries.com

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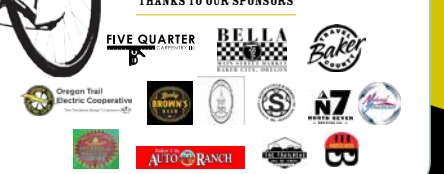
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Logan Race Club Thursday Night Time Trial Series — Logan, UT, Thursdays. TT series consisting of 18 races on five difference courses, with weekly and end-of-series prizes. Check the website for the location of the weekly course., Stephen Clyde, 435-750-8785, swc@mdsc.com, Ben Koteod, benhkof@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

Utah Road Racing

June 13, 2026 — Utah Hill Climb - Emigration Canyon Hill Climb, Utah Hillclimb League, UCA Series, Salt Lake City, UT, Starting in Late April with the climb that is probably ridden most in the state, Emigration Canyon will be the kick of event. With new roads and a bike lane to the top this will test each riders early season fitness. This climb will be held in time trial format with a rider starting every 30 seconds., Dirk Cowley, 801-699-5126, dcowley@RaceDayEventSoftware.com, utahcycling-events.com

July 11, 2026 — Utah-Cache Gran Fondo, Suarez Gran Fondo National Series, Logan, UT, 15th Annual Cache Gran Fondo is one of the largest and longest-running Gran Fondo events in the Western US. A true Gran Fondo where riders of all abilities are invited to participate. Chose from distances of 35, 50, 75 and 100-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

August 1, 2026 — 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 14-16, 2026 — Salt Lake Criterium, American Criterium Cup, Salt Lake City, UT, A weekend of fun at the downtown Granary District! Friday: welcome party with celebrity shake out ride, Saturday and Sunday: Pro and amateur crit races and welcome back the Ultimate Challenge Gran Fondo!, Breanne Harward, breanne@saltlakecriterium.com, saltlakecriterium.com

Regional Weekly

Road Race Series

April 15-August 19, 2026 — Bi-Weekly Road Race Series, Aspen, CO, Wednesday road race series, Kristen Heath, 970-618-3309, info@aspenccyclingclub.org, aspenccycling-club.org

May 12-July 14, 2026 — 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, abccwebdesign@yahoo.com, idahobikercycling.org

Regional Road Racing

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

CA and Beyond

June 4-7, 2026 — Go Pro Mountain Games, Vail, CO, Dual Slalom, Jump Jam, Kids race, XC MTB, STXC, Road Hill Climb, Dave Dressman, 970-777-2015, adressman@vrvf.org, mountaingames.com

June 5-7, 2026 — Pike's Peak APEX, Colorado Springs, CO, Choose to race one day, two days, or all three days! The Pike's Peak Apex features exhilarating, exceptionally crafted routes through dirt roads, jeep trails, and the amazing alpine singlettrack that is quintessential Pike's 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 13, 2026 — The Roadeo, Missoula, MT, Race starts and finishes at Zane's Park in Phillipsburg: 81.7mi course (2 laps), 41.1mi course (1 lap), Frontiers Racing, frontiersracing@gmail.com, theroadeo.com

June 17-21, 2026 — USA Cycling Professional Road, ITT, and Criterium National Championships, Charleston, WV, USAC Events, 719-434-4200, nationalevents@usacycling.org, usacycling.org

June 21, 2026 — Cascade Cycling Classic Criterium, Bend, OR, Benefits the Horner Cycling Foundation. This one-day event will draw road cyclists from all over the country

testing their technical skills and endurance on this exciting criterium course located in the heart of Bend's downtown., Molly Cogswell-Kelley, 541-480-6975, molly@horn-erlawllp.com, cascadecyclingclassic.com, hornercyclingfoundation.com/cascade-cycling-classic-criterium/

June 26-28, 2026 — 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, 509-374-8424, scotfscycleandsports@gmail.com, bakercitycyclingclassic.com

June 27-July 1, 2026 — USA Cycling Masters & Juniors Road National Championships, Milwaukee, WI, USAC Events, 719-434-4200, nationalevents@usacycling.org, usacycling.org

June 27, 2026 — Watsonville Criterium, VeloPromo, Watsonville, CA, Robert Leibold, 209-604-1354, velopro1@gmail.com, velo-promo.com

July 5, 2026 — Gran Fondo Badlands, Drumheller, AB., TransRockies, 866-373-3376, info@transrockies.com, granfondobadlands.ca, transrockies.com

July 11, 2026 — Boise Twilight Criterium, American Criterium Cup, Boise, ID, 39th Annual, races for all categories, and race under the lights for the pros, Mike Cooley, 208-371-5175, mike.cooley1958@gmail.com, boisettwilightcriterium.com

July 11, 2026 — The Range Gravel, Claresholm, AB, Rolling prairie roads and open skies, TransRockies, 866-373-3376, info@transrockies.com, therangegravel.com, transrockies.com

July 12, 2026 — Bogus Basin Hill Climb, Gran Fondo National Series, Boise, ID, The Third Oldest Hill Climb in the United States returns for its 55th year. Climb 4,314 feet in 18.5 paved miles, Robert Evans, 208-343-3782, events@georgescycles.com, bogusbasinhill-climb.com

July 25, 2026 — Bob Cook Memorial Mount Blue Sky Hill Climb, Idaho Springs, CO, 27.4 mile bicycle race and Gran Fondo, that ends on the highest paved road in the United States, ending at Mount Blue Sky, 14,130', 6000 feet elevation gain., Jennifer Barbour, 303-503-4616, jen@shiftevents.org, Dave Muscianisi, dave@shiftevents.org, bicyclerace.com, shiftevents.org

August 2, 2026 — Patterson Road Race, VeloPromo/California Cup, Tracy, CA, Robert Leibold, 209-604-1354, velopro1@gmail.com, velo-promo.com

August 8, 2026 — Lamolille Canyon Hill Climb, Lamolille, NV, Road Race hill climb, 12 miles, 3000 ft hill climb in Ruby Mountains. Race starts at 9 am. Post event picnic and awards in Lamolille Grive, 11:30am, Jenny Eckert, 775-738-0818, nvelkovelo@gmail.com, Jon Powell, 775-385-4938, elkovelo@elkovelo.com, elkovelo.com

August 8, 2026 — 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, contact@idahoseniorgames.org, Stewart Hindman, 208-461-8877, idahosg.cycling@gmail.com, idahoseniorgames.org

August 8, 2026 — The Broadmore 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

Utah Road Touring

and Gran Fondos

June 6, 2026 — Little Red Riding Hood, Lewiston, UT, Women-only ride, 17, 30, 55, 70 and 100 mile distances in Cache Valley, Expo too, fundraiser for Women's Cancer Research at the Huntsman Cancer Institute. Registration each year opens in January, Tim Shea, 801-598-0294, tshea580@gmail.com, lrh.org

June 6, 2026 — Desperado Duel, Panguitch, UT, 100 mile course and 50 mile option, Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, ridesouthernutah.com

June 13, 2026 — Huntsman Cancer Foundation SportsFest, Utah Triple Crank, Salt Lake City, UT, A community-driven day of connection and impact with 100% of funds raised supporting the mission of Huntsman Cancer Institute. Ride, walk, run, quest, volunteer, or cheer. Ride distances from 22 to 140 miles and the first ride in the legendary Utah Triple Crank. Start lines in Salt Lake City and Salem, Utah, Jen Murano-Tucker, 801-584-5815, events@huntsmanfoundation.org, Kristen VanLeeuwen, 801-584-5815, events@huntsmanfoundation.org, huntsmansports-fest.com

June 13, 2026 — Gran Fondo Utah, Gran Fondo National Series, Payson, UT, The GFNS is back for the second Gran Fondo Utah. 93, 63, 35 mile options, the Gran Course climbs the iconic Mt. Nebo Loop with an earlier 7am start time for 2026, Robert Evans, 208-780-9568, info@cyclingquests.com, granfondo-nationalseries.com/gran-fondo-utah

June 20, 2026 — The Longest Day - Ride for Alzheimers, Tremonton, UT, Raise funds for the Alzheimer's Association, Starting at 7 am at Schuman Park in Tremonton, we will stage our 3rd annual 100 mile route (shorter distances available) with rest rooms and aid stations throughout Box Elder County., Kirk Johnson, 801-513-9728, kirkj78@gmail.com, Tiffany Schultz, 435-257-1171, tiffany.schultz@edwardjones.com, events.diz.org/fundraisers/spencerdown/bike-to-end-alzheimer-s

June 26-27, 2026 — Bear River Cache Valley, Salt Lake Randonneurs Brevet Series, Brigham City, UT, Self-supported timed brevet going from Utah into Cache Valley, Idaho & back. Choose from 200, 300, 400, or 600KM, Ken Moss, 801-833-2782, rba@saltlake-randos.org, saltlake-randos.org

June 27, 2026 — Bike MS: Harmons Best Dam Bike Ride, Bike MS, Logan, UT, 40th annual. Join us in beautiful Cache Valley for an unforgettable milestone year. Whether you're a seasoned cyclist or joining us for the first time, you'll find routes for every level, incredible rest stops every 8-18 miles, breathtaking mountain views, and the unmatched energy of the Bike MS community. Enjoy camping, a beer garden, live music, and a fun-filled finish line celebration that brings everyone together at the Cache Valley Fairgrounds (400 S 500 W). Route distances: 35, 47, 73, and 100 miles., Erika Barnum, 303-698-6127, 855-372-1331, erika.barnum@nmss.org, Mary Walter, 402-201-8745, mary.walter@nmss.org, bikemsutah.org

July 11, 2026 — Utah-Cache Gran Fondo, Suarez Gran Fondo National Series, Logan, UT, 15th Annual Cache Gran Fondo is one of the largest and longest-running Gran Fondo events in the Western US. A true Gran Fondo where riders of all abilities are invited to participate. Chose from distances of 35, 50, 75 and 100-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 18, 2026 — Iron Lung Ride, Utah Triple Crank, Huntsville, UT, 34, 80, or 100 mile options out and back starting in Huntsville with a solid climb up Old Snowbasin Road, down Trappers Loop, through Morgan and out to the top of Big Mountain. Challenging climbing, with plenty of rollers and flats to recover. Utah Triple Crank qualifier, along with LOTOJA and Huntsman 140., Michelle Lyman, 801-941-5526, info@ironlungride.com, ironlungride.com

July 31, 2026 — Antelope by Moonlight Bike Ride, Antelope Island, UT, 10:00 pm. Open to participants of all ages, Antelope Island Marina to Fielding Garr Ranch and back. Experience Antelope Island after-hours under the full moon, Antelope by Moonlight, 801-451-3237, antelopeiride@daviscountyutah.gov, daviscountyutah.gov/moonlight, antelopebymoonlight.com

August 1, 2026 — Mirror Lake Highway Gran Fondo, 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, bikereg.com, mirror-lake-150-2026

August 8, 2026 — To the Moon and Back Ride, Tabiona, UT, Located in the High Uintas, four ride options: 150 miles, 100, 75, 50, and 25. Ride back roads of Duchesne County, very minimal traffic. Free overnight camping. Elevations from 6,522 to 8,150. Fully Supported Ride. 100% of proceeds go to Rapha International, Karen Redden, 435-828-0467, moon.andback.ride@gmail.com, tothemoonandback-events.com

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June 6, 2026 — Gold Country Challenge, Nevada City, CA, Ride beautiful, historic back roads of Nevada County's gold country along the scenic Yuba River. Choose 100, 75, 55 and 35 mile routes, plus the 17

mile Wolf Creek Challenge, great for recreational riders. Excellent training options for Markleeville Death Ride. Full SAG, supported rest stops and a post-ride meal and beer under the pines. Benefits Grass Valley Rotary and Bright Futures for Youth, Bob Long, 530-876-6480, bob.goldcountrychallenge@gmail.com, rotarygoldcountrychallenge.com

June 6, 2026 — Ride to End Alzheimers, Fort Collins, CO, Come help fuel cutting edge research by fundraising and riding to help in the discovery of treatment and prevention methods for Alzheimer's. Ride options are available for 20, 50, 70, and 100 mile distances., Sara Prevost, 833-239-7433, ride@alz.org, alz.org/ride

June 6, 2026 — Northwest Tandem Rally, Cottage Grove, OR, Two days of scenic rides, community fun, a vendor fair, and a celebration for tandem cyclists across the region. Solo bikes welcome, Mike Ripley, 541-225-7946, mike@nudslingerevents.com, nudslingerevents.com/nwtr-2026-cottage-grove

June 6, 2026 — Giro di San Diego Palomar, Escondido, CA, 95, 59, 30, or 20 Miles, Tobias, info@KOZevents.com, girodisandiego.com

June 7, 2026 — America's Most Beautiful Bike Ride - Lake Tahoe, Stateline, NV, Ride Lake Tahoe's legendary shores June 7th! America's Most Beautiful Bike Ride offers 35, 72, or 100 mile routes beginning/ending in Stateline, NV. A one-day cycling adventure around the entire lake that supports Blood Cancer United's mission to improve lives and find cures, Blood Cancer United, 888-557-7177, supportservices@bloodcancerunited.org, bloodcancerunited.org/get-involved/fundraise/america-beautiful-bike-ride-register

June 7-12, 2026 — BRNW Bike Camp Walla Walla, Walla Walla, WA, A ride for everyone. Five days from one hub at Whitman College. Short/long options each day. Stay in dorms/ tents/ lodging. Benefit for Whitman tribal scholarships, Jim Moore, 503-281-1526, 503-504-2656, info@brnw.org, brnw.org

June 13-14, 2026 — Bike MS: Colorado, Bike MS, Westminster, CO, With breathtaking mountain views and crisp mountain air, take in the views of Longs Peak, Colorado's most famous 14er, in an area known as one of Colorado's most scenic outdoor paradises. This Bike MS experience offers route options ranging from 32 to 103 miles over two days and is friendly to all abilities with rest stops every 10-12 miles. Lodging, meals, and entertainment based out of Colorado State University in Ft. Collins., Erika Barnum, 303-698-6127, 855-372-1331, erika.barnum@nmss.org, Brittany Rondello, 425-647-6846, brittany.rondello@nmss.org, Erika Barnum, 303-698-6127, Erika.Barnum@nmss.org, bikemscolorado.org

June 20-27, 2026 — BRNW Oregon, Corvallis, OR, Explore the little-known backroads of Wine Country and the Oregon Coast. Corvallis - Alsea - Waldport - Lincoln City - Cloverdale - Sheridan, Jim Moore, 503-281-1526, 503-504-2656, info@brnw.org, brnw.org

June 20, 2026 — Spinderella, Pocatello, ID, ladies-only ride featuring five scenic routes, from 10 to 100 miles. Roll-out begins at 6:00 am at Ross Park in Pocatello, ID., DaNae Young, 208-221-9300, spinderella33@gmail.com, spinderella33.com

June 20, 2026 — CHAFE 150 Gran Fondo, Sandpoint, ID, The 150 mile route is a grand loop around the Cabinet Mountains through gorgeous lake and river valleys, encompassing one upriver leg, two downriver legs and one huge lake! In addition, CHAFE offers magnificent 100, 80, 40, and 25 mile routes for riders of any level, Syringa Cyclery, 208-610-9990, syringacyclery@gmail.com, Jane Huang, chafe150@outlook.com, chafe150.org

June 20, 2026 — Summer Vibes Bike Rally, Lyons, CO, This festival is the sister event of the Old Man Winter Rally, produced in early February at the same venue, 100K Gravel Bike Enduro, 50K Gravel Bike Rally, Road Bike Rally, Kids Bike Race, Run / Bike Combo. After party with huge recovery swimming pools, live rock bands, on site camping and fresh margaritas, Josh Kravetz, 303-408-0747, josh@adventurefit.com, summervibesrally.com

June 27, 2026 — RATPOD (Ride Around the Pioneers in One Day), Dillon, MT, In support of Camp Mak-A-Dream. An oncology camp dedicated to ensuring those affected by cancer can live with and beyond their diagnosis. With just a small donation you can be part of this now national event all to honor those affected by cancer. 41, 86, 127 mile options. The ride takes place in the beautiful Big Hole Valley of SW Montana., Courtney Imhoff, 406-549-5987, info@ratpod.org, campdream.org/events/ratpod

June 27, 2026 — Alta Alpina Challenge, Markleeville, CA, Experience the breathtaking scenic beauty of classic Sierra roadways. Metric and Century options and more or pick one or more of the famous Alta Alpina passes for a personalized ride (30 miles and up). Fundraiser for the Alta Alpina Cycling Club, Gregg Westerbeck, 877-845-2453, social@altaalpina.org, Michael Bayer, challenge@altaalpina.org, altaalpina.org/challenge

June 27, 2026 — Aspen Gran Fondo, Aspen, CO, The route encompasses some of the Roaring Fork Valley's most iconic climbs.

Choose 36 miles, 62 miles, or 103 miles, with aid stations at the top of each climb and finish line BBQ, Kristen Heath, 970-618-3309, info@aspenccyclingclub.org, aspenccycling-club.org

June 27, 2026 — Giro Bello, Santa Rosa, CA, Start and Finish are at Balletto Vineyards, 5700 Occidental Rd, Santa Rosa, Three great rides! 100 Miles, 100k, 50K, Giro Bello, rotarygirobello@gmail.com, girobello.com

July 11, 2026 — The Triple Bypass, Evergreen, CO, The legendary Triple Bypass is 118 miles with 10,800' of climbing and travels over 3 beautiful mountain passes (Juniper, Loveland, Vail) from Evergreen to Avon, CO., Jennifer Barbour, 303-503-4616, jen@shiftevents.org, Dave Muscianisi, dave@shift-events.org, triplebypass.org

July 11, 2026 — Death Ride - Tour of the California Alps, Markleeville, CA, Challenge yourself to the premier cycling event in California. With 103 miles, over 14,000' of climbing, and up to six (6) HC climbs through the stunning Sierra Nevada mountains, this ride is sure to challenge and inspire you!, Morgan Kaufer, 530-694-2475, info@deathride.com, deathride.com

July 11-12, 2026 — Seattle to Portland (STP), Seattle, WA, The Seattle to Portland (STP) Bicycle Classic is in its 47th year. Heading south from one great bike city to another, STP is not just a 206-mile ride - it's a Pacific Northwest rite of passage. NEW this year: More party vibes along the route!, Sarah Mantey, 206-620-0465, sarahm@cascade.org, cascade.org/stp

July 11, 2026 — Tour de Small Towns, Inkom, ID, 39, 62, 100, 150 mile routes, brings together the communities of Southeast Idaho while showcasing the charm and character of each town along the route, Tiffani Wilson, 406-249-2438, info@BeOnPoint.Life, beonpoint.life/adventure-retreat/tour-de-small-towns/, active.com/inkom-id/cycling/races/tour-de-small-towns-26-2026

July 11-18, 2026 — BRNW Washington, Bellingham, WA, "Bays to Baker" - the harbors, bays and waterways of NW Washington, plus an epic climb up Mt. Baker. Bellingham - Anacortes - Sedro-Woolley - Kendall - Blaine, Jim Moore, 503-281-1526, 503-504-2656, info@brnw.org, brnw.org

August 1, 2026 — Tour de Big Bear, Big Bear Lake, CA, Experience the ultimate summer escape at Tour de Big Bear, a weekend-long festival celebrating bikes, community, and the outdoors. Choose from the 25, 50, 70, or 100-mile road events and embark on a journey through the breathtaking San Bernardino Mountains, or dive into the dirt with multiple gravel rides and new mountain bike events. After the ride, enjoy a lively festival with the Bikes x Brews Fest, live music, great food, kids events, free fun rides, and more, Chris Barnes, 951-970-6720, 909-878-0707, bigbearcycling@gmail.com, tourdebigbear.com

August 1, 2026 — Marin Century</

Big Cottonwood Canyon Project Could Bring New Bicycle Access by 2028

New and improved bicycle access could come to Salt Lake County, Utah, with the Big Cottonwood Canyon Project as soon as fall 2028. The Federal Highway Administration and Utah Department of Transportation gave final approval to proposed transportation improvements along SR-190. The project will move forward unless someone sues to stop it by October 13.

The project will include a multi-use path along Wasatch Boulevard/SR-190 between Fort Union Boulevard and the Little Cottonwood Canyon park-and-ride lot. It also calls for another path along Fort Union Boulevard from Wasatch Boulevard to 700 East, as well as a grade-separated bicycle crossing across Wasatch Boulevard south of the entrance to Big Cottonwood Canyon.

Existing bicycle facilities in the area, however, may close during construction. These include bike lanes on Wasatch Boulevard between Millrock Drive and the entrance to Big Cottonwood Canyon, as well as the Big Cottonwood Canyon Trail. Some canyon roads used by cyclists may also be affected. UDOT says it will provide detours for cyclists.

Details at <https://udotinput.utah.gov/bccstudy#tab-50297>.

-Charles Pekow

Shared Micromobility Keeps Growing, But Cities Face Funding and Staffing Gaps

Shared micromobility continues to grow across the country. The National Association of City Transportation Officials' annual report on the topic said cities reported 150 million trips last year.

"Ridership continues to grow across every NACTO member city with a shared micromobility system—even as fares rise. E-bikes and scooters are incredibly popular, and pedal bikes remain a vital and affordable option for everyday travel," NACTO found.

But NACTO warned that growth may not last forever. Most cities have not kept funding and staff-

ing levels high enough to match increased ridership. Continued growth will require more bicycles, e-bikes and scooters, along with better maintenance. Cities will also need to dedicate more staff to micromobility, since many staffers also work on other programs. NACTO also suggested more fare subsidies.

Cities reported that most trips use station-based systems rather than free-standing vehicles.

Find the report at <https://nacto.org/publication/shared-micromobility-in-nacto-member-agencies-2025-trends/>.

-Charles Pekow

Cycling Possibilities Volume 7 Showcases Northern Utah Rides

Elliott Mott has released his seventh volume of Cycling Possibilities. It features 56 northern Utah bike routes ranging in distance from 12 to 98 miles, to include the new West Davis Highway's paved bike path, and Yellow Creek Road connecting Coalville, Utah with Evanston, Wyoming. West Davis Highway (SR-177) runs southeast to northwest linking Farmington with West Haven and its parallel paved bike path is anticipated to be extremely popular. On the east it connects to the Legacy Highway and Denver and Rio Grande Western Rail Trail, and on the west to the Syracuse Trail. It provides cyclists with an out-of-traffic route across Davis County with easy connections to Shorelands Preserve,

DWR's Eccles Wildlife Education Center, and Antelope Drive leading to the causeway across Utah's Great Salt Lake to Antelope Island. Yellow Creek Road, located in the southwest corner of Wyoming, has been used numerous times by race organizers for the Mirror Lake Road Race and Gran Fondo as an important connecting route between Chalk Creek and Evanston. In addition, the seventh volume of Cycling Possibilities includes gradient detail for the area's popular climbs. It is available now directly from the printer (Bookbaby.com) or from Amazon's online bookstore. Elliott published his first volume of Cycling Possibilities in 1990 and has been the volunteer organizer of over 1150 group events.

Rural States Give Bikes Uneven Treatment in Transportation Planning

States vary considerably in how they incorporate bicycling into rural transportation planning. Overall, they increasingly consider bicycles and other multimodal transportation in non-metropolitan planning. That conclusion comes from a recent report from the National Cooperative Highway Research Program, which surveyed state transportation agencies about their planning requirements for rural areas.

Transportation Planning in Non-Metropolitan/Rural Areas cites Nevada for efforts to engage a variety of stakeholders. The Nevada Department of Transportation receives input from a Bicycle and Pedestrian Advisory Committee.

In California, Regional Transportation Planning Agencies

handle much of the planning. Some of them convene bicycle and pedestrian advisory councils. But "the number and activity of such committees often depend on the agency's resources and planning needs," according to Caltrans, the California transportation department.

The Vermont Agency of Transportation (VTrans) coordinates with the state's 10 regional planning commissions. Each commission convenes a transportation advisory committee, which can include bicycle advocates. These committees identify and rank local priorities.

Meanwhile, the Colorado Department of Transportation offers a Multimodal Transportation and Mitigation Options Fund. Local jurisdictions can apply for money to fund bicycle projects. "One significant advantage of the (fund) is that it

can be used as a local match for federal funding, allowing rural and economically constrained jurisdictions to leverage state dollars to access larger funding opportunities," the report says. In economically hard-pressed cases, the state will waive its usual matching requirements.

The Tennessee Department of Transportation offers a Transportation Planning Grant, which allows rural communities to apply for money to develop bicycle and pedestrian plans.

But states could do more. Of the 26 states that responded to the survey, only South Carolina said rural transit plans must include bicycle and pedestrian provisions.

Download the report at <https://www.nationalacademies.org/publications/29379>.

-Charles Pekow

Study: E-Bikes Can Save \$13600 per year over Cars

If you commute to work, you'd save \$13,600 a year if you do it by e-bike instead of car. At least if you live in Los Angeles, a study calculates. "LA commuters spend roughly \$15,100 per year driving vs \$1,500 commuting by e-bike," says the study done by LA writer Peter

Flax (and Cycling West contributor).

Car vs E-Bike Commuting Costs in Los Angeles: A Comparative Analysis of Car Ownership and E-bike Commuting says "Parking alone, at roughly \$3,314 per year, can exceed the full annual cost of e-bike commuting in some scenarios and substantially exceeds the

annual charging cost many times over."

The cost of charging an e-bike for a year would amount to less than a single tank of gas, it says – and it was written before the current surge in gas prices.

-Charles Pekow

Answers (from page 6): The Five-Time Tour Winner Club

A1. The Giro d'Italia. Jacques Anquetil won the Giro in 1960 and 1964. Eddy Merckx won it five times, in 1968, 1970, 1972, 1973 and 1974. Bernard Hinault claimed the maglia rosa in 1980, 1982 and 1985. Miguel Induráin won the Giro in 1992 and 1993, and Poga ar added his first Giro title in 2024.

Anquetil, Merckx and Hinault also won the Vuelta a España, making them winners of all three Grand Tours. Induráin never won the Vuelta, despite several attempts and a runner-up finish in 1991. Poga ar has entered the Vuelta only once, in 2019, when he won three stages, finished third overall, and won the best young rider classification. For now, the Vuelta remains one of the few major gaps on his résumé.

A2. The Critérium du Dauphiné. Anquetil won the Dauphiné in 1963 and 1965. Merckx, surprisingly, won it only once, in 1971. Hinault won it three times, in 1977, 1979 and 1981. Induráin claimed the French stage race in 1995 and 1996. Pogacar won it for the first time in 2025.

A3. There isn't one. Induráin is the outlier. His career centered on time trials, Grand Tours and weeklong stage races, and his only major one-day victory was the Clásica San Sebastián.

That race did not exist during Anquetil's or Merckx's careers, although it debuted in 1981 while Hinault was still racing. The closest shared answer is Liège–

Bastogne–Liège: Pogacar, Merckx, Hinault and Anquetil all won it, while Induráin finished fourth there in 1991.

A4. Bernard Hinault. Among the riders in this group, Merckx leads with 34 Tour de France stage wins. Hinault ranks next with 28. Pogacar currently sits at 21, already ahead of Anquetil's 16 individual Tour stage wins and Induráin's 12.

Mark Cavendish now holds the all-time Tour de France stage-win record with 35, but within the five-time Tour winner club, Merckx remains the clear leader.

A5. Jacques Anquetil. Anquetil never wore the rainbow jersey as elite men's road race world champion, and the individual time trial world championship did not exist during his career. He did, however, win the Grand Prix des Nations — widely regarded in its era as an unofficial time trial world championship — a staggering nine times between 1953 and 1966.

Merckx won the world road title three times, in 1967, 1971 and 1974, and also won the Grand Prix des Nations in 1973. Hinault won the road world championship in 1980 and captured the Grand Prix des Nations five times. Induráin won the world time trial title in 1995 and came close in the road race, finishing third in 1991 and second in both 1993 and 1995.

More recently, Pogacar won the elite men's road race world championship in 2024 and 2025. The world time trial title, so far, has eluded him.

-Dave Campbell



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BICYCLE ART

Fury: The Bicycle Art of David Vincent Gonzales

Name of Artist: David Vincent Gonzales

Title: Fury

Medium: Acrylic

Size: 12x24

Brief artist's statement: When I was one year old, I was nearly flat-

tened by a truck in Germany, and it was a cyclist who swooped in to save me. My parents turned their backs for a moment, and I went rolling down the sidewalk in a stroller to meet impending doom. My parents were hysterical and chased me down. After they saw that I was okay, they looked up to thank the man on the bike. My parents said that he was nowhere to be seen. I had forgot-

ten that story up until the time I won a cycling race poster contest in 2015 for the USA Pro Challenge in Colorado. Ever since then, it has deepened my connection to cycling.

About the piece:

"Fury"

Taking on a challenge like a bike race takes guts, commitment, and consistent training. This painting is

about pushing beyond your boundaries. It depicts the fury of the cyclists as they unleash everything they have before crossing the finish line.

Where can people find or buy your art?: DVGart.com, Thomas Anthony Gallery (Park City, UT), Raitman Art Gallery (Breckenridge & Vail, CO), West Lives On Gallery (Jackson Hole, WY) and Inart

Gallery (Santa Fe, NM)

Website: DVGart.com

Social media handles:
Instagram: @DVGartist
Facebook: DVGartist

CYCLING TRIVIA

Before July, the Proving Grounds

By Steven Sheffield

Every June, the race calendar offers a pair of Alpine examinations so closely linked in purpose and prestige that they function almost as a matched set. Separated only by a week or two on the calendar, the Critérium du Dauphiné — now rebranded as the Tour Auvergne-Rhône-Alpes beginning with its 2026 edition — and the Tour de Suisse have long served as the sport's premier dress rehearsals for the Tour de France. Riders test their climbing legs on summit finishes that echo July's decisive days, teams rehearse tactics under genuine race pressure, and contenders reveal — sometimes unintentionally — whether their form is sharpening or stalling.

The parallels run deeper than geography. Both races are rooted in the traditions of European stage racing's golden age, born of newspapers, regional pride, and the desire to map identity onto landscape. Both have evolved into UCI WorldTour fixtures that attract nearly every serious Tour contender. And both occupy that curious psychological space in cycling: important enough

to matter, but dangerous enough that winning them can feel like showing your hand too early. A rider who destroys the field in June can arrive in July with a target painted on his jersey and nothing left to prove — a problem that has derailed more than a few July campaigns.

Look closer, and the differences emerge. The Dauphiné tends toward compact brutality — shorter, sharper stages in the high Alps, often decided by explosive efforts and aggressive racing. The Tour de Suisse, by contrast, has frequently rewarded patience: longer arcs of competition, decisive time trials, and a slow accumulation of fatigue that tests a rider's ability to manage himself over days. One feels like a spotlight rehearsal; the other, a slow tightening of the screws. Both, in their own way, are merciless.

Taken together, they represent nearly two centuries of combined racing history — a span that includes world wars, doping scandals, canceled editions, dominators and nearly-men, and at least one finish line decided in a way that has no parallel in the modern sport. Some of those details are well known to the committed reader. Others sit just beneath

the surface, waiting to be recalled by the fan who pays attention to more than July.

If that sounds like you, read on.

Q1. The Tour de Suisse was inaugurated in 1933 — fourteen years before the Dauphiné — making it one of the older stage races on the European calendar. Its first edition set a precedent that would define the race for decades: an international field competing on Swiss roads, with the outcome decided by a rider who had no particular national connection to the host country. He arrived for the start with almost no preparation time, having traveled to Zurich overnight by train from races in Belgium and France, and still dominated the competition from start to finish. Who was he, and why is his nationality worth noting in the context of a race called the Tour de Suisse?

Q2. The Critérium du Dauphiné didn't emerge from the established machinery of professional cycling — it was created in 1947 by a regional newspaper, founded in the final years of World War II, that saw in a cycling race both a way to promote its circulation and a way to celebrate the landscape it was named for. That

newspaper lent its name to the race for over sixty years, until the race's current organizer took full control in 2010 and simplified the branding. The word at the heart of both names — the paper's and the race's — refers to a specific geographical region of France with a distinct historical identity, one that shaped the race's terrain and character from its earliest editions. What was the founding newspaper called, and what does Dauphiné refer to geographically?

Q3. The Tour de Suisse continued racing through the early years of World War II, kept alive by Switzerland's political neutrality even as the rest of the European racing calendar collapsed. The wartime editions were truncated, thin on international participation, and logistically improvised in ways that sometimes produced genuinely extraordinary outcomes. One particular edition, after several stages had already been completed, reached a point where the race simply could not continue on the road as planned — and organizers were forced to resolve the competition in a manner that has no precedent in the modern sport. What happened, and how was the winner ultimately determined?

Q4. The Dauphiné holds a distinction no other race on the WorldTour calendar can claim: it is the only race that every rider to have won the Tour de France five times has also won. This isn't simply a function of those riders' dominance across all races — it reflects something specific about the Dauphiné's place in the season, its terrain, and its consistent ability to attract the sport's most ambitious competitors at a moment when they are tuning for their greatest effort. Four men have won the Tour de France five times. All four also won this race. Name them.

Q5. The leader's jersey of the Dauphiné has long been one of the most recognizable garments in professional cycling, instantly distinguishable from the jerseys of other major races — including one it superficially resembles but deliberately sets itself apart from. Its design has served as a visual shorthand for the race's identity and its relationship to the broader French cycling calendar. Describe the jersey: what color is it, and what specific design element makes it visually distinctive?

See answers on page 11.

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