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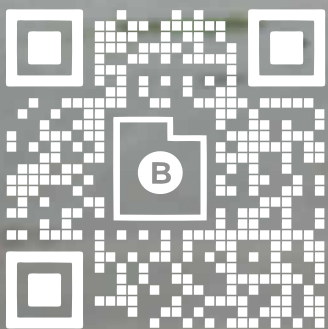
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Photo: A solo rider in stage 1 of the
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Photo by Sean Benesh

MOUNTAIN BIKING

Trails That Build Jobs: How Rural Communities Are Finding New Life Through Trail-Based Economies



Scenes from the grand opening of the Dollar Mountain Trail System in Grants Pass, Oregon. Photo by Sean Benesh

By Sean Benesh

In the foothills of the Rockies, a small town once known for its sawmills is humming again, not from chainsaws but from trail crews, mountain bikers, and visiting families grabbing coffee before heading out to ride. Further away, former coal towns in West Virginia are experiencing a similar revival, their new "black gold" being the dirt under mountain bike tires.

Across the U.S., trails are emerging as one of the most reliable economic development tools for small, rural communities. They bring visitors, create jobs, and support local

businesses in ways that reach far beyond tourism. When built and managed well, trails become infrastructure that fuels entrepreneurship, attracts new residents, and diversifies economies once dependent on extraction industries.

This article is about trails, but so much of this conversation also applies to gravel and road cycling as well.

Trails as Economic Infrastructure for Rural Communities

Trails may start as dirt paths through the woods, but their impact extends well beyond recreation. When paired with vision and leader-

ship, trail systems function as economic infrastructure. They connect visitors to businesses, give residents access to new livelihoods, and create the foundation for long-term workforce development in places that need it most.

How Trails Create Direct and Indirect Jobs in Rural Economies

The job impacts of trails fall into two categories: direct and indirect.

Direct jobs are the easiest to see. They include the trail builders, guides, shuttle drivers, bike mechanics, restaurant servers, and hotel staff

Continued on page 4

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Trails - continued from page 3

who directly benefit from trail users. These jobs exist because people come to ride, hike, or explore.

Indirect jobs are less visible but just as powerful. When trails make a place more livable, they attract entrepreneurs, remote workers, and new residents. Local contractors find steady work maintaining properties or expanding lodging options. Grocery stores, breweries, and service businesses grow as the local population diversifies. Trails create the conditions where people want to live and invest, and that is where rural economic resilience begins.

In economics, this is known as the multiplier effect. Every new job tied to outdoor recreation creates additional jobs in supporting industries. Trails do not just generate income; they circulate it through the local economy.

Trail-Based Economic Development Case Studies from Rural America

How Trail Systems Drive Local Job Creation

1. Northwest Arkansas – From Vision to Vibrant Economy: Few places illustrate the power of trails better than Bentonville and Fayetteville, Arkansas. Once known primarily as a corporate hub, the region now boasts hundreds of miles of purpose-built trails. According to a 2024 study by the Walton Family Foundation and IMBA, the cycling industry contributes \$159 million annually to the local economy and supports roughly 1,330 jobs. Of those, about 740 are directly tied to trail building, guiding, and retail, while the rest ripple through hospitality, transportation, and local services.

2. Gunnison–Montrose–Uncompahgre (GMUG) National Forests, Colorado – Trails as a Workforce Driver: In Colorado's GMUG region, mountain biking contributes nearly \$30 million per year and supports over 300 jobs, with nearly \$10 million in annual labor income. That is significant for



Scenes from the grand opening of the Dollar Mountain Trail System in Grants Pass, Oregon. Photo by Sean Benesh

a region better known for ranching and mining. Trails here have helped establish a year-round economy and keep local businesses busy beyond the traditional tourist season.

3. Cañon City, Colorado – Small Town, Big Returns: The trails around Cañon City tell a similar story. Once a quiet prison town, Cañon City has reinvented itself as an outdoor destination. Local studies show trail-related visitation has grown substantially, spurring new cafes, lodging options, and outfitter shops. Even modest trail networks can have measurable economic impact when paired with strong local partnerships.

4. Clearwater County, Idaho – The Power of Rails-to-Trails: Clearwater County provides one of the best long-term examples of a rural trail transition. After a major timber mill closed, the area converted an old rail corridor into a multi-use trail (Route of the Hiawatha Trail). Between 1998 and 2008, travel and tourism jobs grew by 36 positions, a modest but remarkable shift given that total employment in the county was declining elsewhere. The trail did not just replace lost jobs; it shifted the local economy toward recreation and hospitality.

5. Hatfield–McCoy Trails, West Virginia – From Coal to Recreation: Perhaps no story captures this transformation better than the Hatfield–McCoy Trail system. Spanning seven southern West Virginia counties, it now attracts over 85,000 visitors each year and generates more

than \$68 million annually in economic activity. Once dominated by coal jobs, these communities now depend on guides, mechanics, innkeepers, and restaurateurs. Entire main streets have been revitalized, proving that recreation can become a long-term jobs strategy when supported by local leadership and infrastructure.

6. Dollar Mountain Trail System, Oregon – Building Momentum from the Ground Up: In Grants Pass, Oregon, the Dollar Mountain Trail System reflects a growing investment in outdoor recreation as an economic driver. With plans for roughly 25 miles of purpose-built singletrack, the system is designed to attract mountain bikers from across the region and support local businesses. Even in its early stages, it is already shaping how the community thinks about growth. As more trails open, visitation is expected to rise, creating opportunities in tourism, hospitality, and services. Like many emerging trail towns, the long-term impact will depend on how the community builds around the trails through events, partnerships, and a strong visitor experience.

Lessons from Successful Trail-Based Rural Economies

The numbers vary, but the trend is clear: trails create jobs when communities plan beyond the trailhead. The most successful examples, such as Northwest Arkansas and the Hatfield–McCoy system, combine



Scenes from the grand opening of the Dollar Mountain Trail System in Grants Pass, Oregon. Photo by Sean Benesh

trail development with marketing, hospitality, business support, and a culture of collaboration.

For smaller towns, the lesson is that trails alone are not enough. They work best when paired with local businesses that can capture visitor spending, such as coffee shops, breweries, gear rentals, and lodging. Towns that invest in signage, wayfinding, and online visibility amplify these effects.

Because many of these jobs are seasonal, communities that focus on multi-season recreation such as hiking, snowshoeing, gravel riding, and birding can stabilize income year-round.

A Practical Playbook for Trail-Based Job Creation in Small Towns

If your town is exploring how trails can drive local employment, start here:

1. Build with purpose. Design trails that serve both residents and visitors.
2. Invest in support infrastructure. Parking, bathrooms, trail signage, and nearby amenities increase spending and extend visitor stays.
3. Engage local businesses early. Encourage entrepreneurs to build services around trail use.
4. Track impact. Collect visitor data, business revenue, and job creation metrics to strengthen future grant proposals.
5. Tell your story. Visibility mat-

ters. Communities that promote their trails see higher visitor spending and more investment.

Why Trails Are Emerging as the Next Rural Workforce Strategy

When people think of infrastructure, they often picture roads and bridges. For many rural towns, trails are becoming the new connective tissue that links economies, residents, and opportunities.

They may start as dirt paths through the woods, but when paired with vision and leadership, trails become something far more valuable: a local jobs strategy that builds both livelihoods and community pride.

Author's Note

Photos in this article were taken at the grand opening of the Dollar Mountain Trail System in Grants Pass, Oregon. The story of that trail system is an embodiment of this article.

Sean Benesh is a storyteller and strategist based in Portland, Oregon. He works with rural communities, trail organizations, and race organizers to help them tell their stories, grow their online reach, and build momentum through photography, writing, and social media. He is the founder and editor-in-chief of Trail Builder Magazine and serves as the communications director for the NW Trail Alliance.

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TECH

No Kickstand, No Problem: The Click-Stand's Quiet Revolution



Click-Stand inventor Tom Nostrant in Southbend with the Click-Stand in action. Photo courtesy Tom Nostrant

By Brian B. Berlin

Tom Nostrant didn't start out designing a way to prop up a bike. He was going to build a bike to go touring with his friend.

Tom is an avid bicyclist, and during a ride with his regular cycling buddy, they got the notion that building bikes might be fun. His friend wanted to build a touring bike and ride it to California from Washington. Tom wanted to ride with him. So, they collaborated on

frame building and gathering the tools they would need.

"We made the fixtures and tools together", Tom recalled, "and so he owns some of the equipment and I own some."

Tom's friend built his touring bike from scratch. Tom decided he would modify a road bike he had built by changing the geometry and extending the chainstay to allow enough clearance for rear panniers.

When he finished the bike, Tom applied a beautiful coat of Candy Apple Red paint and thought he

needed a way to prop it up without marring the finish.

"I wouldn't put a kickstand on my bicycle", he explained, fearing the potential damage attaching a kickstand to the chainstay would do to the frame and his paint job. Laying the bike on its side wasn't an option either. He still wanted a way to make it stand up. It wasn't until he spotted an internet post showing a bike traveler using a stick with a fork on one end to prop up a bike that an idea began to percolate.

"I thought, well, that's a very interesting solution, but who's going to carry along a two-and-a-half-foot long stick, other than this guy?"

Tom was pitching his tent when the idea for the Click-Stand was born.

"And I looked at the tent poles, and that's exactly when the aha moment hit."

Tom created an early version that featured the folding tent-pole configuration and figured out a way to wedge the top end into a spot on his frame that supported the bike. He showed it to his touring buddy, but the pointed end wouldn't catch any spot on his bike.

He then experimented attaching half of a large nylon washer to the end of the Click-Stand that touched the bike frame, which was satisfactory, and a forerunner of today's model. He then joined his bike touring buddy on the ride to the Bay Area, and they both utilized their Click-Stands successfully. During the trip, Tom kept thinking about his new invention.

"I've thought of, and created, so many inventions, and ways to make things better during my life, but I've never tried to market one. Why not now?"

What Tom didn't know then was that the percentage of inventions created by individual inventors that succeed commercially was pegged in one study at just 6.5%. Long odds indeed.

Like many inventors, Tom persisted and experimented, focusing primarily on a cradle that would fit under the top bar of most bicycles. The first iteration of the cradle was made from a plain white nylon washer with a nylon screw. While this worked, it wasn't an elegant solution.

"So, I had to find a way to rubberize it", he said about the nylon washer assembly, "and I went through all kinds of iterations on how you would do that."

Mounting the nylon washer also involved multiple steps – cutting, resizing, sanding, drilling, tapping, mounting the washer and then dipping it in liquid plastic.

"I guess the only good thing was at that point," Tom said looking back. "I wasn't selling a ton of them, so I could kind of keep up with demand."

Eventually Tom found a company in Vancouver, Washington that could make his cradles and the feet using injection molding. The company now has his molds and can fulfill orders as Tom needs them. He gets his tubing for the Click-Stand sections from a South Korean manufacturer and cuts them to size based on the customer's measurements.

When you order your Click-

Stand, you measure the distance from the "Contact Point" where the Click-Stand will touch your bike, straight down to the ground. Then measure the diameter of the tube where the Click-Stand cradle will support the bike.

You can choose how many sections you want, and which color, and Tom takes your measurements, inputs them into a special spreadsheet he developed that calculates the size of each section.

There are Click-Stands for almost any kind of bike: tandems, Bromptons, recumbents, heavy bikes, and lightweight bikes.

To prevent your bike from rolling forward, the Click-Stand comes with Brake Bands. These are custom corded mini bungee cord joined with a tab that allows you to slip them over your brake levers when squeezed to prevent your bike from rolling (User note: I apply the brake bands first, then prop up my bike with the Click-Stand). When you're not using them, the bands sit firmly on your bars out of the way.

Tom sold the first Click-Stand in 2007, and many variations and 20,000 units later, the Click-Stand's popularity continues to grow, primarily by word of mouth, which is how I discovered it.

My encounter with the Click-Stand came on a weekend bike camping trip with friends. A fellow traveler was struggling with the kickstand on his bike. He had one of those double-legged versions and it kept working loose and wasn't keeping the bike stationary.

Observing this was one of our group who offered advice. "Get rid of that kickstand and get this," he said, and pointed to his Click-Stand that was neatly propping up his gear-laden touring bike. He then did a quick demonstration of folding up the Click-Stand into a small bundle, then reversed the process by flipping it out and having it click neatly into place.

I was sold on the spot. I had a kickstand on my Surly Long Haul Trucker which worked fine until I loaded the bike with gear. The first time I went bike camping, I kicked out the kickstand, leaned my bike, the front wheel jerked left, and my Surly promptly fell over. After that I tried to rely on leaning my bike against walls, picnic tables, trees; any solid object I could use for this purpose, until I discovered the Click-Stand. I ditched my kickstand and have been relying primarily on my Click-Stand ever since.

Online reviews of the Click-Stand are positive. Reviewers do point out the minimal but extra effort required to fold and unfold the stand.

You need to carry the Click-Stand somewhere on your bike, whereas a kickstand is already attached and ready to use. And a Click-Stand may not work well in soft or wet dirt, or sand, but neither does a kickstand.

While it is true that using a kickstand is a simple maneuver, it is unfair to compare it to the Click-Stand. Click-Stand is a complete paradigm shift from the traditional kickstand. It won't damage your bike like a kickstand mounted on steel chainstay tubes – forget about carbon fiber frames. Comparing Click-Stand to kickstands is like comparing a road bike to a recumbent. They share the same function but in completely different structural and mechanical ways.

Since 2007, Tom has made every one of the Click-Stands by hand in his workshop in the basement of his home, in case you were thinking there was some third-party manufacturing partnership involved. Tom's is a micro business – there are no employees, just him, making him one of 28.4 million non-employer businesses in the U.S.

Explained Tom, "It's a micro business by design. I was retired and had other things I wanted to do." Including spending time with his wife, working around the house, and riding bikes.

Plus, he wasn't looking to run a full time business and he didn't want employees. He doesn't advertise. His social media content is a Facebook page. His website provides detailed information and a way to order Click-Stands, accessories, and replacement parts.

Tom is the sole developer, designer, manufacturer, and marketer of Click-Stand. Can he sustain this business for the long term?

"People ask me about that," he admitted. "But it's fun and I enjoy doing it".

He also enjoys the interactions he has with people online that share stories about bicycling and pictures of their rigs supported by a Click-Stand. "And that's what makes it fun for me".

So, when you order and receive your Click-Stand, take a moment and admire the detail, the craftsmanship, and the simplicity of the design. Built with loving care by Tom Nostrant, in a basement in Aberdeen, Washington.

The Click-Stand website: click-stand.com

Brian Berlin is a writer and bicycling enthusiast based in Los Angeles County, California. Check out his website at <https://chainwheeldiaries.com>

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GRAVEL

Training for the Utah Gravel Series' Dirty Dino Gravel Race



Clara Hatcher rides her gravel bike near Moab, Utah. Photo courtesy Clara Hatcher

By Clara Hatcher

One 31-year old's mission to tackle her impossible ride

Hear me out: It's okay to come in last place.

I rolled in at a slow, steady pace at the end of my first gravel race in northern Minnesota in November 2021. I didn't train. I rode on vibes alone and had fun with my dad.

But last place is not my goal this time around. For my second-ever bike race, I'll be going for the dead middle of my 30-years-and-older age group. It's a satisfying goal, however humble. As a 31-year-old rider, I'll be among some of the youngest in my category.

And this time, I'm actually training.

Utah Gravel Series' Dirty Dino Gravel Race in Vernal, Utah, on June 13 is self-described as a "ride of prehistoric proportions." I can only assume that haughty slogan is due to the unruly amount of elevation

gain we riders will conquer. There are three options: T-Rex (98.3 miles and 9,293 feet of elevation gain), Stegosaurus (58.3 miles and 5,766 feet of elevation gain) and Micro-Raptor (26.9 miles and 2,095 feet of elevation gain).

I'm currently signed up for the near 60-miler, and I'm perfectly happy about it. But here's what's holding me up: What if I can actually take on almost 100 miles of riding?

The miles don't scare me. That's the part I like — pedaling through endless, unyielding gravel and dirt roads. I find joy in knowing that I've gone 20 miles with at least another 30 left. I can tackle the heat, the dust and the ache in my legs.

What makes me nervous is the elevation gain. As someone who has been gravel biking and bikepacking religiously for nearly a decade, I know what 6,000 feet of elevation gain feels like: hell. Climbing is for some people, but I've got to say, it might not always be for me. After 4,000 feet I feel like I'm slogging my pedals through mud. I'm chanting,



Clara Hatcher rides her gravel bike down back roads in the San Isabel National Forest near Leadville, Colorado.

"Come on, just a little more" every 100 feet.

I've never been good at climbing. That's what I'm trying to change.

Training for the Dirty Dino has proven fun so far. Early-season riding has thrown in a few hurdles. But an unseasonably warm spring has also offered me a head start. Apart from one week of traveling, I have been out on my bike at least two to three times per week since mid-March. One long ride, one short and punchy ride with a few thousand feet of elevation gain and a third just for kicks.

The trick for me — aside from packing as much elevation gain into a ride as possible — is to just shut up and suffer through the climbing. And, to do it on gravel whenever possible. With that as the backbone to my training regimen, I've actually come around to looking forward to long, arduous climbs.

On one ride, a friend and I hopped on our bikes and attempted to ride up Millcreek Canyon. Salt Lakers know that the road is closed about 4.5 miles

up, but we didn't realize that until we hit the gates. But the best part about riding Millcreek Canyon is that you can pack 1,000 feet of elevation gain into those 4.5 miles. So, when we got to the top, we took a victory ride down, turned right around and did it again.

On a different ride, another friend and I rode 34 miles from Kamas, Utah, into the Uinta Mountains and up a gravel road. We hit snow near the top and coasted our way down. She, on her full suspension, sailed over the muddy, snowy patches. I slipped and slid down on 700x45c tires until I gratefully rolled onto hardpacked dirt roads.

I could feel it by then, the strength that I've slowly been building up.

On an end-of-April day ride near Moab's Dome Plateau behind Arches National Park, 2,000 feet started to feel almost flat to my newly conditioned biker legs. That's either due to the zippy climbs being brutally sandy, boulder-ridden ups and downs or because those 2,000 feet were spread out over the course of 30

miles. Still, there's nothing like sand when it comes to training. It's slow going, but it builds up stamina and an ability to say, "Screw you, sand, I'm still riding."

So now, the question isn't whether I can handle the miles. The question is whether I'm playing it safe.

I've ridden close to 90 miles in one day at most. That was the last day of a long bikepacking trip from Truckee, California, to Yosemite National Park in 2020. We rode nearly 90 miles of elevation loss with some short little gains from the top of Tioga Pass to the valley floor. It was blissful riding and completely euphoric — the culmination of five days of riding.

But I haven't ridden that far since then. And I've certainly never tackled 9,000 feet of vertical gain. However, I have a plan and a test for myself.

I live in Cottonwood Heights near Salt Lake City. If I ride from my house to the base of Emigration Canyon, through East Canyon's Big Mountain climb, down Jeremy Ranch Road, through Park City, up Guardsman Pass, down Big Cottonwood Canyon and back to Emigration Canyon's parking lot, that'll be 76 miles of riding with 8,200 feet of elevation gain.

If I can do that, I can ride 98 miles and 9,293 feet of climbing, right? Right.

My big test is yet to come. My girlfriends and I are planning it for the end of May. By the end of that ride, I'll either switch to be a T-Rex rider or stick with my Stegosaurus sprint.

But no matter the outcome, my goal is to ride hard, fast and enjoy myself at the Dirty Dino. I'll be fine crawling away a T-Rex and just as happy walking away a strapping Stegosaurus. Either way, an update is sure to come.

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BICYCLE HISTORY

The Lion of Zoppas: The Life of Giuseppe Soldi, World Champion

The Azzurro quartet in the rain at the start line of the 1965 World Championship Amateur Team Time Trial. Photo courtesy Luca Soldi



The Italian team in the storm on their way to winning the 1965 World Championship Amateur Team Time Trial led by Giuseppe Soldi. Photo courtesy Luca Soldi

By Luca Soldi

On the morning of September 2nd, 1965, four young Italian cyclists lined up in Lasarte, a small town near San Sebastián in northern Spain, for the UCI Amateur Road World Championship 100km teamtime trial. Their names were Giuseppe Soldi, Pietro Guerra, Luciano Dalla Bona and Mino Denti. By the end of that afternoon, they would be world champions — though for a few agonising minutes, they would not know it. What happened next is a story that cycling — and Italy — almost forgot.

The Boy from the Po Valley

Giuseppe Soldi was born on December 11th, 1940, in the Po Valley, in the agricultural heartland of Lombardy — a flat, misty landscape of farmland and small communities, where life moved to the rhythm of the seasons and hard physical work was simply part of existence. Italy was still rebuilding from the ruins of the war, and in the villages of the Po Valley, nothing was wasted and nothing was bought that could be made by hand.

He was young enough not to work, old enough to dream. And in that narrow window between childhood and adult life, he found the bicycle.

It was his father who gave Giuseppe his first bicycle — not purchased from a shop, but assembled

piece by piece with his own hands, with the patience and ingenuity of a man who knew that a boy needed wheels to dream. That bicycle, built from spare parts on a kitchen table in postwar Lombardy, would change everything. It was an act of faith as much as craftsmanship — a father saying, without words, that he believed in his son. And perhaps there was something natural in that ingenuity: Giuseppe's father was a miller by trade, a man who understood machines, grain, the patient work of hands that transform raw material into something useful. It was natural, then, that those same hands could assemble a bicycle from nothing.

The family was close-knit and supportive in the way that families in the Po Valley tended to be: quietly, practically, without fuss. Cycling was not foreign to them. It was part of the fabric of life in northern Italy, as natural as bread and work. When Giuseppe began to show talent — real talent, the kind that announces itself early and unmistakably — the family rallied behind him without hesitation. There were no arguments, no doubts expressed. If Giuseppe could ride, he would ride.

And ride he did. He took to cycling immediately and naturally, the way some children take to water. He was racing seriously before the age of sixteen, pushing himself through the flat roads and morning mists of the Po Valley with a deter-

mination that surprised everyone around him. He had no particular idol, no famous champion pinned to his bedroom wall. He simply rode, and he rode hard, measuring himself against whoever was willing to line up beside him.

There was something in him that the flat terrain of the Po Valley could not contain. Those long, straight roads that stretched to the horizon under grey skies — roads built for tractors and patience, not for speed — became his training ground. He learned on them how to suffer, how to sustain an effort over distance, how to dig deeper when every instinct said stop. These were lessons that would serve him well.

He rose through the ranks of local and regional racing with quiet consistency, earning respect not through flamboyance but through the kind of relentless, grinding strength that team time trialling would one day demand of him. Eventually he earned a place in a team sponsored by Zoppas — the great northern Italian appliance company — and with it came the nickname that would follow him for the rest of his life: Il Leone della Zoppas, the Lion of Zoppas.

In 1964, that nickname rang out across the whole province when Giuseppe won the Coppa Dondeio, one of the most prestigious amateur races in the region. It was the kind of victory that belongs not just to the rider but to an entire community. The streets of his town filled with people, the celebrations spilling into the evening — a world champion in the making, though nobody quite

knew it yet. The Coppa Dondeio was proof that Giuseppe Soldi was no longer just a promising local rider. He was one of the best amateurs in Italy.

By the mid-1960s, with victories behind him and a reputation that had spread well beyond Lombardy, he had established himself as one of Italy's finest amateur riders. Selection for the 1965 World Championships was the recognition of years of sacrifice — and of a father's faith, expressed in grease and steel.

Lasarte, September 2nd, 1965

The 1965 UCI Road World Championships were held in the Basque Country, a region of green mountains and passionate sporting culture. It was a week that would produce two pieces of history in two different disciplines. The professional road race would be won by Tom Simpson — a landmark moment for British cycling, the first British world champion in the sport's modern era. But in the amateur 100km team time trial, it was Italy's turn to write its own chapter.

The four men who would write it were Giuseppe Soldi, Pietro Guerra, Luciano Dalla Bona and Mino Denti. They had trained together, suffered together, and now they would race together across one hundred kilometres of Basque roads — roads that on that particular morning looked nothing like the ones on the race maps.

The weather that descended on Lasarte on September 2nd, 1965, was not merely bad. It was extraordinary, the kind of weather that people

remember for decades. A violent storm rolled in off the Atlantic and unleashed itself on the Basque Country with a ferocity that shocked even the locals. Seventy millimetres of rain fell in a matter of hours. The roads flooded. Visibility dropped to almost nothing. And the temporary grandstand that had been erected for spectators — the tribune from which officials, journalists and supporters were meant to watch the race — was swept away by the deluge.

It was into these conditions that the Italian team launched itself.

The format of the team time trial demanded total commitment from every rider: four men rotating through the lead, each taking his turn at the front, each drilling himself into the pain before swinging aside to let the next man through. In normal weather it was brutal. In a flood, with roads turned to rivers and the wind throwing rain horizontally into their faces, it was something else entirely. But Giuseppe Soldi and his teammates rode as though the storm did not exist.

The race was extraordinary — and not only because of the weather. With 30 kilometres to go, Pietro Guerra punctured. The team had to slow, regroup, absorb the delay and push on. With 7 kilometres remaining, Mino Denti's chain came off. Another crisis, another few agonising seconds lost. And Luciano Dalla Bona, by this point, was fading with cramps — his legs seizing, his body approaching its limit. Through every disaster, Giuseppe Soldi was the locomotive. He was the only one of the four to reach the finish line without mechanical or physical trouble — the man who kept the machine running when everything around him was breaking down. In the end, it was enough. Italy won by 27 seconds over Spain.

They finished in 2 hours, 22 minutes and 38 seconds. Then they waited.

What happened next is something Giuseppe would recount decades later, in the quiet of his home in Lombardy, to his son. The officials, struggling to process the results amid the chaos of the storm, initially announced that Spain had won. For a few minutes — long, disorienting, cruel minutes — the Italian team believed they had lost. The Spanish riders began to celebrate. And then the results were checked again, the times verified, and the announcement came: Italy had won. The Italians had beaten Spain by just 27 seconds, and France by over two minutes.

Giuseppe Soldi, Pietro Guerra, Luciano Dalla Bona and Mino Denti were world champions.

On the podium that afternoon, soaked to the bone and exhausted beyond words, Giuseppe stood with the rainbow jersey draped over his shoulders. He was 24 years old. Those few minutes of believing it was over, of believing they had fallen short, made the truth sweeter than he could have imagined.

When he returned to Cremona, the city welcomed him as a hero. The streets were lined with people, flags and cheering echoing off the old stone buildings of the Po Valley town that had watched him grow up. For one extraordinary day, the whole of Cremona belonged to cycling and to their champion. The boy whose father — a miller who understood



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The Lion of Zoppas Giuseppe Soldi in the rainbow jersey after winning the 1965 World Championship Amateur Team Time Trial. Photo courtesy Luca Soldi

the patience of machines — had assembled a bicycle from spare parts on a kitchen table, had come home with a world title around his shoulders.

Bianchi, Merckx, and the Road Not Taken

The world title opened the door to the professional ranks. In 1966, Giuseppe signed with the legendary Bianchi team — one of the most storied names in Italian cycling, a marque that had carried Fausto Coppi to his greatest victories — and made his debut in the professional peloton.

The step from amateur to professional in 1960s cycling was enormous. The races were longer, the competition fiercer, the margins smaller. The Tour de France, the Giro d'Italia, the great Monuments of the sport — these were worlds apart from even the most prestigious amateur events. And yet Giuseppe Soldi, the Lion of Zoppas, made the transition with the same quiet determination that had defined his entire career.

That spring, he lined up at the start of Milan-San Remo — La Primavera, one of cycling's five Monuments, nearly 300 kilometres from the outskirts of Milan to the seafront promenade of San Remo. Among the riders on that start line was a young Belgian making his classics debut: Eddy Merckx. It was 1966, and Merckx had not yet become the Cannibal, had not yet devoured the sport in the way he would over the following decade. He was 21 years old, fast and hungry, at the very beginning of what would become the most dominant career the sport has ever seen. Giuseppe Soldi and Eddy Merckx — two men at the start of very different roads.

Giuseppe rode with professionalism and courage throughout his professional season. He was a Bianchi rider, part of a team with history and tradition, racing on roads that had shaped the legends he had grown up hearing about. But somewhere along the road, something shifted.

The life of a professional cyclist in the 1960s was relentless: months away from home, constant travel across the continent, physical punishment that left its mark on the body long after the races were over. And for most riders, the financial rewards were modest — enough to live on, not enough to grow rich. Professional cycling in that era was a hard trade, sustained by passion

rather than comfort.

Giuseppe was not a man driven by fame or fortune. He had always been clear about who he was: a man of the Po Valley, a man of family, a man of deep and unshakeable roots. The rainbow jersey had been a magnificent achievement. The professional season had been a privilege. But at the end of 1966, standing at the crossroads, he chose home.

He walked away from professional cycling, returned to the Po Valley, and built a quiet, dignified life for himself and his family. He went back to his job at the bank — the steady, grounded work of a man who had never confused ambition with identity. And on Sundays, he went back to racing. Not in the professional peloton, but in the amateur races of the Po Valley, the roads he had grown up on, the communities that had always believed in him. Over the years that followed, he accumulated 150 more victories in the amateur ranks — a remarkable number that speaks not just to his talent, but to his love of the sport for its own sake. Among those victories were races organised specifically for bank employees — a category of competition that existed in Italy at the time, bringing together amateur riders who shared the same working life away from the bike. Giuseppe excelled in those races too, eventually winning the Italian Banking Championship. It was a title won not on the grand stages of professional cycling, but among colleagues, friends, and rivals who clocked in at a desk every morning and clipped into pedals every weekend. His victories in that world had an effect that no world championship could have produced: they turned his colleagues into fans. Bankers who had never watched a race in their lives began

following Giuseppe from town to town, weekend after weekend, until cycling became part of the fabric of their working lives too. He raced not for contracts or sponsorships or headlines, but because he loved it. Because the bicycle had always been, for him, a reason to get up in the morning. He rarely spoke about what he had achieved — only when someone asked directly, and even then, in the measured, modest tones of a man who had never needed the approval of others to feel at peace. The rainbow jersey went into a drawer. The trophies gathered dust. Life went on, the way life does in the Po Valley, steadily and without drama.

Honours, a Jersey, and a Final Gift

Italy eventually caught up with Giuseppe Soldi. He was awarded the Cavaliere della Repubblica — one of Italy's most prestigious civic honours — in recognition of his contribution to Italian sport. And in 2021, he received the Collare d'Oro, the highest sporting distinction the Italian Republic can bestow on an athlete. He accepted both honours with the same quiet grace with which he had always lived — grateful, but never surprised, as though he had always known that what he had done was worth something, even if he had never needed to say so.

After his passing, his family donated the rainbow jersey to the Museo del Ghisallo, the legendary cycling museum perched above Lake Como on a hill that professional riders have climbed for generations. It is considered the spiritual home of Italian cycling, a place of pilgrimage for anyone who loves the sport and its history. There, among the jerseys and bicycles of the greatest

champions the sport has ever known — Coppi, Bartali, Merckx, Moser, Indurain — Giuseppe Soldi's rainbow jersey now rests with the dignity it always deserved. The journey from a kitchen table in Lombardy to the walls of the Ghisallo took eighty-four years and a lifetime of quiet pride.

A Father's Story

Giuseppe Soldi passed away on July 6th, 2025, at the age of 84. In his final years, I sat with him for hours — sometimes in the kitchen, sometimes in the garden, sometimes just sitting together in the particular silence of old age — and I asked him questions that I had never thought to ask before. He answered them in the way he had always done everything: carefully, without embellishment, with the occasional pause that meant he was finding the right word rather than avoiding the question.

He told me about Lasarte. About the storm, the tribune swept away by the flood, the chaos of those first announcements that said Spain had won. He told me what it felt like to stand on a podium in a rainbow jersey, soaked to the bone, in a country far from home, knowing that something enormous had just happened. He told me about Bianchi, about the roads, about the decision to come home.

And he told me other things — smaller things, private things, the texture of a life lived close to the ground. The bicycle his father had built — a miller's hands turned to a different kind of craft. The family that had gathered around him without being asked. The community that had poured into the streets when he came home from Lasarte. These were the things he valued most.

The result of those conversations

is *Il Leone della Zoppas / The Lion of Zoppas*, a biography published in six languages — Italian, English, Spanish, French, German and Japanese — and available worldwide on Amazon. I am not a publisher. I have no commercial interest in this project. I wrote this book because my father's story deserved to exist in print, in permanence, for anyone who loves cycling and the human stories behind it.

A man whose father — a miller who understood the patience of machines — built him a bicycle from spare parts so he could dream. A man who stood on top of the world in a rainstorm, waited through the agonising minutes when they said he had lost, and then discovered that he had won. A world champion who came home, put the jersey in a drawer, and never spoke about it unless you asked.

Now you know.

Giuseppe Soldi (December 11th, 1940 – July 6th, 2025) was the 1965 UCI Amateur Road World Champion in the 100km team time trial, riding for Italy alongside Pietro Guerra, Luciano Dalla Bona and Mino Denti. He rode professionally for Bianchi in 1966. He was awarded the Cavaliere della Repubblica and the Collare d'Oro (2021). His biography, The Lion of Zoppas, is available on Amazon in six languages.

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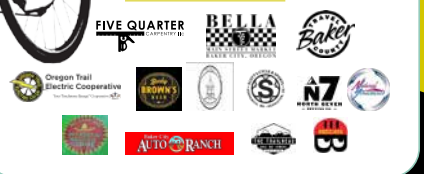
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ROAD RACING

Inside the Baker City Cycling Classic 2026: Eastern Oregon's Road Stage Race

Scenes from the 2025 Baker City Classic. Photo by Sean Benesh



Scenes from the 2025 Baker City Classic. Photo by Sean Benesh

By Sean Benesh

On the Baker City Cycling Classic as a Proving Ground

Last year, I stood on the side of a wide Eastern Oregon highway and watched a field slowly come apart with the snow-capped Wallowa Mountains in the background.

Not explode.

Not some dramatic highlight-reel moment.

Just ... come apart.

It was late morning. That dry Eastern Oregon light that makes everything feel sharper than it probably is. I could hear freehubs and the hum of tires on the road before I could see faces. A thin line of riders stretched across the road. Shoulder dust lifting slightly when someone drifted too far left.

Then the hesitation.

A rotation half a second late.

The crosswind shifts just enough.

That's all it takes out there.

Separation.

There's something about racing in Baker City that doesn't give you much cover. And I don't mean shade. I mean margin.

For many parts of the course, there's no tree-lined protection.

Just long stretches of routes like the Elkhorn Drive Scenic Byway and the Grand Tour Route, where you can see what's happening long before you can fix it.

Which means you know you're

in trouble before you're actually dropped.

The wind can be constant. It doesn't roar. It just stays. Constant pressure on one side of your face. Jerseys snapping, but never violently. Enough to make the gutter feel safer than the draft.

Wind doesn't care who you are. It's in your face.

That's what the Baker City Cycling Classic feels like to me.

Raw.

Real.

Not dramatic.

What Makes the Baker City Cycling Classic a Legitimate Stage Race Proving Ground

I hesitate to call it "Euro-style," because that phrase gets used loosely ... usually by people who haven't pinned a number in Europe.

But I understand what's meant.

The courses don't gimmick you.

The first road stage rolls longer than you think it should. Aid stations are efficient. Neutral support is there, but it's practical. If something goes wrong, you solve it quickly ... or you don't.

The time trial strips things down even further.

Riders roll up quiet. Someone counts down from five in a voice that sounds more practical than ceremonial. Then it's just wind, pavement, and your own breathing.

No teammates to hide behind there.

By the afternoon, when the cri-

terium circles downtown, the town feels different.

Barriers stacked along brick storefronts.

Cowbells echoing off old buildings just a little too long.

Locals who may not follow cycling year-round still understand that something real is happening on their main street.

The race doesn't feel imported from abroad. Locals feel this is "their" race, even though they're more at home at rodeos in blue jeans than ever thinking of donning a Lycra onesie.

However, this sense of ownership and pride matters ... a lot, especially in a rural place.

Inside the Baker City Cycling Classic Stage Format

Stage racing is strange.

It asks you to come back the next morning and do it again. Which feels reasonable on Friday. Less reasonable when you're staring at hotel coffee Sunday morning trying to convince your legs this was a good idea.

Three days. Four stages.

Two road races that stretch you thin in different ways.

A time trial that reduces everything to watts and position.

A downtown criterium that doesn't care how tired you are.

There isn't an easy stage. And there isn't one that lets you fake fitness.

Past overall champions

include Sepp Kuss, Tayler Wiles, Brianna Walle, and Cameron Jones.

You can treat that as prestige if you want.

I tend to treat it as evidence.

Riders who go on to bigger things often pass through environments like this first.

I like to think that courses like these don't create champions.

They reveal them.

Why the Baker City Cycling Classic Works in Eastern Oregon

Baker City isn't a cycling capital trying to prove something.

It's a small Eastern Oregon town that, for one weekend, rearranges itself around a stage race.

Hotels fill.

Restaurants extend hours.

Main Street becomes part of the course.

I spend a lot of time writing about rural communities that are figuring out how to build something durable without losing themselves in the process.

Events like this are part of that conversation.

Not pretending.

Just committed.

For teams looking for a legitimate alternative proving ground, especially those who don't need spectacle to validate their experience, this race deserves attention.

It doesn't market itself loudly with hype and outlandish claims.

Why? Because over three days, the stages don't lie.

And eventually, neither do your legs.

The 2026 Baker City Cycling Classic returns this June with the same three-day, four-stage format that has quietly built its reputation.

If you're mapping out your calendar and looking for a stage race that is tough and rewarding, Baker City is worth a serious look.

And if you've raced here before, you already know ... the roads don't get easier just because you've seen them once.

I'll be smiling with camera in hand, sipping on a Diet Mountain Dew and leaning on my SUV, when you pass by.

See you there.

Event info: June 26-28 — 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@nwi.net, Brian Cimmiyotti, 541-371-3303, 509-374-8424, scottscycleandsports@gmail.com, baker-citycyclingclassic.com



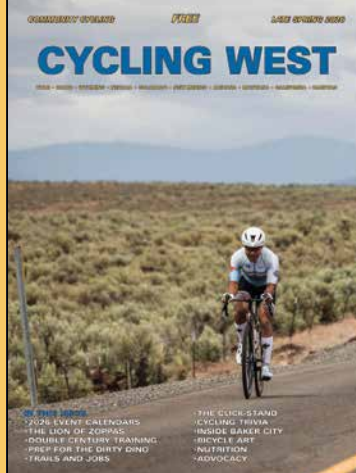
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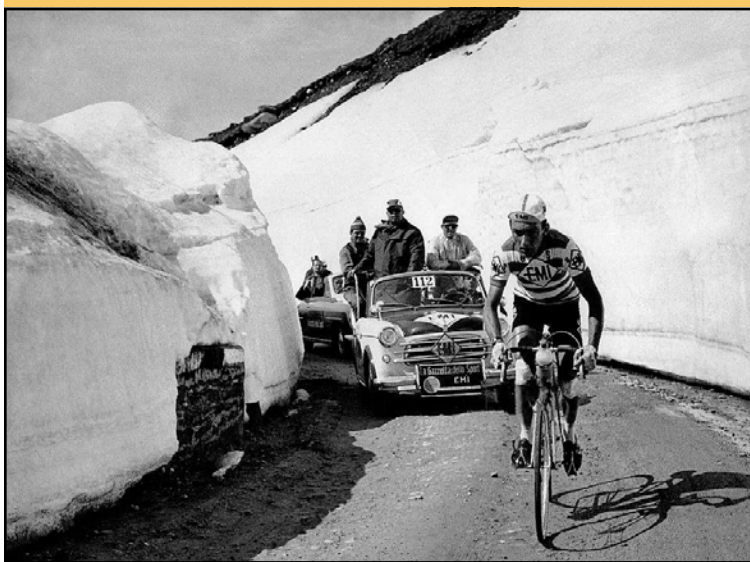
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CYCLING TRIVIA

La Corsa Rosa: How well do you know the Giro d'Italia?

The professional cyclist Charly Gaul, native from Luxembourg, engages a climb in a hairpin turn during the Giro d'Italia, followed by the flagship vehicle; the sportsman recovered the Pink jersey and won the 42nd edition of the Giro with a breakaway on the Mount Piccolo San Bernardo, Italy, 1959. Image in the public domain.

By Steven Sheffield

The Giro d'Italia is the most Italian thing in sport — and that is saying something. Founded in 1909 by La Gazzetta dello Sport, a pink-papered sports newspaper that was struggling to survive and gambled its future on staging a race around the entire country, the Corsa Rosa has grown across more than a century into one of the most celebrated and dramatic events in cycling. Inspired by the success of the Tour de France, which had launched six years earlier in 1903, the Giro quickly developed an identity entirely its own — one shaped by the landscapes of Italy, the passions of its tifosi, and a gift for producing racing that defies rational explanation. Today it stands as the second of cycling's three Grand Tours in terms of age, and for many devotees of the sport, first in terms of drama and beauty.

The race takes its character from Italy itself — chaotic, emotional, unpredictable, and capable of sud-

den and extreme shifts in fortune. Its mountain stages in the Dolomites and the Alps have provided the backdrop for some of cycling's most legendary performances, from Fausto Coppi riding away from the field on rain-soaked passes in the 1940s and 1950s to the blizzard stages and team betrayals that define its more recent mythology. The leader's jersey — the maglia rosa, pink to match the newspaper that created it — is among the most coveted garments in sport, and the trophy awarded to the overall winner carries a name that captures the spirit of the race in three words: the Trofeo Senza Fine. The Trophy Without End.

The 109th edition of the Giro d'Italia begins on 8 May 2026 with a Grande Partenza in Bulgaria — the first time in the race's history that it has started there — before transferring to Italy for three weeks of racing through the peninsula's most spectacular terrain, finishing in Rome. The questions that follow draw on the full sweep of the Giro's history, from its earliest editions to the 2026

race itself.

Q1. Three riders stand alone atop the all-time Giro d'Italia winners list, each having won the race five times — a total no one has since matched or surpassed. Who are the three riders tied for the most Giro d'Italia victories, and what do all three have in common beyond the number of wins?

Q2. Each edition of the Giro d'Italia designates a stage as the Tappa Bartali in honor of Gino Bartali. His legacy extends well beyond his racing palmarès, however. During World War II, he undertook a series of long solo rides through German-occupied Tuscany under the cover of training, the true nature of which was not widely known until after his death in 2000. What was Bartali actually doing on those wartime rides, and what recognition did he receive posthumously?

Q3. During the 1949 Tour de France, Fausto Coppi crashed early in the race, lost more than eighteen minutes on a single stage, and came within a conversation of abandoning. His teammate was Gino Bartali — the defending Tour champion and his great rival. What historic achievement did Coppi accomplish at the 1949 Tour, and what does the

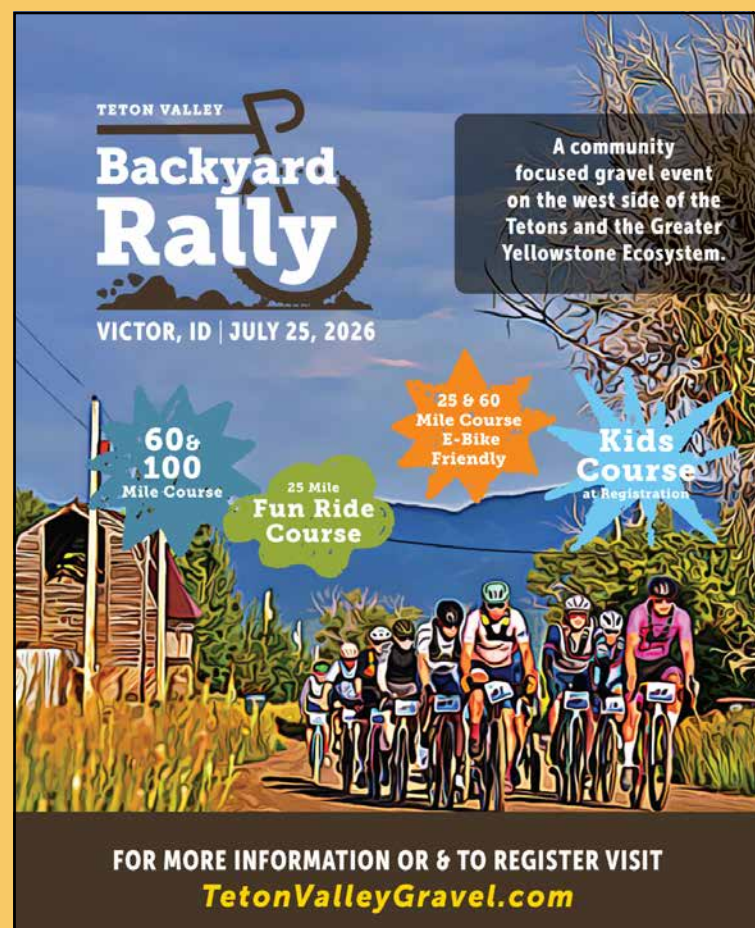
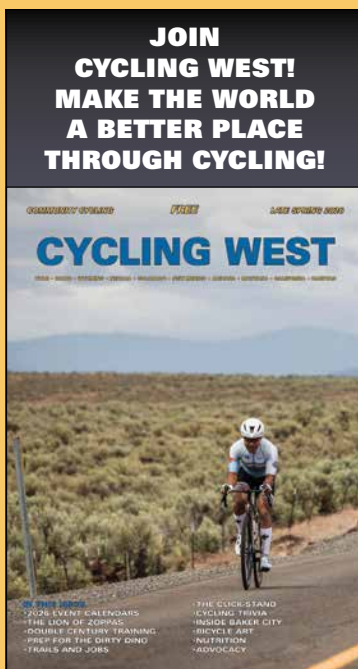
episode reveal about the relationship between the two men?

Q4. The 1956 Giro d'Italia produced one of the most remarkable displays of physical courage in the history of the race. Fiorenzo Magni, the Tuscan champion known as "The Lion of Flanders" for his three Tour of Flanders victories, suffered a severe injury during the race yet refused to abandon. With a broken collarbone and unable to grip the handlebar with his damaged arm, Magni improvised a solution — he bit down on an inner tube looped around his bars and used it as a brace to hold his position on

the bike. Despite this extraordinary effort, Magni did not win the 1956 Giro. Who did, and where did Magni finish?

Q5. The 1987 Giro d'Italia remains one of the most controversial editions in the race's history. A rider who had previously worn the maglia rosa found himself ordered to ride in support of a teammate who had overtaken him in the general classification. He chose not to. Which rider defied his Carrera team orders on a mountain stage of the 1987 Giro to attack the rider who had taken the pink jersey from him?

Answers on page 15.



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CYCLE TRAVEL

Cycling in the Central to Eastern Pyrenees



Cycling in the Central Pyrenees. Photo by Christopher James



Cycling in the Central Pyrenees. Photo by Christopher James

By Christopher James

Introduction

My initiation into the Pyrenees came nearly fifteen years ago during a week of guided cycling with Le Monastère in Limoux, in the Aude department. Each day revealed a different facet of the region's terrain and geology, guided by a ride leader with an exceptional understanding of local weather patterns. A rainy morning in Limoux meant a short transfer east, allowing us to ride all the way to the Mediterranean. On another day, strong east winds prompted us to start at the coast and ride back toward Limoux. Other rides took us high into the mountains, tackling major cols such as the Col de Pailhaires, which rises to 2,001 meters.

I've returned many times since that first trip, and now my wife and I split our time between the Pacific Northwest and the central Pyrenees. What draws me back is the region's wild nature—similar to riding in the American West, but with hundreds more route options, far less traffic, consistently respectful drivers, and dozens of varieties of cheese. Unlike the Alps, where a few famous exceptions aside—such as the Cols du Tourmalet and d'Aubisque—summits often feature restaurants and

souvenir shops, the Pyrenees remain largely undeveloped at the top. The weather, too, adds to the character of the place, remaining changeable and unpredictable even within the same day.

After decades of bike commuting and urban cycling, today I follow the Cycle.Travel motto that “life is too short to cycle on busy roads.” [1] My criteria for a great day, or days, of riding are roads with:

- Great scenery,
- Little to no traffic,
- A bit of moss or grass in the center of the pavement, and
- Occasional intersecting and paralleling hiking trails.

Stretching from Haute Garonne in the west through Ariège and into Aude, the central to eastern Pyrenees quietly deliver everything a cyclist dreams of—and little of what one hopes to avoid. This is a landscape stitched together by hundreds of minor paved roads, adding up to thousands of kilometers of riding. Every village and hamlet, no matter how small, is reached by pavement—often a single ribbon of road barely wide enough for a farm tractor, which may be the only vehicle you encounter all morning. At roughly 42–43 degrees north, the region sits at the same latitude as Ashland, Oregon, or Boise, Idaho, yet feels distinctly its own.

Much of the cycling spotlight here shines on the famous high passes—the Col du Tourmalet, the Col de Pailhaires—and rightly so. Crossing the Pyrenees by bike remains one of Europe's great endurance journeys. But step away from the marquee climbs and a different kind of riding reveals itself. In the foothills and farmlands north of the massif, tranquility reigns. The terrain softens, the roads quiet down, and the scenery unfolds at a gentler, more contemplative pace.

Running west to east, the Pyrenees also trace a climatic shift. Atlantic moisture fades as you travel eastward, giving way to drier skies. In the Aude, the easternmost department covered here, a Mediterranean climate opens the door to year round riding. It all sounds nearly too good to be true—which naturally raises the question: what's the catch?

As with cycling in the American West, scale and solitude define the experience. Many towns are small, services are limited, and a bit of foresight goes a long way. A sandwich from the local boulangerie, pockets filled with water, and a bike in good working order are all part of the rhythm here. On roads where an hour may pass between cars, self reliance becomes less a concern than a quiet pleasure.

Accommodations reflect the same understated character. Small, family run hotels, chambres d'hôtes, gîtes, and campgrounds are scattered throughout the region, many with only a handful of rooms. The result is an intimacy that suits solo travelers and couples especially well. Even when the Tour de France sweeps through—as it does each year—the race infrastructure stays largely in the larger towns, leaving the smaller villages and back roads blissfully unchanged.

Since this article focuses on France, metric units are used. You will want to make sure your GPS device settings are converted to metric before starting your rides.

Area History

The Pyrenees may rise as a formidable natural barrier, but their many passes—known locally as cols—have long made them a place of movement rather than division. For centuries, these openings have carried people, armies, and

ideas back and forth between France and Spain. The Visigoths pushed the Romans out in the 5th century, followed by periods of Moorish control beginning in the 8th century. In the 12th century, the Cathars—a dissident Christian movement—left their mark by building a chain of dramatic hilltop fortresses, many of which still cling to rocky spurs today. [2] Some have been restored; others remain romantic ruins, rewarding a detour with sweeping views and a palpable sense of history.

The mountains played a more somber role in the 20th century. During the Spanish Civil War, hundreds of thousands of Republicans fleeing Franco's forces crossed these same passes into France in the winter of 1939, many ending up in internment camps. [3] During World War II, Spanish guerrilla fighters later returned to the mountains, working alongside French resistance groups in acts of remarkable courage. Quiet memorials scattered throughout the region honor both Spanish and French fighters who knew these roads and trails as lifelines.

That same sense of permeability extends to the land itself. Much of the Pyrenees is limestone, riddled with caves, sinkholes, and underground rivers. Some of these caverns hold prehistoric paintings more than 17,000 years old, none more famous than the Niaux cave near Tarascon sur Ariège. [4] Elsewhere, the landscape invites exploration in unexpected ways: you can float along Europe's longest underground river at Labouiche near Foix, or ride straight through a natural grotto at Le Mas d'Azil—Europe's only road to do so.

To the east, near Quillan in the Aude, rises Bugarach, the so called “upside down mountain.” Long rumored to possess mysterious powers, it briefly drew global attention in the late 1990s when believers claimed it would offer sanctuary during the much publicized 2012 apocalypse. [5] Today, the mountain has returned to quiet prominence, its myths lingering mostly as local color.

What ties all of this together—history, geology, myth—is access. Castles, caves, memorials, and mountain passes are not sealed behind highways or tour buses, but connected by an intricate web of

narrow, lightly traveled roads. Many of them follow routes first worn by traders, shepherds, and refugees. Traveling through the central and eastern Pyrenees by bicycle is not just a way to move through the landscape—it is a way to read it, slowly and intimately, one climb, descent, and village at a time.

Getting There

Most visitors fly into Toulouse, which has frequent flights to Paris and Amsterdam. You then take a train, or rent a car, to get to your destination. Table 1, later in the article, provides information on which towns are served by regional train service. Fully assembled bicycles are permitted on the regional SNCF trains if you book space ahead (free). There are restrictions during July and August weekends. Cardboard bicycle boxes are not allowed on any train.

Another possibility is to fly into Barcelona, which now has non-stop service to many US airports. Air Canada also flies non-stop from Montreal to Toulouse.

When To Go

With climate change, the Pyrenees weather has become even more difficult to predict. On a September 2025 traverse of the range, our group sweated in 32–35 C heat going up the Col d'Aubisque and Soulor. A few days later we nearly froze in 3.5 C drizzle on Col d'Agnès and we saw fresh snow above 2,000 meters. The best advice is to be flexible on your destination, and not to put too much confidence in any forecast more than 72 hours out. It reminds me somewhat of Winthrop, WA, where predicted big storms fizzled out, while another day unpredicted pop-up thunderstorms drenched us. Establishing a base for a week allows one to pick and choose between high, front, and low country depending on the weather.

For tranquility, you'll have the best time if you choose to go in the spring and fall months. We enjoy 20 C days well into November many years, though short days factor into planning the day's ride. At the lower elevations focused on here, spring comes earlier. After the wettest February on record, we saw temperatures above 20 C at the end of February 2026.

Most cols below 1000 meters elevation are open all year.

Avoid the months of July and August (a good recommendation for anywhere in France if you can). Toulouse temperatures can reach 40 C, and even the Pyrenean foothills have reached 35 C in recent years. Those months are also busy. Lodging of any type must be booked well in advance. Campgrounds also fill up.

Our favorite times to tour are in the fall, September into November, and also in April and May. Though of course spur of the moment trips can be done in any month, especially in the Aude in the winter, as it is warmer there.

Recommended Destinations

Cucugnan (Aude): Les Maitres

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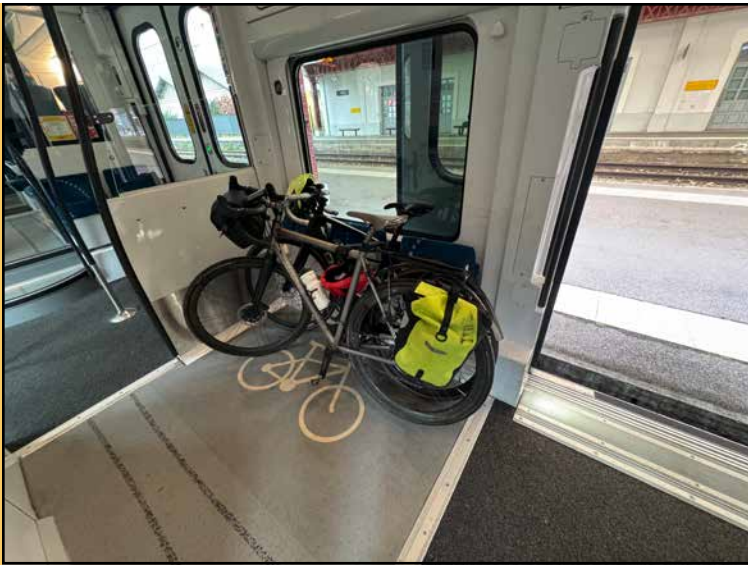
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Trains and bikes. Cycling in the Central Pyrenees. Photo by Christopher James

de Mon Moulin is one of the best bakeries in the region. With a 17th century mill as centerpiece, and all organic breads. (<https://lesmaitres-demonmoulin.com>) Nearby are two Cathar castles, Château de Quéribus (€9 entry fee) and the Château de Peyrepertuse, and the Gorges de Galamus.

Niaux pre-historic caves, near Tarascon-sur-Ariège (Ariège): with a guide, you walk over a kilometer to view paintings that have been dated back 17,000 years. English-speaking guides available in summer months. Entry fee €14-17 (or family rate), (<https://www.sites-touristiques-ariège.fr/grotte-de-niaux/>)

Accommodations

While larger cities and towns have hotels, the best way to experience this area is to stay in either a gîte or a chambre d’hôte. The former is typically rented out by the week and guests are responsible for their own cooking. The latter is similar to an American or British B&B where breakfast is usually served, and dinner can be arranged ahead of time. Both allow one to live more like a local. These sites all link to such accommodations. Simply type in the name of the town (i.e., Limoux, Foix, Massat, etc.) where you wish to stay to get a list of what’s available.

- <https://www.chambres-hotes.fr>
- <https://www.gites-de-france.com/fr>
- <https://www.france-voyage.com>

The English language version is accessed by clicking on the flag symbol at the upper right of the landing page.

This writer’s idea of “camping” now is to use his camping van. However, for those interested in touring and camping there are options ranging from rustic to places with swimming pools. Michelin publishes a French camping guide each year. These commercial sites (like Hipcamp in the US) also provide information on camping:

- <https://www.campings.com>
- <https://www.campingfrance.com>
- <https://www.pitchup.com>

Wild camping is permitted in France, subject to permission from the landowner. There are restrictions, like no camping along the coast or at national monuments.[6]

Ride Recommendations

A base like Foix or Limoux offers ride dozens of loop ride options,

with little to no repeats, making for great exploration of an area. With the exception of Bagnères-de-Luchon, each of the towns shown in the table offers rides in all types of areas: low country, farmlands, high country, or a mix of all of them. Bagnères rides focus more on higher mountain passes. Having a base also allows flexibility in your plans if the weather changes or rider preferences.

Using the regional train service further expands your options. Take advantage of the prevailing wind directions to ride the train one direction and then ride back, or vice versa. Or ride the train for a few stops in one direction, do a loop ride, and then take the train back to your base. Bicycles are free on regional trains, but book space ahead (ok to do even the same day). There are restrictions during July and August, especially on weekends (another reason to cycle in other months). Download the free SNCF app to your phone to accomplish your bookings, reserving space for a bike, and keeping an electronic copy of your ticket. Example fares: the one-way price between Toulouse and Foix (75 minutes, 85 km) costs around €12, though special €1 fares are offered on some off-season weekends. The one-way fare from Limoux to Carcassonne is often €1 to promote train travel over driving.

The IGN regional and local

maps, available at area bookstores (“libraries”) and tobacco shops (“tabac”), work great with apps such as RideWithGPS and Cycle.Travel (best for point to point travel, though one can select loop rides). Many French riders also use Komoot and OpenRunner. Bikemap is yet another option. There is usually no reason to ride on a red color-coded road on a map. The IGN “top 100 tourisme et velo” maps are 1:100,000 scale (1 cm= 1km) with 40-meter contour intervals, while the IGN “top 25 randonnee et plein air” maps are 1:25,000 scale (1 cm=250 m) with 10-meter contour intervals. I use the top 100 map first to plan a general route, then the top 25 map to find roads that are even less travelled or aren’t shown at all on the larger scaled map. Using contour lines, it’s easy to find whatever kind of route you want, following a stream for example, or climbing up a ridge for views and trying to follow that ridge as long as possible. Both map types also show all the hiking trails. You can then trace your mapped out route onto your favorite mapping app, and then upload that to your GPS device.[7]

Roads shown in white color are the best, and the commune (“town”) roads are even better. French road departments chip seal these roads, but a much finer grade of gravel is used than the coarse stuff many Western riders suffer through. Few potholes are found, but the roads are bumpy. A 28 or 32 mm tire width is recommended.

France has a large and expanding network of “voies vertes” (“greenways”). These are routed along old rail lines, canals and abandoned roads. The voies vertes can be useful to avoid busy roads or areas, or if one wants a flattish ride for a bit. The surfaces are mostly crushed stone and fine for road bike tires (28 or 32 mm). The site <https://www.af3v.org> allows one to route plan, where one might combine a voie verte or section of one with other roads. For the region covered in this article, click on “Occitanie”.

The website Freewheeling France (<https://www.freewheelingfrance.com/bike-routes-in-france/>) is a rich

Table 1: Suggested Bases for Area Exploration:				
City	Attractions	RideWithGPS Link	Bike Shops	Notes
Bagnères-de-Luchon (Haute-Garonne)	Resort town. Thermal baths. Many hotels, restaurants. Train service to Toulouse	Ride with GPS route ideas: https://ridewithgps.com/explore?b=n!Bagnères-de-Luchon!0.591180!42.790817~10mi	Several. All closed on Sunday.	Could continue on tour into Spain from here. Can also do day ride looping into Spain and back.
Foix (Ariège)	Department capital. Diverse selection of restaurants, shops, limited hotels. Hourly regional trains to Toulouse	https://ridewithgps.com/explore?q=Foix	Three, including Decathlon. All closed Sunday. One also closed Monday and Tuesday.	Gîtes or Chambres d’hôtes suggested for lodging. 60 km voie verte to Saint-Girons.
Limoux (Aude)	Large town with many restaurants, shops, hotels. Hourly trains to Carcassonne, with connection to Toulouse, Narbonne, etc.	https://ridewithgps.com/explore?b=n!Limoux!2.217205!43.053830~10mi	Two. Both closed Sunday and Monday	Many former Colorado residents have settled here. Connect to Canal du Midi velo route for a long tour.
Saint-Gaudens (Haute-Garonne)	Smaller town restaurants, shops, a few hotels. Hourly regional trains to Toulouse	https://ridewithgps.com/explore?b=n!Saint-Gaudens!0.72446!43.107895~10mi	Several including Decathlon. All closed Sunday; some also closed Monday.	Also many gîtes and chambres d’hôtes.
Saint-Girons (Ariège)	Smaller town with a few hotels and restaurants. No train service	https://ridewithgps.com/explore?q=Saint%20Girons	Two, one open Sunday morning	Also many gîtes and chambres d’hôtes. 60 km voie verte to Foix.

resource for people interested in bike touring anywhere in France. The site also provides a list of bicycling friendly hotels.

Three-day loop tour ideas:

1. Foix to Espéraza, Espéraza to Limoux, Limoux to Foix
2. Foix to Carla-Bayle, Carla-Bayle to Saint-Girons, Saint-Girons to Foix
3. Foix to Oust, Oust loop ride, Oust to Foix

Use the train to explore the region!

If you are based in Foix or Limoux initially, take the train from there to Bagnères-de-Luchon and do a multi-day tour back to your origin. For a shorter tour, take the train to Saint-Gaudens and return. Either of these destinations will be a 2.5-4 hour one way train ride. Off season weekends sometime have one-way train fares as low as €1. If you’re over 60, and plan to do a lot of travel in France, consider getting the SNCF discount card. That card provides a 30-40% discount on regional service, 20-25% on the high speed TGV, and discounts on food purchased on board.

Conclusion

Wherever—and whenever—you choose to ride, tranquility is the

region’s constant companion. Your background noise shifts from car engines to braying animals, running creeks, and wind moving through the trees. You pause often, not out of necessity but inclination, to take in views across farmland toward the serrated line of the Pyrenees. Lunch becomes a quiet ritual on a sun warmed hillside. Your breathing slows and your perspective widens. Whatever weight you carried with you when you arrived has a way of loosening its grip, one unhurried kilometer at a time.

References:

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- [2] Cathar castles, Wikipedia entry, https://en.wikipedia.org/wiki/Cathar_castles
- [3] Internment camps in France, https://en.wikipedia.org/wiki/Internment_camps_in_France
- [4] Grotte de Niaux web site: <https://www.sites-touristiques-ariège.fr/grotte-de-niaux/>
- [5] Bugarach entry Wikipedia, <https://en.wikipedia.org/wiki/Bugarach>
- [6] See this link for the law and details: <https://rural-camping.com/france/wild-camping.html#:~:text=The%20principal%20rules,town%20and%20country%20plan-nings%20law.>
- [7] I recommend against relying on your smartphone for directions. Cell service is, like the US West, very spotty once you get out of a town. If you must use a phone, download the course for offline use before you leave your house, and use a phone mount. I can’t tell you the number of times I’ve seen people get lost when they rely on their phone barking directions to them from their bike jersey pocket.

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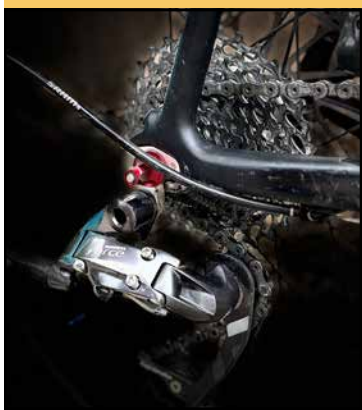
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What the Gears Are For



Gears. Photo by Dave Iltis

By Maynard Hershon

Because your legs, like your car engine, have a happy, efficient operating range, your bike is equipped with a number of gears. The gears allow your legs to find a cadence or pedaling speed that pleases them.

We're not talking about bike speed here; we mean leg speed. We're also not talking about race-winning, Lance Armstrong leg speed. We mean a comfortable leg speed you can sustain for miles with minimum fatigue, not so fast you're bouncing in the seat, not so slow you can divide the pedal circle into pushing and pulling. A leg speed that will help you finish the ride with the group, still feeling fresh.

If you remember nothing else from this article, remember this: Your legs are happier in steady

movement -- not pedaling and coasting, pedaling and coasting. Each time you stop pedaling, your leg muscles stop moving the blood in your legs out of your legs, where that blood can be cleansed and re-oxygenated. If you must coast, soft-pedal, float the pedals around their circle, promoting blood flow, easing the fatigue in your legs.

Nothing good happens while you're coasting. You only imagine you're resting your legs. When you begin pedaling again, the sudden workload hits your legs and hurts them. Coasting when you could pedal is lazy and counterproductive. It makes riding more painful, lowers your average speed and shortens your comfortable range.

And -- if you pedal and coast, the person following you must pedal and coast to maintain the gap behind. Each start and stop is exaggerated behind you, and behind that person and behind that person. On-again, off-again pedaling costs you and costs each rider behind you. Looks jive, too.

If you find a gear you can pedal consistently and smoothly at a steady level of effort, and you pedal 60 seconds in each minute, you will ride at your most effective level. People following you will comment on how pleasant it is to ride behind you, how predictable you are, how classy. You'll be doing your part to promote a more accomplished riding

group, a group that moves smoothly and efficiently over the road or path.

If you have a cadence function on your cycle computer, try to keep the number between, say, 60 and 90 pedal revolutions per minute. If you don't have a computer or a cadence function, try to pedal fluidly in a gear you can "get on top of," meaning move easily. You want to roll the pedals around, not mash them down and haul them back up, beating up your knees. You want the motion to be round and rapid, graceful, smooth.

You don't want to labor over the pedals and you don't want to spin uselessly, as some riders do who use the inner ring of their triple crankset on flat roads. Pick a gear that resists your pedaling but doesn't feel impossible to turn over smoothly.

I'd say that the closer you get to 90 pedal rpm the better, but suit yourself. Focus on smooth, constant pedaling. As you get used to pedaling a bit faster and pedaling more of each minute, your happy cadence will rise naturally, I believe. Even if it doesn't, faster cadence and steady pedaling are their own reward.

In order to find an appropriate gear for conditions of grade, wind and road-speed, you operate the shift controls. Most of us understand how to shift the bike on flat roads or descents. We soft-pedal as we move the control lever; the shift happens smoothly and nearly soundlessly. We don't all know how to use the

gears on climbs...or even on short rises that make demands on our legs.

First, anticipate the grade. As you sense the road rising in front of you, change to an easier gear. Don't try to muscle the flat-road gear part-way or all the way up the hill. Don't wait until the grade slows you to a crawl before changing to a lower gear. As you feel the grade increasing, change again to a still easier gear.

If you wait to shift, your bike will resist your attempt to change gear. If you wait, you will slow down the riders behind you. If you wait, you will have labored over your pedals to no avail, only to nearly stop on the grade, tired, frustrated and convinced that you just cannot climb. Try it this way, see if it doesn't go better....

Shift earlier. Shift even before you hit the hill proper and spin as you begin the climb. If you shift early, your chain will not be under pressure from your effort to push the hard gear up the grade. Your bike will shift quickly and smoothly. You can get the gear you need to maintain your momentum. Especially as you start up a grade, even a brief one, momentum is your friend. Take care of your friend.

If you have a triple crankset, I'd suggest using the middle ring on flat roads without tailwinds. If you're in the middle ring when you approach a climb, you'll be able to find a good gear for the climb by shifting the rear

derailleur, the control on the right. You will not have to change from the large ring to the middle ring while you're pedaling hard, risking throwing the chain off the rings, bringing you to a sudden halt in front of your riding friends.

Think ahead about climbs. Especially if you regularly ride the same old roads and bike paths, you know the ups and downs. Be ready for the climbs. Think about using the middle chainring. Think about maintaining a consistent effort. Think about shifting down early, finding a gear that'll help you preserve your momentum. Think about already being in the correct chainring at the bottom of the climb, then finding the perfect gear among the rear cogs.

Try to keep your effort as constant as you can. Pedal all the time. Pedal on downhills for your legs' sake. Shift early on uphills. Pedal a brisk cadence on the climbs; it's easier on your knees. Stay relaxed and on top of the action. Enjoy your cycling.

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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COACHING

How to Train for a Double Century: Tips from a Randonneur



Randonneurs Lisa Charlebois and Richard Andrew co-founded and operate Hummingbird Fuels. Photo by Dan Shryock

By Dan Shryock

Expert advice on building saddle time, nailing your nutrition, and finishing strong across two long days.

Randonneur – A French term for a cyclist who participates in long-distance, non-competitive endurance rides.

Make no mistake. I am not a randonneur. My concept of a long ride is a metric century. I've consistently said 100 kilometers (62 miles) is more than enough.

Lisa Charlebois, on the other hand, is a committed randonneur. She loves long rides. She'll pedal 300 kilometers in a single day, return home, and then head out again the next morning. So, when I decided in a moment of delirium to test myself during this summer's Seattle to Portland Bicycle Classic (STP), I called on Lisa for some advice.

Her insights, kindly shared with encouragement and humor, instilled a sense of optimism. With sensible training and proper fueling, she emphasized, I can ride 100 miles a day, two days in a row.

Her guidance can be helpful to anyone looking to increase their endurance, whether it's the STP or any other distance ride.

The STP, staged each July by Seattle's Cascade Bicycling Club, is an endurance test of a different sort. Yes, it's two long days on the bike but hills are rare and never really intimidating. Instead of worrying about the legs, organizers say riders should concentrate on what the club calls the "mind and behind connection."

I'm not deeply concerned about the mind. I try to avoid the overburdened thought of long days by



Riders head toward Portland, Oregon, after crossing the Willamette River and the state line. Photo by Kyle Elfman, Cascade Bicycle Club

splitting rides into segments. I don't think of the finish, only reaching the next rest stop or coffee shop.

Then again, I've never attempted back-to-back 100-mile days. I should work on this.

The Training Plan

I'm much more uncertain about my behind. Can I sit for hour after hour after hour without major discomfort?

Lisa has a training model that anyone can use to toughen up for long days on a sometimes-uncomfortable saddle. This model tracks riding time, not distance. And that makes sense. Miles can vary in difficulty, flat roads vs. hills but the one constant is time.

"Gradually build time on the bike," Lisa says. "The biggest mistake I see riders make is trying to cram fitness in too close to the event. Distance riding rewards patience."

Her recommendation: Build endurance by increasing your hours for three consecutive weeks, then backing off in week 4 to recover. Limit each weekly increase to about 10 percent to give the body time to adapt.

"Your legs might feel fine pushing harder, but your knees and hips will tell you a different story three weeks later," she says. "Start earlier than you think you need to and let the fitness come to you. And use that three steps forward, one step back method and you'll be golden."

I calculate I'll be on the bike as many as eight hours each day or 16 hours for the complete STP. So, that's my training target – 16 hours per week by July.

"Your training week volume can go past (the target). That's not a bad thing," Lisa says. "To peak at 16, even 20 hours would be a great build. That should be the biggest weeks at about three weeks before STP. Then you can taper."

STP takes place July 11-12, so

I'm developing a training schedule through mid-June. But there's more to this than simply pushing pedals. Here are a few more tips from the randonneur.

Do your long ride every week.

"Everything else in your training week is negotiable. The long ride is not," Lisa says, explaining that this is when the body learns to burn fuel efficiently, the mind understands how to stay calm, and the behind gets comfortable with the process.

Practice your event conditions specifically.

Replicate the ride. I typically include climbing in my local tours, but STP is primarily flat. I will find new routes that better reflect the terrain.

"Also practice riding consecutive days," she says. "STP is two days. Your training should include back-to-back rides, so your body knows what day two feels like. Start with an hour and then 1.5 hours on the next day. And you can slowly increase that time."

Take it easy.

"This is probably the most counterintuitive thing I tell people," Lisa says. "Most of your training miles should feel almost too easy. The research is really clear on this. Elite endurance athletes do around 80 percent of their training at low intensity. When everything is medium-hard you're too tired to go really hard on the days that matter. Easy rides are building your aerobic engine quietly and efficiently."

I can do that.

Don't ignore nutrition.

Lisa and husband Richard Andrew, a food scientist, know about cycling and nutrition. They co-founded and operate Hummingbird Fuels which produces a high carbohydrate powder drink mix that

delivers 60 grams of carbs per water bottle.

They've researched fueling and put their knowledge to beneficial use on their own tours. Here are some more nutrition do's and don'ts.

Do: "The golden rule of endurance fueling is eat before you're hungry and drink before you're thirsty," Lisa says. "By the time you feel it, you're already behind and it takes a long time to catch up if you can catch up at all. I aim to eat something every 30 to 45 minutes on long rides without exception, even if I don't feel like I need it yet."

Do: Lisa follows this rule. Think of fueling as carbohydrates per hour, and not just calories. So, look for the carb count on food packaging.

"Carbohydrates are your friend on the bike," she says. "Carbs are your most efficient fuel source, and you need a lot of them. For serious distance riding, we're talking about 60 to 90 grams of carbohydrates per hour."

Don't: "Don't rely only on solid food for long rides," she says. "Your gut starts to shut down blood flow during hard efforts and solids get harder to process. Liquid calories are your best friend."

Liquids are easy to consume, fast

to absorb, and gentle on the stomach. Blend liquid carbs with food you look forward to eating.

Do: Practice nutrition during training rides.

"I see this constantly. Riders who are very disciplined about fueling on event day treat training rides like a fasting experiment," Lisa says. "If you're going out for more than 90 minutes you need to be eating on the bike. Training rides are where you practice your nutrition strategy, not just your fitness. If you don't know what works in your stomach at hour four, you do not want to find out during STP."

I now have a training schedule, a nutrition strategy, and three months to prepare. plan. So, now I wonder ... will I call myself a randonneur someday?

Dan Shryock is an Oregon-based author and travel writer who focuses on cycle tourism. His destination cycling guide "Why We Ride" appears on Substack and his book "Cycling Across Oregon" is available at Amazon and local bookstores. Find more at www.danshryock.com/

Cycling Trivia: La Corsa Rosa Answers (from page 11)

A1. The three riders with five Giro victories apiece are Alfredo Binda (1925, 1927, 1928, 1929, and 1933), Fausto Coppi (1940, 1947, 1949, 1952, and 1953), and Eddy Merckx (1968, 1970, 1972, 1973, and 1974). What they share beyond their win totals is arguably more striking: all three were the dominant riders of their respective eras — riders who did not merely win races but reshaped what was thought possible in professional cycling. Each held a near-monopoly on the sport's biggest prizes for an extended period, and each remains among the handful of figures whose names define the history of the Giro. Binda's dominance was so absolute that in 1930 the race organizers paid him not to compete for fear his presence would strangle the race's competitive drama.

A2. Bartali was secretly serving as a courier for an underground network helping Jewish families avoid persecution. He carried forged identity documents and photographs hidden inside the frame and handlebars of his bicycle, cycling between cities including Florence, Lucca, Assisi, and the Vatican. His fame as a cyclist helped shield him — German and Fascist authorities were reluctant to detain or search him. His efforts are credited with helping save hundreds of Jewish lives. Bartali never spoke publicly about his wartime activities; he reportedly told his son that "good is done, but not spoken of." In 2013, thirteen years after his death, Yad Vashem recognized him as Righteous Among the Nations.

A3. Despite the early crisis, Coppi recovered to win the 1949 Tour on his first attempt, and in doing so became the first rider in history to win both the Giro d'Italia and the Tour de France in the same calendar year — the Giro-Tour double. His teammate on the Italian national squad was Gino Bartali, the defending Tour champion and his great rival. The two men were co-leaders in a state

of barely contained hostility: in the Alps, Bartali and Coppi rode together over some of the most famous passes in France, each man waiting for the other, each wary of giving anything away. When Coppi crashed during Stage 5 and his bike was destroyed, Bartali waited — then eventually rode on, and Coppi lost more than eighteen minutes before being persuaded by team manager Alfredo Binda to continue. By the time the Alps arrived, that deficit had been erased, and by Paris it was Coppi, winning by nearly eleven minutes. He repeated the Giro-Tour double in 1952.

A4. The 1956 Giro d'Italia was won by Charly Gaul, the Luxembourgish climber known as "The Angel of the Mountain," whose supernatural performances in rain and cold gave him an almost mythical quality among his contemporaries. Magni finished second. That result, remarkable in any context, becomes extraordinary when you understand the physical condition in which Magni rode the final stages. His improvised inner-tube brace allowed him to maintain a position on the bike, transmit power to the pedals, and complete the race — all of which should have been impossible with a broken collarbone. The 1956 Giro is remembered as much for Magni's refusal to quit as for Gaul's victory.

A5. The rider was Stephen Roche of Ireland. After Visentini had taken the pink jersey in a time trial, Roche attacked on a mountain stage, seized the race lead against team orders, and held it to Milan despite requiring police escorts for his own safety as furious Italian spectators spat at him and threw objects at the roadside. He won the Giro. Then, later that same season, he won the Tour de France. Then, later still, he won the UCI Road World Championships in Villach — the Triple Crown, a feat previously achieved only by Eddy Merckx in 1974. Tade Poga ar subsequently joined that company in 2024.

-Steven Sheffield

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[moabbikefiend.com](#)

Double Down Bike Shop
255 Williams Way
Moab, UT 84532
435-259-9196
[doubledownbikeshop.com](#)

Moab Cyclery
391 S Main St.
Moab, UT 84532
(435) 259-7423
[moabcyclery.com](#)

Poison Spider Bicycles
497 North Main
Moab, UT 84532
(435) 259-BIKE
(800) 635-1792
[poisonspiderbicycles.com](#)

Rim Cyclery
94 W. 100 North
Moab, UT 84532
(435) 259-5333
[rimcyclery.com](#)

Price
Altitude Cycle
82 N. 100 W.
Price, UT 84501
(435) 637-2453
[altitudecycle.com](#)

St. George
Bicycles Unlimited
90 S. 100 E.
St. George, UT 84770
(435) 673-4492
(888) 673-4492
[bicyclesunlimited.com](#)

IBB Cyclery & Multisport
185 E Center St
Ivins, UT 84738
435-319-0011
[ibbcyclery.com](#)

Rapid Cycling
705 N. Bluff Street
St. George, UT 84770
435-703-9880
[rapidcyclingbikes.com](#)

Red Rock Bicycle Co.
446 W. 100 S.
(100 S. and Bluff)
St. George, UT 84770
(435) 674-3185
[redrockbicycle.com](#)

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

Northern Utah
Logan
Al's Cyclery / Al's Sporting Goods
1075 N Main Street, Suite 120
Logan, UT 84341
435-752-5151
[als.com](#)

Joy Ride Bicycles
131 E 1600 N
North Logan, UT 84341
(435) 753-7175
[joyridebikes.com](#)

Sunrise Cyclery
138 North 100 East
Logan, UT 84321
(435) 753-3294
[sunrisecyclery.net](#)

The Sportsman Bike Shop and Rentals
129 North Main Street
Logan, UT 84321-4525
435-752-0211
[thesportsmanltd.com](#)

Park City/Heber
Bingham Cyclery
3156 Quarry Rd, #3-N
Park City, UT 84098
888-611-2453
[binghamcyclery.com](#)

Cole Sport
1615 Park Avenue
Park City, UT 84060
(435) 649-4806
[colesport.com](#)

Contender Bicycles
1352 White Pine Canyon Road
Park City, UT 84060
435-214-7287
[contenderbicycles.com](#)

Jans Mountain Outfitters
1600 Park Avenue
P.O. Box 280
Park City, UT 84060
(435) 649-4949
[jans.com](#)

Park City Bike & Demo
1500 Kearns Blvd
Park City, UT 84060
435-659-3991
[parkcitybikedemos.com](#)

Pedego Heber Valley
25 W. Main St
Midway, UT 84049
435-657-2964
[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
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[holladaycyclery.com](#)

Hangar 15 Bicycles
3969 Wasatch Blvd.
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Salt Lake City
Archer's Bikes
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Bicycle Center
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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
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385-379-3172
[campus.evo.com](#)

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

Gear Rush - Online Consignment
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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
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Pedego South Jordan
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South Jordan, UT 84095
801-206-9202
[pedegoelectricbikes.com/dealers/south-jordan](#)

Hangar 15 Bicycles
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[hangar15bicycles.com](#)

Lake Town Bicycles
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West Jordan, UT 84088
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[laketownbicycles.net](#)

REI
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(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](#)

Utah Mountain Biking
169 W. Main St.
Lehi, UT 84043
801-653-2689
[utahmountainbiking.com](#)

Southern Utah County
Al's Cyclery / Al's Sporting Goods
643 East University Parkway
Orem, UT 84097
435-752-5151
[als.com](#)

Hangar 15 Bicycles
1756 S State Street
Orem, UT 84097
385-375-2133
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Spanish Fork, UT 84660
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racerscycle.net

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

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Big Wheel Bikes
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San Francisco, CA 94103
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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

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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
hoffsbikesmith.com

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

FULL CW CALENDAR



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

Mountain Trails Foundation — Park City, UT, Park City's Trails Group, Charlie Sturges, 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 mis-

sion 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@ogdencity.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, 602-252-0931, cazbike@cazbike.org, cazbike.org

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

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

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

Teton Valley Trails and Pathways (TVTAP) — Jackson, WY, Promotes trails and pathways in the Wydaho area of Wyoming and Idaho., Dan Verbeten, 208-201-1622, dan@tvtap.org, tvtap.org, tetonbikfest.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 Saitell, sweetstreetssl@gmail.com, sweetstreetssl.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@cyclingsouth.com, cyclingsouth.com

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

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

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

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

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

Events, Swaps, Lectures

Bike Month

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

May 6, 2026 — National Bike to School Day, Utah Bike Month, Everywhere, UT, A day to climb out of the motor vehicle and onto your bike on your way to school., Cycling West, noemail@cyclingsouth.com, walkbike-etoschool.org

May 7, 2026 — Grand Valley Mountain Bike Film Festival, Grand Junction, CO, COPMOBA, coordinator@copmoba.org, copmoba.org

May 8, 2026 — Salt Lake City Mayor's Community Bike Bash, Utah Bike Month, Salt Lake City, UT, A mellow ride with Salt Lake City Mayor Erin Mendenhall around downtown Salt Lake. Meet at 5:30 pm, ride at 6, party after the ride. Start: Washington Square Park. Meet on the SE corner of the park, located at 451 S State St, Salt Lake City, UT 84111, Salt Lake City Transportation, 801-535-6630, bikeslc@slcgov.com, slcgov.com/transportation/bike/mayors-bike-ride

May 9, 2026 — SLUG Cat Alleycat Bike Race!, Utah Bike Month, Salt Lake City, UT, Starts at Artspace, Saturday Cycles, 230 S 500 W. This exciting alleycat event features a scavenger hunt bike race that takes you all over Salt Lake City. Bike with the coolest cats you know in town, make new friends and win awesome prizes from our local sponsors! 14th Annual! Registration is open between 4-5 pm and at 5 the race will begin. Cyclists will ride around the city to collect points for their manifest. At 7pm we will begin the award ceremony and cyclists can relax for a well-earned celebration., Angela Brown, 801-487-9221, angela@slugmag.com, Nick Zunkowski, 801-487-9221, nick@slugmag.com, slugmag.com/slug-cat/

May 9, 2026 — South Salt Lake Mural Fest Bike Tour, Utah Bike Month, Salt Lake City, UT, Join Sweet Streets for a leisurely bike tour of South Salt Lake's newest murals for 2026. The event will start from the event headquarters on Commonwealth Avenue at 230 PM then ride a 4.5 mile loop stopping at several murals, returning around 4 PM. Artists will be available during the tour to chat and answer questions about their work, Troy Saitell, sweetstreetssl@gmail.com, sweetstreetssl.org

May 10-16, 2026 — Flagstaff Bike to Work Week, Bike Month, Flagstaff, AZ, Bike to work, record your commute, win prizes!, Anthony Quintile, 928-526-7704, info@flagstaffbiking.org, Kyle Hornbeck, kyle.hornbeck@gmail.com, flagstaffbiking.org

May 11-17, 2026 — National Bike to Work Week, Utah Bike Month, Everywhere, UT, Week-long festival with events, Bike to Work Day, and more., Cycling West, noemail@cyclingsouth.com, cyclingsouth.com/event-calendars/bicycling-events-swaps-and-festivals, bikeleague.org/events/bike-month

May 11-15, 2026 — Bike to Work and School Week, Utah Bike Month, Logan, UT, 7:30-9:30 AM M-F fuel stations and bike tune ups at Transit Center; 3:30-5:30 PM; Fuel Stations: Mon: Cache County Library, Tues: Mendon Library, Wed: Logan Library, Thurs: Smithfield Library, Fri: Hyrum Library, Emily Fletcher, 435-755-1646, emily.fletcher@cachecounty.gov, trails.cachecounty.org

May 14, 2026 — Bike to Work and Wherever Day in Provo City, Utah Bike Month, Provo, UT, Provo businesses will host stations located throughout the city and hand out free breakfast, drinks, and other treats to people who arrive by bike from 7:30 – 9:00 am. (Provo City's breakfast station will be open at 6:30 am for early bird riders.) Pick up some breakfast and coffee, get to know your fellow commuters., Aaron Skabelund, 385-207-6879, a.skabelund@gmail.com, bikeprovo.org

May 14, 2026 — Bike to Wherever Day, Bike Month, San Francisco, CA, Join people across San Francisco and the Bay Area in riding your bike to get to wherever you need to go – or just for fun!, SF Bike Coalition, 415-431-2453, info@sfbike.org, sfbike.org/bike-to-whenever-day/, bayareabiketowork.com

May 14, 2026 — Bike to Wherever Day, Bike Month, East Bay, CA, It's the Bay Area's biggest day for bicycling, and this year Bike East Bay is bringing you safe, socially distanced fun. Pledge to ride to get all the details, find your nearest energizer station, and get ready for the big day!, Bike East Bay, 5108457433, events@bikeeastbay.org



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org, Caitlin Gleason, 707.480.6897, caitlin@bikeeastbay.org, bikeeastbay.org/btwd

May 14, 2026 — Bike to Work Day, Bike Month, Marin County, CA, Tom Boss, 415-456 3469, info@marinbike.org, marinbike.org, bayareabiketowork.com

May 15, 2026 — National Bike to Work Day, Utah Bike Month, Everywhere, UT, A day to climb out of the motor vehicle and onto your bike on your way to work., Cycling West, noemail@cyclingutah.com, bikeleague.org

May 15, 2026 — Bozeman Bike to Work Day, Bike Month, Bozeman, MT, Ride Your Bike To Work Day and treat yourself to a free coffee at several locations, Alex Lussier, lussiera@hotmail.com, Megan Lawson, 406-570-7475, meganmclawson@gmail.com, Gallatin Valley Bicycle Club, gvcbike@gmail.com, gallatinvalleybicyclub.org/events

May 16, 2026 — Draper Mayor's Bike to Work Day, Utah Bike Month, Draper, UT, Join Draper City Mayor Troy Walker on this free group ride along the beautiful Jordan River Parkway Trail to celebrate the Golden Spoke Trail network. Leave from Rotary Park at 10:00 AM, ride to Tracy Aviary Center on the JRT, Draper City, info@draperutah.gov, draperutah.gov/bikeride

May 20, 2026 — Ride of Silence, Bike Month, Prescott, AZ, Ride to honor dead and injured cyclists and to honor Amber Harrington who was killed by a drunk driver in 2015. Organized by Bike Prescott, Ride will begin at 5:30pm at the SE corner of the Prescott courthouse square., Patricia David, contact-bikeprescott@gmail.com, rideofsilence.org, bikeprescott.org

May 20, 2026 — Ride of Silence, Utah Bike Month, Provo, UT, Join the Provo chapter of the Worldwide Ride of Silence to ride to honor people who were killed or injured while biking this last year and last several years. We will begin at Dixon Middle School and go for a short, slow, silent ride with brief stops at the ghost bike memorials for Doug Crow and Mark Robinson, and return to Dixon Middle School where we will have light refreshments. Meet at 6:30, Dixon Middle School, 750 W 200 N. Ride begins at 7 pm sharp., Lucy Ordaz Sanchez, 801-477-7048, lucyo@provo.edu, rideofsilence.org, bikewalkprovo.org/bike-month-2025

May 20, 2026 — Ride of Silence, Bike Month, Various, Everywhere, Ride to honor dead and injured cyclists. Locations worldwide, Cycling West, noemail@cyclingutah.com, rideofsilence.org

May 23, 2026 — Explore the 9 Line Trail, Utah Bike Month, Salt Lake City, UT, Stations will be set up along the 9 Line Trail on Saturday, May 23 from 10 AM - 2 PM from 900 E to the Jordan River Trail. These stations will have sustainable transportation and community groups and have information on their work and the amenities that you can reach nearby via the trail. If you're planning to stay in town for Memorial Day weekend this will be a great way to enjoy the outdoors and your local community, traffic free, Troy Saltire, sweetstreetssc@gmail.com, sweetstreetssc.org

May 27, 2026 — New Salt Lake City Bikeways Celebration, Utah Bike Month, Salt Lake City, UT, A community ride celebrating two new protected bikeways on 400 South and 300 West! Connecting the East and West sides of the city, the 400 South viaduct trail is one of only two train-free crossings in the city, and it features Strut, the longest public artwork in Utah. Afterward, planners and artists behind the project will be on hand to answer questions, Salt Lake City Transportation, 801-535-6630, bikeslc@slcgov.com, slc.gov/transportation/bike/bike-month

May 30, 2026 — Bike Prom, Utah Bike Month, Salt Lake City, UT, Bike Prom is more than a ride—it's a celebration of cycling culture, sustainable transportation, and the community spirit that powers Bicycle Collective's mission. Don your fanciest prom duds or costume, grab a date (or group, or come solo) and join a thousand friendly riders on a slow ride around SLC streets. The bike ride starts at 6:30 PM at Liberty Park (corner of 500 East and 900 South) and will end at Woodbine Food Hall (545 West 700 S, Salt Lake City, UT 84101) where we'll dance and eat the night away! Final details are TBD, but definitely save the date and put this one on your calendar! For more details, or to get involved as a sponsor, reach out to Bicycle Collective, Donna McAleer, 801-328-2453, info@bicyclecollective.org, bicyclecollective.org, bikeprom.com

Gravel Races and Rides

May 9, 2026 — Wild Horse Gravel Race, Utah Gravel Series, Delle, UT, Explore a land only 45 minutes west of downtown Salt Lake City where hundreds of wild horses roam. It's wide open. It's challenging. It's all unpaved. Distances of 76 or 35 miles, or both courses with the new Super Stallion 104 miles, Breanne Nalder-Harward, breganne@utah-gravelseries.com, utahgravelseries.com

May 10, 2026 — Dirty Edge Gravel 50K, Fruita, CO, Riding the Dirty Edge will make you realize why 18 Road is world class. With expansive views of the beautiful Bookcliffs you will ride through the endless gravel roads of the North Fruita Desert before attacking the back canyon section of the Edge Loop. This mix of smooth gravel, sporty fun, and gorgeous vistas will make The Dirty Edge a Fruita classic. Racers will feel supported with three aid stations, finisher medals and age group awards. Sunny and dry, springtime in Fruita is the perfect time to experience the desert on a bike. This race is part of the Adventure Fest at 18 Road and includes admission to all of the weekend events!, Reid Delman, 303-249-1112, reid.delman@geminiadventures.com, Kyla Claudell, 303-249-1112, kyla@geminiadventures.com, geminiadventures.com

May 16-17, 2026 — Santa Fe Century Gravel Rides, Santa Fe, NM, 40th Edition of our weekend-long celebration, featuring Gravel and Road events on challenging courses that showcase Santa Fe's extraordinary cycling community! Sunday Ride/Distance options of Century (106 mile tour), the Gran Fondo (106 mile timed ride), the Half-Century (54 mile tour), Medio Fondo (54 mile timed ride) or a 20 mile route, Saturday Gravel Ride/Distance options of Gravelón (55 mile), or the Gravelito (25 mile) on Rowe Mesa, Santa Fe Century, 505-490-6387, ride@santafecentury.com, santafecentury.com

May 16, 2026 — Volcano Fire Road 120K Gravel Grinder, tentative date, Veyo, UT, Fun and challenging gravel race! 75 miles with 6200' climbing in the beautiful Pine Valley area north of St George. 56% dirt, 44% pavement. Solo or 2x relay. Famous Veyo Pie at the finish line!, Deborah Bowling, 818-889-2453, embassy@planetultra.com, gravelgrinder.com

May 16, 2026 — Wild Horse Gravel, De Beque, CO, Looking to ride some wild west gravel? Ride Wild Horse Gravel this May and choose your own adventure on Colorado's Western Slope with both a 65- or 30-mile course. Afterward, kick back around the campfire and at the country cook-out for some local music at the High Lonesome Ranch, Reid Delman, 303-249-1112, reid.delman@geminiadventures.com, Kyla Claudell, 303-249-1112, kyla@geminiadventures.com, geminiadventures.com

May 16, 2026 — Stetina's Paydirt, Carson City, NV, The old way of all-out racing is not the way at Stetina's Carson City Paydirt. Instead, the Paydirt consists of two substantial timed segments to keep things competitive without separating yourself from dear friends in the dusty west of Nevada's desert. In addition to on-bike racing, there are two bonus segments that consist of fun and games back at the post-race festival. Riding a mechanical bull and participating in a fire-toss competition could be all that separates you at the end of the day., Erica Gorden, 707-800-3020, info@bikemonkey.net, stetinaspaydirt.com

May 16, 2026 — Garden City Gravel, MT Off-Road Cup, Missoula, MT, West Nine Mile takes you over some scenic Montana double track, just outside of Missoula around Huson, 55 and 25 mile courses, Shaun Radley, 406-219-1318, montanacyclocross@gmail.com, montanacyclocross.com/events, thecyclinghouse.com

May 22-24, 2026 — Iron Horse Bicycle Classic, Durango, CO, 53rd Annual, Road Race and Tour from Durango to Silverton - Saturday and are a 50 mile ride from Durango to Silverton. Take off with the train, traveling over two 10,000ft mountain passes enroute to the historical mining town of Silverton. Sunday - Kids Race and Kids Village, Mountain Bike Race, Gravel Race and vendors., William Glenn, 970-259-4621, director@ironhorsebicycleclassic.com, ironhorsebicycleclassic.com

May 23, 2026 — Badlands Gravel Battle, Medora, ND, Come GRIND across 120 miles,

and ROLL over 10,500 ft of elevation gain on the fast and rugged red scoria roads that crosshatch the BADLANDS of western North Dakota., Nick Ybarra, 701-570-9138, nick@experienceland.org, experienceland.org/badlands-gravel-battle

May 23-24, 2026 — The Art of Survival Century, Malin, OR, Road rides Saturday - 14, 38, 62.5 mile options, gravel rides Sunday - 13, 54, 74 mile options, Linda Woodley, ascoscentury@gmail.com, survivalcentury.com

May 24, 2026 — Ukiah Mendo Gravel Epic, Grasshopper Adventure Series, Ukiah, CA, 83 miles, 8,163 feet or 40 miles, 3,200 feet elevation. This new Hopper is mostly on Mendocino Redwoods property and is only open to registered riders on the day of the event and the weekend before. Please DO NOT ride on MRC land at any other time or it will jeopardize our chance to hold this special event., Miguel Crawford, info@grasshopperadventureseries.com, grasshopperadventureseries.com

May 24, 2026 — Madtown Bike Jam, Madison, SD, Gravel race, music, food, drinks, 25, 50, 100 mile options, Eric Hortness, 605-256-2454, eric@chamberofmadisonsd.com, madtownbikejam.com

May 30, 2026 — Tour de Lava, Lava Hot Springs, ID, Distance 30 and 50 miles, Fundraiser for Bike 4 Focus, Cody Nelson, 208-232-8996, cody@barriessports.com, barriessports.com/articles/events-pg180.htm

May 31, 2026 — Cascade Gravel Grinder, Bend, OR, Experience gravel greatness in the Cascades through three gravel ride distances starting and finishing in beautiful Sisters, Oregon. Small Gravel: 44 Miles, 3500 Feet Elevation; Medium Gravel: 66 Miles, 3500 Feet Elevation; Big Gravel, 94 Miles, 8600 Feet Elevation, Chad Sperry, info@breakawaypro.com, oregongravelgrinder.com

May 31, 2026 — Outlaw Gravel, Steamboat Springs, CO, Four timed segments with untimed roads between, Distances: 66 miles (four timed segments) and 40 miles (three timed segments), Garrett Mariano, info@outlawgravel.com, outlawgravel.com

June 6, 2026 — The Dead Swede Gravel Grinder, Wyoming Gravel Grinder Series, Sheridan, WY, 40 or 100 miles, Sheridan Bicycle Company, 307-763-4481, sheridan-bicycleco@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 south-west 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, mmx@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



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CYCLING TRIVIA

The Greatest Feats in Cycling's Classics

By Dave Campbell

Q1. A friend recently asked whether Tadej Poga ar could become the first rider ever to win all five Monuments in a single season. Given his recent form, it seems possible, but not this year since he finished second in Roubaix. Before Pogi, who came closest to accomplishing this still-unmatched feat, and when did it almost happen?

Q2. It was widely reported that Tadej Poga ar became the first World Champion to win the season's opening Classic while wearing the Rainbow Jersey since Giuseppe Saronni in 1983. Others have achieved this feat as well. Can you name them?

Q3. Mathieu van der Poel's father, Adri van der Poel, was also an outstanding Classics rider. Which Spring Classics do father and son share in their palmares?

Q4. Dutch rider Lorena Wiebes won "In Flanders Fields" (formerly

known as Ghent-Wevelgem) for the third consecutive year. Have any other women's riders won a major Spring Classic (Milan-San Remo, Ghent-Wevelgem, Flanders, Roubaix, Liège-Bastogne-Liège, or Flèche Wallonne) three years in a row?

Q5. Unfortunately, the Monument Il Lombardia is still not contested by the professional women's peloton. Women now race Milan-San Remo, Flanders, Paris-Roubaix, and Liège-Bastogne-Liège, as well as Strade Bianche, a worthy modern Monument. Has any woman won all five of these Classics? If not, who has come closest?

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.

followed by a fun after-party at the Locking Horns Riverside Restaurant. Dave Fotsch, 208-331-9266, dave.fotsch@gmail.com, bike-ereg.com/over-the-hill-gravel-grinder-2026

Mountain Bike

Tours and Festivals

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

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

May 16, 2026 — Manzanita Mountain Epic, New Mexico Endurance Series, Tijeras, NM, Unsupported epic mtb ride, nm-es.weebly.com

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

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-tbcamps.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.,

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WRS Races, 435.565.4602(Wasatch), 801-223-4849 (Sundance), [races/weeklyraceseries.com](https://www.races/weeklyraceseries.com), [weeklyraceseries.com](https://www.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 5-June 16, 2026 — Eagle Bike Park Downhill Series, Eagle, ID, Eagle bike park May 5, 19, June 2, 16, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, [twistedturtleracing.com](https://www.twistedturtleracing.com)

May 6-June 24, 2026 — Valmont Short Track Series, Boulder, CO, Valmont Bike Park, Pete Webber, pete.webber@boulderjunioryccling.org, boulderjunioryccling.org

May 9-September 27, 2026 — CCCX 2025 Summer MTB Race Series, Seaside, CA, 4 XC races, 5-9, 6-20, 7-12, 9-27, Jim, jim@b17racing.com, [cccxcycling.com](https://www.cccxcycling.com)

May 13-June 10, 2026 — Boise STXC Series, Eagle, ID, Eagle bike park - May 13, May 27, June 10, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, [twistedturtleracing.com](https://www.twistedturtleracing.com)

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](https://www.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](https://www.shiftevents.org), [sessionseries.org](https://www.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@rattleracing.com, [rattleracing.com](https://www.rattleracing.com)

Utah Mountain

Bike Racing

May 16, 2026 — Three Peaks Classic ICUP, Intermountain Cup, Cedar City, UT, Utah State Championship, Endurance XC, 25-50 miles, 1700' per lap, 7.8 miles and 500 feet of elevation per lap on dirt roads and the fun singletrack that laces its way through Juniper and Pinion trees., Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, [intermountaincup.com](https://www.intermountaincup.com), [ridesouthernutah.com](https://www.ridesouthernutah.com)

May 31, 2026 — Sundance Showdown Downhill, Go-Ride Gravity Series, Sundance Resort, UT, USAC sanctioned Super D (Saturday) and Downhill (Sunday), Ron Lindley, 801-375-3231, info@utahdh.org, go-ride.com, utahdh.org

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](https://www.intermountaincup.com)

June 26-28 — 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, jorn@uolf.org, sohobikefest.com

Regional Mountain

Bike Racing

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

CA and Beyond

May 8-9, 2026 — Rides & Vibes MTB & Music Fest, Grand Junction, CO, 15, 30, 40-mile MTB races, & 2 days of live music in downtown Grand Junction, Grand Junction Sports Commission, 970-639-1387, info@grandjunctionsports.org, [grandjunctionsports.org](https://www.grandjunctionsports.org), [gridesandvibes.com](https://www.gridesandvibes.com)

May 9, 2026 — Sarlacc Attack 50K, Fruita, CO, Combines The Edge and Sarlacc trails to make up an epic adventure. You'll ride on the edge of cliffs and your limits. World class singletrack, uphill grinds, and flowy descents are abundant on the Edge Loop. The Sarlacc trail section is some of the most fun singletrack on the course and riders will be there on the season's opening week. Also, there is a 13.8-mile course with nearly 1,000 feet of climbing that combines Chutes and Ladders, Frontside, and Western Zipply trails. It's great for beginners and sprinters alike, offering flowy ferrail, short climbs, quick descents, and breathtaking views of the surrounding mesas and buttes. This race is part of the Adventure Fest at 18 Road, Reid Delman, 303-249-1112, reid.delman@geminiladventures.com, Kyla Claudell, 303-249-1112, kyla@geminiladventures.com, [geminiladventures.com](https://www.geminiladventures.com)

May 9, 2026 — 12 Hours of Mesa Verde, Cortez, CO, Race course is 16.4 miles of Phil's World singletrack and stages from the Montezuma County Fairgrounds, fundraiser for local non-profits. 12 Hours of Mesa Verde info@12hoursofmesaverde.com, 12hoursofmesaverde.com

May 9, 2026 — Broken Record 3 & 6 Hour MTB Challenge, Caliente, NV, held at Kershaw-Ryan State Park, 6.75 mile circuit will be held on the single-track mountain bike trail system at the top of Kershaw Canyon., Stephanie Long, fastegualsfun@gmail.com, [rockyroadadventuresnv.com/broken-record-36-hr-mtb-challenge](https://www.rockyroadadventuresnv.com/broken-record-36-hr-mtb-challenge)

May 15-17, 2026 — NW Cup Downhill Series (Dry Hill #2), Northwest Cup Downhill Series, Port Angeles, WA, Downhill race. Held at Silver Mountain Bike Park. Friday will be open practice. Saturday will be split practice by category. Pro/Junior/X seeding Saturday evening. Sunday racing all categories, Scott Tucker, 360-797-4288, scott@nwcup.com, [nwcup.com](https://www.nwcup.com)

May 16, 2026 — Pocatello Pedal Fest, Pocatello, ID, Cross Country Races. Beginner, Sport, Expert & Open Classes (12, 17, 27 miles). Awards, prizes, raffle, music, food & fun. Alex Phipps, 208-841-4120, alex01phipps@gmail.com, [twistedturtleracing.com](https://www.twistedturtleracing.com)

May 16, 2026 — Royal Gorge Six and Twelve Hour MTB Races, Canon City, CO, Six and Twelve Hour MTB Races, Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, [ziarides.com](https://www.ziarides.com)

May 16, 2026 — Unravel the Scratchgravel, XC, Helena, MT, Muddy Dog, muddydogg-sports@gmail.com, [runsingup.com/Race/MT/UnravelTheScratchgravelXC](https://www.runsingup.com/Race/MT/UnravelTheScratchgravelXC), [montanacyclinglab.org](https://www.montanacyclinglab.org)

May 22-24, 2026 — Iron Horse Bicycle Classic, Durango, CO, 53rd Annual, Road Race and Tour from Durango to Silverton - Saturday and are a 50 mile ride from Durango to Silverton. Take off with the train, traveling over two 10,000ft mountain passes enroute to the historical mining town of Silverton. Sunday - Kids Race and Kids Village, Mountain Bike Race, Gravel Race and vendors., William Glenn, 970-259-4621, director@ironhorsebicycleclassic.com, [ironhorsebicycleclassic.com](https://www.ironhorsebicycleclassic.com)

May 23-24, 2026 — The Original Growler, Gunnison, CO, The challenging singletack is on one of the finest trails Colorado has to offer., Gunnison Trails, info@gunnisontrails.org, [originalgrowler.com](https://www.originalgrowler.com), [gunnisontrails.org](https://www.gunnisontrails.org)

May 24, 2026 — California Dirt MTB Series Race 1, California Dirt MTB Series, Nevada City, CA, Hoof Loop, XC race, Jet Lowe, yboncfdn@gmail.com, [ybonc.org/dirt-classic](https://www.ybonc.org/dirt-classic)

May 24, 2026 — Sisters Stampede, Oregon XC Series, Sisters, OR, The iconic Memorial Weekend MTB race—fast, fun high-desert singletack under the Three Sisters. Sells out January annually, Mike Ripley, 541-225-7946, mike@mudslingerevents.com, [mudslinger-events.com/sisters-stampede](https://www.mudslinger-events.com/sisters-stampede)

May 30, 2026 — Sunrise to Sunset, Castle Rock, CO, Looking for a 12-hour endurance trail race that is equal parts challenging and fun? Elephant Rock's Sunrise to Sunset is just that. Kickback with your friends and ride the flowy track of Philip S. Miller Park this summer. Register as an individual or form a team, Dave Muscianisi, 303-817-6523, dave@rattleracing.com, [rattleracing.com](https://www.rattleracing.com)

May 30, 2026 — Wente 8-Hour MTB, Willits, CA, The funnest 8-hour mountain bike race you'll ever do. 3 days of venue access including a private lake for swimming and boating. 8 Miles, 1,745' of climbing and bermy-berms for days. NOTE: Wente is on a private boy scout reservation. It is closed to the public on all days of the year except during race weekend. No trespassing!, Erica Gorden, 707-800-3020, info@bikemonkey.net, [wente.com](https://www.wente.com)

May 30, 2026 — Homesteader 6 hr, MT Off-Road Cup, Missoula, MT, Shaun Radley, 406-219-1318, montanacyclocross@gmail.com, [montanacyclocross.com/events/](https://www.montanacyclocross.com/events/), [theyclinghouse.com](https://www.theyclinghouse.com)

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@vvt.org, [mountaingames.com](https://www.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](https://www.nationalevents@usacycling.org), [usacycling.org](https://www.usacycling.org)

June 6, 2026 — Marin Off Road, Rodeo Beach, CA, 10, 20, 36 mile options, mtb or gravel bike, singletack plus fireroads in the Headlands of Marin County., Nathan Powell, 916-899-3471, calbearadventure@gmail.com, [bearaceevents.com](https://www.bearaceevents.com)

June 7, 2026 — California Dirt MTB Series Race 2, California Dirt MTB Series, Grass Valley, CA, TDS Ranch, Saturday Pre-Ride XC, Sunday XC Race, Jet Lowe, yboncfdn@gmail.com, [ybonc.org/dirt-classic](https://www.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](https://www.leadvillraceeseries.com)

June 12-13, 2026 — Otter Creek MTB Race, Harmon Lake, ND, the Otter 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](https://www.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, krobg@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](https://www.twistedturtleracing.com)

June 13, 2026 — The Hundo, Buffalo Creek, CO, The HUNDO is 100km with 10,000 vertical feet, the HUNDIO 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](https://www.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](https://www.twistedturtleracing.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, utcritseries@gmail.com, [utahcritseries.com](https://www.utahcritseries.com)

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

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

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

Utah Road Race Series — Utah Crit Series, Salt Lake City, UT, Fridays, Marek Shon, 801-209-2479, utcritseries@gmail.com, [race2wheels.com](https://www.race2wheels.com)

April 4-May 26, 2026 — Utah Crit League, UCA Series, Various, UT, Tuesday night criteriums, Dirk Cowley, 801-699-5126, dcowley@RaceDayEventSoftware.com, [utahcritleague.com](https://www.utahcritleague.com)

April 30-May 28, 2026 — Utah Time Trial League, UCA Series, Various, UT, Thursday night time trials: 4/30, 5/14, 5/28, Dirk Cowley, 801-699-5126, dcowley@RaceDayEventSoftware.com, [utahcyclingevents.com](https://www.utahcyclingevents.com), [utahcritleague.com](https://www.utahcritleague.com)

Utah Road Racing

May 10, 2026 — Prison Break Circuit Race No. 3 p/b Peak State Fit & Cycle Cafe, UCA Series, Salt Lake City, UT, Held on the Frontage Road by the International Center, Dirk Cowley, 801-699-5126, dcowley@RaceDayEventSoftware.com, [utahcyclingevents.com](https://www.utahcyclingevents.com)

May 16, 2026 — Wavetronix Springs Classic, Springville, UT, 8 AM. This is a perfect early season ride with relatively flat 24.3- and 57.5-mile options. The course winds its way from Springville through Palmyra, West Mountain, and Benjamin before finishing back in Springville, Marci Mahana, marci.mahana@wavetronix.com, [brooksee.raceentry.com/hobble-creek-classic/race-information](https://www.brooksee.raceentry.com/hobble-creek-classic/race-information)

May 16, 2026 — Richmond Road Race and Stampede, UCA Series, Richmond, UT, UCA Road Race Championship, Trevor Leavitt, trevor.leavitt@gmail.com, [bikereg.com/bearlake_loganraceclub.org](https://www.bikereg.com/bearlake_loganraceclub.org)

May 23, 2026 — East Canyon Echo Road Race, UCA Series, Echo, UT, 9:30 start. Scenic course. 40 and 60 mile events depending on category. With one uphill and one downhill, with few cars on the course. Begins at the town of Echo, goes through the town of Henefer, up HWY 65 to Hogsback, and turns around at the Summit/Morgan County Line. The course goes back through the town of Henefer and past the town of Echo. The course continues to Echo Canyon until reaching the turnaround sign, leading cyclists to the finish at the town of Echo, with snacks, drinks, music, and fun., James Zwick, 801-870-4578, sports@sports-am.com, [sports-am.com](https://www.sports-am.com)

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May 23, 2026 — Utah Hill Climb - Snowbird, Utah Hillclimb League, UCA Series, Snowbird, UT, State Championship, Dirk Cowley, 801-699-5126, dcowley@RaceDayEventSoftware.com, [utahcyclingevents.com](https://www.utahcyclingevents.com)

May 25, 2026 — Hashkëniini Bike Race, Tour de Rez Cup, Navajo Mountain, UT, 50-mile road race, 10-mile road ride Navajo Mountain community near Eéhanli (Pioneer Day) rodeo grounds, Tom Riggenbach, 928-429-0345, chuskaman@yahoo.com, [navajoyes.org](https://www.navajoyes.org), [runsgroup.com/Race/UT/NavajoMountain/HashkninBikeRace](https://www.runsgroup.com/Race/UT/NavajoMountain/HashkninBikeRace)

May 30, 2026 — West Mountain Road Race, UCA Series, Spanish Fork, UT, Starts at Lincoln Beach, Troy Huebner, 801-427-0852, troy.huebner@teadrones.com, [bikereg.com/west-mountain-road-race-2026](https://www.bikereg.com/west-mountain-road-race-2026)

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 off 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](https://www.utahcycling-events.com)

August 14-16 — 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, bregane@saltlakecriterium.com, [saltlakecriterium.com](https://www.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, [aspenccyclingclub.org](https://www.aspenccyclingclub.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, obccwebdesign@yahoo.com, [idahobikeracing.org](https://www.idahobikeracing.org)

Regional Road Racing

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

CA and Beyond

May 7-10, 2026 — USA Cycling Collegiate Road National Championships, Madison, WI, USAC Events, 719-434-4200, nationalevents@usacycling.org, [usacycling.org](https://www.usacycling.org)

May 9, 2026 — Capitol City Crit, Bismarck, ND, The Capitol City Crit returns to the North Dakota State Capitol on Saturday, May 9th, 2026. With A and B Categories - we have a race for every level, Melissa Marquardt, 701-221-9833, melissa@701cycleandsport.com, [701cycleandsport.com](https://www.701cycleandsport.com)

May 14-19, 2026 — Tour de Bloom Stage Race, Wenatchee, WA, Pro and Amateur categories, 6 stages. Includes one of the only two UCI 2.2 Women's races in North America, Ace Bollinger, 509-679-5003, acebollinger@nwl.net, [tourdebloom.com](https://www.tourdebloom.com), [wenatcheevalleyvelo.com/current-event/tour-de-bloom/](https://www.wenatcheevalleyvelo.com/current-event/tour-de-bloom/)

May 16, 2026 — Ride for the Pass, Aspen, CO, 32nd Annual. A timed or recreational road ride starting at 10:30am five miles east of Aspen climbing 2,200' up Independence Pass to the ghost town, Mark Fuller, 970-963-

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4959, 970-618-5086, fulcon@comcast.net, Karin Teague, 970-274-9690, 970-379-1222, director@independencepass.org, independencepass.org

May 16-17, 2026 — Boulder Omnium, Boulder, CO, 3-Day Omnium featuring IT, Crit, and RR, Jamestown Time Trial, Louisville Criterium, Morgul Road Race, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.co

May 22-24, 2026 — Iron Horse Bicycle Classic, Durango, CO, 53rd Annual, Road Race and Tour from Durango to Silverton - Saturday and are a 50-mile ride from Durango to Silverton. Take off with the train, traveling over two 10,000 ft mountain passes enroute to the historical mining town of Silverton. Sunday - Kids Race and Kids Village, Mountain Bike Race, Gravel Race and vendors., William Glenn, 970-259-4621, director@ironhorsebicycleclassic.com, ironhorsebicycleclassic.com

May 24, 2026 — Wards Ferry Road Race, CANCELED, VeloPromo, Sonora, CA, Robert Leibold, 209-604-1354, velopro1@gmail.com, velopromo.com

May 30, 2026 — Regalado Road Race, VeloPromo, Foothill Omnium, Oakdale, CA, Robert Leibold, 209-604-1354, velopro1@gmail.com, velopromo.com

May 30-31, 2026 — Treasure Valley Omnium, Boise, ID, 2 days, 3 state championship races: Saturday: Time Trial: Swan Falls Road, Criterium: Rocky Mountain High School, Meridian, Sunday: Road Race: Gem Orchards, Emmett, All three stages are official Idaho State Championship events, John Rogers, 208-284-9671, obccweb@de-sign@yahoo.com, Southwest Idaho Cycling Association, 208-284-9671, info@treasurevalleyomnium.com, idahobikeracing.org, treasurevalleyomnium.com

May 31, 2026 — Copper Valley Road Race, VeloPromo, Foothill Omnium, Copperopolis, CA, 42nd Copperopolis Road Race, Milton, CA, the Paris-Roubaix of California. 21 mile loops (105 miles for 1/2/Pro riders) in the foothills of the Sierra Nevada, featuring quiet country and roads that can be best described as mostly patches and some pavement., Robert Leibold, 209-604-1354, velopro1@gmail.com, velopromo.com

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, ddressman@vfvf.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 Pikes Peak Apex features exhilarating, exceptionally crafted routes through dirt roads, jeep trails, and the amazing alpine singletrack that is quintessential Pikes Peak. The terrain will be challenging, but not overly technical. This Rocky Mountain trail experience through the aspens in Colorado's backcountry will draw not only professional riders, but also amateur cyclists looking for a bucket list endurance experience., Cycling, 719-634-7333, info@thesportscorp.org, Jeff Mosher, 719-634-7333 Ext 1005, jeff@thesportscorp.org, pikespeakapex.com, coloradospringssports.org

June 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 26-28 — 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@nwi.net, Brian Cimmiyotti, 509-374-8424, scottscycleandsports@gmail.com, bakercitycyclingclassic.com

Utah Road Touring and Gran Fondos

May 16, 2026 — Golden Spoke, Utah Bike Month, Wasatch Front, UT, Join the annual Golden Spoke Ride, a cycling event that spans Utah's safe, connected, multi-use trail network across the Wasatch Front from Ogden to Provo. Routes range from 1 to 50 miles or more—for beginners to experts. Explore, learn, enjoy, and develop skills, in a safe, family-friendly environment. This free event includes two simultaneous group bike rides, one begins in Roy and travels south, while a second begins in Provo and travels

north. This year's northern ride will highlight the recently completed West Davis Corridor Trail. Both rides will converge in the center of the trail network at Tracy Aviary's Nature Center at Pia Okwal, located along the Jordan River Trail in South Salt Lake. There will be an end of ride celebration, including food, music, and post ride activities at the Nature Center. Participants can receive complimentary transit passes from UTA to help them get to and from the event along with lots of other goodies from our partners and sponsors. This is a great way to experience our growing network of trails along the Wasatch Front. Registration is required for Perks, and availability may be limited on a first come, first served registration basis, Caroline Johnston, caroline@jordanriver-commission.gov, goldenspoke.net

May 23, 2026 — Echo Lively Ride, Echo, UT, Start: 10:25. Scenic course, 40 and 60 mile options. With one uphill and one downhill, with few cars on the course, Begins at the town of Echo, goes through the town of Henefer, up HWY 65 to Hogsback, and turns around at the Summit/Morgan County Line. The course goes back through the town of Henefer and past the town of Echo. The course continues to Echo Canyon until reaching the turnaround sign, leading cyclists to the finish at the town of Echo, with snacks, drinks, music, and fun., James Zwick, 801-870-4578, spots@sports-am.com, sports-am.com

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, huntsmansportsfest.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@cyclingaguests.com, granfondo-nationalseries.com/gran-fondo-utah

June 27 — 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 — 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 15 — Utah CF Cycle For Life, Henefer, UT, One of the best-supported charity rides in the region, the 15th Annual Utah CF Cycle for Life offers a fun, safe, and impactful day on the bike. The scenic 100-mile route features stunning canyon views, stretches of the historic Pony Express route, and Chalk Creek toward the Wyoming border, with well-stocked rest stops every 10-12 miles. Riders can choose from multiple distances (10, 25, 40, 55, 75, or 100 miles), all sharing sections of the 100-mile route. No matter the distance, you'll ride alongside a passionate community pedaling toward a cure for cystic fibrosis—then celebrate at the finish line with a catered lunch, Laura Hadley, 801-532-2335, 801-558-8310, lhadley@cff.org, Katie Crump, 801-532-2335, 801-364-0237, jmckee@cff.org, fundraise.cff.org/utahcycleforlife2026

August 15 — Ultimate Challenge, Salt Lake City, UT, In homage to the Tour of Utah days, riders leave early and attempt to ride 100 or 50 miles from downtown SLC over Emigration Canyon and Big Mountain to loop Morgan Valley and get back to the SLCrit venue before the pros race. It will be an epic day full of adventure with a stellar after party for all to enjoy while spectating the races!, Breanne Harward, breanne@saltlakecriterium.com, saltlakecriterium.com

Regional Road Touring and Gran Fondos ID, WY, MT, NV, AZ, NM, CO, MT, OR, WA, CA and Beyond

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 Laskey, 508-561-7580, lauren@lizardheadcycling.com, lizardheadcyclingguides.com

May 9, 2026 — Inland Empire Century, Kennewick, WA, Routes showcase the Columbia and Yakima rivers through parks and over bridges. Ride options are from an easy 25 miles to challenging 50, 75 or 100 mile tours. All routes showcase the scenic beauty of the lower Columbia River and Yakima valleys with their vineyards, wheat fields, and fruit orchards., Mitch Cunningham, info@inlandempirecentury.org, ciklwans.org/inland-empire-century

May 16, 2026 — Cycle for Independence, Boise, ID, Fundraiser for the Treasure Valley Chapter of the National Federation of the Blind, 10, 25, and metric century (62.5 miles), individual and team rides, routes begin in northwest Boise, supported ride. After ride burgers with all the fixings combined with socializing, music, festivities and prizes, Ramona Walhof, 208-336-5333, cyclistforindependence@gmail.com, Allan Schneider, 208-870-4831, aaschneider@hotmail.com, cyclistforindependence.org

May 16-17, 2026 — Santa Fe Century and Gran Fondo, Santa Fe, NM, 40th Edition of our weekend-long celebration, featuring Gravel and Road events on challenging courses that showcase Santa Fe's extraordinary cycling community! Sunday Ride/Distance options of Century (106 mile tour), the Gran Fondo (106 mile timed ride), the Half-Century (54 mile tour), Medio Fondo (54 mile timed ride), or a 20 mile route, Saturday Gravel Ride/Distance options of Gravelon (55 mile), or the Gravelito (25 mile) on Rowe Mesa, Santa Fe Century, 505-490-6387, ride@santafecentury.com, santafecentury.com

May 16, 2026 — Tour de Victory, Lafayette, CO, Tour de Victory, the legacy of our late friend Tom Palizzi, takes place in our own backyard and over the beautiful rolling hills of Boulder County. Select your preferred route (100k, 50k, or 20k) and ride any bike you like: road bikes, e-bikes, recumbents, trikes, and more are all welcome! Or NEW this year, join our Pedal in Place ride inside where a stationary bike route option will be available at the YMCA!, Davis Phinney Foundation, 866.358.0285, contact@dpf.org, davisphinneyfoundation.org/event/four-de-victory

May 16, 2026 — Oregon Gran Fondo, Oregon Triple Crown Series, Cottage Grove, OR, A premier 100 or 70-mile Gran Fondo, all-road challenge through Cottage Grove's western forests, vineyards, and historic landscapes, Mike Ripley, 541-225-7946, mike@mudslingerevents.com, mudslingerevents.com/oregon-gran-fondo

May 16, 2026 — Tour Delle Vigne, Lodi, CA, 30k, 60k and 100k course options through the beautiful Lodi Wine Appellation that is found in and around Lodi, California. The Appellation is a federally designated American Viticulture Area recognized for the distinctive quality of its wines., Lodi Sunrise Rotary Club, TourDelleVigne.com

May 17, 2026 — Strawberry Fields Forever, VeloPromo, Watsonville, CA, 30,60, and 100 mile touring loops of beautiful Santa Cruz and Monterey Counties, CA. Sponsored by Cyclists for Cultural Exchange, and includes rest stops, support, full dinner (including strawberries and fresh cream!) at the finish., Robert Leibold, 209-604-1354, velopro1@gmail.com, strawberryfields.org, velopromo.com

May 23, 2026 — Heartbreak Century, King of the Mountains Century Challenge, Frazier Park, CA, 100 mile timed fun-ride on the roads less traveled in the Los Padres National Forest, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

May 23-24, 2026 — The Art of Survival Century, Malin, OR, Road rides Saturday - 14, 38, 62.5 mile options, gravel rides Sunday - 13, 54, 74 mile options, Linda Woodley, aoscentury@gmail.com, survivalcentury.com

May 30, 2026 — Tour de Lava, Lava Hot Springs, ID, Distance 16, 32 and 55 miles, Fundraiser for Bike 4 Focus, Cody Nelson, 208-232-8996, cody@barriessports.com, barriessports.com/articles/events-pg180.htm

May 30, 2026 — Eastern Sierra Double Century, California Triple Crown, Bishop, CA, 200 mile ride including Mammoth and June Lakes, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

May 30-31, 2026 — Bike MS: Los Angeles Coastal Challenge, Bike MS, Ventura, CA, Choose your start line and build your own adventure. Start in Ventura for an easy 30 miles along the river path or Santa Monica for breathtaking 62 miles along PCH or take the challenge and do 105 miles for a combo of mountain and coastal riding. Everyone will come together for the finish line and party at the San Buenaventura State Beach Park to celebrate with food, drinks, music and fun! Overnight in Ventura then enjoy the beauty of Ventura County's coastline and the hills and lakes of Ojai., Erika Barnum, 303-698-6127, 855-372-1331, erika.barnum@nmss.org, JJ Hoffman, 323-839-6414, janette.hoffman@nmss.org, bikemslosangeles.org

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@mudslingerevents.com, mudslingerevents.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, girodisaniego.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 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 — 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, spinderellaride.com

August 8 — 4 Peaks Gran Fondo, Pocatello, ID, One Day: 82 miles, Four Peaks: 7800ft total elevation gain. Climb the 4 peaks of the (beautiful) Portneuf Valley; Crystal, Scout Mountain, Pebble Creek, Buckskin (showcasing the amazing riding and hill climbs in the Pocatello and Inkom area). The hill climb portions are timed with timing chips. Downhill portions are not timed. Cumulative climb times will be combined to determine rank. Food stations at the top of each one of the 4 peaks and a catered lunch is provided at the end of ride!, Cody Nelson, 208-232-8996, cody@barriessports.com, 4 Peaks Gran Fondo, info@4pgf.com, 4pgf.com



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Saturday, June 21, 2025

Pocatello, ID

FULLY supported ladies-only ride
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Classics Cycling Trivia Answers (from page 19)

A1. At first glance, most of us would assume the answer is Eddy Merckx. In 1972, he won Milan-San Remo, Liège-Bastogne-Liège, and Il Lombardia. He also finished fifth in both Flanders and Roubaix—an extraordinary performance. However, Tadej Poga ar has actually come even closer. In 2025, he won Flanders, Liège, and Lombardia, finished third in San Remo, and took second in his debut Paris-Roubaix.

A2. Only three riders have done it, and it happened four times. The first was the great Alfredo Binda of Italy in 1931. Then came Eddy Merckx, who achieved it twice: first in 1972 and again in 1975. Between Merckx's two victories, Felice Gimondi accomplished the feat in 1974.

A3. Just two—so far. The first is the Tour of Flanders, which Adri van der Poel won in 1986 and Mathieu van der Poel claimed in 2020, 2022, and 2024. The second is the Amstel Gold Race, which Adri won in 1990 and Mathieu won in 2019. Adri also won Liège-Bastogne-Liège in 1988, but Mathieu has not yet added that race to his palmarès—it may simply be a bridge too far. On the other hand, Mathieu has won both Milan-San Remo and Paris-Roubaix, races his father never conquered.

A4. It has happened only twice before, both times at Belgium's Flèche Wallonne, which places Lorena Wiebes in very elite company. Her compatriot Anna van der Breggen won Flèche Wallonne an astonishing seven consecutive times from 2015 through 2021—an all-time record for any Classic, men's or women's. Before that, another Dutch superstar, Marianne Vos, won Flèche Wallonne three straight times from 2007 to 2009. On the men's side, where these races have existed much longer, it has happened eleven times—but that is a story for a future column.

A5. Lotte Kopecky has won everything except Liège-Bastogne-Liège. She claimed Milan-San Remo this spring, won the Tour of Flanders three times (2022, 2023, and 2025), Paris-Roubaix in 2024, and Strade Bianche in 2022 and 2024. Given her performances in the Tour de France when she is at her best, a victory at Liège is not impossible. In fact, she finished fifth at La Doyenne in 2025.

-Dave Campbell

USDA Finalizes Rule Suspending Environmental Reviews for Bike Trail Projects

Building bike trails, giving guided tours, and conducting biking events in National Forests has become easier — but the land and wildlife may pay the cost. The U.S. Department of Agriculture (USDA), as part of the Trump Administration's effort to cut red tape and weaken environmental protections, finalized a rule that suspends environmental reviews of many projects, including building, repairing, or altering bike trails. USDA changed the rule last July on an interim basis and finalized it in

April, clarifying some matters.

The National Environmental Protection Act requires an environmental assessment before construction projects and recreational activity permits. USDA says it is responding to changes in the law and complying with court orders.

Note: the new rules do not apply in areas where mountain biking is banned. Details at <https://www.govinfo.gov/content/pkg/FR-2026-04-03/html/2026-06537.htm>.

-Charles Pekow

Denmark Study Calls for More Research on Bicycle Node Networks

Bicycle node networks haven't caught on in the United States, but these countrywide or regional sign systems for guiding recreational riders have proven useful in promoting culture, tourism, and economies across Europe. They take a lot of work to construct, and a study of a Danish network finds that researchers have documented little about their effectiveness.

Quality Assessment of a Country-Wide Bicycle Node Network with Loop Census Analysis (<https://zenodo.org/records/19390586>)

calls for more study. Some networks lead to destinations such as parks, scenic overlooks, or railroad stations. Long-range cyclists found the networks more useful than short-range riders, who generally needed an e-bike to take advantage of them. The authors conclude that researchers need to examine factors such as how cyclists reach the network, where to place e-bike charging stations, and traffic safety.

-Charles Pekow

BICYCLE ART

Bicycle Blues - The Bicycle Art of Mohd Bilbeisi (RIGHT —>)

Name of artist: Mohd Bilbeisi

About the artist: Moh'd Bilbeisi is widely regarded as one of the most imaginative and technically masterful watercolorists working today—especially in the realm of architectural and narrative illustration. His work blends atmospheric storytelling with rigorous draftsmanship, making him a singular figure in both the watercolor and architectural visualization worlds

Title of piece: Bicycle Blues

About the piece: A fleeting study of motion and memory, this watercolor distills the essence of a bicycle into gesture and atmosphere. Loose, calligraphic lines suggest structure while dissolving into abstraction, as

washes of blue cascade like passing time or wind. Subtle accents of red and ochre punctuate the composition, hinting at life within the stillness. The work balances precision and spontaneity, inviting the viewer to complete the form in their own imagination—where movement lingers just beyond the page.

Medium and size: 9 in x 12 in watercolor pigment on watercolor paper.

Artist's statement: My compositions invite contemplation rather than conclusion. They resist singular readings, offering instead a layered experience where the viewer navigates between the seen and the felt, the material and the metaphysical. Each work becomes a site of encounter—between past and pres-

ent, self and other, certainty and ambiguity.

In this way, my paintings do not merely depict cultural or spiritual themes; they enact them. They become spaces where meaning is not delivered, but discovered—where belief is not illustrated, but questioned, refracted, and reimagined as THINGS through the fluid language of watercolor.

Where can people find or buy your art: Please contact me directly through my email, website, or gallery: Art Ventures, Bentonville, Arkansas.

Website and social media for your art: mohdbilbeisiart.com, Facebook: facebook.com/moh.d.bilbeisi, Instagram: @mohd_bilbeisi

IRS Exempts Bike Couriers and Taxi Drivers from Taxes on Tips

Earn income as a bicycle courier or bike taxi driver? If your clients pay you anything above the agreed-upon fee, you won't have to pay taxes on the difference. The Internal Revenue Service (IRS) issued final rules governing the no-taxes-on-tips legislation, which includes these categories of workers among those qualifying for the income exemption. The IRS limited the exemptions to occupations that traditionally receive tips, preventing people from reclassifying ordinary income as tips — you don't tip your doctors, lawyers, or accountants.

A tip qualifies as tax-free if given voluntarily — a

mandated service charge doesn't count. Business owners and the self-employed don't qualify. The income is only tax-free if the business and employee comply with all applicable laws, including licensing.

Customers can leave a qualifying tip by cash, credit or debit card, check, or even casino chips. But if a customer leaves you anything not readily converted to cash — tickets, services, free meals — you owe tax on the value.

Details at <https://www.govinfo.gov/content/pkg/FR-2026-04-13/html/2026-07104.htm>.

-Charles Pekow

New Bills Would Earmark Federal Transportation Funds for Active Transportation

New legislation would earmark at least five percent of two federal transportation grant programs for "active transportation," including planning and building bicycle infrastructure. Rep. Jared Huffman (D-CA) introduced the Active Transportation for Public Lands Act (H.R. 8514), which the Committee on Transportation and Infrastructure is now considering (<https://www.congress.gov/bills/119th/congress/house-bill/8514?hl=hr8514&s=1&r=1>).

The provision would apply to

the Federal Lands Transportation Program, which provides \$456 million in FY26 for transportation programs within and leading to national parks, national forests, and national wildlife refuges (<https://highways.dot.gov/federal-lands/transportation>), as well as the Federal Lands Access Program (<https://highways.dot.gov/federal-lands/flap>), which funds recreational transportation projects.

Huffman, along with fellow Democrats Chris Pappas (NH) and Mike Quigley (IL), also introduced the Active Transportation

Infrastructure Investment Program Reauthorization and Improvement Act (H.R. 8565), which would authorize \$250 million a year through FY31 to "build connected active-transportation routes including trails, sidewalks, and bikeways that support the health and economic growth of our communities," according to a statement from Pappas' office (<https://pappas.house.gov/media/press-releases/pappas-huffman-quigley-introduce-legislation-to-improve-active-transportation-systems>).

-Charles Pekow

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