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IN THIS ISSUE

- 2020 EVENT CALENDARS!!
- MTB SKILLS CAMP
- WINTER BIKE COMMUTING
- A BIKE TOUR TO MESA, AZ
- DRIFT FAT BIKE RACE PREVIEW
- SANTA FE MOUNTAIN FESTIVAL
- CLEAN CYCLING
- PLAN YOUR YEAR OF TRAINING
- TRAVELS WITH MARTY
- WINTER READING LIST
- BICYCLE ART

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COMMUTER COLUMN

Tips for Winter Bike Commuting



Lou ready for his winter bike commute. Note the Power Straps and flat pedals. Lou rides with a nice North Face waterproof, windproof jacket. Photo courtesy Lou Melini

By Lou Melini

Commuting to work from early November to late February has unique challenges. Shortened daylight hours, cold temperatures,

precipitation in the form of snow along with packed snow or ice on the roads are the primary reasons that most bicycle commuters find alternative transportation during this time period. As I discussed in a commuter column a couple of years ago,



Good lights are a must for winter commuting. Photo by Lou Melini

having the proper attitude will help make winter commutes successful. Every destination of a commute by bike has unique circumstances so that each of us may have to be creative and individualize how we get through the winter. Tires, clothing for warmth and lights are the 3 main changes one will make to transition from summer commuting.

Tires: I use the same bike for my year-round commuting. It has fenders, lights, and a mirror as standard accessories. What I do different to the bike is change to larger width tires. I move from summer to spring/fall tires and then starting with the first snowfall I put on my winter tires, the widest that will fit my frame. The tires that I have used for the past 2 seasons are 2.35 inches wide and I plan to squeeze in 2.4-inch tires soon. The tires have sidewalls that are stiff so that I can ride at 20 psi without pinch flatting. There is considerable tread for biting into snow, a frequent need for the trail I ride to my volunteer job.

Before I retired, the tires I used were 2.1 inches and the need for deep treads was less unless a snowstorm hit prior to leaving my house. I had a "fat-tire" Surly Pugsley for a couple of seasons that would take me to work and home in any wintry road condition, including patches of ice. The tire pressure was 9-10 psi on that bike.

I am habituated to what I have been using for winter riding. There are other options for tires that I have not used aside from the wide tires with tubes. Commuters that use stud-

ded tires have expressed satisfaction with them. If I had snow packed roads to navigate on a daily basis I would probably switch to them. Another option that I also have not used is large volume tubeless tires for commuting. One can have low pressure for better traction and less worry about a pinch flat.

Accessories: Fenders, lights and mirrors are standard equipment for me. Due to my age and age related stiffness, I consider having a mirror a necessity. I still need to turn to look behind but the mirror helps give me an idea of traffic. During a snowstorm I am really focused on the road in front of me to pick the best line, with occasional glances in the mirror to see what is coming up behind me. Having a "Plan B" for those days may be a smarter choice but I have managed without incident.

Fenders are great when the temperature is "warm" enough for the snow to be slush. Cold, muddy slush is miserable even with a waterproof rain jacket and pants. If you do not have fenders, you will find out if your rain gear needs replacing or you wished you went with the better quality gear.

Clothing: After I retired, I replaced my Speedplay Frog pedals, cleated mountain bike shoes and over-booties for hiking shoes and flat pedals with Power-Grips brand straps. The change was more practical for my current situation. When the weather is very cold and/or wet I use a waterproof sock over a liner sock. I have a short gaiter that I put on my low-top hiking shoe. I carry a backup pair of socks and plastic bags in my panniers as "emergency" supplies. This combination works well in all sorts of weather.

There is a saying that "As one

gets old, you will be cold". I find that I am wearing an extra layer for my commutes compared to 8 years ago when I turned 60. I wear a wind or rain jacket nearly everyday when the temperature drops below 40. Rain pants for the downhill portion of my commute is standard clothing, especially in the mornings and of course in slushy or snowy conditions. The number of layers that I wear is sometimes laughable. I only purchase jackets with hoods as the hood provides extra warmth. I have a "one-size-fits-all" helmet so I can fit a warm hat and the hood under the helmet and sometime a "Buff" brand neck-gaiter. Pit zips and bright colors are features that I look for in a rain jacket that vary in cost. At best, you will have 5 years of solid performance from a jacket before you experience some leakage due to the water proof coating breaking down with longer use from a pricier jacket with multi-layers with Gore-Tex. I have used Marmot PreCip (non-cycling specific) jackets that worked well for several years acquiring one for as little as \$50.

I rarely have cold feet during my commutes but I have had a terrible time with my hands staying warm. My warmest combination (good to 5 below zero) has been a pair of Giro lobster-mitt style gloves rated to 15 degrees and Bar Mitts on my handlebars. The Giro gloves have been surprisingly true to the temperature rating for their slim profile. The Bar Mitts have been great to extend my commute by 20 degrees, though they are snug and hinder the operation of my shifting a bit on my flat bars. I have shoeboxes with gloves. Each box is marked for different temperature ratings. Gloves move from one box to another as the gloves become less warm with use and time. I have also found that due to wind, humidity, location, riding up or downhill and perhaps other factors, one 20 degree day is colder than another 20 degree day. For example, when I commuted to my job before retiring, I had to select gloves for Big Cottonwood Park (13th East and 45th South) as the temperature through and near this park was 10 or more degrees colder than my home (3300 East and 2900 South).

Lights: It has been 6 years since I last wrote about lights so without a lot of redundancy I will summarize what I said then which is still relevant today. Lights on a bike are like

Continued on page 8

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A photograph of two mountain bikers standing on a rocky ridge at sunset. The sky is filled with vibrant orange, red, and purple clouds. The bikers are silhouetted against the bright light of the setting sun. The foreground is a dark, textured rock face.

WHERE THE RIDING NEVER ENDS

In Southern Utah seasons tend to blur together—with warm autumn months followed by mild winters. Temperatures cool and peaks become snowcapped, but the trails stay rideable throughout the year.

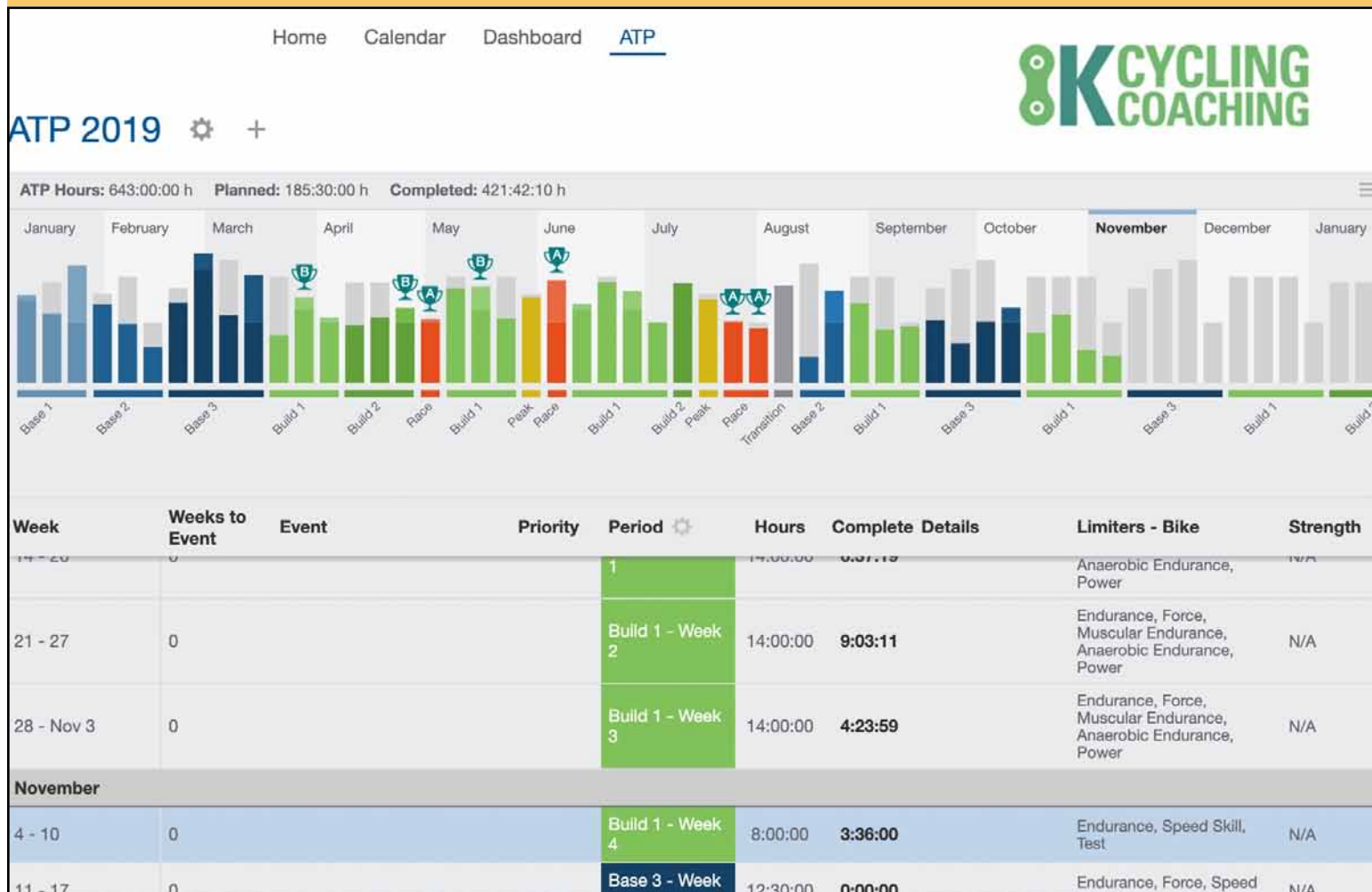
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Planning a Year of Racing and Training



An example annual training program. Image by Sarah Kaufmann

By Sarah Kaufmann

Winter is coming and many riders are hanging up their bikes. As your riding time comes down, it is a great time to start outlining and planning your next year of riding, training, and racing. What are the goal events or races you would like to target with your best fitness for next year? How can you map out a training plan to peak your fitness for these events?

You can start this process by picking one to three goal or 'A' priority events where you want to have your best fitness. (I know, we all want to have our best fitness for every event. I wish we could). Of those one to three events, make one of those the A+, super priority. These may be races, charity rides, destination vacations, or anything else. Whatever specific times during the season you want your best cycling fitness. From those A events, you will work back-

wards to time your best fitness to line up with your highest priority goals. Ideally, you will have about 24-28 weeks to develop your fitness. More time can be better but 24-28 weeks is great.

As you work backwards from your event, plan about 12 weeks for base building, or general aerobic conditioning. (Try to plan 16-20 weeks if you are new to endurance sports or a new rider). After a base building period, plan 12-16 weeks of more specific training to your event. This will generally include some higher intensity work and training that will more closely mimic the demands of your particular event. Even if your goal event is a longer endurance ride or race where you will maintain a more moderate pace, you still need the high intensity. There are always surges, climbs, pitches, etc. that will require you to lift your pace and have the ability to

recover. You develop the endurance first as you hold on to that fitness longer. With that solid aerobic fitness, you can begin to sprinkle the event specific fitness on top.

If you have other events you would like to target, prioritize them as 'B' or 'C'. These are events that will serve as training tools and tune-ups. You will not carry your best fitness into them and your training will not be targeted to their specific demands. But, for example, you may do a short taper before those events so you can get the highest quality training out of them. It will take some time to learn what amount of taper allows you to get a solid training effect without detraining (losing fitness) and how that relates to A, B, and C priority events. But in general you will reserve your highest quality tapers for A priority events where shedding fatigue becomes the high-

est priority, even if that leaves you a little detrained after the event.

Working backwards from your priority event, you can start your 12-20 weeks of base building with pretty unspecific training. Maybe that includes some endurance training off your bike - hiking, running, swimming, nordic skiing, etc. Especially in a winter climate, this is a great time to give your body and brain a break from cycling. Move in different planes, use different muscles and tendons, and put your body in different shapes. As you move through this base building period, your specificity will increase and you will spend more time on your bike. Expect to do a lot of tempo or sweet spot training during this phase (this is about a 6 or 7 out of 10 in your perceived effort or about 80-95% of your threshold power), as well as neuromuscular work,

developing the connection between your brain and your muscles. As you approach the end of this base building period, start to include some training at threshold and some higher intensity efforts around your VO2 max (about a 9 out of 10 PE or 110-120% of threshold power).

The next phase of training will include more intensity and, the closer you get to your goal event, the more your efforts in training should mimic those in your goal event(s). For example, a hilly century ride will include a lot of climbing intervals at tempo and some surges from tempo to prepare you to hold and chase wheels. Cyclocross training, by comparison, will have little overall volume of training but many repeated sprints with limited recovery.

As you get very close to your event, you will do a taper period to help you really sharpen for your goal. The duration and type of taper you do will depend on your specific event, what your training has looked like, what your fatigue levels are, and what you know about yourself with respect to event preparation. In general a taper looks like a reduction in volume of training with a maintenance in intensity of training. It usually lasts a few days to a couple of weeks. The goal is to shed fatigue while staying sharp, allowing you to hit your event with your best fitness, least fatigue, and overall highest achievable performance.

Sarah Kaufmann is the owner of K Cycling Coaching. She is an elite level XC and CX racer for the DNA Pro Cycling Team. She is based in Salt Lake City, UT and can be reached at sarah@kyclingcoaching.com or 413.522.3180.

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MTB Skills - Continued from page 3

initially to improve his own riding, and then to convey that to others. BetterRide alumni now include many top level downhill, enduro and XC racers. Gene is no slouch on a bike and can “walk the talk”, earning a stars and stripes jersey in the USA Cycling Downhill National Championships in Colorado this year. However his own ego and skills are kept well in check during his camps, and he does far more storytelling to illustrate a point than riding to showcase his own skills.

You’ll never do less riding in 3 days than on a skills camp with Gene, but you’ll never learn more either. Much of the time was spent in gravel and asphalt parking lots working through an understanding of a range of skills, seeing it demonstrated, and putting it into practice. These covered the sort of things you would expect: vision, balance, body position, braking, cornering, weight shifting. You might think you could find all of this on YouTube for no cost, and you can. But there is a huge difference between watching a skills video and having it explained in person, getting to practice it and receiving immediate feedback. There is really no comparison. Having attended this skills camp,



Gene Hamilton providing mountain bike skills instruction. Photo by John Shafer, photo-john.net

I can now watch a skills video on YouTube with an ability to observe, dissect and critique what is being said and demonstrated – and agree or disagree in the context of Gene’s instruction.

On the topic of skills, BetterRide does not offer a “basic” or “advanced” camp, and Gene will have novice as well as highly skilled athletes in the same camp. Many experienced riders may dismiss a skills camp on core skills, thinking “I’ve got this show me the advanced skills”. That would be a grave error of judgement. In Gene’s view there are very few advanced skills, there is instead the advanced application of core skills. Those on the podium at world cup events are all using the core skills Gene teaches. They just happen to have them extremely well practiced

and ingrained.

I went into the camp thinking I was good at some things, and poor at others, which was true – but perception and reality didn’t always line up. There were things I was doing well that I didn’t know I was doing well; things I thought I was doing well that I wasn’t, and areas that needed improvement – which was certainly confirmed. Like cornering. This is probably the most advanced skill in mountain biking because it is made up of so many smaller skills that have to blend together in perfect unison.

Also, changes in mountain bike frame geometry, suspension and the advent of dropper posts have changed the body position and techniques of riding compared to the survival skills needed to ride technical

terrain on a 26” hardtail with 80mm of upfront travel, a steep headtube angle and a seat inconveniently in the way of where your center of mass should be. As someone whose early MTB skill development was on just such a bike, a “software” upgrade was needed to go along with my hardware upgrades since the 90’s.

I finished the camp a far worse rider than when I started it. Yes, that’s right, worse! Old ways of doing things had been challenged and disrupted, and new and improved ways have yet to be neurologically cemented in place. As Gene correctly points out, the improvement comes later as a result of doing the homework – weeks and months of skills drills, preferably nowhere near a trail. To get to the ultimate flow state of unconscious competence, one has to work through the awkward phase of conscious incompetence and progress to conscious competence in a controlled environment, without the distractions of all the variable a trail throws at us.

On my first post camp skills drills session in a paved parking lot I felt completed uncoordinated and inept. “how’s this ever going to come together?” I thought. But in subsequent skills drills sessions in a flat grassy park, I started to experience glimmers of hope. I’m

not faster yet, but like committing to a training plan, it is unrealistic to expect immediate gains. The work has to be done first. The results will show up much later. By being both a smarter and more skilled rider I intend to be a safer and faster rider. I also should be able to transfer these skills across to my road and gravel riding, which is even more bang for the buck. Speaking of cost – the skills camp was far less than a new power meter, and I expect the rewards to be greater.

As an added bonus Gene and I had some good discussion about bike fit, and I came away with new perspectives and strategies to incorporate into my occupation as a bike fitter. We both aim to improve everyone’s riding experience, and offer different services for doing that.

If you are interested in improving your MTB skills, visit betterride.net for more information on upcoming camps, and a wealth of blog posts on how to ride better.

John Higgins is a professional bike fitter and purveyor of unique and boutique bicycles and fit-related components and accessories in Salt Lake City. More info on bikefitr.com

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Winter Commuting- Continued from page 4

lights on a car, why go without them! Lights have come down in price over the years. One cannot have too many lights! I still have my 400-lumen Tri-Newt that I purchased 15 years ago if I remember correctly. I've sent it back to NiteRider once for a damaged cable. I also have a 120-lumen Light and Motion light on my helmet that I keep in the flashing mode.

On the rear of my bike I have a Planet Bike Superflash light attached to my seatpost, a non-flashing Busch and Müller light attached to my rack and a flashing light on the back of my helmet that is part of the Light and Motion Vis-360 system. In total I paid about \$600 for all of these lights many years ago. Today I could get a similar output of lumens for less than \$250; and the newer model Planet Bike Superflash is charged through a USB port vs. batteries. (Note that part of the reason for 3 lights is that when I go shopping and overbuy, I have a grocery bag strapped to my rack obscuring the seat post light and occasionally the rack light.)

I put a Bontrager Flare RT light (\$60) on the back Julie's bike dur-

ing our ride across the U.S. in 2018. This light is super bright. I could see this light for 0.5 miles during the pre-dawn start our day across the Kansas.

Currently from Planet Bike, a Blaze 800 and a Superflash costs \$100. Light and Motion has a front (900 lumens) and rear combo listed at \$100 as well. NiteRider also has jumped into the \$100 light package with a 1000 lumen front light. Price should not be a reason for not having a light!

I have grown to like my helmet light, not only as a back up for my handlebar mounted light, but also for the flash mode that allows me to turn my head and direct a light at a car coming from the left or right. I do not have experience with hub-generated lights such as the Schmidt hub dynamo (SON hub) but those that have them have been happy.

Safety: The short answer to the question of safety is that winter riding is safe with reasonable care. If the potential of riding on snow or ice is of concern go to an empty parking lot after a snowstorm. Ride in a straight line, figure 8's, speed up and quickly slow down, and don't forget to practice braking. Know your commute route well. Ice may be present

on the north facing side of a street where there is a tree and shadows slowing the melting of ice. Riding on untracked snow will avoid slippery conditions. On the other hand, sometimes riding on the road is necessary, as cars may have cleared a path down to the road surface to ride on. Bus routes and roads near schools will be plowed first however these routes will have much more traffic. There is no shame in a plan B be it a car, bus or Trax, or a taxi.

Riding in cold and/or wet conditions can change the characteristics of your bike. I have read that cold temperatures will reduce tire traction. Also that latex found in most tubeless sealants doesn't cure as well even in temperatures in the low 40's though I haven't noticed this to be significant in my commuting and cyclocross racing. Sharp objects that could cause a puncture stay attached to tires longer when the tire surface is wet thus increasing your chance of a puncture. Anything that is not asphalt such as road paint, metal manhole covers, railroad tracks, etc. are much more slippery when wet so avoid leaning into them. And finally a light rain will create a slippery surface as it mixes with debris on the road surface (oil, dust, and such). A heavy rain usually washes



Panniers, rear lights, and fenders are helpful commuting accessories. Photo by Lou Melini
this stuff away.

Remember, your commute time will be a bit longer, as will the time it takes to get dressed at home and undressed at work. The more you ride in winter, the more skilled and comfortable you will be but don't

get overconfident. I will admit, there have been a few days over the past several decades when I've asked myself, "what the hell am I doing out here". I have not had a serious incident but I have fallen on ice twice. Have a happy commute!

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REVIEWS

Film Review – Any One of Us: Paul Basagoitia’s Recovery from SCI



By Steven Sheffield

From 2008 to 2014, Paul Basagoitia was one of the stars of the annual Red Bull Rampage, which takes place each October near Virgin, Utah. On October 16, 2015, after a devastating crash in practice, his life changed forever. HBO’s new documentary Any One of Us, much of which was filmed by Basagoitia himself, tells the story of the crash and Basagoitia’s road to recovery from a severe spinal cord injury which left him

paralyzed from the waist down.

The film, which premiered on HBO on October 29, 2019, opens with scenes of Basagoitia preparing for his practice runs, interspersed with snippets of a number of different people telling the stories of their own spinal cord injuries.

Some were athletes, like Basagoitia. Others were simply people going about their ordinary lives; a mother-to-be getting an epidural before delivering her baby, a woman injured in a scaffolding collapse at a party, another injured in a car accident, a guy playing basketball with his friends, a soldier, along with a number of others.

Basagoitia’s own injury came not after the back-flip over a canyon, not after the hip jump, or the gap jump. After landing a 40-foot cliff jump awkwardly, Basagoitia was riding it out when his pedal got caught in the branch of a bush on the side of the trail tossing him over a 5 foot ledge and onto his back, shattering his T12, the largest and lowest of the thoracic vertebrae.

From that day forward, Basagoitia’s life became about recovery, from initially having to insert a catheter into his urethra so that he could urinate, to being able to stand on his own, and ultimately to being able to walk again with the use of a cane. One of his biggest steps forward was the day that he was able to stand up and pee on his own, without a catheter.

Today, four years after the accident, Basagoitia still has problems walking without a cane, but is able to ride a bike again, albeit with electric pedal assist.

While the film is primarily about Basagoitia’s recovery, the interviews with all the other people really helps put a human face on people with spinal cord injuries; it’s not always about someone doing something stupid and a broken back or neck is the consequence. It can happen to anyone.

This year’s Red Bull Rampage took place on October 25, 2019 just outside Virgin, Utah.

Road Project May Impact Mountain Bike Area in St. George

A possible highway project through the Red Cliffs National Conservation Area may mean a shift in mountain biking routes. The Bureau of Land Management and Fish and Wildlife Service are preparing an Environmental Impact Statement on the Utah Department of Transportation’s proposed Northern

Corridor in Washington County. Since the road would go through area protected for the desert tortoise, the proposal involves setting other land aside for the species. The agencies plan a public scoping meeting Dec. 17 in St. George and are taking comments through Jan. 6. Details: <https://www.blm.gov/press-release/public-meeting-allows-questions-and-comments-northern-corridor-project>.

-Charles Pekow

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Iceland’s Rift Gravel Race Report



Beautiful scenery during The Rift gravel race in Iceland. Photo by Kordian Skwarczyk

The inaugural Rift Gravel race held on July 27, 2019 in Iceland was unworldly. Presented by Lauf Cycling and managed by Utah’s GRO Races, the event takes place on a remote 200 K gravel route. The course circles the active Volcano Hekla in the southern region of Iceland and incorporated 5 major rider crossings. The first year saw 265 registered participants, and 32 pro’s. The field was a mix of riders from the US, Europe and Iceland. This meant that many of the top athletes were racing unknown competition. The Pro men’s races was incredibly exciting to watch as the day played out. The field started out with nine riders, then soon became just four : Ted King (Cannondale) , Colin Strickland (Meteor, Giodana), Christian Meyer, and Ingvar Omarsson (Novator). However about halfway in Christian got a flat, and the others pulled away. The all turned up the heat knowing they all had the podium to battle for that top stop. Colin Strickland proved to have the power stores that day and eventually pulled ahead for the win. He beat second place Ted King by just over 1 minute.

The Women’s pro race was dominated by Alison Tetrick. Ali took the lead early, pacing herself with the 10 ten mens racers. She finished a full 20 minutes ahead of second place Maria Ogn, Gudmundottir. Both the men’s and women’s race saw a local Icelandic racer on the podium.

The Rift also has a second award, the Viking King and Queen. To be crowned you also must participate in a series of Viking games on Friday before the event. The combination of your score in the race and the games determines the king and queen. They are awarded the coveted Yellow Wool Jersey, hand knitted by Icelandic Grandmas. This year the Matt Acker was crowned King and Alison Tetrick queen.

The cap is 500 participants for next year and there are only 300 openings left. Registration is open: <https://app.lap.io/event/2020-the-rift>

For more info on the event and travel go here <https://www.therift.bike/>

For a play by play of the event and the Pro Competition, watch the video King of the Ride: The Rift

<https://youtu.be/a-kSo5Du8C0>

For a complete look at the results go to <https://app.lap.io/event/2019-the-rift/results>

-Cimarron Chacon



HEALTH

Cycling on a Plant-Based Vegan Diet



No sports have seen as drastic an increase in the number of vegan athletes as trail running and cycling. Photo by Dave Iltis

By Anthony J. Nocella II, Ph.D.

Cyclists' training has always included riding their bikes often and a lot. In the 1990s cyclists started using performance supplements

as basic as Power Bars to electrolytes. Today every bicycle shop has an array of nutrition supplements including electrolyte tablets, carbohydrate gels, gummy-type drops or chews, energy and protein bars, oxygen enhancers, vitamins, carbohy-

drate mixes for use during exercise, and protein mixes for recovery, all of which are designed to enhance performance. While their effectiveness is well-known, many athletes prefer more natural nutrition.

Many supplements, especially carbohydrates used for energy while exercising, have long been plant-based. Protein supplements, on the other hand, have been more often made from animal-based proteins such as whey or eggs. For years, vegetarian or vegan athletes were considered to be at a disadvantage, because it was felt they could not get the protein they needed to build strength and recover from strenuous efforts from purely plant-based sources.

In recent years, more plant-based protein supplements have been developed and stocked at vitamin and grocery stores. This, along with the rise of veganism stemming from the environmental and animal advocacy movement, has led to an increase in the number of vegan athletes not only in endurance sports, but traditional "strength" sports, such as professional football, weightlifting, and MMA. No sports have seen as drastic an increase in the number of vegan athletes as trail running and cycling, both road and mountain biking. I am assuming, but do not have any concrete data to back it up, is that these athletes are generally more concerned with the environment than those who practice their sports in indoor or urban settings.

At the end of September 2019, a ground-breaking documentary came out on this topic. The Game Changers has since become the most purchased documentary in iTunes history, and has prompted many professional athletes to change their diet.

I have interviewed many vegan cyclists, asking them what they like to eat and their most common response was "Everything." What is everything? Greek food, Ethiopian food, Indian food, Thai food, Vietnamese food, Mexican food, American food, Italian food, and even raw food. Salt Lake City, Utah, where I live, is a vegan haven with over fifteen fully-vegan restaurants, such as Veggie House, Vegan Bowl,

Seasons, Zest, Monkeywrench, Bolt Cutters, Buds, Mark of the Beastro, and Vertical Diner to name a few. We even have a vegan donut shop, Big-O Donuts.

Ryan Borrowman, is a seasoned nationally competitive sponsored triathlete, who says that after he finishes a race in the Salt Lake area, he loves eating pancakes at Vertical Diner.

I asked Cristiano Pereira, the owner of Cranky's Bike Shop who is vegan, what his favorite vegan nutrient is and he told me, "I have really liked a lot of the Hammer nutrition products." I also asked Cristiano what his favorite food was and he said, "real food," such as fruits vegetables, grains, and nuts rather than processed food.

I went on to ask Cristiano what the benefits of being vegan are for a cyclist. He responded, "Being vegan helps as the diet is less acidic, and that helps my body recover faster and in turn lets me stack hard workouts closer to each other. Also, a vegan diet is cleaner and by having cleaner fuel, I burn cleaner and longer."

Eric Deardorff, a competitive national-level cyclist, mentioned that he "takes B-12 three-times a week, but nothing else." He added that if he was racing professionally again, he would use Hammer Nutrition.

Ryan "Turbo" Barrett, a NCCA All-American road cyclist and a very popular road cyclist in the Salt Lake area, said, "Going vegan helped me manage my weight. I'm pretty lean by nature, but after going vegan, I dropped five to ten pounds off my weight that I'd added in my forties, I'm back close to the weight I raced at in my twenties."

Ryan also explained that, "I recover much faster. I am usually less sore and more recovered than what my coach expects given her experience with non-vegan athletes." Stephanie Shew, another long-time nationally-competitive cyclist and triathlete based in Salt Lake City, explained that being plant-based allowed her to, "recover more quickly, and I don't have to worry about stomach issues nearly as much compared to when I wasn't

plant-based."

Plant-based vegan protein powders, such as Vega, Orgain, Garden of Life, Plant Protein, and Sunwarrior, are now readily available at big-box stores like Costco to national chain stores like GNC. Many of these supplements are non-GMO and organic. Sunwarrior and Vega only produce only vegan products. Garden of Life Sport is a plant-based pre-workout and recovery supplement with 30 grams of protein, the most of any vegan protein powders.

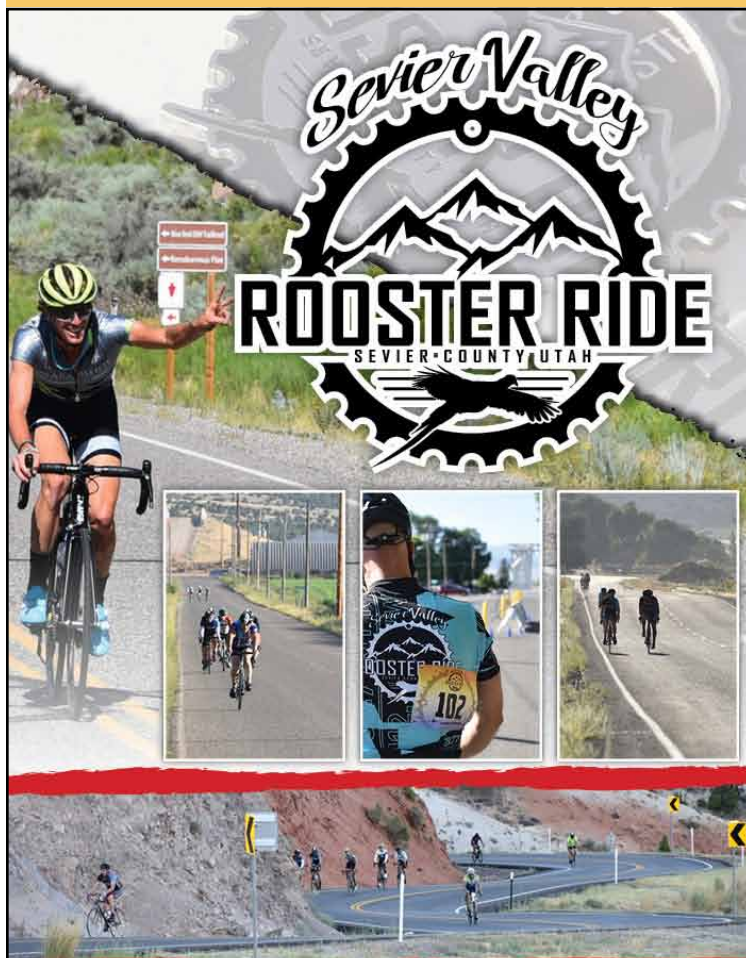
When asked what supplements she uses while riding, Shew replied, "I usually use Tailwind, Skratch, Picky Bars, Probars, and UCAN. I also use rice a lot as a way to have 'real' food during a ride."

Barrett indicated that his supplements are, "Vega, Gnarly and FNX protein powders. During his rides, he uses, UCAN, TailWind, Skratch Labs, Picky Bars and ProBar."

Global Cycling Network (GCN), a popular media outlet that provides the cycling world with education, news, and expertise, is now promoting vegan cycling on their website, YouTube, Instagram, and Facebook channels. In November 2019, GCN also released their book, The Plant-Based Cyclist, by acclaimed WorldTour nutritionist Nigel Mitch, which is described as, "your accessible, complete and practical 244-page guide to plant-powered cycling – complete with 23 great tasting and easy to make recipes for on and off the bike." This book may be the first on the topic, but will definitely not be the last.

I definitely recommend watching The Game Changers and trying a plant-based diet. Stephanie Shew leaves us with this advice: "Like I'm sure you have heard before, everyone is different, so what works for me may not work for you. Test all your nutrition out before you race."

In conclusion, Barrett states, "If you want to be at the top of your game you have to think about your nutrition regardless of dietary choices, but a clean and natural plant-based diet simply makes the most sense. The only thing I have ever had to worry about is getting enough calories. Eat, eat, and eat some more."



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GEAR PICKS

Kryptonite Evolution Series 4 1090 and 1055 Integrated Chain Lock Review



Lisa using the Kryptonite Evolution Series 4 1090 Integrated Chain to lock her bike. Photo by Dave Iltis

By Lisa Hazel

I have reliably utilized the Kryptonite Evolution Series 4 1090 and 1055 locks for different purposes over the last five years. These locks differ in their usage. For securing a factory made bicycle with a rigid front fork I prefer the Kryptonite Evolution Series 4 1055 Mini Integrated Chain; while I prefer the longer Kryptonite Evolution Series 4 1090 Integrated Chain to secure my handmade bicycle with a front shock on the streets of Salt

Lake City, Utah. I have used these styles of locks for about five years and I have had the peace of mind a lock is supposed to give one after locking it to a secured bike rack.

The Kryptonite Evolution Series 4 1090 Integrated Chain along with the 1055 Mini Integrated Chain are made of manganese steel. Manganese steel is wear-resistant and maintains its theft resistant features from a process known as work hardening. This process is performed by applying an adequate load amount to the manganese steel until the material changes its shape. This is done

within a temperature one can work or ride in. Each style of chain comes with a dust-cover to protect the lock from freezing during extreme weather. It is important to note that when the weather gets below freezing the dust-cover needs to be closed to preserve the ease of locking and unlocking. Additionally, each lock comes with a nylon chain cover to prevent scratches from forming on your self-powered machine.

I have used the Kryptonite Evolution Series 4 1055 Mini Integrated Chain for the majority of my last five years of bike commuting. I stored this chain on my factory made bike frame by wrapping it around the top tube. It is the optimum length for locking the front wheel and frame of a rigid fork bike to a bike rack. I specifically remember locking my bike up at Nostalgia Café on first south in downtown Salt Lake City with this Mini Integrated Chain along with a fellow cyclist. After a few hours of studying, I exited to find my bike intact while the other had all the parts removed except the frame. This costly experience for my fellow cyclist was a lesson to me. Thieves don't prefer to tamper with Kryptonite Integrated Chain locks.

While camping, I choose to bring my Kryptonite Mini Integrated Chain to lock my factory made bike to a lamp post or bolted picnic table. Each time I have left the bicycle for up to 24 hours. Once I returned with a small tear in the nylon chain cover. It was obvious that the thief decided the time it would take to saw through the steel was not worth jeopardizing



The Kryptonite Evolution Series 4 1090 Integrated Chain (outer lock) and the Kryptonite Evolution Series 4 1055 Mini Integrated Chain (inner lock). Photo by Dave Iltis

their incognito identity.

The Kryptonite Evolution Series 4 1090 Integrated Chain is quite long and I would recommend the use of this when locking a bike equipped with a front shock. The location of the down tube in relation to the wheel is often exceptionally wide and requires the use of a longer chain. The lock is significantly heavier by 139%. However, because my bike is made of aluminum and my factory made bike is made of steel, it makes the use of this longer Integrated Chain worth the weight.

Over the years, I have started to take advantage of the security I feel when locking up my bike. This is a feeling I have started to realize is due to the engineering and careful attention to detail Kryptonite takes

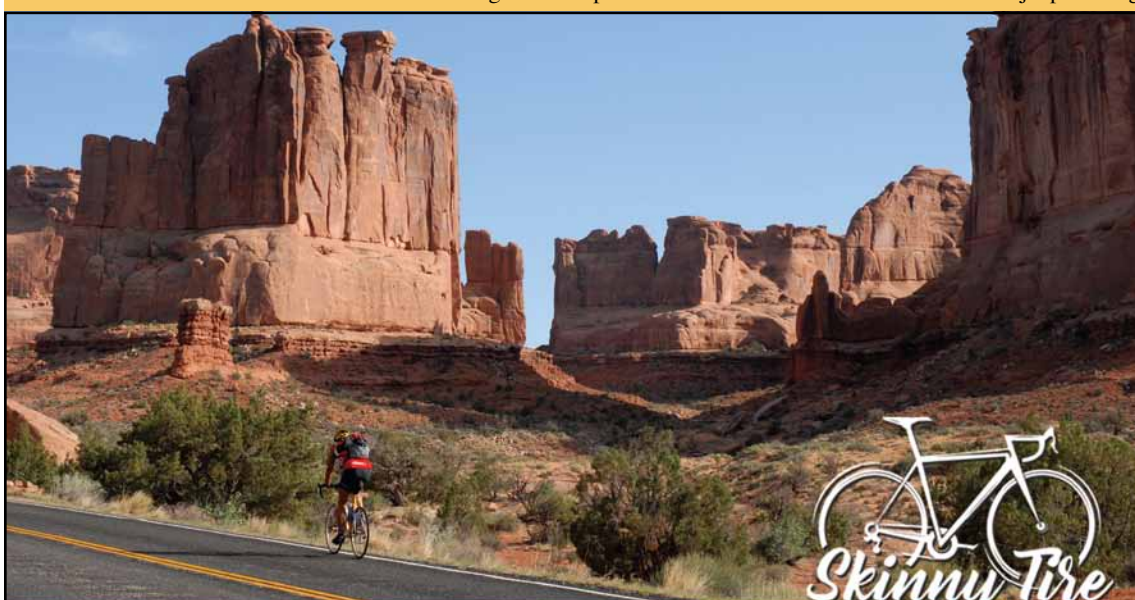
while designing and implementing innovative security ideas. Do yourself a favor and checkout the size of Kryptonite Evolution Series 4 that is right for your bike and security needs!

References

1. Kang, J.; Zhang, F. C.; Long, X. Y.; Lv, B. 2014. Cyclic deformation and fatigue behaviors of Hadfield manganese steel. *Mat. Sci. Eng. A-Struct.* 591(3): 59-68.

Kryptonite Evolution Series 4 1055 Mini Integrated Chain
Retail: \$75.95, length 21.5", weight 4.4 pounds

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Greg LeMond Nominated for Congressional Gold Medal

Achievement as a great bicyclist/activist just might get you a congressional gold medal. At least former road racer Greg LeMond, multi-time winner of the World Championship and Tour de France, and a bicycling advocate, is up for one. The House passed H.R.3589, the Greg LeMond Congressional Gold Medal Act, which would reward LeMond the honor "in recognition of his contributions to the nation as an athlete, activist, role model, and community leader."

The bill was sent to the Senate in September, where it sits before the the Committee on Banking, Housing and Urban Affairs.

Sen. Krysten Sinema (D-AZ) also introduced a companion bill (S. 2570), also before the committee. Her bill picked up 23 cosponsors, including Senator Catherine Cortez Masto (NV), Jon Tester (MT) and Cory Gardner (CO).

LeMond has campaigned against performance enhancing drugs. He sure ain't Lance [Armstrong.He](#) would become the first professional bicyclist so honored.

Rep. Mike Thompson (D-CA), original sponsor of the bill, said in a statement upon House passage "Greg LeMond is a world-renowned cyclist and one of the greatest American athletes in history. The only American to win the Tour de France, LeMond's career has been marked by victory after victory, selfless support for his teammates, and incredible comebacks, all while maintaining the highest standards of healthy athletics and clean competition. His career embodied some of our most cherished values – selflessness, perseverance, excellence, and sportsmanship – and LeMond has spent his life supporting children and young people, ensuring many others can experience the joy of cycling "

-Charles Pekow

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SPEAKING OF SPOKES**A Journey of Discovery: A Bike Tour to Mesa, Arizona**

Dave Ward at the start of the ride. Photo by Karma Ward

By David Ward

I hate getting old. Can I just say that? Hearing, eyesight, arthritis . . . it's all a pain. Physically, mentally and emotionally. I have been an active person all my life because it was fun and good therapy. Now I find myself at the stage where, in addition to fun and therapy, I pursue physical activity to retard the ravages of advancing age.

I have ridden the LOTOJA, solo, 30 times, and I used to tell people that it was my annual battle against aging. Well, I have now retreated from that particular battle front and adopted a different tactic: Multi-day touring. So it was that last April I made the decision that come fall I was going to pedal from my drive-

way in Salt Lake City to the driveway of my daughter, Marielle, in Mesa, Arizona. It was a good decision, and what a grand experience it turned out to be.

I have to confess, this was not hard core touring. My wife, Karma, bless her soul, offered to drive support for me. And each night, except once, we stayed in motels (and one Airbnb). So I was able to ride, instead of a loaded touring bike, my light weight carbon fiber racing bike, a Bianchi Sempre.

Still, riding 60-80 miles a day, day after day for 11 days, was a new challenge for me, especially at 68 years of age. Back in April, it seemed like a very doable thing. As it approached, however, I started becoming concerned. First, many people worried about the traffic, tell-

ing me to be careful. Of course, I have ridden in traffic my whole cycling life. So looking at it rationally, I knew that needn't be a concern. But at a deeper level, a little anxiety began to build.

Then, people also worried about autumn's unpredictable weather. Given I would be riding a lot at higher elevations, that was a fair concern. But I also knew I had the gear for inclement weather, and at worst, I might have to wait out severe snow conditions. Still, as the start drew near, predictions were nearly 100% for some heavy rain storms, at least for the first few days. And a little more anxiety began to build.

Finally, as my departure day approached, I began to worry about being able to grind out 60-80 miles a day for 11 days. I have recognized, as the years have passed, that my strength and speed were waning. This also added to my increasing anxiety.

September 28: Finally, on the morning of Saturday, September 28th, I mounted my bike and with Karma taking departure photos rode out my driveway and headed south. With heavy, dark clouds overhead, I fully expected it to rain. And indeed, just a few miles from my home it did. But it only lasted about 45 seconds and as I began to approach the south end of the Salt Lake valley, the clouds had mostly cleared.

But that is when I was greeted by a southwest head/cross wind. It wasn't too bad till I reached the north end of Utah Lake. But then, for the next 30+ miles, I was pummeled by a vicious wind all the way to Goshen. From there, I picked up a nice tailwind into Santaquin, where we were spending the night. I had logged 77 miles, and I was beat. And being only Day 1, I was definitely worried being able to log 60 miles the next day, much less each of the next 10 days.

September 29: It lightnined, thundered and rained during the night. When I headed out, it was still overcast and threatening rain.



The weird place. Photo by David Ward

About 10 miles into this day's 60 mile ride to Gunnison, though, the clouds began to thin and it eventually cleared up. In fact, for the rest of my sojourn to Mesa, I had sunny days with no or very few clouds. The gods were smiling on me.

For her part, Karma drove to the top of the Mt. Nebo Loop and did a 3 mile hike. Then, after driving to Gunnison, she rode her bike back to meet and accompany me the final 5 miles into Gunnison.

I was pleased that I had recovered well, and the ride this day, while cool all day, was pleasant and scenic. Indeed, this was the first time I had ever ridden through Levan, the first of many small rural towns and communities I would pass through and a treat for my rural grown soul.

September 30: This day's ride took me 69 miles from Gunnison to Marysville. Highway 89 is the main road through this valley. Indeed, it is the main road all the way to Kanab, just north of the Arizona border. But I followed the less traveled country roads through Axtell, Redmond, Salina, Aurora and Venice before meeting Karma for lunch in Richfield. This was the most refreshing, charming and scenic morning of my trip. I loved rolling through these pleasant small towns and the fields

and pastures surrounding them.

From Richfield, I continued on the less-traveled roads through Monroe, Joseph and Sevier before arriving in Marysville, our resting place for the night. Except for Richfield, I had never been through any of these towns. But this is an area I would love to come and ride again.

October 1: A short but stiff climb out of Marysville was the start to today's ride. One of my shorter rides on this trek, 52 miles, my route led me alongside Piute Reservoir and the Sevier River, through Junction and Circleville and all the way to this day's destination, Panguitch. Lunch was purchased at Stan's Merc in Circleville, a small mercantile store which I feel certain has a little bit of everything. As I ate my lunch just outside of Stan's, I watched and listened as people came in and out, greeting and conversing with each other. Clearly this was a community where most people know and accept each other, and it fondly reminded me of the small Idaho community in which I grew up.

A highlight of the day was Butch Cassidy's childhood home just south of Circleville. Karma, who had done a 5 mile hike just outside of Marysville, happened to arrive there just as I did, and we were able to stroll through this historic site together.

From there, I followed the Sevier River up Circleville Canyon till it crested onto the plateau and the final 15 mile push into Panguitch. And push it was, as I faced for the first time since Day 1 a stiff headwind through that stretch. But this stretch also brought me the unique sight, virtually out in the middle of nowhere, of a . . . well, I am not sure what to call it. It was a scene of dinosaur, human and other skeletons atop a tractor, motorcycle and steamroller, in jail and generally just hanging around. So cool. This is why I love exploring on a bike.

Dinner that night found us at the Cowboy BBQ being served by a waiter from Serbia working there for the summer (and returning home the next day). Having visited Serbia twice, we formed a quick connection with him that made for a fun evening. And the food was great.

It was also just outside this res-

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THANK YOU for a beautiful day!

Image courtesy of Snake River Photo — snakeriverphoto.com



Dave fixing his last flat. Photo by Karma Ward

taurant where I encountered the first cyclist I had seen since leaving Salt Lake. He was on a loaded touring ride from California to Florida.

October 2: Covering 75 miles, today's ride was varied and very beautiful. Leaving Panguitch, I again followed the Sevier River through Hatch, and then later crossing over it before starting the climb up to Gravel Pass, my first real climb of this trip. It was also my first entry into forested terrain, a nice change. From the top of the pass, I had a nice, very long descent through beautiful alpine countryside to Glendale where I met Karma for lunch.

After lunch, I rode through Orderville and Mt. Carmel, passing the summer home of famed painter, Maynard Dixon. Who knew he had a summer home in southern Utah? Well, now I do, thanks to bike touring.

Shortly thereafter, I passed through Mt. Carmel Junction and the turnoff to the east entrance to Zion's National Park. At this junction I saw some cyclists, a tour group preparing to ride to Zion's. About a mile after that, I encountered a stiff 2 mile climb, at the top of which I saw another cyclist. I debated whether to stop and visit but felt an impulse to do so. Good thing. Turns out she was with the tour group I had seen back at Mt. Carmel Junction. The first one ready to ride, she had decided to get a head start. But now she was wondering where the others of her tour group were, having expected some to catch up to her by this time. "This is the road to Zion's Park, isn't it?" she asked. No, it is not. Fortunately for her that I came along, and that I stopped. I turned her around, with instructions on the correct road to take. Thankfully, it would be a steep descent back to Mt. Carmel Junction where she could get on the right path.

For my part, it was then a fast descent and followed by a pleasant rolling ride to Kanab and on to Fredonia, the day's destination and my entry into Arizona. Karma, who had found a scenic hike to do just above Kanab, met me in Fredonia, and we drove to St. George to spend a rest day with my daughter and her family.

October 4: Today we drove back

to Fredonia and I picked up where I had left off two days before. The route for this day took me on a slow incline before tackling the long, steep climb up to Jacob's Lake where I met Karma for lunch. After lunch and while stopping at Jacob's Lodge to use the restroom facilities, I was greeted by a man from a tour group whose bus had passed me on the climb. He asked if he could buy me a cookie, saying he had told his fellow tourists he was going to do just that if he later saw me. Having just had lunch, I politely declined the cookie and thanked him for the compliment. Outside the lodge, the tour bus driver also complimented me on the climb. To be honest, it is not that bad a climb. I just set my pace and had a good ride up. But it is fun that it appears so impressive to others.

I then had a fast 10 mile descent off the plateau and a nice tailwind that pushed me the remaining 30 miles to Marble Canyon and our hotel for the night. Though I had logged 73 miles, I was feeling good, so Karma and I decided to ride the six miles from there to Lee's Ferry and back, adding an additional 12 miles for a total this day of 85 miles.

October 5: My ride today took me from Marble Canyon to Cameron. This stretch of 73 miles looked to be the most boring day of my Salt Lake to Mesa trek. But I have learned that when riding my bike, there is no such thing as boring. You are not in a fast-moving box of metal and glass, but rather out in the elements. And while you are moving fast enough to cover a large chunk of miles, you are also going slow enough to really observe your surroundings. Today was no exception. The varying patterns and color of soil, rock and cliff through this stretch of desert was actually quite fascinating.

The real excitement for this day, however, was after my arrival in Cameron. We never made reservations anywhere during this trip. It was off-season so we did not expect motels to be full, and we could not be certain where we might end up on any given day. Also, we had brought a tent, mattress and sleeping bags, planning to camp a couple of nights. As it turned out, I realized that at the end of each day a warm room, comfortable bed and shower really sounded good, so the camping idea kind of went out the window.

But on this day, there was only one hotel in Cameron, and it was full. The next nearest hotel was in Tuba City, nearly 30 miles away. And there were no campgrounds nearby. Thanks to the Mormon missionaries,



David Ward riding through the Ponderosas outside of Flagstaff. Photo by Karma Ward

though, we were able to camp in the church parking lot. But that is a story for another day.

October 6: Getting from Cameron to Flagstaff was my shortest ride of this journey, 50 miles. After about 20 miles, the road rose from the desert as it climbed up into the Ponderosa forests surrounding Flagstaff. The view of San Francisco Mountain with its fall colors rising up to Humphrey's Peak was a beautiful sight as I made my way from Cameron.

Shortly after reaching the summit of the climb, I descended a few miles before meeting Karma for a lunch break prior to riding the last leg into Flagstaff and to our hotel where a relaxing hot tub awaited us.

October 7: This marked my first real change in plans. Originally, I planned to ride down through Sedona to Camp Verde, and the next day from there to Payson. However, taking a close look at the map and after some consideration, I altered my route to head to Mormon Lake and, the day following, on to Payson. This had the advantage of a somewhat shorter distance, a lot less climbing, and riding through Ponderosa forests all the way to Payson.

Mormon Lake is more of a pond than a lake. It came about when a large section of land simply sunk into the ground (a very non-geologist's quick explanation), and the lake is created by each year's runoff. The road to there from Flagstaff provided a beautiful, undulating ride past Lower Lake Mary and Upper Lake Mary.

Upon arriving, we discovered that what was once a very rough road circling around Mormon Lake had been closed all summer for repaving and had just been reopened a day or so before. So Karma got out her bike and we pedaled the 17 mile loop around the lake. It was a beautiful late afternoon ride, with the newest, smoothest asphalt I have ever ridden. Coupled with the 35 miles from Flagstaff, this gave me a total for the day of 52 miles. Also, it was during this ride that we learned Mormon Lake got its name because the first settler there was a Mormon



Camping in front of the LDS Church. Photo by David Ward

who established a dairy farm adjacent to the lake.

October 8: My penultimate day was a 69 mile hilly ride from Mormon Lake to Payson with several steep climbs. In exchange for these climbs, though, I had a seriously steep, fast, winding and exhilarating descent to Strawberry, and then further on to Pine. Climbing out of Pine, I had my first flat of this trip. While that was a bummer, I was grateful to have made it that far without a flat.

October 9: This was it. The last day of my grand adventure, my final 73 miles. While this day included some good climbs totaling 3700', I also enjoyed 7000' of descending. Much of my riding on this trip had been on less traveled roads. But there is only one road most of the way from Payson to Mesa. It is a busy but divided highway with a good shoulder all the way, so it was fine. And it passed through two little towns with the cool names of Rye

and Sunflower.

Interestingly, after having no flats till yesterday's ride to Payson, I had another flat on this last day. But getting out of the car after having lunch, my rear tire was flat. It was fine when I met Karma for lunch, so this was a surprise.

As this was my final day, I had expected to feel exhilarated. So I was surprised to find myself regretting that my adventure was coming to an end. Yes, I was excited to be successfully finishing my bike tour. But I had enjoyed this trip so immensely that I hated for it to finish.

Aftermath: During those long hours on the bike, I had visions that, during the days after my arrival, I would lounge by Marielle's pool, glad to leave the bike in the garage. In fact, the morning of the next day, my body was telling me we needed to get up and get going. So Karma

Continued on page 19

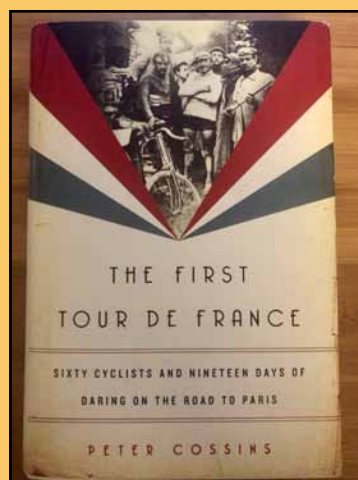
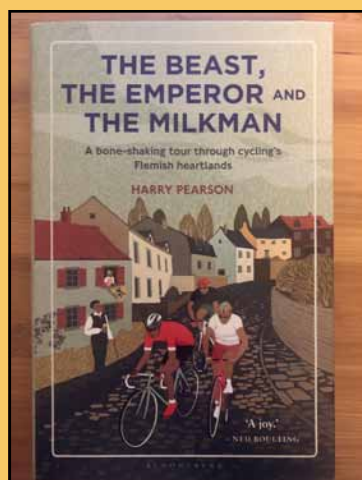
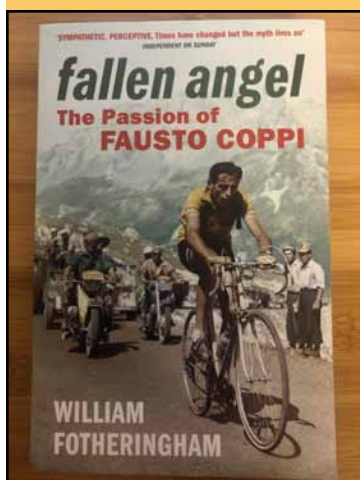
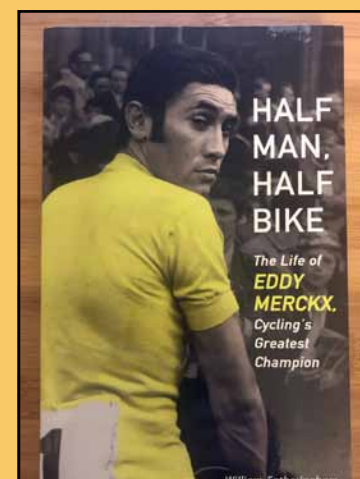
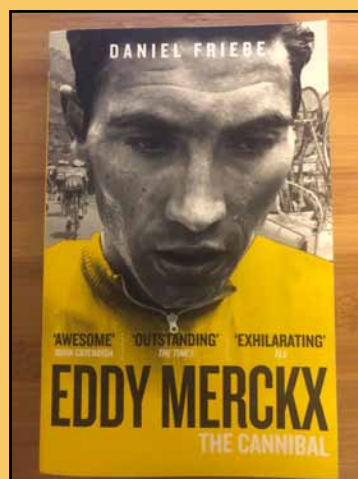
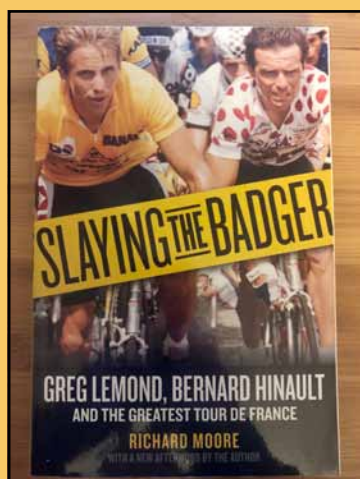
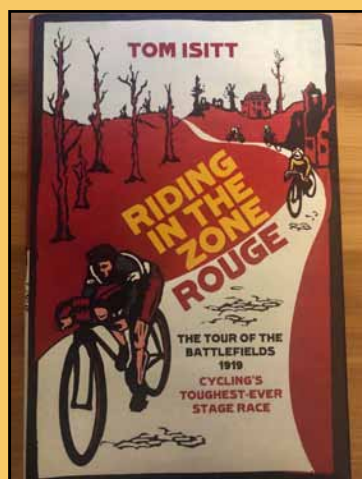
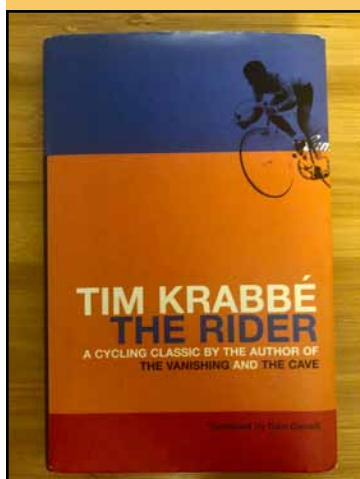


In Marielle's driveway at the end of the ride. Photo by Karma Ward

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CYCLING BOOKS

A Cyclist's Winter Reading List



By Steven Sheffield

Winter can be kind of rough for cyclists sometimes, at least for those who don't have a winter sport that gets them outside. Winter can also be a good season for a little downtime, to either recover from the year's efforts, or to take your mind

off the mind-numbing chore of riding a trainer indoors.

As a fan of cycling as a sport, along with its history, I spend a good chunk of winter reading. Here are some of my favorite books from past seasons, along with a selection of books that I'm planning to tackle this winter:

The Breakaway: My Story, by Nicole Cooke (2014, Simon & Schuster UK, ISBN #978-1471130359) — Few athlete memoirs are well-written, and fewer still are written by women athletes. That *The Breakaway: My Story*, by retired Welsh cyclist Nicole Cooke, is both means that the time it takes to read it is definitely well-spent. Nicole Cooke is a strong-willed, outspoken iconoclast. Like many top athletes, she knew what she wanted to accomplish, and was not going to let anything stop her from achieving everything she possibly could, even if she has to fight the system every step of the way. And fight she did, becoming one of the most decorated female road cyclists, not only in Great Britain, but in the world.

Put Me Back on My Bike: In Search of Tom Simpson, by William Fotheringham (2007, Yellow Jersey Press, ISBN #978-0224080187) — William Fotheringham is one of my favorite writers about the sport of cycling. His 2002 biography of Tom Simpson, the most successful British cyclist in the years before drug testing became widespread in the sport of cycling, is a fascinating read. Simpson tragically died on the Mont Ventoux during the 1967 Tour de France of a lethal combination of heat, dehydration, alcohol and amphetamines.

Mr. Tom, the true story of Tom Simpson, by Chris Sidwells (2000, Mousehold Press, ISBN #978-1874739159) — Chris Sidwell is Tom Simpson's nephew, and his biography has more of a focus on Simpson's family life as well as his career and presents a different point-of-view of the events leading up to Simpson's death.

Fallen Angel: The Passion of Fausto

Coppi, by William Fotheringham (2010, Yellow Jersey Press, ISBN #978-0224074506) — The rivalry between "Il Campionissimo" Fausto Coppi and Gino Bartali is the stuff of legends. Bartali was a deeply religious man who held his Catholic faith to heart. Coppi was of a more worldly and secular nature. The nation of Italy was divided along these lines, people were either *bartalianis* or *coppianis*. One of the reasons for this was Coppi's scandalous personal life and affair with Giulia 'la Dama Bianca' Locatelli. Fotheringham does his usual excellent job telling the story of Coppi's life and career while also exploring the scandal in an in-depth, and somewhat sympathetic light.

Anquetil, Alone, by Paul Fournel (2017, Pursuit, ISBN #978-1781257319) — Jacques Anquetil was the first professional cyclist to win the Tour de France 5 times, a feat officially matched since by only 3 other riders: Eddy Merckx, Bernard Hinault, and Miguel Indurain. Because of his aloof nature, Anquetil was not well-known nor well-liked by the French public, who preferred Raymond 'the Eternal Second' Poulidor. Paul Fournel is well-known as a poet in his native France, and that is instantly recog-

nizable in his biography of Anquetil. Switching back and forth from the point-of-view of Fournel as a young fan of Anquetil, and imaginings of what was going on in Anquetil's head as he prepared for certain events. Fournel's biography is an emotionally evocative book that will give readers a better understanding of the French champion.

Both Merckx: Half Man, Half Bike, by William Fotheringham (2013, Chicago Review Press, ISBN #978-1613747261) and *Merckx: The Cannibal*, by Daniel Friebe (2012, Ebury Press, ISBN #978-0091943165) are highly recommended biographies of the greatest cyclist who ever lived. From his youth as the child of local grocers in the middle-class Brussels suburb of Woluwe-Saint-Pierre, through his career as a professional, these books give a lot of insight into how the man who won the Tour de France and Giro d'Italia five times each became "The Cannibal".

The Rider, by Tim Krabbé (2003, Bloomsbury USA, ISBN #978-1582342900) — Quite frankly, most cycling fiction sucks; not because the stories are necessarily poorly

Continued on page 19

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written, but because they draw far too often from cycling history, with the plot either paralleling actual events or using stories to explain the nuances of cycling. *The Rider* is the rare exception to that rule. Krabbé, drawing from his own experience, dives deeply into the psyche of a racing cyclist during a one-day amateur race in the Massif Central of Southern France. It is perhaps the only piece of cycling fiction in which I've been able to imagine myself as the protagonist, because it so closely mirrored what goes on in my head when I'm on the bike. If you only read one book from this list, this is the one.

We Rode All Day, the Story of the 1919 Tour de France, by Gareth Cartman (2019, Gareth Cartman, ISBN #978-1916019706) — The 1919 Tour de France almost didn't happen. While the Armistice was declared on November 11, 1918, the Treaty of Versailles, officially ending the war was not signed until June 28, 1919, just one day before the start of the race. Imagined and told from the perspectives of the riders and organizers of the 1919 Tour, this is not a typical historical recap of the race but attempts to take the reader into the minds of those who made the event special.

Riding in the Zone Rouge: The Tour of the Battlefields 1919, by Tom Isitt (2019, Weidenfeld & Nicolson, ISBN #978-1409171140)

— Held in April 1919, less than 6 months after the Armistice was declared, the Circuit des Champs de Bataille has a reputation as the hardest stage race ever held; so hard, in fact, that it was only held the one time. A combination historical look back at the race and modern-day travelogue, *Riding in the Zone Rouge* traces the author's own attempt to ride the course.

The Badger: The Life of Bernard Hinault and the Legacy of French Cycling, by William Fotheringham (2015, Chicago Review Press, ISBN #978-1613734186) — Coming 30 years after Bernard Hinault became the last Frenchman to win the Tour de France in 1985, like his earlier works, Fotheringham brings us another fantastic biography of one of the legends of pro cycling.

Slaying the Badger: Greg LeMond, Bernard Hinault, and the Greatest Tour de France, by Richard Moore (2012, VeloPress, ISBN #978-1934030875) — Greg LeMond was the first American to win the Tour de France, but it did not come easy. His most formidable rival and opponent was also his teammate, Bernard Hinault, whom LeMond had helped to become only the third person to win the Tour de France five times (and to date, the last Frenchman to win the Tour). Moore's book really brings the Tour to life, crafting a story of the forging of an American sports hero.

Sunday in Hell: Behind the Lens of the Greatest Cycling Film of All Time, by William Fotheringham (2018, Yellow Jersey Press, ISBN #978-0224092029) — In 1976, the award-winning Danish filmmaker Jørgen Leth set out to capture the glory and the drama of Paris-Roubaix, one of the five Monuments of cycling, and the race that seems to capture the hearts and minds of cyclists because of its sheer brutality. Leth's film, *A Sunday in Hell*, has earned its place not only as

the greatest cycling documentary of all time, but as one of the greatest sports documentaries ever made. Fotheringham's book looks back at how the masterpiece was created. It introduces the reader to the men behind the film, the techniques that made it possible, the places which have changed little over the preceding 40+ years, and to the riders that made the 1976 edition one for the ages.

The First Tour de France: Sixty Cyclists and Nineteen Days of Daring on the Road to Paris, by Peter Cossins (2017, Nation Books, ISBN #978-1568589848) — For over 100 years, the Tour de France has captured the minds of cyclists throughout the month of July. It is not the oldest race on the calendar, but it is certainly the most important. Many people know that the Tour was initially started in order to sell more newspapers; specifically of Henri Desgranges's *L'Auto*. What fewer people know is how the idea of a Tour de France was conceived and realized. Cossin's book explores the history of the times, as well as the men who made the race from organizer Géo Lefèvre to race winner Maurice Garin.

The Beast, The Emperor, and The Milkman: A bone-shaking tour through cycling's Flemish heartlands, by Harry Pearson (2019, Bloomsbury Sport, ISBN #978-1472945044) — France may have the most important race on the international calendar, but one could argue that the sport's heart and soul are the Flanders region of neighboring Belgium. Pearson's book examines the people, the stories, the rivalries, and the places that make Flanders (and Flemish riders) so important to the history of the sport.

Editor's note: some of these titles are out-of-print, but copies can be found online; others were not released in the US but are available through UK-based online retailers.

Study: Why Don't Women Cycle?

Safety and perceptions of safety keep women from cycling. At least in San Francisco. A survey done by the Safe Transportation Research and Education Center at the University of California, Why Don't Women Cycle? A Case Study of Women's Perceptions of Cycling in San Francisco (https://safetrec.berkeley.edu/sites/default/files/whydontwomencycle_9.3_v2.pdf), found only 29 percent of survey respondents were women – a number consistent with other research in the USA. While some women cited matters such as family responsibilities, their biggest problem was perceived danger.

Not only were women more worried about safety in general,

“Women of color are more likely to take safety into account when making travel decisions than White Non-Hispanic women,” the survey found.

Women cited a variety of fears, ranging from poor road conditions to drop-offs to construction and pinch points at right turns and bus stops.

The researchers note that they only looked at weekday cyclists, probably largely commuters; and that more research is needed on weekend and recreational riders. But they said that more protected bike lanes and complete connections could ease women's concerns. Additionally, the report calls for more studies like this move towards gender-equitable cycling cities.

-Charles Pekow

Mesa Ride - Continued from page 17

and I went for a ride, after which I felt compelled to put in a few extra miles. And I rode every day, except one, while I was in Mesa. I just felt compelled, and it felt good.

A little word on nutrition. Being worried about cramping and having enough energy to do these long rides day after day, I made a very conscious effort to eat well and stay hydrated. I supplemented that with electrolytes and pickle juice, both of which seem to help. Anyway, it all worked. I never had any cramps, and I never bonked or lacked energy (though I was certainly fatigued by the end of each day's ride).

Also, I was very fortunate with the weather. I was rained on for only 45 seconds the first day and it was overcast for a couple of hours the second. Thereafter, I had nothing but sunny skies. It was generally cool in the morning, but

it always warmed up to between 55-75 degrees during the day. The conditions were ideal.

Finally, a big shout out to Karma. She is my wife, my best friend. All my experiences are better when shared with Karma, and having her along with me just made this experience even greater. But on top of that, she planned our meals, made sure we had what we needed, and was always there for me.

So, with the great success of this trip, Karma and I are planning our next cycling adventure. Here is the preliminary brainstorm: A relay ride from our home to the home of our daughter, Rachel, in Fort Worth, Texas. Karma and I will both ride sections each day, handing off to each other along the way. While one rides, the other will drive. We expect to take 4-6 weeks to complete this.

This is a big plan for us. But given the success and enjoyment of this bike tour from Salt Lake to Mesa, I feel confident we can do it.



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MOUNTAIN BIKING**The Santa Fe Mountain Fest – A Southwest Road Trip**

Native Great House ruins at Chaco Canyon. Photo by John Shafer, photo-john.net



My wife Jenni, pedaling at nearly 12,000 feet, on Kennebec Pass, the southern end of the Colorado Trail. Photo by John Shafer, photo-john.net



Tim Fowler, our lovely host, trail guide and the main force behind the Santa Fe Mountain Fest. Photo by John Shafer, photo-john.net

been to New Mexico and the festival combines bikes, beer, food and music. Bonus: it's in September – the best time to visit New Mexico because it's chile season!

As cool as the Santa Fe Mountain Fest looked on paper, it was really just an excuse for a New Mexico road trip. We had a week to explore on our way to the festival so we took our time getting to Santa Fe. We spent a couple of days in Durango, Colorado then headed into New Mexico with stops in Farmington, Chaco Canyon and Truchas, where we spent a couple days visiting my aunt and uncle before driving to Santa Fe for the festival.

We found New Mexico to be a strange juxtaposition of familiar Southwestern landscapes in what felt like a different, much older country.

New Mexican cuisine, which is similar to Mexican food but with its own smoky, chile-based flavors.

We started our trip by driving to Durango where we spent a couple of days at a friend's house, visited some breweries and rode the southernmost section of the Colorado Trail. Our Durango ride was actually one of the highlights of the trip. It started with a shuttle to Kennebec Pass (11,600 ft. /3600 m) courtesy of Hermosa Tours. It's a 20+ mile ride down into Durango with 6000



Classic New Mexican cuisine: adovada enchiladas with eggs, Christmas-style; at the Chile Pod Cafe, in Farmington, NM. Photo by John Shafer, photo-john.net



Chile peppers - the real reason for our New Mexico trip - at the Santa Fe Railyard Park Farmers Market. Photo by John Shafer, photo-john.net

By John Shafer

Every year my wife and I try to make a road trip to a new place. Since I'm primarily a mountain bike and adventure photographer, I look for destinations with great landscapes and trail systems. My wife Jenni writes about beer at Craftybeergirls.com so we also look for breweries to visit. This year, we decided on the Santa Fe Mountain Fest. It checked a lot of our travel boxes: we'd never

In fact, New Mexico is a different, older country. Although it was "discovered" by the Spanish, the culture is separate and unique from Mexico with deep native roots and influence. The city of Santa Fe was founded in 1610 and New Mexican culture is ancient compared to most of the US. Coming from Salt Lake City, it feels mystical and old European-Catholic, with crumbling, abandoned adobes, centuries-old churches and roadside memorials called, "descansos," around every bend. There's also

feet of descending and a 1000 foot climb in the middle. It's a rowdy ride with a lot of rocks and exposure and not recommend for inexperienced riders. However, if you like big, rowdy backcountry rides, it's not to be missed. Don't underestimate that climb in the middle, though - it's a bitch.

We spent our first night in New Mexico camped at Angel Peak, a badlands basin a bit south of Farmington. The next day left the main highway to see the ruins at



Dropbar dirt riders rolling out from Santa Fe's Railyard Park at the start of the Caja del Rio Gravel Grinder. Photo by John Shafer, photo-john.net

Chaco Canyon, a place I've wanted to visit for decades. It's a long drive on a washboard dirt road to get to Chaco Culture National Historical Park, but it's worth it. Between 800 and 1300 AD, Chaco Canyon was the center of a huge native community that stretched for hundreds in every direction. It has some of the best-preserved Great Houses in the Southwest. Besides being of historical significance, it's a beautiful location and well worth the long,

rough drive. We didn't have a lot of time so we only toured one of the pueblos but it was still worth the trip. Next time we'll see about staying in the campground and spending more time exploring the canyon and ruins.

From Chaco Canyon, we continued southeast on US 550 through a classic Southwestern landscape of small mesas, sage, and scrubby pinyon pines. Just north of Cuba, New Mexico we turned off the main highway and headed east into the



Festival promoter Tim Fowler and my wife Photo-Jennic, on one of Galisteo Basin Preserve's optional A-Line slickrock sections. Photo by John Shafer, photo-john.net



Heading out to explore Santa Fe on the, "Funky Trails & Short-cuts," guided ride. Photo by John Shafer, photo-john.net

mountains. We drove through tiny, seemingly-abandoned mountain villages with crumbling adobes and ancient-looking cemeteries. After a couple of hours of 45 mile-per-hour roads, we descended into a high-desert valley, passed the road for Georgia O'Keeffe's Ghost Ranch and followed the Rio Chama until it merged with the Rio Grande. After over 24 hours of seeing not much but high desert and a few native villages, we were back in the world of

strip malls, Walmart and traffic. In Española, we made a left and wove our way east through the old New Mexico communities of Santa Cruz and Chimayo, then up a long grade into Truchas.

Truchas is about forty miles north of Santa Fe on the "High Route" to Taos. It's in the foothills of the Sangre de Cristo Mountains at an altitude of 8000 feet, in the shadow of 13,000-foot Truchas Peak. There's not much to Truchas. The local gas

station, bar & grill and convenience store are all closed. Aside from a few artist's studios and beautiful views of the mountains above and valley below, there's no reason to stop. However, it does have some fame as the location for Robert Redford's 1988 movie, "The Milagro Beanfield War." It's a great movie and Truchas hasn't changed much, except you see far fewer people there in real life.

We spent a day exploring Truchas, Chimayo and the surrounding area. Highlights of our time in Truchas were the Santuario de Chimayo, visiting local artist studios and eating at a couple of the outstanding local restaurants. El Santuario de Chimayo is an adobe chapel that dates to the early 1800s. It's famous for its healing dirt and is sometimes called the "Lourdes of America." There's a small pit in a room at rear of the chapel where believers can take some dirt to heal their ills. It's a registered National Historic Landmark and according to Wikipedia it gets nearly 300,000 visitors a year.

Chimayo is also famous for their local chiles. The Chimayo pepper is an heirloom chile with its own US Patent and Trademark Office certification mark. Adjacent to the Santuario are a few small shops



We got to check out a brand new trail called Henry's World at Galisteo Basin Preserve. Volunteers were still working on it when we rode it. That's Henry Lanman, the trail's namesake, in the front with the pick. Photo by John Shafer, photo-john.net

that sell religious souvenirs, local art and all kinds of Chimayo chile products. Just up the street is Rancho De Chimayo, a popular restaurant that specializes in New Mexican cuisine. We ate there our first night in Truchas. A typical meal includes

New Mexican specialties like sopapillas, posole, handmade tortillas and Chimayo red and green chile. My favorite is carne adovada, pork in

Santa Fe - Continued on page 23



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ROAD RIDING

Travels with Marty - A Tour of the Climbs of the Pyrenees

During the Trans-Pyrenees tour with Marty Jemison Cycling Tours. Photo by Marty Jemison



Tom Noaker (sitting) and the group at the top of the Col d'Aubisque. During the Trans-Pyrenees tour with Marty Jemison Cycling Tours. Photo by Marty Jemison

By Tom Noaker

Over dinner last February my wife Nan, Marty Jemison and I discussed my joining his 'Trans-Pyrenees' Tour. I was equivocating; August is a busy time in my business, I'm sensitive to jet-lag, it's expensive, and road biking was no longer that compelling for me. Nan finally added that she had graciously arranged for the trip as an early birthday present. After a brief discussion Marty looked at me and said, "You need to do this because you just don't know until you go." A few seconds of silence and I responded, "How can I say no, I'm in."

Fast forward to July 31, 2019; Marty, Pau Sabater (veteran Andorran guide with Jemison Cycling) and I are driving across France to Biarritz where our posse for the nine-day tour will meet for the first time. An evening 'evaluation' spin down the coast begins with Marty's rules: safety is most important, single file always, ride within the 1/3 of pavement next to the shoulder, in a pace line, do not pass

your leader (either Marty or Pau), we re-group on every summit. Knowing someone as a friend it is interesting to watch as Marty slips seamlessly into his professional 'guide' role just as he has over 200 times before as owner of "Marty Jemison Cycling Tours".

Yes, there is jet-lag and sleep deprivation (Biarritz has a loud, late-night party vibe) as Day 2 rolls into the foothills. Our pace line follows the rules (it's hard for me not to take even a courtesy pull) as we climb 1100 meters in 80 kilometers and leave the coastline in the rear view mirror while ahead rises the Pyrenees.

Marty advised me to come into this trip a bit 'under-cooked' but the Col d' Osquitch, mid-ride on Day 3, reveals that I may have taken his advice a bit too seriously. But how can you know what is over or under when, "you don't really know until you go."

Each day begins at 9:30 a.m. sharp and ends at the next hotel, luggage transferred, room keys waiting. Marty has scouted all of these routes (raced most multiple times) and the

result is a schedule that flows easily. Many of the lodging proprietors and chefs know Marty by first name and the relationships he has forged over the years add an element to the experience that could not be replicated in a self-guided endeavor. In spite of the hospitality and cuisine my jet lag persists like a bad case of DOMS (delayed onset of muscle soreness).

Day 4 hit the altimeter with our first category 1 climb, the Col du Marie Blanque. Pau advised us to save a bit for the final 2k where an average grade of 10.5-12.5% awaited. A fast descent to the base of the Col d' Aubisque is followed by a traverse to the Col du Solour. We finished Day 4 (110k-2900m) with the long drag up the spectacular river valley to Luz-St -Sauveur where our hotel for the night overlooked K-Zero at the base of the Tourmalet. At dinner Pau commented ominously, "Drink all the water, eat all the food."

Day 5 had an earlier departure, 9:00 a.m. to get ahead of the crowds, and packed 3,000M of climbing into 95k. Three legendary Tour de France summits awaited; first the Tourmalet, then the Col d' Aspin and finally the Col de Peyresourde. The morning fog lifted above Luz-St-Sauveur but my heart rate refused to elevate to the challenge. With so much climbing ahead today (and the next five days) I reluctantly, but prudently, leveled my effort and focused on the astounding visuals in every direction. I was passed first by a guy on an ebike, draining his battery, straining to stay ahead of a truly fast rider who quickly caught and dropped him before the next switchback. A pair of French riders crept past mumbling something about 'Bon Jour'. Twenty minutes later as they pedaled in squares I rode by and delivered my own 'Bon Jour'. They were not amused. Closer to the summit a young lady, 'dragging-an-anvil', gasped something in French that I translated as, "how far?" I



At the summit of the Col du Tourmalet. During the Trans-Pyrenees tour with Marty Jemison Cycling Tours. Photo by Marty Jemison



Relaxing at lunch. During the Trans-Pyrenees tour with Marty Jemison Cycling Tours. Photo by Marty Jemison

held up four fingers (4k to go) and she slumped over the bars, quickly picked up her shoulders and got on with it. Pau had said at breakfast, "Oh yeah, it's a party on top of the Tourmalet." He was right. After celebratory photos and fist bumps with strangers it was time to navigate one of the most notorious descents in the Pyrenees. Laced with switchbacks, twists and turns cut into rock and mostly devoid of guardrails this is a stretch of pavement that has rewarded the aggressive but punished the foolish. By the time we had crested and descended the Aspin and the Peyresourde, the value of disc brakes was evident.

Day 6 began with a stop at Fabio Casartelli's memorial at the base of the Portet d'Aspet, a reminder of how precarious (but thrilling) these Pyrenees descents can be. By now I was beginning to ride like a roadie version of an 'Enduro-Bro'; just get

to the top so you can enjoy the attenuated descents. It's all great fun until imagining a field of pros racing down these staircases at 80+KPH!

The Col des Ares and the Col de la Crouzette fit into another 135K day with 2450M of total climbing. Still not on form, I was beginning to feel a rhythm to the climbing. That optimism was about to be challenged by inclement weather.

Day 7, a 136K day with 2808M of climbing, began with some low lying fog that hugged the countryside. The Col de la Quillana, fog shrouded, came and went and then the Pailleres just kept coming. Through the thick forest and clouds the two-lane pavement narrowed to half width, the final 3k barely as wide as a driveway. The fog and mist sat heavy in the trees obscuring the scenery, revealing only the kilometer-to-summit signs and their ominous average grade information.



At the summit of the Col du Aubisque. During the Trans-Pyrenees tour with Marty Jemison Cycling Tours. Photo by Marty Jemison

On the summit we huddled in the van snacking on a picnic lunch (no summit café today) until our group reconvened. Then the rain began. Wet weather gear was deployed and we rolled off behind Pau (he knew the route) into the deluge. We had 55k to the next hotel with 33k descending in a downpour through the forest on a ribbon of pavement and just for fun, roaming open range livestock. By the time we arrived at our hotel we were soaked and shivering but surprisingly, not one of us had tagged a cow.

Day 8 began at the base of the Collada de Tosas and accumulated another 1550M-95K for the day. Climbing single digit grades today was a relief or perhaps it was that rare false flat mid-climb that provided some relief. Prior to this trip I was told to expect one day for every one hour time zone change to overcome jet-lag and for this rookie traveler, that equation seemed to finally balance out.

Day 9 and the Pyrenees were left behind with one final Cat 1 climb, the beautiful Col du San Grau and the winding descent to the Mediterranean. There was a coastal feel in the air as we approached the final summit. Part way down the descent we re-grouped at a tavern within a centuries old church courtyard for refreshments. The final run into the coast culminated with a traditional “full-kit” plunge in the Mediterranean.

After returning stateside and taking a few days off, the training effects of riding across the Pyrenees were abundantly clear. Not only had I pushed through a fitness plateau but in the process I had re-connected along these historic routes with the reasons I began cycling decades earlier. For that I have to thank Nan for her enabling this generous early birthday gift and Marty Jemison for persuading me to, “just be a guest and ride.” Now the question is, “What’s on the schedule for next year Marty?”

For more information on Marty Jemison Cycling Tours, visit: jemi-soncycling.com

Approximate Itinerary

Day 1: Arrive to Biarritz, France and our first hotel. We will make bike adjustments and ride to Saint Jean de Luz in the late afternoon to warm up our legs. 40k - 500 m

Day 2: 80k - 1100 m Day 3: Traversing the Pyrenees Mountain range, today we will ride to Oloron Saint Marie, where Marty started his European road racing career in 1990 Col d’Osquich 80k - 1000m

Day 4: Serious climbing today. Leaving Oloron we will climb the Col du Marie Blanche, Col d’Aubisque and the Col du Soulor 110k - 2900m Day 5: Serious climbing continues as we tackle legendary climbs of the Tour de France Col du Tourmalet, Col d’Aspin and the Col de Peyresourde. 95k - 3000m Day 6: Our mileage increases but our climbing ticks down a bit. (insert humor here) We will stop at Fabio Casartelli’s memorial at the base of the Portet d’Aspet Col des Ares, Portet d’Aspet, Col de la Crouzette 135k - 2450m

Day 7: Spending all day climbing in the Pyrenees seems habitual at this point. Nothing more to say... we will climb and we will ride on... Col du Pailleres, Coll de la Quillana 136k - 2808m Day 8: You might think that have crossed into Spain, but the locals will defend that you are in Catalunya. Collada de Tosas 1790m 95k - 1550m Day 9: Leaving the high Pyrenees you will eventually catch the scents of the Mediterranean Sea as we descend more than we climb today... It will be encouraged to get off of your bike and jump into the Mediterranean sea in your bike shorts when we arrive. Col du Sant Grau 104k - 1250m Day 10: After a leisurely breakfast we wish you a farewell and departure from our final hotel. Congratulations! 875k 17,500m - or - 542 MILES and over 54,000 FEET

Santa Fe - Continued from page 22

Chimayo red chile sauce. Just thinking about it makes my mouth water.

On Friday morning, we finally headed down to Santa Fe for the festival. Our plan was to visit a bike shop, explore the city a bit and then head over to the festival venue for the opening evening’s festivities. Unfortunately, we found the city tough to navigate in our big, four-door F150 – especially with bikes on a hitch rack and a cab full of camera gear. If we’d known, we might have reserved a motel for the night instead of camping. We’ll just have to save playing tourist for our next visit.

The Santa Fe Mountain Fest was held at the Santa Fe Railyard Park in the middle of the city – not the kind of location we’re used to for a bike festival. The opening night had food trucks, beer vendors and an outdoor concert with Black Joe Lewis & the Honeybears, a fantastic, guttural blues/funk act from Austin, Texas. The concert was free to the public and thanks to Santa Fe’s great network of bike paths, a lot of people left their cars home and pedaled to the event.

Saturday was the busiest day of the festival, with all kinds of activities, including a trail run, guided bike rides, a climbing wall, gear expo and food trucks. There also happens to be an excellent farmer’s market just a block away with all kinds of food, chile roasting, coffee, art, jewelry and more. I enjoyed the scent of roasting chiles and had a tasty lunch of green chile papusas and green chile focaccia.

A bunch of bike rides were scheduled on Saturday, most of which started and finished at the Railyard Park. The Santa Fe Mountain Fest has a refreshing diversity of bike activities – from guided mountain bike rides to an urban ride called, “Funky Trails & Short-cuts.” One thing they don’t have is racing. All the rides are designed for fun and inclusion.

The most ambitious events were the Santa Fe Haka and the Caja del Rio Gravel Grinder. The Haka was a, “mountain bike marathon,” in the mountains above Santa Fe. It offered two options, a short 17 mile course and, “a serious undertaking,” a 31-mile course with over 8000 feet of climbing. The Caja del Rio Gravel Grinder took drop bar riders on a dirt tour of the desert outside Santa Fe. My wife Jenni joined a group doing a pedal-powered brewery tour. They rode bike paths to three local brewers, Second Street Brewery, Blue Corn and Santa Fe Brewery, for guided tours, beers and food. She had a great time. You can read her story about this trip on her web site, craftybeergirls.com.

Saturday evening was to be a repeat of Friday’s concert, beer and food trucks program. Unfortunately, it started raining that afternoon and the evening’s festivities were canceled due to thunderstorms. We were disappointed but took advantage of the free time to eat at nearby Cowgirl Café. It’s a fun,



Santa Fe Mountain Fest attendees enjoying Black Joe Lewis & the Honeybears on the first night of the festival. Photo by John Shafer, photo-john.net

Southwestern BBQ-focused restaurant and we enjoyed the best green chile burgers we’ve ever had.

Sunday, the final day of the festival, was what I’d been waiting for. The event moved to Galisteo Basin Preserve, about 20 miles away in the desert south of Santa Fe. Festival promoter, Tim Fowler, was kind enough to show us around and we had a good time exploring the Preserve trail system. The landscape, dirt and trail quality reminded us a lot of blue trails at Fruita’s Eighteen Road trail system and the green and blue stuff at Moab’s Brand Trails (a.k.a. Bar-M). The trail build and flow was great and they’ve taken good advantage of natural features. There isn’t a lot of rock and the riding isn’t exactly technical but they’ve built some fun and spicy optional lines on some of the slickrock formations. While it may not be the most challenging riding we’ve done, it’s certainly fun and a great place for beginning and intermediate mountain bikers to develop their strength and skills.

After Galisteo Basin Preserve we packed up, said our goodbyes and headed north, for home. We spent that night camped at 9000 feet in an aspen grove overlooking the Cuba Valley. In the morning, we continued north to Farmington where we stopped for a late, last hurrah New Mexico breakfast of adovada enchiladas and eggs – Christmas-style. When in New Mexico, always order, “Christmas-style,” so you get both red and green chile.

After our final plate of New Mexico chile, we headed back up

through Colorado into Utah, where we spent the night camped outside of Moab. Moab was an easy drive from Farmington and left time for one more ride the next day, before we finally headed home. Since we didn’t actually get to do a lot of mountain biking in New Mexico, we planned to make up for it in Moab. Since Moab is nuts in September, we kept it simple, stayed away from the popular trails and did a comfortably-paced lower Navajo Rocks loop. It was a perfect way to wrap up our trip – mellow, scenic and fun.

As I was writing this story, I found out the Santa Fe Mountain Fest will not be held in 2020. We thought it was great but they had issues with sponsors, conflicts with other events, marketing issues, and bad weather so it wasn’t as successful as they’d expected. Hopefully this will just be a brief hiatus while they get things sorted out. Regardless, the festival was a perfect excuse for us to travel to Santa Fe, pedal some new trails and explore parts of the Southwest we haven’t seen before. Even if the festival doesn’t continue, the mountain biking, landscape, food and culture of New Mexico will all still be there. We barely skimmed the surface of New Mexico’s mountain biking options. So, I guess we’re just gonna have to make another trip. Maybe you can join us.

If the Santa Fe Mountain Fest returns, find out more at [ve-lonewmexico.org/sfmf/](http://velonewmexico.org/sfmf/)



A group of mountain bikers getting ready to head out for a ride at Galisteo Basin Preserve on the final day of the Santa Fe Mountain Fest. Galisteo Basin Preserve is a “conservation-based community development”, about 30 minutes south of Santa Fe. Photo by John Shafer, photo-john.net

POETRY***The First Day of Winter***

Twass the first day of winter and out on the road,
not a creature was stirring, not even a toad. Antelope Island at dawn.
Photo by David Collins

By David Collins

A Cyclist's Ode to Clement Clarke Moore

Twass the first day of winter and out on the road,
not a creature was stirring, not even a toad;

My stockings were chilly but covered by booties,
and my helmet was fastened to keep out the cooties;
At college our daughters were humming along,
with husbands they sang the honeymoon song;

And Mama in her Suebee and me in a groove,
had just opened our Friday and started to move;

When out on the causeway there arose not a clatter,
No traffic, no wind, not a care seemed to matter;

Away in my saddle I flew in a flash,
pumping legs on my pedals in a winter's first dash;

The sun on the back side of snow clouds and fog,
Gave the luster of morning during miles to log;

When, what to my wondering eyes should appear,
Two hungry coyotes - faces bunched up in a sneer;

With a haunting look in their eyes, they were lively and quick,
I knew in a moment they weren't sent from St. Nick;
Glancing in time to see two eagles up high,
With migratory fowls floating below 'em, oh my;

I thought of old colleagues, and call'd them their names:

Now! Biff, now!

Leonard, now!

Luanna and Bob,

On! Brauna, on! Sarah, on!

George and Miss Dobb,

To your migration path! To the south you should go,

Now dash away! Dash away!

In the season's flow!

As dry leaves that before the wild hurricane fly,

When they meet with an obstacle, mount to the sky;

So up to the sky lanes the coursers they flew,

With their internal Garmins and flapping wings too;

And then in a twinkling, I saw just to my right,

Prancing and dancing of water and light;

As I double double-taked and was turning around,

To my left the same dance appeared without sound;

As if diamonds on water they danced light of foot,

They're clothes white like lightning (not covered in soot);

Ahead on the ride there were also some deer,

Not rein, but still antlered and all in good cheer;

Their eyes how they twinkled, and from their snouts came white steam,

and their hooves were two-stepping in rhythm as team;

My brother spotted a badger to port in the brush,

A chucker or two his scurry would flush;

He was chubby and plump, but not jolly or pleased,

and sharp teeth he bared brightly and snarled not sneezed;

And I laugh'd when I saw him in spite of myself;

A blink of his eye and a twist of his head,

Soon led me to know I'd be wise to pause, perhaps dread;

He spoke not a word, but went straight to his work,

Snooping the sage and; then turn'd away with a jerk;

The ride didn't finish til more creatures were spotted,

Bison, pronghorns, jackrabbits and big rams as they trotted;

There were others like owls,

And away they all flew,

So many species of elegant fowls,

Like James Audubon drew;

At last

as the ride ended

I had to exclaim,

before evening light bended:

What a place, what a sight—Happy Winter to all, and to all a good night!

David Collins is a cycling enthusiast and amateur randonneur.

Follow him on Instagram @rockypumpkin.

**Connected Bicycles
Could Increase Bike
Commuting**

Wireless communication devices used by bicyclists could potentially increase the level of ridership and safety. So suggests a new study from the National Institute for Transportation and Communities at Portland State University in Oregon. But we need to improve the connected vehicle (CV) technology and study its implications a lot more, says the report, *How Technology Can Affect the Demand for Bicycle Transportation: The State of Technology and Projected Applications of Connected Bicycles*.

"In conducting this research, it has become evident that there is a lack of consideration of bicyclists in the U.S. DOT, state DOTs', and local DOTs' CV initiatives, but also in city bicycle planning and Vision Zero," the report states. "The U.S. DOT has spent many years developing more than three dozen CV applications, yet none of them directly acknowledge the presence of bicyclists on the road."

The study defines a connected bicycle as one "equipped with devices, which enable wireless communication between internal and external entities, supporting vehicle-to-vehicle, vehicle-to-infrastructure and vehicle-to-everything communications." Some autos have had the equipment since the 1990s but only in the last decade did they start to be attached to bicycles. Some involve apps to help cyclists get where they're going. A few use sensors or other technology to tell cyclists everything from their heart rate to tire pressure. Some can even warn cyclists of approaching vehicles, using, for instance, radar attached to tail-lights. Others can use light as turn signals, which allows cyclists to keep both hands on the handlebars.

Some devices can even detect a crash and ask the rider if he wishes to have an emergency alert sent – if it gets no response, it will automatically send one. Possibilities appear endless.

But demand will have to come. "If bicycling is not considered a competitive transportation option within communities, it is unlikely that the mode share will increase. Governments are often looked upon to address this challenge; however, private actors such as bicycle manufacturers and technology companies also play an integral role" in developing and promoting the technologies for bicyclists.

Note: The report doesn't mention bicycling advocates, who certainly could spur demand.

See the report at <https://trid.trb.org/view/1662694>

-Charles Pekow

FAT BIKE EVENT PREVIEW

The Drift Fat Bike Race to be held in Pinedale, Wyoming March 13-15, 2020



A biker climbing on the 28 mile course. Photo by Darren Hull



Kevin Mack enjoys a Wind River beer after running the 28 mile course in The Drift. Photo by Keri Hull

By Dave Ittis

The Drift is a 13, 28, or 100-mile on-snow adventure race for cyclists, runners, or skiers in the Wind River area of Wyoming. In its third year, the race will be held on March 13-15, 2020 near Pinedale, Wyoming on groomed trails. We asked organizer Keri Hull about the event.

Cycling West: Describe the event. Are there race and ride options?

The Drift: The Drift is a run, fat bike or ski race. We offer 13, 28, and new this year 100-mile distances. We

don't offer a ride option, however, the cut off for the 100-mile course is 48 hours. Racers could approach it as more of a ride or stage race.

CW: Tell us about the course. What can riders expect? What are the distance options? Will the race cross the Continental Divide?

TD: All three races start in the Upper Green River valley. The 13-mile course is a relatively flat and fast out-and-back that is great for beginners. The 28-mile course offers a fast start followed by a climb, rolling hills and a fast descent to the finish, with just over 2000 feet total elevation gain. This will be the first year we have offered the 100-mile distance. It offers a little of everything. 7400 feet of total elevation gain over 101 miles of primarily groomed double track, except for a short 3-mile section of single (snowmachine) track, with the altitude topping out just shy of 10,000 feet.

Nearly half of the 100-mile course is along the Continental Divide (bike) trail. Racers will cross over the Continental Divide five times during the race, as well as following it for about 5 miles.

CW: What safety precautions and checks will you have? Will riders need to bring shelter or stoves to melt snow?

TD: All races have snowmachine sweep and support and can evacuate racers if needed. The 13-mile course has an aid station at the turnaround. The 28-miler has 2 aid stations. We will have four manned and heat-

ed aid stations stocked with hot food and snacks along the 100-mile course. There will also be unmanned tents in a couple of more exposed spots along the 100-mile course such as on Union Pass.

There is a mandatory gear list for all 100-mile racers that includes sleeping bag, shelter, and stove, similar to Susitna or Arrowhead. Racers should be self-sufficient. 100-mile racers will also carry trackers.

ESSAY

The Boss



Terry McGinnis at the front on the Rocky Mountain Raceway Oval in 2004. Photo by Dave Ittis

By Jeff Clawson

I was reminded about something last night, in a phone conversation I had with Bruce Bilodeau. He was telling me a story about a race he was announcing a few years back, the State Championship criterium at RMR and the last time I can remember my old friend Terry McGinnis racing bikes.

He was pretty sick and must have been weak given the fact his cancer had progressed and he was getting chemo.

Bruce asked Terry after the pro-1-2 race how he had managed to finish top 10 in his weakened condition. Terry's face was white and had that 100-yard stare we've all seen many times, having gone deep into the pain cave. Terry just laughed and said "I just know how to race

a bike"...

He knew that old RMR crit like the back of his hand. Where to be, how to bluff, and what moves to follow. And how to suffer.

We got talking about the last year he was directing the Tour of Utah, when he was just weeks away from death. He worked hard on every aspect of the Tour, was everywhere he needed to be, and somehow manufactured the energy to do the job. Never complained. Never let his body tell him what he could or couldn't do.

I saw his inner strength many times. The times I visited him just before he died are good memories, however hard, when he was still giving me lessons about life — and later, how to die with dignity.

I was racing a wet and cold cyclocross the day he passed. I was thinking about Terry at the start

herded cattle out of the mountains back to their ranches for the winter. Cows want nothing to do with this winter wonderland.

CW: Where can people stay? Are there motels nearby? And, for the cold-acclimated, is there camping?

TD: Kendall Valley Lodge is hosting the Drift 100 finish. It is a quarter-mile from the start. Space is limited, rooms should be booked now.

There are many lodging options in Pinedale, 25 miles from the race start.

Hampton Inn and Suites, Chamber House Bed & Breakfast, and The Log Cabin Inn have all offered discounts to racers.

The area offers phenomenal dispersed camping in the summer, but the snow would make it a little challenging to car camp. All designated campgrounds in the area are closed for the winter.

CW: Is there anything else that you would like to add?

TD: We are also in need of volunteers. Contact us if you are interested.

line, freezing rain coming down with the thought of wanting to quit before the race started. I always thought of Terry when I was suffering, he would be so pissed if I quit.

After that miserable race, I was in a calm mindset to receive the bad news. And so the end of an era, but how would I make it without his advice and guidance? What a loss.

All these years later, the old coach continues to whisper lessons in my ear. I know I will never forget the Boss.

Terry McGinnis was an accomplished bicycle racer, coach, father, and husband. He is missed by his circle of family and friends who still think of him often. He passed away on October 24, 2009 from cancer, and he would be 57 today--probably racing masters races.



A section of trail on the 28 mile course in The Drift. Photo by Darren Hull

Event Details:

March 13-15 — The Drift Fat Bike, Pinedale, WY, 13 or 28 miles, and 100 mile run, bike, or ski, Upper Green River Valley, held on a groomed trail in the Wind River Range in the area of the Continental Divide Trail, Keri Hull, 907-306-9806, keri.koger@gmail.com, thedrift100.com

Tour of Utah Coverage and photo galleries, visit cyclingutah.com/category/tour-of-utah/

WESTERN STATES

CALENDAR OF EVENTS

Utah 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

Legacy BMX — Farmington, UT, Indoor bmx racing at the Legacy Events center 151 South 1100 West, Farmington, UT., Practice Wednesday 6:00- 9:00; Race Saturday, May through September, Kevin J, 801-698-1490, kevinj@kphoto.net, lrbmx.com, radcanyonbmx.com/Rad_Canyon_Legacy_Outdoor_Schedule_2014.pdf

January 4, 2020 — WomenMTB Indoor BMX Ride Session, Women MTB Wasatch Club, South Jordan, UT, Bring your mountain bike, dirt jumper or BMX bike and ride the indoor track with all of your friends. The track is located in the SL County Equestrian building., Danita Ritter, 801-403-7241, info@womenmtb.org

April 4-5, 2020 — USA Cycling Collegiate BMX National Championships, Redmond, OR, Chuck Hodge, 719-434-4200, chodge@usacycling.org

Advocacy

Bike Utah — UT, Utah's Statewide Advocacy Group., Crys Lee, 385-831-1515, crys@bikeutah.org

Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) — Salt Lake City, UT, Meetings are the 3rd Monday of the month from 5-7 pm in the SL Transportation Division Conference room., Salt Lake City Transportation, 801-535-6630, bikeslc@slc.gov

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

Weber Pathways — 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., Mark Benigni, 801-393-2304, wp@weberpathways.org, Rod Kramer, 801-393-2304, rod@weberpathways.org

Mooseknuckler Alliance — St. George, UT, We accept all types and styles of riders; most importantly we want people to ride their bikes and enjoy doing it. Most of us love riding our bikes in all types of weather and in multiple disciplines. The Alliance is located in Southern Utah and has group rides to help people get out, meet new friends, and most importantly, have fun riding their bikes., Lukas Brinkerhoff, 435-632-8215, lukas@mooseknuckleralliance.org

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

Parley's Rails, Trails and Tunnels (PRATT) — Salt Lake City, UT, PRATT is a 501(c)(3) nonprofit organization, run by volunteers. The mission of the Parley's Rails, Trails and Tunnels (PRATT) Coalition is to assist city, county, state and federal agencies and other public and private partners in completing a multi-use trail along I-80 via Parley's Creek Corridor and the Sugar House Rail Spur to connect the Bonneville Shoreline Trail with the Provo/Jordan River Parkway., Juan Arce-Larreta, 801-694-8925, parlevstrail@gmail.com

Provo Bike Committee — Provo, UT, Please join us every first Thursday of the month at 5 pm at 48 N. 300 W. to help make Provo a more bicycle-friendly community., Heather Skobelund, 971-404-1557, bikeprovo@gmail.com, Aaron Skobelund, 385-207-6879, a.skobelund@gmail.com

Dixie Trails and Mountain Bike Advocacy — St. George, UT, Cimarron Chacon, 970-759-3048, info@groraces.com

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

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

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

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

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

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

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

Salt Lake Valley Trails Society — Salt Lake City, UT, Salt Lake Valley's natural surface bicycle trails non-profit., Kevin Dwyer, kevin@saltlakevalleytrailsociety.org

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

Events, Swaps, Lectures

Salt Lake Critical Mass — Salt Lake City, UT, Last Friday of every month, 6:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC., None, noemail@cyclingu-tah.com

Beehive Bike Polo Club — Salt Lake City, UT, Weekly hardcourt and grass bike polo. Tuesdays at 8pm, Saturday afternoons. Check out the Beehive Bike Polo Club on Facebook for location., Chuck Heaton, 801-688-7268, heatpolocompany@gmail.com

Cole Sport Weekly Road Ride — Park City, UT, Weekly Road Ride Mondays June 4-Aug. 27. Ride leaves Cole Sport, 1615 Park Ave. at 6 pm. Park at lower PCMR lot., Scott Dudevair, 435-649-4806, scott@dudevair.com

Moab Bike Party — Moab, UT, 4th Wednesday of every month. 6:30 or 7:30 pm., Jeff Gutierrez, facebook.com/moabbikeparty

Kidical Mass — Salt Lake City, UT, Group ride for families. This will be a monthly ride, the 1st Sunday of every month, at Liberty Park (south entrance) from 3pm- 5pm. All ages are welcome., Lee Chung, 865-850-3589,

lee.chung@gmail.com, [facebook.com/groups/109360246125277](https://www.facebook.com/groups/109360246125277)

Slow Roll SLC — Salt Lake City, UT, Fun, Bikes, and Party Rides on Tuesday Nights at 7 behind Crank SLC 749 S. State Street., Christian Clemens, 385-528-1158, 801-440-0546, christian@crankslc.com

March 20-22, 2020 — North American Handmade Bicycle Show NAHBS, Dallas, TX, 15th annual, NAHBS showcases the talents of individuals around the world whose art form is the bicycle. It aims to be a meeting point both online and in person for frame builders and cycling enthusiasts looking for custom-made bikes, for the sharing of ideas, and the promotion of a special industry with a rich history dating back to 1819, Don Walker, 502-265-1122, don@handmadebicycleshow.com

April 14, 2020 — Utah Bike Summit, Layton, UT, Keynote Speaker: John Burke of Trek Bicycle, The Utah Bike Summit is the statewide bicycle conference. The summit brings together everyday riders, bicycle and trail advocates, representatives from Utah's bicycle industry, planners, engineers, representatives from Utah's tourism industry and health fields, and local and state government officials in order to make Utah more bicycle friendly. Regardless of your interest in bicycling (transportation, recreation, road, mountain, commuter), the Utah Bike Summit is for you and all are encouraged to attend. Held at Davis Conference Center, Crys Lee, 385-813-1515, crys@bikeutah.org

May 2-3, 2020 — Young Riders Bike Swap, Park City, UT, Benefits Young Riders Youth Mountain Biking Program. Located at The Yard, 1255 Kearns Blvd Park City, UT. Saturday, May 2nd 8am-5pm and Sunday May 3rd 11am-3pm. Buy or sell gear. Need a bike? Need to get some of that old equipment out of your garage? This is the perfect opportunity, and proceeds raised at this event help to fund the Young Riders organization based out of Park City, UT. To sell your gear you can drop off your bike and fill out the information at Jan's Mountain Outfitters (1600 Park Avenue, Park City) or White Pine Touring (1790 Bonanza Drive, Park City) during store hours from April 18th to April 29, or at The Yard on April 30, 3-7pm, May 1, 12-8 pm., Julie Minahan, 435-640-8642, julie.minahan@gmail.com

May 6, 2020 — 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., None, noemail@cyclingu-tah.com

May 15, 2020 — 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., None, noemail@cyclingu-tah.com

May 20, 2020 — 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 bicycling 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, 801-477-7048, lucyo@provo.edu

September 22, 2020 — World Car Free Day, UT, Ride your bike and leave the car at home!, None, noemail@cyclingu-tah.com

Mountain Bike

Tours and Festivals

January 24-26, 2020 — Borealis Fat Bike World Championships, Crested Butte, CO, 5th annual Borealis Fat Bike World Championships presented by Upslope Brewing Company. Join us for 3 days of races, demos, great beer, and excellent times!, Kat Cooke, 970-349-6438, events@cbchamber.com

March 6-8, 2020 — VIDA MTB Clinic Series: Sedona, VIDA MTB Series, Sedona, AZ, Women's Mountain Bike Skills Clinic during Sedona MTB Festival, Rachel Gottfried, 949-677-6809, info@vidamb.com

March 6-8, 2020 — Sedona Mountain Bike Festival, Sedona, AZ, Held in the heart of Sedona next to trails, bike park, and downtown. Main Expo/Festival area at the beautiful Posse Grounds Park; Bike Demos, Shuffled Rides, a Beer Garden, great Bands, and endless singletrack., Sedona MTB Festival,

Calendar Guidelines:

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

Submit your event to:

calendar@cyclingu-tah.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!

928-282-1106, info@sedonamtbfestival.com

March 13-15, 2020 — Poison Spider Bicycles Spring Thaw, Moab, UT, Fun long weekend with Demo bikes, women's ride, shuttles, and guided group rides on great Moab Brand Trails. Food and parties. Preregister early for free t-shirt! Plus women's only ride/clinic., Billy, 435-259-7882, 800-635-1792, info@moabthaw.com

March 13-15, 2020 — BetterRide MTB Camp, Sedona, AZ, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net

March 16-October 31, 2020 — White Rim (MTB), Moab, UT, The White Rim Trail through Canyonlands has become a favorite annual pilgrimage for countless numbers of mountain bikers. Our 4-day bike trip follows the canyons carved by the Green and Colorado Rivers. A multi-colored array of spires, arches, buttes, and mesas comprise the classic high desert scenery of Canyonlands National Park., Kevin Ford, 800-596-2953 x1, 702-596-2953, info@escapeadventures.com

March 27-29, 2020 — Hurricane Mountain Bike Festival, Hurricane, UT, Ride with us on world-class singletrack at the foothills of Zion National Park. Join us for 3 days of bike festival shenanigans, awesome demo bike & gear, Expo with great food and shopping, bike shuttles, skills clinics, Zion Brewery beer garden, dinner, prizes and more!, DJ Morisette, 435-635-5455, humbfestiva@gmail.com

March 27-29, 2020 — BetterRide MTB Camp, Moab, UT, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net

April 3-5, 2020 — BetterRide Women's MTB Camp, Moab, UT, BetterRide's Women-Only Mountain Bike Camp, Clinic and Skills Coaching covers the same core skills as the co-ed camps in a supportive, non-judgemental atmosphere. Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net

April 17-19, 2020 — BetterRide Enduro MTB Camp, Moab, UT, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net

April 17-19, 2020 — BetterRide Enduro MTB Camp, Moab, UT, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net

April 18-19, 2020 — Tinker Classic, Beatty, NV, MTB Race and Festival, 100k MTB Race and 60k Gravel Gran Fondo Rides +, Guided rides, demo bikes and industry vendors. Enjoy 60+ miles of single track and many more miles or gravel roads and pavement. The weekend events will include a 3 day Bike Expo with demo's, festival rides on 60+ miles of single track, the 60 K Gravel Gran Fondo though Death Valley National Park and Rhyolite Ghost town, and the Main Event! The 100k Tinker Classic Mountain Bike Race. Award Ceremony with fireworks at Spicer Ranch. Cimarron Chacon, 970-759-3048, info@groraces.com

April 24-26, 2020 — BetterRide Women's MTB Camp, Fruita, CO, BetterRide's Women-Only Mountain Bike Camp, Clinic and Skills Coaching covers the same core skills as the co-ed camps in a supportive, non-judgemental atmosphere. Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net

May 1-3, 2020 — MECCA Spring MTB Festival, Green River, UT, 34th Annual, Held at the John Wesley Powell Museum in Green River, Utah. Registration begins Friday at 1:00 p.m. followed by a warm up ride, refreshments, games and a prize drawing. Saturday is full of all-day guided rides, ranging from beginner to advanced followed by a yummy dinner, games and more FUN. Finish up on Sunday with a guided (or on your own) scenic ride. Family friendly., Kim Player, 435-653-2440, meccabike01@gmail.com

May 1-3, 2020 — BetterRide MTB Camp, Moab, UT, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net

May 1-3, 2020 — US Bank Fruita Fat Tire Festival, Fruita, CO, 25th Anniversary festival kicking off the Mtn bike season in CO, world renowned trails, Bike Demo at 18 Road and Downtown Product Expo, and live music, Mike Heaston, 970-858-7220, emamh@emg-colorado.com

May 8-10, 2020 — BetterRide Trail Subleties and Strategies MTB Camp, Moab, UT, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net

June 5-7, 2020 — BetterRide E-MTB Camp, Golden, CO, Take your skills to the next

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February 7-8, 2020 — Sweaty Yeti Fat Bike Festival. Ogden, UT, Held at North Fork Park, Ogden Valley, Utah, races and festival! Beer tents, demo bikes, kids events, music! Friday night Yeti Bash in Ogden at the Union Station - Yeti Party! Race on Saturday., Sydnie Furton, 866-867-8824, sydnie@visitogden.com, yetibash.com, visitogden.com

March 14, 2020 — True GRIT Epic Bike Race. National Ultra Endurance Mountain Bike Series (NUE) 100 and Marathon SE, Santa Clara, UT, Epic ultra-endurance mountain bike race with 100 and 50 mile options over tough and technical terrain. Course is a 50 mile loop. Staggered starts at 7am, 9am and 11am - cut off time is 6pm, choose from open category with cash purse. Finish with live music, vendors and beer garden., Cimarron Chacon, 970-759-3048, info@goraces.com, truegritepic.com

March 28, 2020 — Red Rock Desert Rampage ICUP. Intermountain Cup, St. George, UT, The XC opener on the traditional Desert Rampage course, with approximately 6 mile lap at Green Valley., Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, Darren Goff, 801-896-8244, info@intermountaincup.com, intermountaincup.com, ridesouthernutah.com

March 28-30, 2020 — Moab Rocks. Moab, UT, Incorporates Moab's best classic and new routes and combines them into a 3-day masterpiece of cross-country and timed descents in a fully supported format. Kevin McDonald, 866-373-3376, info@transrockies.com, TransRockies.com

April 4, 2020 — 6 Hours of Frog Hollow. Frog Hollow Endurance Series, Virgin, UT, 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs. Great introduction to endurance racing or a great trainer for bigger races. Categories from solo to 3 person, including single speed categories., Cimarron Chacon, 970-759-3048, info@goraces.com, goraces.com, 6hoursof FrogHollow.com

April 18, 2020 — The Cactus Hugger ICUP. Intermountain Cup, St. George, UT, XC race #2 in the series, approximately 6.5 mile lap utilizing a completely different course than the Desert Rampage. The race will utilize much of the well renowned Jem Trail, which is a rider favorite in Utah for its fast, flowing nature, as well as sections of the Cryptobiotic and Hurricane Cliffs trails., Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, Darren Goff, 801-896-8244, info@intermountaincup.com, intermountaincup.com, ridesouthernutah.com

April 30-May 3, 2020 — Soldier Hollow Pro XCT. Mountain Bike Technical Development Series, UCI Juniors race, Pro XCT series, Midway, UT, On USA Cycling's Pro Cross Country Tour, takes place at Soldier Hollow, a venue of the 2002 Winter Olympics, featuring category races for all ages and abilities, UCI sanctioning for elites and 17-18 juniors, multiple disciplines, and side events such as a banquet and pancake breakfast, Utah State MTB XC Championship, gravel fondo, short track, XC, biathlon, stage race, MJ Turner, 801-664-6351, mj@summitbikeclub.org, sophobikefest.com, summitbikeclub.org/events/soldier-hollow-bike-festival/

May 16, 2020 — Three Peaks Classic ICUP. Intermountain Cup, Cedar City, UT, 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 Pinon trees., Joey Dye, 435-674-3185, joey@redrockbicycle.com, Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, intermountaincup.com, ridesouthernutah.com

June 6, 2020 — Volcano Fire Road 120k Gravel Grinder. 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

June 13, 2020 — Wasatch 50. Intermountain Cup, Heber, UT, The Wasatch 50 (formerly Wasatch Back) course is a truly epic route through some of Utah's beautiful high country. This 21 mile loop (+/-) features roughly 1,700 feet of climbing per lap and tackles almost the entirety of the Coyote Loop trail starting and finishing at the UVU-Wasatch campus., Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, intermountaincup.com

June 27, 2020 — Fast Times at Richfield. TENTATIVE, Intermountain Cup, Richfield, UT, Check back for complete details., Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, intermountaincup.com

July 11, 2020 — The Crusher in the Tushar. Beaver, UT, 70 grueling miles exploring Southern Utah's Tushar Mountains on a mix of dirt, gravel, and asphalt. Features 10,000+ of climbing traversing Utah's highest and most scenic roads. Join us for the original mixed-surface gravel and road classic!, Burke Swindlehurst, roadit@msn.com, tusharcruiser.com

July 18, 2020 — The Rage at Snowbird. Intermountain Cup, Snowbird, UT, XC race. Snowbird has done a great job with some new trails and creating trails for real MTB racing with a great mix of fast flowy single track, service roads, and a few short technical sections to keep you on your toes. 5-25 miles, 570' elevation gain per lap. Beginning just above the Tram Plaza at Snowbird Center

on the dirt road, this 5.1 mile course offers up approximately 570ft of climbing per lap., Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, Darren Goff, 801-896-8244, info@intermountaincup.com, intermountaincup.com

August 8, 2020 — Powder Mountain ICUP. Intermountain Cup, Powder Mountain, UT, 360° panoramic views all along the course, and promises fast and exciting riding with a starting elevation of 8,200 feet and a maximum elevation of approximately 8,900 feet. 7-mile lap of the network with approximately 1,400 feet of climbing starting from the Timberline Lodge., Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, Darren Goff, 801-896-8244, info@intermountaincup.com, intermountaincup.com

August 15, 2020 — Cedar City Fire Road 100 Gravel Grinder. Cedar City, UT, 100k or 60k options - with over 80% dirt! Chip timed. Prizes for top finishers., Deborah Bowling, 818-889-2453, embassy@planetultra.com, gravelgrinder.com

September 5, 2020 — Park City Point 2 Point. Park City, UT, A true point 2 point race! Thanks to the plethora of trails in this area, the race is never on the same trail twice. Over 90% of the race is single-track. 75 miles & 12,000ft of climbing., Jay Burke, 801-330-3214, snowchicken.jp@gmail.com, thepcpp.com

September 13, 2020 — Tour des Suds. Park City, UT, 7-mile mountain bike climb from City Park, to the top of Guardsman Pass with a 2,700ft elevation gain., Ginger Ries, 435-649-6839, ginger@mountaintrails.org, mountaintrails.org

September 26, 2020 — Antelope Island 50K MTB Race. Antelope Island, UT, 6th edition of Antelope 50k Mountain Bike Race will be held at White Rock Bay Trailhead, Antelope Island State Park. There will be 3 race distances: 50k, 25k, and 15k. This is an MTB race on double and single track with varying elevation and some technical stretches on the 50k and 25k distances. Start time 9:00 AM. Packet pickup 7:30 AM., Wynn Hall, 801-941-4255, wynnhall@gmail.com, Matt Hall, 801-648-4659, matt@enduraevents.com, enduraevents.com

October 31-November 1, 2020 — 25 Hours of Frog Hollow. Frog Hollow Endurance Series, Hurricane, UT, Held Sat 10 am to Sun 10 am with the bonus double midnight lap due to the fallback time change. 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs. 11th Annual, Cimarron Chacon, 970-759-3048, info@goraces.com, 25hoursof FrogHollow.com

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NM, CO, MT, OR, WA,
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December 14, 2019 — Grand Targhee Fat Bike Race. Grand Targhee, WY, 10:00am at Grand Targhee Resort, Registration is online or the day of, we'll have a 5-15 mile (depending on category) race at Grand Targhee. All bikes must have a 3.7" tires or larger to race. This year will be adding 3-4 miles of fat bike groomed single track to the race. Race will start at 5:30pm. Racers will need a light to race., Andy Williams, 800-TARGHEE ext. 1309, williams@grandtarghee.com, grandtarghee.com, grandtarghee.com/event/grand-targhee-fat-bike-race-2/

December 14, 2019 — Dawn to Dusk AZ. Fountain Hills, AZ, Endurance mountain bike relay. Compete as a solo, duo, or team on a fast, fun course in McDowell Mountain Regional Park. Family friendly camping and event expo promises a fun weekend! Space is limited to 125 solo riders, 100 two-person, 50 four-person, and 10 corporate entries, Seth Bush, 505-554-0059, ElCaptain@ZiaRides.com, ZiaRides.com, ZiaRides.com/event/register/dawn-dusk-arizona

January 4, 2020 — 6 Hours in the Papago powered by SRAM. Tempe, AZ, 6 hours in the Papago will test you like never before. Get ready for a highly entertaining course to kick off your racing season. Ride solo, with a friend or on a team to tackle this looped course in Tempe's infamous Papago Park to rack up as many laps as possible., Jeff Frost, 928-380-0633, canisbleu@gmail.com, 2hoursofthepapago.com

January 5, 2020 — Roll a Fatty Fat Bike Enduro. Laramie, WY, Happy Jack Trailhead, Southeast Wyoming. Time to bust out your goggles, ski goggles, frost proof dropper posts, and fleece lined knee pads, because it's about to get fat. Awesome 17 mile single-track loop with four timed stages. Could be packed powder, could be ice. Could be 6" wide packed trail with deep powder on the side, could be some rocks and roots showing. Will definitely be a fun day rolling your fatty with like minded fat finds., Niesey Heckart, 307-761-1741, niesey@laramieracing.com, laramieracing.com

January 11, 2020 — JayP's Backyard Fat Bike Pursuit 60k. JayP's Backyard Series, Island Park/West Yellowstone, ID, 60k snow bike

race on groomed snow machine trails in Island Park, ID near Yellowstone National Park., Jay Peteryary, 307-413-2248, jaypeteryary@gmail.com, fatpursuit.com

January 11-12, 2020 — JayP's Backyard Fat Bike Pursuit 200km or 200 mile. JayP's Backyard Series, Island Park/West Yellowstone, ID, 2 Distances- 200 km or 200 mile. These endurance events take on an expedition feel and you will need to have outdoor winter camping skills., Jay Peteryary, 307-413-2248, jaypeteryary@gmail.com, fatpursuit.com

January 11, 2020 — McDowell Meltdown. McDowell, AZ, Challenging XC race with pump tracks for everyone to enjoy., MBAA, 480-442-4229, racing@mbaa.net, mbaa.net

January 17-19, 2020 — DVO Nevada State Gravity Championships, DH, Enduro, and DS. DVO Winter Gravity Series at Bootleg Canyon, Boulder City, NV, Open practice on Friday, Saturday, and Sunday. Trails hand built by the late Brent Thompson, gnarly on the top half and fast open ridge tops for the 2nd half. Free On-site camping with bathroom/shower facility. Cash purse for the pros and prizes from our sponsors for all amateur categories and age brackets for placing 1st, 2nd, and 3rd., Downhill Mike, 518-524-9805, info@downhillmike.com, downhillmike.com

January 18, 2020 — Prickly Pedal MTB Race. Peoria, AZ, Get in a heart-pumping, rip-roaring ride through the desert terrain of the Maricopa Trail beginning in Cave Creek, Arizona and finishing at Lake Pleasant Regional Park in Peoria, Arizona. All proceeds benefit the non-profit Maricopa Trail and Park Foundation, Jeff Frost, 928-380-0633, canisbleu@gmail.com, pricklypedal.com

January 24-26, 2020 — Borealis Fat Bike World Championship. Crested Butte, CO, 5th annual Borealis Fat Bike World Championships presented by Upslope Brewing Company. Join us for 3 days of races, demos, great beer, and excellent times! Winter townie crit too on Sunday!, Kat Cooke, 970-349-6438, events@cbchamber.com, Dave Ochs, 970-349-7324, info@cbmba.org, crestedbutte-mountainbike.com/borealis-fat-bike-world-championships/

January 24-26, 2020 — Pagosa Springs Winterfest Fat Bike Race. Pagosa Springs, CO, Festival Friday-Sunday. Fat bike race Saturday on groomed snow trails. Great fun for all ages!, Annie Sewall, talktous@dustx2.com, dustx2.com

January 24-26, 2020 — Fat Bike World Championships. Crested Butte, CO, 5th Annual FBW. Whether you are a professional racer looking to defend your title, or a novice who pedals minimally and parties maximally, this event is for YOU! New in 2020 will be a Fat Bike Polo tournament on downtown Elk Avenue on Friday Night (Jan.24th) - don't miss it!!!, John Klish, 970-744-4450, 573-366-3681, madness@madracingcolorado.com, madracingcolorado.com

January 25, 2020 — Estrella Hedgehog Hustle. Goodyear, AZ, Cross Country Race at Estrella Mountain Regional Park with a scenic venue for both spectators and racers. Remember sealant and tubes!, MBAA, 480-442-4229, racing@mbaa.net, mbaa.net

February 8, 2020 — Havasu Havoc. Lake Havasu, AZ, XC race with awesome views, a fun trail and good local beer., MBAA, 480-442-4229, racing@mbaa.net, mbaa.net

February 14-16, 2020 — 24 Hours in the Old Pueblo. Tucson, AZ, Riding sinuous single track in the Sonoran Desert, the 24 Hours in the Old Pueblo Presented by Tucson Medical Center is one of the largest 24 hour events in the world. Come join the event the mountain bike community has been raving about for years!, Dave Castro, 520-623-1584, info@epicrides.com, epicrides.com

February 14-16, 2020 — DVO Mob n Mojave DH, DS, and Enduro. DVO Winter Gravity Series at Bootleg Canyon, Boulder City, NV, Open practice on Friday, Saturday, and Sunday. Trails hand built by the late Brent Thompson, gnarly on the top half and fast open ridge tops for the 2nd half. Free On-site camping with bathroom/shower facility. Cash purse for the pros and prizes from our sponsors for all amateur categories and age brackets for placing 1st, 2nd, and 3rd., Downhill Mike, 518-524-9805, info@downhillmike.com, downhillmike.com

February 15, 2020 — Stanley Winterfest 40 Fat Bike Fondo. Stanley, ID, Stanley's Annual Winterfest Fatbike Fondo! This challenging 40km race winds through exciting and varied terrain located within the beautiful Sawtooth National Recreation Area. Come for the race, stay for the music, food and fun Winterfest activities., CJ Sherlock, 208-412-8343, 208-774-8343, whitecloudad@gmail.com, Jason Bosley, 614-260-4468, info@stanleywinterfest.com, stanleywinterfest.com, facebook.com/stanleyfatbike

March 13-15, 2020 — DVO Reaper Madness DH ~ DS ~ Enduro. DVO Winter Gravity Series at Bootleg Canyon, Boulder City, NV, Open practice on Friday, Saturday, and Sunday. Trails hand built by the late Brent Thompson, gnarly on the top half and fast open ridge tops for the 2nd half. Free on-site camping with bathroom/shower facility. Cash purse for the pros and prizes from our sponsors for all amateur categories and age brackets for placing 1st, 2nd, and 3rd., Downhill Mike, 518-524-9805, info@downhillmike.com, downhillmike.com

March 13-15, 2020 — The Drift Fat Bike. Pinedale, WY, 13 or 28 miles, and 100 mile

level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

June 6, 2020 — Weiser River Trail Ride. Council, ID, A one day gravel mountain bike ride of either 28 or 48 miles on the Weiser River Trail, a rail conversion trail. Shuttles from Cambridge or Council. Snack stops., Craig Kjar, 208-571-7447, 208-253-4433, october-trek@gmail.com, kotaho.com/annual-bike-ride, weiserivertrail.org

June 13, 2020 — Nevada City Fat Tire Festival. Nevada City, CA, Nevada City Fat Tire Festival promotes a healthy lifestyle and all inclusive experience for bicycle riders and outdoor enthusiasts. We have selected vendors that represent our goal with bicycle companies, bicycle components, local beer, personal training, injury prevention and recovery, bicycle repair, bicycle travel, bicycle camping and outdoor lifestyle. Part of an amazing weekend! We have joined the Rotary Century Ride, the Big Brothers and Big Sisters 20th Annual Gravel Grinder and the Nevada City Dirt Classic Cross Country Race series for a weekend of bicycling and family fun!, Nevada City Fat Tire Festival, 530-615-4462, NCFatTireFestival@gmail.com, ncfattirefestival.com

June 14-September 7, 2020 — Crested Butte Singletrack MTB Tour. Crested Butte, CO, Our Crested Butte tour offers immensely beautiful, challenging and remote terrain in the Elk Mountains of south-central Colorado. This tour is available in 3 to 6-day options that roll along the prime singletrack that CB is known for. You'll also enjoy the stellar campsites and the amazing swimming holes of the Elk Mountains., Lauren Lasky, 508-561-7580, lauren@izardheadcycling.com, izard-headcyclingguides.com

June 19-21, 2020 — BetterRide MTB Camp. Durango, CO, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

June 20, 2020 — Beaver Dam 49er Gravel Grinder. Beaver Dam State Park, NV, Ride the Rim and see the park from a different perspective. Pedal down an old chaining road that runs along the Park's rim and winds you through Pinyon and juniper trees. Through the small town of Barclay where lunch is served at the one room schoolhouse. The course then swings around back to the main park road and down into Campground B where we end the ride with a BBQ. The course is subject to change based on weather conditions. 35 and 45 mile options., Dawn Andone, 775-728-8101, theadalravage_vc@cturbonet.com, beaverdamgravelgrinder.com

June 26-28, 2020 — BetterRide MTB Downhill-Enduro Camp. Durango, CO, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

July 5-August 16, 2020 — Colorado Trail MTB Tour. Montrose, CO, Our Colorado Trail Mountain Bike Tour takes you on an amazing alpine journey through the singletrack of the San Juan Mountains, traversing from Monarch Pass to your final destination of Telluride. Available in either a camping or lodging format with up to 3-nights of lodging (3 of 5-nights total)., Lauren Lasky, 508-561-7580, lauren@izardheadcycling.com, izard-headcyclingguides.com

July 10-12, 2020 — BetterRide MTB Camp. Winter Park-Fraser Mountain, CO, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

July 11, 2020 — Wildflower Trailfest. Snowbasin, UT, A non-competitive, women only mountain bike ride. All ages and levels welcome. Come join us for a day of fun on Powder Mountain!, Nick Bowsher, 801-610-9422, info@wildfloweroutdoor.com, wildfloweroutdoor.com

July 17-19, 2020 — BetterRide Women's MTB Camp. Winter Park-Fraser Mountain, CO, BetterRide's Women-Only Mountain Bike

Camp, Clinic and Skills Coaching covers the same core skills as the co-ed camps in a supportive, non-judgemental atmosphere. Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

July 31-August 2, 2020 — BetterRide MTB Camp. Park City, UT, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

August 14-16, 2020 — Outerbike Summer in Crested Butte. Crested Butte, CO, An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos, shuttles, lunch, beer, and admission to parties and films, at Crested Butte Mountain Resort, Mark Sevenoff, 800-845-2453, 435-259-8732, outerbike@westernspirit.com, outerbike.com

September 18-20, 2020 — Albuquerque MTB Festival. Albuquerque, NM, 12 hour race, 2 hour race, and weekend long mtb festival, Seth Bush, 505-554-0059, ElCaptain@ZiaRides.com, ZiaRides.com

October 2-4, 2020 — Outerbike Fall. Moab, UT, An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos, shuttles, lunch, beer, and admission to parties and films, 7000 N. Hwy 191 at Moab Brands Trailhead, Mark Sevenoff, 800-845-2453, 435-259-8732, outerbike@westernspirit.com, outerbike.com

October 3-4, 2020 — October Trek. Weiser, ID, 2 day mountain bike gravel ride, 86 mile rails-to-trails conversion trail from New Meadows to Weiser, Idaho. Supported ride with meals and camping., Craig Kjar, 208-571-7447, 208-253-4433, octobertrek@gmail.com, welsrivertrail.org/octobertrek.html, kotaho.com/octobertrekinformation/

October 9-11, 2020 — BetterRide MTB Camp. Moab, UT, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

October 16-18, 2020 — BetterRide MTB Trail Subtleties and Strategy Camp. Moab, UT, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiently with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, Gene Hamilton, 970-261-1869, admin@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

October 29-November 1, 2020 — Moab Ho-Down Mountain Bike Festival & Film Fest. Moab, UT, 15th Annual - Mountain bike festival with dual stage enduro race, group shuttle rides, bike films, townie tour with poker run, dirt jump comp and costume party! The festival is a fundraiser for local trails and the bike park!, Tracy Bentley, 435-259-4688, info@chlebikes.com, moabhodown.com, chlebikes.com

Utah Weekly MTB Race Series

April 4-August 1, 2020 — Weekly Race Series. WRS, Sundance, Wasatch County, UT, Wednesday nights, April-Aug. Venue alternates between Wasatch County sites and Sundance, 6:30 pm. Prompt start time. Pros/Experts 1hr race time, Sports 50mins, Beginners 30-40mins., Tyson Apostol, 435-200-3239 (Wasatch), 801-223-4849 (Sundance), aces@euclidoutdoors.com, John Woodruff, 801-223-4044, 801-223-4849, johnw@sundance-utah.com, Josey Apostol, 435-200-3239 (Wasatch), 801-223-4849 (Sundance), aces@weeklyraceseries.com, weeklyraceseries.com

Riding the Goose is not a Euphemism.



www.mooseknuckleralliance.org



run, bike, or ski, Upper Green River Valley, held on a groomed trail in the Wind River Trail in the area of the Continental Divide Trail, Kerri Hull, 907-306-9806, kerri.koger@gmail.com, thedrift100.com

March 13-15, 2020 — Cactus Cup. Fountain Hills, AZ, Arizona's Original Mountain Bike Stage race, its history dates back to 1991. This is 3 days of racing to crack open the season featuring a Short Track, XC and Enduro event. To chase the Cactus Cup and capture the overall title, all 3 days of the stage race must be completed. STXC, Enduro, XC40, kids race. Held at McDowell Mountain Regional Park, Monique Pua, pua@thecactuscup.com.

March 21, 2020 — White Tank Whirlwind. Waddell, AZ, White Tank Regional Park is a fun course, mixed with a smidge of technical riding. , MBAA , 480-442-4229, racing@mbaa.net, mbaa.net

March 21, 2020 — Echo Red 2 Red XC MTB Race. Pendleton, OR, 12, 24, 32 miles, sponsored by Echo Bike & Board, Stephanie Myers, 541-289-2444, 541-376-8500, echored2redxc@hotmail.com, echored2red.com

March 28-29, 2020 — The Javelina Chase Gravel Grinder. Duncan, AZ, Event draws competitive and non-competitive cyclists each year to Duncan, Arizona, and Lordsburg, New Mexico — historic small towns that straddle the Arizona-New Mexico border. Saturday: Ghost Mine Rumble Mountain Bike Races · Kids' Bike Rodeo. Sunday: Butterfield/Overland Gravel Fun Ride · 5K Trail Run and Half-Marathon, Daniel Carver, 575-649-9142, daniel.carver@hotmail.com, javelinachase.com

April 5, 2020 — 6 Hours in the Basin for Commonweal. New Mexico Off Road Series, Santa Fe, NM, The CORE Crew in conjunction with Commonweal Conservancy is excited to promote this 6-hour endurance race over a 9.3 mile course with varying terrain. Due to the fragile nature of the area the event will be limited to 100 entries., Jan Bear, 505-670-4665, janbear@gmail.com, nmors.org

April 11, 2020 — Prescott Punisher. Prescott, AZ, Prescott is a great place for mountain biking. The Whiskey 50 will be 2 weeks later so consider racing and staying for a pre-ride the following day., MBAA , 480-442-4229, racing@mbaa.net, mbaa.net

April 17-19, 2020 — 12 Hours in the Wild West. Ruidoso, NM, 6 hour and 12 hour race, held at Grindstone Lake Trail system, Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, ziarides.com

April 18, 2020 — Tinker Classic. NUE (National Ultra endurance Series), Beatty, NV, MTB Race and Festival. Enjoy 60+ miles of singletrack and many more miles of gravel roads and pavement. 3 day Bike Expo with demos., Cimarron Chacon, 970-759-3048, info@groraces.com, tinkerclassic.com

April 24-26, 2020 — Whiskey Off-Road. Epic Rides Off-Road Series, Prescott, AZ, Starting on Prescott's historical (and lively) Whiskey Row and climbing into the beautifully distracting views of Prescott National Forest, riders will connect some of the area's most exhilarating (and challenging) pieces of singletrack, double track, gravel roads and the occasional paved segment., Dave Castro, 520-623-1584, info@epicrides.com, Dave Castro, dcastro@epicrides.com, epicrides.com

May 1-2, 2020 — US Bank 18 Hours of Fruita. Fruita, CO, 16th Annual event at Highline Lake State Park, an oasis in the desert with the famous midnight start. Limited to 100 teams and 30 solos., Mike Heaston, 970-858-7220, emgcmh@emgcolorado.com, George Gatseos, 970-858-7220, fruita@otesports.com, 18hrsofffruita.com

May 2, 2020 — Chino Grinder p/b Lauf. Chino Valley, AZ, Endurance Cycling Event- Gravel road cycling adventure with 150, 115, 62, 44 and 25 mile options., AZ Gravel Rides , 480-452-9767, AZGravelRides@gmail.com, azgravelrides.com, chinogrinder.azgravelrides.com

May 3, 2020 — Prescott Punisher. Prescott, AZ, Arizona State MTB Championships (USAC Sanctioned) at Emmanuel Pines, MBAA , 480-442-4229, racing@mbaa.net, mbaa.net

May 9-10, 2020 — Grand Enduro. Grand Junction, CO, 4th Annual, Race the top 3 trails of the Lunch Loops (Ribbon, Gunny, and Free Lunch) with amazing views in the background. This is the only race on the Ribbon... come see what it's like to ride up to 50mph on a big slab of rock! 22-35 minutes of racing over 6.2 miles of trail. 2.5-4 hours of total ride time covering ~22 miles., John Klish, 970-744-4450, 573-366-3681, madness@madracingcolorado.com, madracingcolorado.com

May 9, 2020 — Flagstaff Frenzy. Flagstaff, AZ, The 2019 MBAA finals, Anthony Quintile, 928-779-5969, flagstaff@absolutebikes.net, MBAA , 480-442-4229, racing@mbaa.net, Denise Barron, 928-530-0868, mbaa.net, absolutebikes.net

May 9, 2020 — Desert Rats Classic. Fruita, CO, The 2020 race will be a single 50K loop at

18 RoadRace on the beautiful flowy single-track and dirt roads at 18 Road. This single loop course combines the Edge Loop and Sarlacc Trails to bring you some difficult climbs, fast descents, dirt roads, flowy single-track and maybe some [nike-a-bike](http://nike-a-bike.com). This fun 50K course is an early season test of stamina and gives a reason to train through the winter. With the combination of many short ups and downs and a couple climbs up the mesa, this event will definitely test your fitness. Racers will have three aid stations and will receive a finisher's memento and age group awards., Reid Delman, 303-249-1112, reid.delman@geminiadventures.com, Kyla Claudell, 303-249-1112, kyla@geminiadventures.com, geminiadventures.com

May 9, 2020 — Colorado Junior Cup. Bailey, CO, Colorado Junior Cup returns for its 3rd year on May 9, 2020 in Bailey, Colorado. Come on out all junior mountain bike racers!, Dave Muscianisi, 303-817-6523, dave@ratflseries.com, ratflseries.com

May 15, 2020 — Wild Horse Gravel. Roll Massif, De Beque, CO, Our Wild West gravel goes deep into the backcountry, taking in the full gamut of conditions: smooth, rugged, rutty, rocky, sandy, steep, 45-mile loop. Ride once or twice., Roll Massif , support@rollmassif.com, rollmassif.com

May 16, 2020 — 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

May 22-24, 2020 — Iron Horse Bicycle Classic. Durango, CO, 49th Annual, Road Race and Tour from Durango to Silverton. Both are on Saturday 25th 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 26th we have a Kids Race and Kids Village, Mountain Bike Race, Gravel Grinder, Cruiser Crit, BMX event and vendors., Gaige Sippy, 970-259-4621, director@ironhorsebicycleclassic.com, ironhorsebicycleclassic.com

May 23-24, 2020 — Big Mountain Enduro. Big Mountain Enduro Series, Santa Fe, NM, BME Stop #1: A two-day backcountry race entailing upwards of 6'000 feet of long rocky descents., Brandon Ontiveros, brandon@bigmountainenduro.com, bigmountainenduro.com

May 29-31, 2020 — Grand Junction Off-Road. Epic Rides Off-Road Series, Grand Junction, CO, Participants will climb their way out of downtown Grand Junction onto the Uncompahgre Plateau (the world's largest mesa), while connecting some of the area's favorite technically challenging singletrack, double track, gravel roads and the occasional paved segment in the world famous Lunch Loops trail system and beyond., Dave Castro, 520-623-1584, info@epicrides.com, Dave Castro, dcastro@epicrides.com, epicrides.com

May 31, 2020 — Granby Ranch Enduro. Revolution Enduro Series, Granby Ranch, CO, This event is a one day race a short drive from the Denver area. This bike park is small but mighty, offering fun technical trails. Race day will offer a mix backcountry and lift access racing., David Scully, 970-846-5012, david@revolutionenduro.com, revolutionenduro.com

June 6, 2020 — Elephant Rock Sunrise to Sunset. Roll Massif, Castle Rock, CO, 12 hour endurance race on a moderately technical off-road course. Register as an individual or form a team that loves to shred for a memorable day of racing, camaraderie and laughs., Roll Massif , support@rollmassif.com, rollmassif.com

June 13-14, 2020 — 24 Hours in the Enchanted Forest. N24, Albuquerque, NM, 24 Hours in the Enchanted Forest provides everything that you want from a 24 Hour Race. We have an amazing course with epic single-track winding through meadows, pines and aspens. Seriously, the Zuni Mountains outside of Gallup, NM are a great place to ride. We have an awesome venue in the ponderosa pines with plenty of space to hang out with friends and family and hang your hammock. And, Zia Rides creates a great party atmosphere with vendors, movies, food, kids activities, and fun for everyone., Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, ziarides.com

June 13, 2020 — Truckee Dirt Fondo. Truckee, CA, Competitive off-road bicycle race featuring the incredible dirt and gravel roads in the Tahoe National Forest, best suited for a gravel/cross bike or a hardtail MTB. 3 course options: 65.1 mi (Long), 58.1 mi (Medium) and 26.2 (Rollout - non timed) + Family Fun Route (4.6 mi). Benefits The Truckee-based non-profit Adventure Risk Challenge., Bike Monkey , 707-560-1122, info@bikemonkey.net, truckeedirtfondo.com, www.adventure-riskchallenge.org

June 13, 2020 — Nevada City Dirt Classic Cross Country Race. California Dirt Mountain Bike Series, Nevada City, CA, Race 4 of the California Dirt Mountain Bike Series, Duane Strawser, 530.263.3388, 530.265.2187, oldproracer@gmail.com, ncdirtfest.com

June 13, 2020 — Gowdy Grinder. Cheyenne, WY, Cross country mountain bike race that takes place on the trails of Curt Gowdy State Park in southeastern Wyoming. The beginner races are on a course with a handful of short technical sections, but mostly smooth riding. The more advanced categories will find plenty of challenging riding typical of Curt Gowdy., Jodee Pring, 307-631-2980, WyoXMTB@gmail.com, wyohsmtbikeracing.com/fundraising-via-our-local-race-the-gowdy-grinder

June 13-14, 2020 — Big Mountain Enduro. Big Mountain Enduro Series, Angel Fire, NM, BME Stop #2: a two-day race entailing upwards of 12'000 feet of long technical descents throughout the weekend. Racers can expect 3 to 4 stages per day on some of the most legit trails in the country., Brandon Ontiveros, brandon@bigmountainenduro.com, bigmountainenduro.com

June 20, 2020 — Lake Tahoe Mountain Bike Race. Tahoe City, CA, Race in the cross country race, 4 hour or 8 hour race as a solo or on a team of 2, 3 or 4 (teams of 3 and 4 apply to the 8hr race only). The course is approximately 12.8 miles. Fast lap times are around 50 minutes. Cross country race is two laps. The course is a mix of single track and fire-road. It is a fast and smooth course with few technical sections. The most laps wins. Approximately 1350 feet ascending and descending per lap., Todd Jackson, 530-546-1019, todd@bigblueadventure.com, Kiley McInroy, kiley@bigblueadventure.com, bigblueadventure.com

June 25-27, 2020 — G3 (Grand Gear Grind). Winter Park, CO, G3 hosts its second annual 3-day mountain bike stage race in Winter Park, Colorado on June 25-27, 2020. Use this race to qualify for mountain bike nationals., Dave Muscianisi, 303-817-6523, dave@ratflseries.com, www.g3race.com

June 26-28, 2020 — Carson City Off-Road. Epic Rides Off-Road Series, Carson City, NV, At the Carson City Off-Road, riders of all skill levels will enjoy big climbs, long singletrack descents and expansive views of Lake Tahoe, the Eastern Sierra Nevada, and the historic Washoe Valley while being immersed in 3-days of mountain bike culture accented by free live music., Dave Castro, 520-623-1584, info@epicrides.com, Dave Castro, dcastro@epicrides.com, epicrides.com

July 7-12, 2020 — USA Cycling Mountain Bike National Championships. Winter Park, CO, Chuck Hodge, 719-434-4200, chodge@usacycling.org, usacycling.org

July 11, 2020 — Tahoe Trail 100. Leadville Race Series, Northstar, CA, Ride 50K or 100K of rocky summits, breathtaking pine forests and beautiful Lake Tahoe views. 100K riders can qualify for the Leadville Trail 100 MTB, John Colley, 719-219-9357, yougho@contact@gmail.com, Todd Jackson, 530-546-1019, todd@bigblueadventure.com, tahoetrail100.com, youghoriadventures.com

July 11, 2020 — Tahoe Trail. Leadville Race Series, Northstar Village, CA, Leadville Qualifier. The Tahoe Trail 100 offers athletes a 2-loop, 50 kilometer course filled with beautiful views of Lake Tahoe., Paul Anderson, 719-219-9364, panderson4@lifefitness.com, leadvillaceraceseries.com

July 12, 2020 — Silver Rush 50. Leadville Race Series, Leadville, CO, At 10,000-12,500 feet above sea level, this challenging 50 mile out-and-back course takes racers through the historic mining district on Leadville's East side. This race is known for its long, lung-burning climbs and rocky, steep terrain. Solo or Tandem 50m. Leadville Trail 100 Qualifier., Paul Anderson, 719-219-9364, panderson4@lifefitness.com, leadvillaceraceseries.com

July 12, 2020 — Eagle Enduro. Revolution Enduro Series, Eagle, CO, This venue for the series will be a big one day backcountry race venturing up into the high country with both technical and high speed courses!, David Scully, 970-846-5012, david@revolutionenduro.com, revolutionenduro.com

July 24-25, 2020 — Big Mountain Enduro. Big Mountain Enduro Series, Winter Park, CO, BME Stop #3: The BME returns to Winter Park again in 2020. Taking place on July 25th (24th for Sport categories), this ever-popular event will blend high altitude racing mixed with rugged terrain and big descents., Brandon Ontiveros, brandon@bigmountainenduro.com, bigmountainenduro.com

July 25, 2020 — Butte 100 Races. Butte, MT, Continental Divide Trail, Single Track, Big Sky Country, 100 and 50 mile options, and a Sorini 25 mile option. 13th Annual, Stephanie Sorini, 406-490-7632, stephaniesorini@butte100.com, butte100.com

July 31-August 2, 2020 — Leadville Stage Race. Leadville Race Series, Leadville, CO, 100M (100 miles over three days), Team Option. Experience the legendary Leadville Trail 100 course over three days. Push the pace to see what you're made of, or use the stages to prepare or qualify for the Leadville Trail 100 in August. This is one amazing party, with daily stage prizes, raffles, unmatched swag, food, beer and live music., Paul Anderson, 719-219-9364, panderson4@lifefitness.com, leadvillaceraceseries.com

August 2, 2020 — Race Montana Triathlon. Great Falls, MT, Sprint and Olympic Distance solo and team triathlon. Adult and youth events available. Beginner adults can sign up for "Try A Tri" Triathlon (100-meter swim, 3-mile bike, and 1-mile walk/run), Ron Ray, 406-761-2222, info@racemont.com, racemont.com/event/race-montana-triathlon, racemont.com

August 8, 2020 — Winter Park Sunrise to Sunset. TENTATIVE, Roll Massif, Winter Park, CO, 12-hour relay format, the section of trails used in Sunrise to Sunset are just above town, making access and relaxation between laps super easy. Winter Park Sunrise to Sunset will be held in conjunction with Crooked Gravel., Roll Massif , support@rollmassif.com, rollmassif.com

August 9, 2020 — Oak Flats MTB Race. New Mexico Off Road Series, Albuquerque, NM,

fast and flowy course, Jan Bear, 505-670-4665, janbear@gmail.com, Par , 505-730-2615, pardenides.orpinel@gmail.com, nmors.org, oakflatsmtb.com

August 15, 2020 — Leadville Trail 100. Leadville Race Series, Leadville, CO, One of the most notorious and challenging bike races in the world. 100 mile out-and-back., Paul Anderson, 719-219-9364, panderson4@lifefitness.com, leadvillaceraceseries.com

August 16, 2020 — SBT GRVL Gravel Grinder. Steamboat Springs, CO, 6:30 am on Yampa Street. Three distances: 37/100/141 miles with 2000/6000/9000 feet of climbing, respectively. Mixed surface with the majority on hard packed gravel roads, Amy Charify, 970-215-4045, info@sbtravl.com.

August 22, 2020 — York 38 Special. York, MT, Ride 38 or 76 miles on single track, gravel, and Forest Service roads through breathtaking scenery in the Helena National Forest gaining 3000 vertical feet!, Rita Naylor, 406-475-3085, rbnmontana@gmail.com, york-38special.org

August 22-23, 2020 — Big Mountain Enduro. Big Mountain Enduro Series, Big Sky, MT, 3 to 4 stages per day and upwards of 7,500 feet of descending, most of which will be lift accessed, but with some pedal transitions equalling roughly 3,000 feet of climbing over both days. Steep and technical., Brandon Ontiveros, brandon@bigmountainenduro.com, bigmountainenduro.com

August 29, 2020 — La Tierra Torture Mountain Bike Race. New Mexico Off Road Series, Santa Fe, NM, fast and flowy course, Jan Bear, 505-670-4665, janbear@gmail.com, nmors.org, core-crew.com

September 3-6, 2020 — Rebecca's Private Idaho Gravel Grinder and Festival. Ketchum, ID, Lifestyle, mountain bike and outdoor festival staged in beautiful Sun Valley, Idaho over Labor Day Weekend. The cornerstone of the two-day event is a 100-mile Gravel Grinder (or 50-mile option) mountain bike race & ride in the scenic Pioneer Mountains of Central Idaho, with renown mountain bike champion and endurance athlete Rebecca Rusch. The weekend activities are centered around giving back to Rebecca's favorite local, national and global cycling charities. Join the "Queen of Pain" on this beautiful route that ends in a great down-home party with food, festivities, music, and libations., Colleen Quindlen, 254-541-9661, colleen@rebeccarusch.com, rebeccasprivateidaho.com

September 6, 2020 — Signal Peak Challenge MTB Race. New Mexico Off Road Series, Silver City, NM, 12, 25, and 31 mile races, Jan Bear, 505-670-4665, janbear@gmail.com, Martyn Pearson, 575-654-3966, martynpearson56@gmail.com, signalpeakchallenge.com, nmors.org

September 6, 2020 — Powderhorn Enduro. Revolution Enduro Series, Powderhorn, CO, one day, lift service race, David Scully, 970-846-5012, david@revolutionenduro.com, revolutionenduro.com

September 12, 2020 — USA Cycling Marathon MTB National Championships. Palo Duro Canyon, TX, Chuck Hodge, 719-434-4200, chodge@usacycling.org, usacycling.org

September 19, 2020 — Fire on the Rim Mountain Bike Race. Pine, AZ, 15, 30, and

45 mile mtb races near Payson, AZ, Janet Brandt, info@fireontherim.com, fireontherim.com

September 19, 2020 — Grinduro. Grinduro, Quincy, CA, 62 miles of pavement, gravel, and singletrack with a TON of climbing and twisty descents. Most of the ride is casual, there are four timed sections that are designed to cater to specific strengths. Grinduro racers and spectators are treated to three days of camping, live music (including a late-night DJ), beer, awesome food, and campfires., Greg Williams, wille@sier-ratrails.org, grinduro.com

September 27, 2020 — Horny Toad Hustle MTB Race. New Mexico Off Road Series, Las Cruces, NM, Jan Bear, 505-670-4665, janbear@gmail.com, Dave Halliburton, 575-312-5991, gotdirtnm@gmail.com, hornytoadhustle.com, nmors.org

October 3, 2020 — Tour of the White Mountains. Pinetop-Lakeside, AZ, Arizona's longest standing mountain bike event. At 7,000 feet, The Tour is a grassroots event with laid back vibes among a gathering of bike-minded individuals., Dave Castro, 520-623-1584, info@epicrides.com, Dave Castro, dcastro@epicrides.com, epicrides.com

October 16-18, 2020 — USA Cycling Collegiate Mountain Bike National Championships. Durango, CO, Collegiate National Championships and Montana High School Championships, Chuck Hodge, 719-434-4200, chodge@usacycling.org, Chad Sperry, chad@gorge.net, Ben Horan, 312-502-5997, bhoran@gmail.com, usacycling.org

Utah Weekly

Road Race Series

Utah Criterium Series — Locations TBD, Utah Crit Series, West Valley City, UT, Saturdays at 11 am in March - Tuesdays at 6pm, April - through September, A and B at 6, C and D at 7 pm, Locations TBD, Marek Shon, 801-209-2479, utahcritseries@gmail.com, utahcritseries.com

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

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

Logan Race Club Thursday Night Time Trial Series — Logan, UT, Thursdays. 11 series consisting of 18 races on five difference courses, with weekly and end-of-series prizes. Check the website for the location of the weekly course., Stephen Clyde, 435-750-8785, swc@mdsc.com, Ben Kofeod, benkof@hotmail.com

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com, Travis Dunn, travis.dunn@usu.edu, loganraceclub.org

Utah Road Racing

March 14, 2020 — Utah Motorsports Campus Circuit Race, UCA Series, Tooele, UT, Burn rubber on the smooth and fast surface of the Utah Motorsports Campus., Jared Eborn, 801-599-9268, jared@extramileracing.com, extramileracing.com

March 21, 2020 — UTCS Crit #1, UCA Series, Salt Lake City, UT, location TBD, Marek Shon, 801-209-2479, utcritseries@gmail.com, utah-bikeracing.com

April 4, 2020 — UTCS Crit #2, UCA Series, Salt Lake City, UT, location TBD, Marek Shon, 801-209-2479, utcritseries@gmail.com, utah-bikeracing.com

April 18, 2020 — East Canyon Echo Road Race, UCA Series, Henefer, UT, 10 AM start in Henefer to East Canyon Resort, turn around go to Echo Canyon, back to Henefer and finish on Hogsback. 60 mile course, James Zwick, 801-870-4578, sports@sports-am.com, sports-am.com

May 2, 2020 — Gran Fondo Moab, Moab, UT, Mass start timed road cycling event on the beautiful La Sal Loop road, 60 miles with 5500 feet of climbing. Not a sanctioned race, but you will get a time, awards and placing., Scott Newton, 800-635-1792, 970-275-1633, info@granfondomoab.com, granfondomoab.com

May 16, 2020 — Bear Lake Classic Road Race, UCA Series, Garden City, UT, 51 mile flat loop (or 102 double lap) with some rolling hills on east shore, followed by a flat and fast finish — a beautiful race around Bear Lake., Jared Eborn, 801-599-9268, jared@extramileracing.com, extramileracing.com, racebearlake.com

May 23, 2020 — Sugarhouse Criterium, UCA Series, Salt Lake City, UT, Bring the entire family and enjoy some of Utah's best crit racing in one of Salt Lake's Sugarhouse Park. State Championship, Jared Eborn, 801-599-9268, jared@extramileracing.com, extramileracing.com

May 30, 2020 — Utah State Time Trial Championship, UCA Series, Rush Valley, UT, Marek Shon, 801-209-2479, utcritseries@gmail.com, race2wheels.com

June 6, 2020 — Rush Valley Road Race, UCA Series, Rush Valley, UT, Marek Shon, 801-209-2479, utcritseries@gmail.com, race2wheels.com

June 12-14, 2020 — Sa-Lo Stage Race, TENTATIVE, Salem, UT, 3 days, 4 stages: crit, time trial, mountain stage (3 climbs), road race, HQ and the starting location of each stage will be at the Salem Rec Center located at 100 North and 100 East, Ken Meads, 801-822-9459, ken@kenmeads.com, sa-lo.com

June 13, 2020 — Porcupine Hill Climb, UCA Series, Salt Lake City, UT, 18th Annual, Start: Porcupine Pub & Grille finishing at the Brighton Ski Resort, Big Cottonwood Canyon. Citizen's and licensed rider categories. State Championship Hill Climb for licensed categories. 14.7 miles, 3800' of climbing! , Jared Eborn, 801-599-9268, jared@extramileracing.com, extramileracing.com, bikereg.com, porcupine.com

June 20, 2020 — Midvale Crit - Utah State Criterium Championship, Midvale, UT, Course: TBD, Dirk Cowley, 801-699-5126, dcowley@comcast.net, racedayeventmanagement.com

June 27, 2020 — Antelope Island Classic, UCA Series, Antelope Island, UT, Starts at the West end of the causeway, then across the causeway towards the ranch and end on the island. 32 to 60 mile options. \$2,000 cash plus prizes., James Ferguson, 801-476-9476, ferguson8118@comcast.net

July 10-11, 2020 — Cache Gran Fondo, UCI Gran Fondo World Series, USA AND Gran Fondo National Series, Logan, UT, 9th annual, 2nd year as an UCI Gran Fondo World Championship Qualifier, and riders of all abilities invited. 10-mile TT on Friday. 38, 50, 70 and 100-mile courses on Saturday follow a fun, low-traffic, and scenic route through Northern and Cache Valley, UT with a challenging hill in each. The finish is a festival for all riders, with race prizes, (UCI winners jersey and medal), recreational rider prizes, finisher medals, and unique jerseys at cost. 20% of UCI racers in 16 different age categories qualify for UCI World Championships., Troy Oldham, 435-764-2979, oldhamtroy@gmail.com, www.cachegranfondo.com

July 18, 2020 — Salt Lake Criterium, USA CRITS, Salt Lake City, UT, Professional and amateur categories, expo and more! Benefits the Utah Food Bank, Eric Gardiner, 801-660-9173,

saltlakecrit@gmail.com, saltlakecriterium.com

July 25, 2020 — Little Cottonwood Canyon Hill Climb, Alta, UT, Little Cottonwood Canyon has been called the 'Alpe d'Huez of North America. With nearly 4000 feet of elevation gain in ~12 miles, this is a hill climb that will challenge every type of rider. Rides starts at 8 am start on 9400 S. near 2000 E. and races all the way to the end of the pavement on LCC road., James Zwick, 801-870-4578, sports@sports-am.com, Breanne Nalder, 801-550-0434, brennannalder@gmail.com, sports-am.com

August 1, 2020 — O-Town Throwdown, Ogden, UT, Dee Events Center, Weber State University, Jared Eborn, 801-599-9268, jared@extramileracing.com, extramileracing.com

August 3-9, 2020 — Larry H. Miller Tour of Utah, Various, UT, The Tour of Utah is a UCI 2.HC sanctioned men's professional cycling stage race that is part of the new UCI ProSeries. As America's Toughest Stage Race, the week-long event features 120 riders from 17 teams on a variable race route throughout Utah. It is broadcast worldwide on Tour Tracker and is free for spectators., Larry H. Miller Tour of Utah, 801-325-7000, info@tourofuttah.com, tourofuttah.com

August 15, 2020 — Mirror Lake Highway Road Race, UCA Series, Kamas, UT, Details TBD., Troy Huebner, 427-0532, troyworkone@comcast.net

August 28-31, 2020 — Hoodoo 500, Planet Ultra Grand Slam Endurance Series, St. George, UT, 500 mile loop race through Southern Utah. Non-stop or stage race, solo and relay team divisions. 300 mile option as well., Deborah Bowling, 818-889-2453, embassy@planetultra.com, Hoodoo500.com

August 29, 2020 — Tintic Road Race, UCA Series, Eureka, UT, Details TBD, Jared Eborn, 801-599-9268, jared@extramileracing.com

September 12, 2020 — LOTOJA Classic Road Race, Logan, UT, 38th Annual, 1 day, 3 states, 200-plus mile road race from Logan, UT to Jackson Hole, WY, Brent Chambers, 801-546-0090, info@lotoja.com, lotoja.com

October 10, 2020 — City Creek Bike Sprint, Salt Lake City, UT, Race starts at the mouth of City Creek Canyon and finishes at Rotary Park where we will have awards, food, music and fun, James Zwick, 801-870-4578, sports@sports-am.com, sports-am.com

Regional Weekly Road Race Series
Regional Road Racing
ID, WY, MT, NV, AZ,
NM, CO, MT, OR, WA,
and Beyond

March 28, 2020 — Speedwagon Classic, Polson, MT, Road and Gravel race, 50 mile course, Matt Seeley, 406-871-0216, 406-883-9264, seeleyspeedwagon@gmail.com, montanacycling.net

March 28-29, 2020 — The Javelina Chase Omnium, Duncan, AZ, Event draws competitive and non-competitive cyclists each year to Duncan, Arizona, and Lordsburg, New Mexico — historic small towns that straddle the Arizona-New Mexico border. Saturday: Ghost Mine Rumble Mountain Bike Races - Kids' Bike Rodeo. Sunday: Butterfield/Overland Gravel Fun Ride - 5K Trail Run and Half-Marathon, Daniel Carver, 575-649-9142, daniel.carver@hotmail.com, javelinachase.com

April 4, 2020 — Fish Rock, Mendocino, CA, A gravelly road race. A road made of dirt goes up one side of a mountain and down the other. Big pavement ride to get there, and then go over it. There are no bail-outs, but we support your journey, and celebrate at the finish., Bike Monkey, 707-560-1122, info@bikemonkey.net, bikemonkey.net

April 17-19, 2020 — Tour of Walla Walla Stage Race, Walla Walla, WA, Pacific NW premier 3 day Stage race. - 2 RRs, crit, TT. Eight fields, 5 for men and 3 for women- Men Pro-1-2, 3, 4, 5, Mstrs 40+ cats 1-4; Wom 1-2, 3, 4. Stage Race - 2 RRs, Crit, TT. Men Pro -1-2, 3, 4, 5, Mstrs 40+ Cats 1-4, Wom 1-2, 3, 4, Michael Austin, 509-386-1149, 509-525-4949, mike@allegrocyclery.com, Kathryn Austin, 509-964-8951, kathym@allegrocyclery.com, tofww.org

April 25, 2020 — Tax Day Road Race, UCA Series, Marsh Valley, ID, Great circuit race, start and finish at Marsh Valley High School. This is the old Gate City Grind Course., Dirk Cowley, 801-699-5126, dcowley@comcast.net, Bob and Kris Walker, bobandkrisw@yahoo.com, Tony Chesrow, 435-671-2506, hebermsports@yahoo.com, idahocycling.com

April 26, 2020 — Koppenburg Road Race, Superior, CO, The infamous Koppenburg Race, featuring the climb (17% grade), is the queen of the spring time cycling events in Colorado. This rustic setting sits next to, and incorporates parts of the Murgul Bismark Course. Boulder's Spring Classic is set to make you suffer, and "the climb" is set to be the deciding factor once again. The Koppenburg is a 5.5 mile road race circuit, with 300ft of elevation gain per lap, and includes 2 miles on a packed dirt road. Those who do well here are marked men and women at the King of the spring time cycling events, the Superior Murgul, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, whitelinelcycling.com

April 29-May 3, 2020 — Tour of the Gila, Silver City, NM, 5 stages, UCI men, UCI women, amateur categories, great spring racing!, Jack Brennan, 575-590-2612, brennan5231@comcast.net, tourofthegila.com

May 1-3, 2020 — Tour de Bloom Stage Race, Wenatchee, WA, The event features a road race in Waterville on Friday, an out and back 10-mile TT, a twilight criterium in historic downtown Wenatchee on Saturday, and a road race in Plain Washington with an uphill finish on Sunday., Ace Bollinger, 509-679-5003, acebollinger@nwi.net, wenatcheevalleyvelo.com, current-event/tour-de-bloom/

May 8-10, 2020 — USA Cycling Collegiate Road National Championships, Augusta, GA, Chuck Hodge, 719-434-4200, chodge@usacycling.org, usacycling.org

May 16-17, 2020 — Superior Murgul Omnium, Superior, CO, 8 mile time trial, team time trial, Superior Murgul road race, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, whitelinelcycling.com

May 22-24, 2020 — Iron Horse Bicycle Classic, Durango, CO, 49th Annual, Road Race and Tour from Durango to Silverton. Both are on Saturday 25th 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 26th we have a Kids Race and Kids Village, Mountain Bike Race, Gravel Grinder, Cruiser Crit, BMX event and vendors., Gaige Sippy, 970-259-4621, director@ironhorsebicycleclassic.com, ironhorsebicycleclassic.com

May 30, 2020 — Lyle Pearson 200-mile Team Challenge, Boise, ID, 10th Annual - Team relay road race from Boise to Sun Valley, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

June 14, 2020 — Nevada City Classic Criterium, Nevada City, CA, 60th annual criterium, one of the nation's best!, Brewfest on Saturday too, Duane Strawser, 530.263.3388, 530.265.2187, oldproracer@gmail.com, nevadacityclassic.com

June 18-21, 2020 — USA Cycling Professional Road, ITT, and Criterium National Championships, Knoxville, TN, Chuck Hodge, 719-434-4200, chodge@usacycling.org, usacycling.org

June 20, 2020 — Bike the Bluff, Show Low, AZ, 13th Annual, AZ Elite Road Race Championship, USAC Sanctioned Races, Citizens Race, 22-81 miles, Criterium, Jeff Frost, 928-380-0633, canisbleu@gmail.com, Christy Church, 928-242-3722, christy@bike-the-bluff.com, bike-the-bluff.com, azcycling.org

June 26-28, 2020 — Baker City Cycling Classic, Oregon Women's Prestige Series, 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., Brian Vegter, 541-325-1689, dagbr@icloud.com, bakercitycycling.org

July 10, 2020 — Chrono Kristin Armstrong Time Trial, Pro Road Tour, Boise, ID, UCI 1.2 men's, women's time trial, Mike Cooley,

208-343-3782, mcooley@georgescycles.com, georgescycles.com, chronokristinarmstrong.com

July 11, 2020 — ASWB Twilight Criterium, UCA Crits, Boise, ID, 34th Annual, Pro Road Tour, races for all categories, and race under the lights for the pros., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, boisettwilightcriterium.com

July 25, 2020 — Bob Cook Memorial Mount Evans Hill Climb, Colorado Summit Cycling Series, Idaho Springs, CO, 54th annual, CO State Championship Hill Climb, 27 mile bicycle race and Gran Fondo, that ends on the highest paved road in the United States, Mount Evans, at 14,130', 6000 feet elevation gain., Jennifer Barbour, 303-503-4616, execdir@teamevergreen.org, Kim Nordquist, 303-249-6168, director@bicyclerace.com, bicyclerace.com, teamevergreen.org

August 1-2, 2020 — Southeast Idaho Senior Games, Pocatello, ID, Scout Mountain Hill Climb, Criterium, 10k Time Trial and 20k Road Race, 5k Time Trial, 40k Road Race, Dana Olson, 208-233-2034, 208-317-3918, southseaidahoseniorgames@gmail.com, seidahoseniorgames.org

August 8, 2020 — Lamolille Canyon Hill Climb, Lamolille, NV, 14th annual. Road Race hill climb, 12 miles, 3000ft hill climb in Ruby Mountains. Race starts at 9am. Post event picnic and awards in Lamolille Grove, 11:30am, Gayle Hughes, 775-753-7789, 775-934-4532, nvelkovel@gmail.com, elkovel.com

August 15, 2020 — Bogus Basin Hill Climb, Boise, ID, 43rd Annual, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

September 18-20, 2020 — Silver State 508, Mountain West Ultra Cup, Reno, NV, 37th Annual, Founded by John Marino in 1983 and recognized as "The Toughest 48 hours in Sport." This 508-mile bicycle race is revered the world over for its epic mountain climbs, stark desert scenery, desolate roads, and

its reputation as one of the toughest but most gratifying endurance challenges available, bar none. Solo supported, randonneur, two-person stage and open relay, and four-person stage and open relay divisions. A Race Across America (RAAM) Qualifier, which traverses Highway 50, the Loneliest Road in America., Robert Panzera, 917-543-2670, robert@ccsd.com, Jo Panzera, jo@ccsd.com, the508.com

October 3-4, 2020 — Nevada Senior Games Cycling Races, Las Vegas, NV, Cycling competition for age groups: 50-94. 5 and 10k time trials, 20 and 40k road races, 1-15 & US-93, 10 miles north of Las Vegas, Joe Dailey, 775-461-9252, NVSGCycling@outlook.com, nevada.fusesport.com, seniorgames.net

Utah Road Touring and Gran Fondos

February 1, 2020 — Bikestock, St. George, UT, Bike party and kids criterium and music, Aaron Metter, 435-627-4054, aaron.metter@sgcity.org, sgcity.org, sportsandrecreation/races/bikestock

March 13-15, 2020 — Galentine's Ride, Santa Clara, UT, Galentine's Ride is a women's cycling retreat. We are women supporting women through all things cycling. Our non competitive weekend retreat is held early in the year in southern Utah giving women an opportunity to meet like minded women. During our retreat we have clinics, coaching, yoga, group meals and the main event of a fully supported ride. Newbies are always welcome and encouraged to join us., Natalie Boles Thorpe, natalie@galentinesride.com, galentinesride.com

March 14-17, 2020 — Moab Skinny Tire Festival, Moab, UT, Road cycling tour in iconic Moab, Utah. The four routes of the Festival highlight Moab's different riding opportunities. Two days follow the mighty Colorado River

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2019 EVENT CALENDARS INSIDE!

IN THIS ISSUE

- 2019 EVENT CALENDARS!!
- COMMUTER COLUMN
- BICYCLE ART
- A COLORADO BICYCLE TOUR
- BIKE MONTH!

INTERVAL TIPS

- SMOOTHIES FOR CYCLING
- EL TOUR DE MESA
- SEA OTTER PHOTO GALLERY
- RACING IN BELGIUM
- GRAND ENDURO PREVIEW

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corridor, both up-stream and downstream. The other two days leave the valley and climb the beautiful canyon roads into red rock country visiting Dead Horse Point State Park and Arches National Park. Live music, beverages, great food await you at the post-ride party on Saturday. All routes have SAG vehicle support, Aid Stations, and 5 Star Event Communication volunteers. A portion of your registration is given as a donation benefiting cancer research and survivorship programs. Cycling Teams and individual groups use the event to inspire their fundraising for large and small foundations making a difference in cancer treatments and survivorship beyond. Ask how your beneficiary can be included., Beth Logan, 435-260-8889, 435-260-2334, info@skinnytireevents.com, skinnytireevents.com

March 14, 2020 — Zion National Park Series. Salt Lake Randonneurs Brevet Series, Hurricane, UT, 62 or 125 miles. Self Supported loop ride from Hurricane up through Zion National Park and then a big loop around the south end of St. George. A brevet is a timed ultra distance event. , Richard Stum, 435-462-2266, richard@eogear.com, saltlakerandos.org

April 18, 2020 — Salt Lake City Marathon Bike Tour. Salt Lake City, UT, Ride the closed 26.2 mile marathon course through the most iconic sites of Salt Lake! All abilities welcome! Start at 6:00am, just north of the Legacy Bridge on the University of Utah Campus., Steve Bingham, 720-608-1783, stevebingham@highaltitudeevents.com, Jennifer Nelson, 801-455-9623, marketing@saltlakecitymarathon.com, saltlakecitymarathon.com

April 18, 2020 — Willard Bay Brevet. Salt Lake Randonneurs Brevet Series, Centerville, UT, 62 or 125 miles. Self-supported ride from Centerville, through Hooper, Willard Bay and Brigham City with a turnaround at Coffine. A brevet is a timed ultra distance event. Sponsored by Bonneville Cycling Club and the Salt Lake Randonneurs., Richard Stum, 435-462-2266, richard@eogear.com, saltlakerandos.org

April 25, 2020 — Spring Tour de St. George . St. George, UT, Did you enjoy the Fall Tour? Come see the rest of southern Utah on your bike as we take you on the other half of our two-part tour of the southern Utah scenery. Fully supported Gran Fondo., Joey Dye, 435-674-3185, joey@redrockbicycle.com, Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, ridesouthernutah.com

May 2, 2020 — FrontRunner Metric Century Ride. Salt Lake City, UT, Point to point metric century (62.5 miles) bicycle ride from Salt Lake City's Intermodal Hub to Ogden. Return to Salt Lake City via the UTA FrontRunner train service. Your bicycle will be transported via private truck to SLC. Registration opens Christmas Day! We sold out in 2019, register early and don't miss out. , Matt Storms, 801-448-6061, staff@fortwinracing.com, fortwinracing.com

May 2, 2020 — Gran Fondo Moab. Moab, UT, Mass start timed road cycling event on the beautiful La Sal Loop road, 60 miles with 5500 feet of climbing. Not a sanctioned race, but you will get a time, awards, and placing., Scott Newton, 800-635-1792, 970-275-1633, info@granfondomoab.com, granfondomoab.com

May 2, 2020 — Nebo Gallivant Series. Salt Lake Randonneurs Brevet Series, Nephi, UT, Self-supported 125- or 190-mile (200/300km) ride into Sanpete County, along the shoulder of Mount Nebo. This is a timed brevet co-sponsored by the national organization, Randonneurs USA, held NW of Delta, Utah, Richard Stum, 435-462-2266, richard@eogear.com, saltlakerandos.org

May 15, 2020 — USEA Ride for Education. Kaysville, UT, A comfortable metric century ride through scenic countryside through Weber and Davis County. Enjoy a mixture of plains and hills throughout Northern Utah. Fully supported, lunch provided with all paid registration. Proceeds go to support Utah public education students via a scholarship fund., Jeremiah Sniffin, 801-269-9320, 385-347-2717, jniffin@useatf.org, useatf.org, useareforforeducation.weebly.com

June 6, 2020 — Little Red Riding Hood. Lewiston, UT, Women only century ride, 27, 36, 50, 70 and 100 mile distances in Cache Valley, fundraiser for Women's Cancer Research at the Huntsman Cancer Institute. Reg. will be available early January. This event sells out quickly., Penny Perkins, penperk@century-link.net, Curt Griffin, lrh@bbtc.net, bccutah.org/lrh

June 6, 2020 — Ride the Gap Century. Parowan, UT, Enjoy cooler weather in the high country of beautiful Southern Utah. Fun and fast with a mileage option for every rider. Nothing like a small town with big fun! Enjoy open roads and very little traffic., Joey Dye, 435-674-3185, joey@redrockbicycle.com, Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, Ryan Gurr, info@spinageeks.com, ridesouthernutah.com

June 20, 2020 — The Huntsman Ride. Delta, UT, A non-competitive road ride that raises funds for cancer research at Huntsman Cancer Institute. Distances include: 25, 50, 75, 100, or 140-miles. , Jen Murano-Tucker, 801-584-5815, jmurano@huntsmanfoundation.org, Porter Sprout, 801-584-5882, psprout@huntsmanfoundation.org, huntsman140.com

June 26-27, 2020 — Raspberry Ramble Series. Salt Lake Randonneurs Brevet Series, Logan, UT, Self-supported 188, 250 or 375-mile ride in Cache Valley and southern Idaho. This is a timed brevet co-sponsored by the national organization, Randonneurs USA., Richard Stum, 435-462-2266, richard@eogear.com, saltlakerandos.org

June 27-28, 2020 — Bike MS: Hamons Best Dam Bike Ride. Bike MS, Logan, UT, Join thousands of cyclists from around the region and celebrate 34 years of Bike MS: The premier fundraising cycling series in the nation raising funds for a world free of MS. The Bike MS experience offers route options ranging from 45 to 150 miles over two days and is friendly to all abilities with rest stops every 8-12 miles. Camping, meals, and entertainment based out of Cache Valley Fairgrounds (400 S 500 W) in Logan., Melissa Matthews, 801-424-0112, Melissa.Matthews@nmss.org, Geoff Linville, 801-424-0112, geoff.linville@nmss.org, bikemsutah.org

July 11, 2020 — Cache Gran Fondo. UCI Gran Fondo World Series, USA AND Gran Fondo National Series, Logan, UT, 9th annual, 2nd year as a UCI Gran Fondo World Championship Qualifier, and riders of all abilities invited. 38, 50, 70 and 100-mile courses follow a fun, low-traffic, and scenic route through Northern and Cache Valley, UT with a challenging hill in each. The finish is a festival for all riders, with race prizes, (UCI winners jersey and medal), recreational rider prizes, finisher medals, and unique jerseys at cost. 20% of UCI racers in 16 different age categories qualify for UCI World Championships., Troy Oldham, 435-764-2979, oldhamtroy@gmail.com, cachegranfondo.com

July 11, 2020 — Wasatch Front Brevet Series. Salt Lake Randonneurs Brevet Series, Salt Lake City, UT, Self-supported ride up Emigration Canyon, along the Wasatch Front and out to Antelope Island. 125- or 180-mile options (200 or 300km). A brevet (bruh vay) is a timed ultra distance event organized under the auspices of our national organization Randonneurs, USA., Richard Stum, 435-462-2266, richard@eogear.com, saltlakerandos.org

July 25, 2020 — Desperado Duel. Panguitch, UT, Come and experience the flattest and best 100 mile course and 50 mile option, we have also added a grueling 150 mile option for those training for the big 209 in September. Enjoy the scenery and virtually no traffic. Desperado Duel is one of the best Gran Fondos in Utah., Joey Dye, 435-674-3185, joey@redrockbicycle.com, Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, ridesouthernutah.com

August 1, 2020 — Pony Express Century. Eagle Mountain, UT, Ride the routes of history as we pedal 100 Miles, 100K or 50K along the same paths the Pony Express riders of yesteryear. Fully supported course and aid stations with SAG wagons, a finish line meal and some great views along lightly traveled roads., Jared Eborn, 801-599-9268, jared@extramileracing.com, extramileracing.com

August 8, 2020 — The Ultimate Challenge Presented by University of Utah Health Care. Salt Lake City, UT, A Gran Fondo hosted by the Larry H. Miller Tour of Utah. Riders will follow the Tour of Utah's Queen Stage route before the pros start, with the same climbs and high altitude finish. This ride has earned the title of "America's Toughest One Day Cycling Adventure" and for this year will feature timing on the final climb up Little Cottonwood Canyon, Larry H. Miller Tour of Utah , 801-325-7000, info@tourofutah.com, Breanne Nalder, 801-550-0434, breannenalder@gmail.com, tourofutah.com

August 8, 2020 — Bear River Valley Series. Salt Lake Randonneurs Brevet Series, Brigham City, UT, Self-supported timed event going from northern Utah into Cache Valley & back. Choose from 125 or 180-mile distances (200 or 300km) ., Richard Stum, 435-462-2266, richard@eogear.com, saltlakerandos.org

August 15, 2020 — Wildflower Pedalfest. Morgan, UT, A non-competitive, women only road bike ride. All ages and levels welcome. The 65 mile course option has a timed hill climb with prizes., Nick Bowsher, 801-610-9422, info@wildfloweroutdoor.com, wildfloweroutdoor.com

August 15, 2020 — To the Moon and Back Century Ride. Tabiona, UT, Located in the High Uintas, four ride options: 150 miles, Century, 75, 50, and 25. Ride back roads of Duchesne County, very minimal traffic. Free overnight camping. Elevations from 6,522 to 8,150. Fully Supported Ride. 100% of proceeds go to Rapha House and Operation Underground Railroad., Karen Redden, 435-828-0467, roxredden@gmail.com, tothemoonandback-events.com

August 22, 2020 — Sevier Valley Rooster Ride. Richfield, UT, Sevier County in conjunction with Sevier County Trail Days is presenting a 33, 55, or 100 mile bike ride thru scenic Central Utah. Event will be chipped, with fully stocked rest stops, great swag and lunch. Medal and Tee Shirt provided. 33 mile option has a 800 ft gain, 1,163 ft gain for the 55 mile option, and 4,061 ft for the 100 mile option., Chad McWilliams, 435-893-0457, 435-421-2743, cmcwilliams@sevier.utah.gov, traildaysutah.com/sv-rooster-ride/

September 5-7, 2020 — Bicycles not Tar Sands. Seep Ridge Road, Uintah County, UT, 3-day bike ride on Seep Ridge Road. For a total ride of approx 40 miles over 2 days we will travel on Seep Ridge Road a nearly empty highway through highly scenic desert threatened by strip mining., Rachel Cordray, crphaelc@gmail.com, tarsandsresist.org/contact-us/upcoming-events/2019-upcoming-events/

September 13-19, 2020 — Tour of Southern Utah. St. George, UT, 7-day tour including Zion, Bryce, Capitol Reef and More. 60-100 miles per day. Opportunities to work part/ride part., Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

September 19-20, 2020 — Moab Century Tour. Moab, UT, The Moab Century Tour sends riders across Moab's unique topography of

mountain passes, canyons, and the mighty Colorado River. From gaining elevation into the La Sal Mountains (including "The Big Nasty!"), to carving down red rock canyons, and finishing along the Colorado River, this event has landscape worth training for! Live music, beverages, great food await you at the post-ride party. Join us in September when temperatures cool down, the fall foliage comes alive, and cyclists from across the country unite in red rock country to experience awe-inspiring landscapes. An annual fundraiser to benefit cancer survivorship programs, your registration includes a donation to Moab Healthcare Foundation. Groups use the event to inspire fundraising for large and small foundations. Ask how your beneficiary can participate., Beth Logan, 435-260-8889, 435-260-2334, info@skinnytireevents.com, skinnytireevents.com

September 19, 2020 — Goldlocks Utah. Goldlocks Bike Ride, Provo, UT, Goldlocks is a women only bike ride, with a gorgeous route starting at Utah State Park and beautiful fall weather! With 100, 80, 60, 40, and 20 mile route options. Goldlocks has a route that is 'just right' for everyone! Benefits Operation Underground Railroad to end sex trafficking., Randy Gibb, 801-222-9577, randy@goldlocksride.com, goldlocksride.com/gsl

October 24, 2020 — Fall Tour de St. George. St. George, UT, Tour around southern Utah and see some of the most scenic views as you climb to Veyo and go through Gunlock State Park as well as all the beautiful colors throughout this 35, 75, or 100 mile ride. This event is one of our best Gran Fondos in southern Utah., Joey Dye, 435-674-3185, joey@redrockbicycle.com, Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, Ryan Gurr, info@spinageeks.com, ridesouthernutah.com

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

March 21, 2020 — Solvang Double Century and Double Metric Century. Solvang, CA, 200 miles or 200 kilometers in Southern CA's most scenic and popular cycling region. A perfect first time double century., Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

March 21, 2020 — Mesquite Madness. Mesquite, NV, The first ride of the season. Get your riding legs back and join us for a tough but fun 80, 50+, or 30 mile bike ride. This year we are adding a different game with prizes at every rest stop. Make it to the top of Utah Hill for the big prizes., Joey Dye, 435-674-3185, joey@redrockbicycle.com, Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, Ryan Gurr, info@spinageeks.com, ridesouthernutah.com

March 22-May 23, 2020 — Moab & The Back of Beyond. Grand Junction, CO, The Moab and the Back of Beyond 6-day tour delves into the heart of redrock canyon country of Southeastern Utah and Southwestern Colorado. Ride through the supernatural landscapes of Arches & Canyonlands National Parks, climb the scenic La Sal Mountain Loop and pedal beneath 800 ft redrock sandstone walls along the Colorado River., Lauren Lasky, 508-561-7580, lauren@lizardheadcycling.com, lizardheadcycling.com

March 23-28, 2020 — Solvang Spring Tour. Solvang, CA, Early season warm weather training in Sunny Southern California. 50-100 miles per day in Southern California's most popular cycling region., Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

March 23-April 20, 2020 — Desert Climbing Camp. Grand Junction, CO, March 23 to 27, April 12 to 16, April 20 to 24 - The Desert Climbing Camp is designed as a no-fills training program to build base-miles for the upcoming cycling. The daily ride schedule offers multiple ride options. Cyclists pack a lunch each day and head off. A support vehicle offers 1 aid stations along the route. Cyclists should be self-sufficient on the bike by carrying food, clothing and basic tools (the ability to change a flat is required)., Lauren Lasky, 508-561-7580, lauren@lizardheadcycling.com, lizardheadcycling.com

April 1-30, 2020 — Yellowstone Cycle Days. tentative dates, Yellowstone National Park, MT, Ride free in Yellowstone National Park before the roads open to the public. This is a unique way to enjoy the beauty of the park. Opening day depends on whether the road is plowed. Check for park service website to see if the roads are open., Toni, 406-646-7701, 307-899-3367, westyellowstonecycling@gmail.com, nps.gov/yell/planyourvisit/spring-fall-bicycling.htm, cycleyellowstone.com

April 4, 2020 — Gran Fondo Las Vegas. Las Vegas, NV, Las Vegas to Lovell Canyon (via Red Rock Scenic Drive) and back, 100 miles - 8000' of climbing. A Gran Fondo is a long distance, timed cycling event that welcomes competitive, amateur and recreational cyclists of all abilities. Fully supported. Chip Timed., Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com, GranFondoTripleCrown.com, planetultra.com

April 11, 2020 — Mulholland Challenge. King of the Mountains Century Challenge, Agoura Hills, CA, The toughest Southern California Century with over 13,000' of climbing in the Santa Monica Mountains. Fully supported / Chip Timed. 100 and 200 mile options, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

April 25, 2020 — Tour de Summerlin. Las Vegas, NV, 80, 40, 20 mile routes, circumnavigate

Las Vegas., Randy Mcghee, 702-252-8077, randy@mcghees.com, Tour de Summerlin , info@teammc.net, tourdesummerlin.com

May 3-24, 2020 — Redrock Canyons Utah Bike Tour. Grand Junction, CO, The Redrock Canyons is Lizard Head Cycling's original tour and became our most popular itinerary after it was featured in the New York Times in 2010. It is a supported lodge-to-lodge road cycling tour that follows a seldom seen route through the Redrock Canyon country of western Colorado and eastern Utah. It is a superb tour for intermediate/+ riders offering unmatched scenery and fantastic lodging., Lauren Lasky, 508-561-7580, lauren@lizardheadcycling.com, lizardheadcycling.com

May 17, 2020 — Santa Fe Century and Gran Fondo. Santa Fe, NM, 34th Annual. Beautiful scenery, outstanding food stops and very reasonable registration fees. Century, Half-Century, 20 mile and dirt rides are offered as well as two timed events: Gran Fondo (100 mile timed ride), Medio Fondo (50 mile timed ride). Enjoy massages, great food and local craft beers following the rides., Mickey Fong, 505-600-1840, 505-946-7595, ride@san-tafecentury.com, san-tafecentury.com

May 23, 2020 — Heartbreak Century and Double Century. King of the Mountains Century Challenge, Frazier Park, CA, 100 or 200 mile ride on the roads less traveled in the Los Padres National Forest, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

June 6, 2020 — Eastern Sierra Double Century. California Triple Crown and Planet Ultra Grand Slam Endurance Series, Bishop, CA, 200 mile ride including Mammoth and June Lakes, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

June 7, 2020 — America's Most Beautiful Bike Ride - Lake Tahoe. Stateline, NV, 29th annual, in conjunction with the Leukemia & Lymphoma Society Team in Training program. Fully supported with rest stops, Tech support and SAG. 100 mile century, 72 miles, (boat cruise - 35 mile fun ride TBD) ., Curtis Fong, 800-565-2704, 775-771-3246, tgft@bikethestwest.com, bikethestwest.com, bikethestwest.com

June 7, 2020 — GFNY Santa Fe. Gran Fondo New York, Santa Fe, NM, The roads of GFNY Santa Fe will take riders through the spectacular and diverse terrain of the southwest. Both routes start in downtown Santa Fe. 81 and 55 mile courses, Michael McCalla, mikellikehikebike@hotmail.com, gfnysantafe.com

June 7, 2020 — Elephant Rock. Roll Massif, Castle Rock, CO, This year we have three road courses (44, 60 and 100 miles), one gravel/road route (32 miles) and one great family ride (8 miles)., Roll Massif , support@rollmassif.com, rollmassif.com

June 12-20, 2020 — Ride the Rockies. Breckenridge, CO, Ride the loop to explore Colorado's Rocky Mountains by bicycle. The 2019 tour will be a brand new route showcasing the state's unmatched scenery and breathtaking mountain views. Proceeds benefit Colorado nonprofits through the Denver Post Community Foundation., Ride The Rockies, ridetherockies@denverpost.com, ridetherockies.com

June 13, 2020 — Tour of Two Forests . Santa Clarita, CA, 200 mile ride, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

June 13, 2020 — Gold Country Challenge and Gravel Ride. Nevada City, CA, 55, 75, 100 mile options plus Big Brothers and Sisters Gravel Ride with 10, 42, 63 mile options., Bob , bob.goldcountrychallenge@gmail.com, ncfaffirefestival.com

June 20, 2020 — Mountain Experience Challenge. Guffey, CO, Do you like a challenge? Choose from 100, 75- or 50-mile route options. Free lunch and massages. All on paved roads. K/Q jersey Well supported., Deborah Maresca, 719-689-3435, redhorse680552003@yahoo.com, mountain-topcyclingclub.com

June 20, 2020 — Ride around the Rubies. Lamolite, NV, See the Ruby Mountains like you've never seen them before, on the summer solstice, June 20, 2020. This one-day bicycle race begins and ends in scenic Lamolite, Nevada. Choice of a 30, 60 or full 118 mile loop on pavement, gravel and dirt roads., Kerry Aguirre, 775-397-1922, kerry.aguirre@gmail.com, www.ridearoundtherubies.com

June 27, 2020 — Cheyenne Superday Tour de Prairie. Cheyenne, WY, This long-distance course heads south past the Capitol before heading west under I-25 and up Happy Jack Road to Vedauwo. Get ready for some fresh air and swift elevation changes! The Tour de Prairie features 25-, 50-, 75- and 100-mile rest stations/turn around points. Breakfast and lunch are included for registered Tour de Prairie riders., Lori DeVillbiss, 307-773-1044, Ldevillbiss@cheyenecity.org, www.CheyenneEvents.org, www.CheyenneRec.org

July 11-12, 2020 — The Triple Bypass. Evergreen, CO, The legendary Triple Bypass is 120 miles with 10,000' of climbing and travels over 3 beautiful mountain passes from Evergreen to Avon, CO. 30, 75, 120 mile options, Sunday Gran Fondo and the infamous Double Triple Bypass, 240 miles!, Jennifer Barbour, 303-503-4616, execdir@teamevergreen.org, Kim Nordquist, 303-249-6168, kim@triplebypass.org, triplebypass.org

July 12-17, 2020 — Tour de Wyoming. Thermopolis, WY, 24th Annual. Bike tour circling Wyoming's Bighorn Basin with daily distances from 55 to 70 miles, Amber Travky, 307-742-5840 , atravsky@wyoming.com, cycleywoming.org, tourdewyoming.org

July 18, 2020 — Tour de Steamboat. Steamboat Springs, CO, Annual bicycle event that brings together 1,200 cyclists for a one-day ride through beautiful Northwest Colorado, taking in Rabbit Ears Pass, Gore Pass, Yellow Jacket Pass, Stagecoach, Yampa and Oak Creek. Four different road ride routes—26, 46, 66, 116 miles, and a 100 mile gravel

route., Katie Lindquist, 970-846-9206, info@tourdesteamboat.com, tourdesteamboat.com

July 25, 2020 — Cascade 4-Summit Challenge. Cascade, ID, This beautiful ride is over 90 miles (or any lesser distance as chosen by the participant) through the West Central mountains of Idaho. Ride any of 1-4 summits! The ride begins at the American Legion Hall in downtown Cascade, proceeds north down Main Street, turns right/east onto Warm Lake Road and then turns left/north onto South Fork Road, which is CLOSED to vehicular traffic. The route then proceeds along the South Fork of the Salmon River until the turn around point at Reed Ranch and then returns along the same outbound route. Money raised by the 4 Summit Challenge will support various charitable and bicycle oriented community projects within the Cascade area. Ride support will be handled by George's Cycles of Boise, and the delicious post ride beef brisket meal, beer garden and music will be hosted by the local Cascade community., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, Mary , 513-382-3938, info@4summitchallenge.com, 4summitchallenge.com, georgescycles.com

August 1, 2020 — Tour de Big Bear. WIN Real Estate Group, Sarlof Legal, Sports in Science, Big Bear Lake, CA, 10th Anniversary Edition, Southern California's favorite ride! Features legendary aid stations, beautiful mountain scenery and spectacular summer weather. With 25, 50, 70, 106 and 109 mile courses, there's a route for every cycling enthusiast!, Chris Barnes, 951-970-6720, 909-878-0707, bigbearcycling@gmail.com, tourdebigbear.com, bigbearcycling.com

August 1, 2020 — Copper Triangle Alpine Cycling Classic. Roll Massif, Copper Mountain, CO, The 79-mile roll crests three Colorado mountain passes - Fremont Pass (Elev. 11,318'), Tennessee Pass (Elev. 10,424') and Vail Pass (Elev. 10,662') - for a total elevation gain of 6,500 feet., Roll Massif , support@rollmassif.com, rollmassif.com

August 8, 2020 — Crooked Gravel. TENTATIVE, Roll Massif, Winter Park, CO, 65- and 93-mile routes get right down to business, taking riders from downtown Winter Park onto remote gravel roads and up into the mountains. Held in conjunction with Winter Park Sunrise to Sunset, Roll Massif , support@rollmassif.com, rollmassif.com

August 15, 2020 — HeART of Idaho Century Ride. Idaho Falls, ID, 25, 62, and 100 mile options. Entry fees cover entry, t-shirts, fully stocked rest stops, and post ride BBQ. Route is flat to rolling, easy to moderate difficulty. Benefit for the Art Museum of Eastern Idaho., Miyai Griggs, 208-524-7777, 208-766-6485, mabe@heartmuseum.org, Margaret Wimborne, 208-317-7716, wimbmargin@d91.k12.id.us, heartmuseum.org/Century.htm

August 29, 2020 — Venus de Miles. Longmont, CO, Venus de Miles is for all skill levels and features courses to accommodate any active woman - whether this is your first athletic event or your hundredth. Choose among a rolling 32-mile course, a 64-mile metric century, and a 100-mile century course. All courses go through beautiful Boulder County. Fundraiser for Greenhouse Scholars., Greenhouse Scholars , 303-459-547

breast cancer while raising funds for local cancer patients and providing access to early detection mammograms. Distances of 50, 35, 20, and 8.5 miles. Bruce Wayne, 208-851-2329, traskbl@yahoo.com, pinkrib-bontour.org

October 3, 2020 — Levi's GranFondo, Santa Rosa, CA, America's Premier Gran Fondo. Options range from an easy 9 miles for kids to a mammoth 117 miles to challenge experts and professionals. Ride your bike along the edge of the continent and meet the sea.. Bike Monkey , 707-560-1122, info@bikemonkey.net, www.levisgranfondo.com

October 10, 2020 — Park to Park Pedal Extreme Nevada 100, Caliente, NV, Road bike ride starting and ending at Kershaw-Ryan State Park. Cyclists visit the towns of Caliente and Ploche, and three other state parks: Cathedral Gorge, Echo Canyon, and Spring Valley. 3 rides available: 100, 60 and 40 mile options. There is a Dutch oven dinner at the end!, Dawn Andone, 775-728-8101, cathedralgorge_vc@clturbonet.com, park-toparkpedal.com, lincalcountynevada.com/exploring/biking/park-to-park-pedal/

November 21, 2020 — Death Valley Century, Death Valley, CA, 50 and 100 mile options. Entry includes chip timing; fully stocked checkpoints along the route with water and a great selection of food and snacks; roving SAG support; tech tee and finish line award. Start at The Ranch at Furnace Creek Resort., Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

September 26, 2021 — Tour of the Moon, TENTATIVE, Roll Massif, Grand Junction, CO, Made famous in the 1980's Coors Classic and later in the cycling movie American Flyers. Its legacy continues as one of the premier road cycling events in the western United States., Roll Massif , support@rollmassif.com, rollmassif.com

Multisport Races

February 8, 2020 — Road Rage Duathlon, St. George, UT, Start at Lava Ridge Intermediate School. Sprint will be 1.5 mile run, 10 mile bike, 1.5 mile run. Olympic will be 3 miles run, 20 mile bike, 3 mile run. If you haven't tried this race yet, you are missing out, for sure! Join us for the 6th annual event!, Aaron Metter, 435-627-4054, aaron.metter@sgcity.org, sgcity.org/sportsandrecreation/races

March 28, 2020 — Icebreaker Sprint Triathlon, RACE TRI, American Fork, UT, As the official beginning of the TRI season, the race starts with a 300 meter pool swim at the AF Rec Center and is followed by a 12 mile bike through beautiful American Fork, and finishes with a 5K run. Race shirts and finisher medals. The IceBreaker Kids' Triathlon is a 100 meter pool swim, 5K bike and 1 mile run. They will also get race shirts and finisher medals., Aaron Shamy, 801-358-1411, info@racetri.com, racetri.com

April 4, 2020 — SHAC Triathlon, St. George, UT, Beginner, Sprint, and Tuff Kids races, starting between 9 am and 2 pm. Indoor swim, outdoor route for run and bike legs. Cap of 300 each category., Aaron Metter, 435-627-4054, aaron.metter@sgcity.org, sgcity.org/sportsandrecreation/races

April 4, 2020 — RAGE Triathlon, BBSC Double Down Series, Boulder City, NV, Featuring an Olympic, Sprint, Relay, DU, Aquabike, 10k and 5k. Located less than ten miles to famous vacation destinations, including the Las Vegas Strip and Hoover Dam. This race sells out at 1,300 athletes and is a favorite in the southwest, as it attracts athletes from all over the globe! Coupon code: RAGECW2020, Craig Towler, 318-518-7303, info@bbsctri.com, www.bbsctri.com/rage

April 5, 2020 — Ride, Stride and Glide Winter Triathlon, Galena Lodge, ID, Annual winter triathlon. Mountain bike on Jenny's Way (9km), run on Gladiator (4.5km), ski on Rip and Tear (9km) and Psycho. Location: 15187 Idaho 75 - Ketchum, Galena Lodge, 208-726-4010, info@galenalodge.com, galenalodge.com/events/ride-stride-and-glide-winter-triathlon-2/

April 24-25, 2020 — Bengal Triathlon, TENTATIVE, Pocatello, ID, 700 yard Swim; 12 mile Bike; 3 mile Run. The swim will take place on Friday night at the Reed Gym Pool between 3pm and 8pm, bike and run will take place on Saturday morning at Idaho State University., Caroline Faure, 208-282-4085, faurcara@isu.edu, [facebook.com/bengaltriathlon](https://www.facebook.com/bengaltriathlon)

April 25, 2020 — Legacy Duathlon, North Salt Lake, UT, Run Bike Run on the Legacy Parkway trial system. Great flat course that starts in North Salt Lake Utah and a great way to kick off the 2016 Triathlon Season., Joe Coles, 801-335-4940, joeh@onhillevents.com, legacyduathlon.com, onhillevents.com

May 2, 2020 — Ironman St. George 70.3 North American Pro Championship, St. George, UT, 1.2 mile swim, 56 mile bike, 13.1 mile run. Start: Sand Hollow reservoir. Bike through Snow Canyon State Park, Finish Downtown St. George., Ironman , 303-444-

4316, stgeorge70.3@ironman.com, Kevin Lewis, 435-986-6615, Kevin@visitstgeorge.com, ironmanstgeorge.com

May 9, 2020 — Icebreaker Triathlon, Vernal, UT, Uintah Community Center at 9 am, 250 yard snake swim, 8 mile bike of moderate difficulty, and a 3 mile run. , Quin , 435-781-0982, Quind@uintahrecreation.org, uintahrecreation.org

May 9, 2020 — South Davis Splash n Sprint Triathlon, South Davis Racing Series, Bountiful, UT, Sprint starts at 7:45, Swim 350 yds; Bike 12.02 mi; Run 5k, relay; Split the Sprint between 2-3 racers, Novice: Swim 150 yds; Bike 2.4 mi; Run 1.5 mi, Be at the start before 8:45amLocation: South Davis Recreation Center; 550 N 200 W, John Miller, 801-298-6220, john@southdavisrecreation.com, Cindy Hunt, 801-298-6220, cindy@southdavisrecreation.com, southdavisrecreation.com, southdavisraces.com

May 16, 2020 — Sand Hollow Triathlon, BBSC Tri Series, Hurricane, UT, The first race of the Twin Tri series at Sand Hollow State Park, with Sprint, Olympic, Du, Aquabike, 10k, and 5k distances. Bike along scenic sand dunes, and run around a gorgeous, reflective lake. Coupon code: SHCW2020, Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, www.bbsctri.com/sandhollow

May 23, 2020 — Woman of Steel Triathlon & 5K, American Fork, UT, Don't miss this one-of-a-kind sprint pool triathlon at the American Fork Recreation Center in American Fork, Utah. We'll be celebrating the strong women we love with a great race venue, post event food, boutique vendors, raffle prizes and great camaraderie! All women receive a safe and slick event, sweet event shirts and rad finisher medals!, Brogg Sterrett, 702-401-6044, race@triatuh.com, triatuh.com

May 25, 2020 — Murray Splash and Dash, TENTATIVE, Murray, UT, A youth and novice swim & run event for ages 5-85. Please see Murray City Recreation for details., Jo Garuccio, 801-566-9727, 801-557-6844, jo@agegroupsports.com, www.mcreg.com, murray.utah.gov

June 6, 2020 — Range 2 River Relay, Salt Lake City, UT, The Range 2 River Relay is an active transportation team race to explore the Salt Lake Valley's waterways from pristine headwaters to buried creeks and channelized canal to meandering river. Competitors will bike, boat, and run from the Wasatch Mountains to the Jordan River, showcasing opportunities to connect communities and ecosystems between the two. Bike: 3.6 miles; starting at City Creek Canyon Trailhead ending at Fairpark.; Boat: 3.3 miles; starting at Fairpark ending at 1800 N Take-Out.; Run: 3.4 miles; starting at 1800 N Take-Out ending at Fairpark., Brian Tonetti, 585-703-8582, brian@sevencanyonstrust.org, sevencanyonstrust.org/events/relay

June 13, 2020 — East Canyon Triathlon, TriUtah Points Series, Morgan City, UT, 8th Annual. This race boasts stunning scenery, a fast, technical bike course, and hometown hospitality like no other; with both Sprint and Olympic distance races to choose from. 2-transition point-to-point race. Begins at the beautiful East Canyon Reservoir. The Sprint bike is downhill and fast (please stay safe and in control at all times.) The Olympic bike course has two short but challenging hills followed by a fast descent into Morgan City. Both distances offer a cool, scenic run along the Weber River and local neighborhoods., Brogg Sterrett, 702-401-6044, race@triatuh.com, triatuh.com

June 21, 2020 — Boulder Sunrise Triathlon, Boulder, CO, Join us in celebrating the start of summer in the triathlon capital of the country, Boulder, CO. An athlete favorite with its breath-taking sunrise swim, fast bike and smooth run course, all with the flatirons painted in the background. Includes olympic, sprint, Relay, duathlon, Aquabike, 10k, and 5k. Coupon code: BSRWCW2020, Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, www.bbsctri.com/bouldersunrise

June 27, 2020 — Dino Tri, TriUtah Points Series, Vernal, UT, 13th Annual. Sprint and Olympic Distance Triathlon. Race starts with an open swim at Red Fleet state park. The bike starts with a crazy hill climb out of the park and heads into town for a run and finish at Utah State Extension. One of the most beautiful triathlons in Utah!, Brogg Sterrett, 702-401-6044, race@triatuh.com, Greg Murphy, 801-656-5897, vernalalidnotri@yahoo.com, triatuh.com

June 27, 2020 — XTERRA Tahoe City, XTERRA America, Tahoe City, CA, Qualifying race for the XTERRA USA Championship. Triathlon and Duathlon and sprint triathlon., Todd Jackson, 530-546-1019, todd@bigblueadventure.com, Kiley McInroy, kiley@bigblueadventure.com, bigblueadventure.com/event/xterra-lake-tahoe/, xterraplanet.com

June 28, 2020 — Ironman 70.3 Coeur D'Alene, Coeur D'Alene, ID, Begins with a 1.2 mile swim in Lake Coeur d'Alene.A 56-mile

winding bike course follows with the run loop along the shores of the lake to finish. , 303-444-4316, cda70.3@ironman.com, ironman.com/triathlon/events/americas/ironman-70.3/coeur-d-alene.aspx#/?axz-z50enu9IP6

July 11, 2020 — Echo Triathlon, TriUtah Points Series, Coalville, UT, 19th Annual. Warm July temperatures, a scenic ride in Utah's unique Echo Canyon, and a run on the Historic Rail Trail makes for the perfect event for both seasoned athletes and beginners. 600 rider cap., Brogg Sterrett, 702-401-6044, race@triatuh.com, triatuh.com

July 11, 2020 — Cache Valley Super Sprint Triathlon, Logan, UT, Held at the Logan Aquatic Center. This race is a great pool triathlon with a 500 meter serpentine swim, 12.4 Mile bike on the Mendon Road which is a flat straight paved road out along farm lands, 3.1 Mile Run on the Logan River Trail under a canopy of trees. For those racers who want to do it Olympic style they will do it twice in an F1 format., Joe Coles, 801-335-4940, joeh@onhillevents.com, onhillevents.com

July 11, 2020 — Logan Tri, Logan, UT, Cache Valley Super Sprint Triathlon, Joe Coles, 801-335-4940, joeh@onhillevents.com, onhillevents.com

July 18-19, 2020 — Donner Lake Triathlon, Truckee, CA, One of the best! The Donner Lake Triathlon is a favorite California Triathlon of many triathletes. The venue, setting, and course offer a truly beautiful and challenging experience. Join us in July in Truckee, California! Half Triathlon 70.3, Olympic Triathlon, Sprint Triathlon, Kids Triathlon, Aquabike, Aquathlon | Duathlon, Todd Jackson, 530-546-1019, todd@bigblueadventure.com, Kiley McInroy, kiley@bigblueadventure.com, bigblueadventure.com, donnerlaketri.com

July 19, 2020 — Tri Boulder, BBSC Twin Tri Series, Boulder, CO, One of the fastest growing triathlons in Colorado. Challenge yourself at mile high elevation, Sprint, Olympic, and Half distances. Coupon code: TBCW2020, Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, www.bbsctri.com/triboulder

August 8, 2020 — Jordanelle Triathlon, TriUtah Points Series, Park City, UT, 21st annual. Enjoy everything from the wildlife and boardwalks on the river bottoms in Rock Cliff Recreation Area at Jordanelle to the local country backdrop of the towns of Francis and Woodland., Brogg Sterrett, 702-401-6044, race@triatuh.com, triatuh.com

August 15, 2020 — TriathaMom, Riverton, UT, Women only triathlon at the Riverton Country Pool. 300 yard swim, 12 mile bike ride, and 5k run. Carnival style cheering section provided for families of participants., Cody Ford, 801-558-2503, 801-432-0511, cody@ustrisports.com, Aly Brooks, alybrooks@gmail.com, gotriathamom.com

August 15, 2020 — XTERRA Lake Tahoe, XTERRA America, Incline Village, NV, XTERRA, Sprint, and Duathlon. Course Distance: Full Course: 2X 750 meter swim laps with a 50 meter beach run, 22 mile bike, 6 mile run. Bike Tunnel Creek, and then onto the Flume Trail, which overlooks Lake Tahoe to the Tahoe Rim Trail. Both the Short and Long course complete the 22 mile bike, approximately 4000 feet of climbing. The trail running course is relatively flat, fast and scenic., Todd Jackson, 530-546-1019, todd@bigblueadventure.com, Kiley McInroy, kiley@bigblueadventure.com, bigblueadventure.com/event/xterra-lake-tahoe/, xterraplanet.com

August 22-23, 2020 — Lake Tahoe Triathlon, Tahoma, CA, The Lake Tahoe Triathlon is a favorite California Triathlon of many triathletes. The venue, setting and course offer a truly beautiful and challenging experience. Join us annually the fourth weekend in August in beautiful Lake Tahoe, California for a great race and a time of your life! Half Triathlon, 70.3, Olympic Triathlon, Sprint Triathlon, Duathlon, Aquabike, Todd Jackson, 530-546-1019, todd@bigblueadventure.com, Kiley McInroy, kiley@bigblueadventure.com, bigblueadventure.com

August 23, 2020 — Boulder Sunset Triathlon, Boulder, CO, Summer may be coming to an end, but our tri season is still heating up! Join us at the Boulder Reservoir for the 13th Annual Boulder Sunset Triathlon, a local favorite. Includes olympic, sprint, duathlon, Aquabike, 10k, and 5k. Coupon code: BSSCW2020, Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, www.bbsctri.com/bouldersunset

September 7, 2020 — Murray Youth and Family Triathlon, Murray, UT, A youth and novice triathlon for ages 5-85. Distances follow USAT recommendations for each age group. Novice adults compete at the same distance as 11+ age groups. Please see Murray City Recreation, call 801-264-2614, Jo Garuccio, 801-566-9727, 801-557-6844, jo@agegroupsports.com, mcreg.com, murray.utah.gov

September 7, 2020 — South Davis Labor Day Triathlon, South Davis Racing Series, Bountiful, UT, Start at 8:00 am, Swim 350 yds; Bike 12.02 mi; Run 5k, relay; Split the Sprint between 2-3 racers.Novice: Swim 150 yds; Bike 2.5 mi; Run 1.5 miNovices start at: 8:45amLocation: South Davis Recreation Center; 550 N 200 W, John Miller, 801-298-6220, john@southdavisrecreation.com, Cindy Hunt, 801-298-6220, cindy@southdavisrecreation.com, southdavisrecreation.com, southdavisraces.com

September 12, 2020 — Brineman Triathlon, TriUtah Points Series, Syracuse, UT, 4th annual. This event not only boasts a spectator friendly swim, a bike course you've only dreamt of and a fast/ flat run, but this year it's also the home of the first ever Olympic Course Utah State Triathlon Championship. Sprint, Olympic, and Long Courses, Brogg Sterrett, 702-401-6044, race@triatuh.com, triatuh.com

September 12-13, 2020 — Desert's Edge Triathlon Festival; Dirt Tri & Road Tri, Fruita, CO, The Desert's Edge Tri Festival brings you two days of racing, a weekend of camping with other triathletes and their fans, and a fun end to the Colorado Tri Season. Desert's Edge weekend includes your choice of Off-Road Sprint (not eligible for points) or Off-Road Tri on Saturday, your choice of Sprint or Olympic distance road triathlons on Sunday!, John Klish, 970-744-4450, 573-366-3681, madness@madracingcolorado.com, DesertsEdgeTri.com, madracingcolorado.com

September 19, 2020 — Kokopelli Triathlon, BBSC Triathlon Series, Hurricane, UT, This family-friendly event at Sand Hollow Reservoir has something for everyone! Featuring a Sprint,

Olympic, Duathlon, Aquabike, 10k and 5k distances. Coupon code: KOKOCW2020, Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, www.bbsctri.com/kokopelli


September 19, 2020 — Bear Lake Brawl Triathlon, St. Charles, ID, This race is a great course. Bluest water in Utah and Idaho. This is often called the Caribbean of the Rockies. In 2019 the course will go around the lake again for the Half and Full. This course is primarily flat with rolling hills. The East side of the lake road just had a resurfacing in 2018 so it should be the fastest for this race., Joe Coles, 801-335-4940, joeh@onhillevents.com, bearlakebrawl.com, onhillevents.com

October 3, 2020 — Las Vegas Triathlon, BBSC Double Down Series, Boulder City, NV, The one and only Long course Triathlon, Duathlon and Aquabike is happening at Lake Mead, featuring iconic views of the lake that cannot be experienced anywhere else. Featuring a Half, Olympic, Sprint, Duathlon, Aquabike, and 10k, 5k, Boulder Beach, Lake Mead. Coupon code: LVTRICW2020, Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, www.bbsctri.com/lasvegastr

October 24, 2020 — Southern Utah Triathlon, Hurricane, UT, Sprint and Olympic. Held at Quail Creek Reservoir, Temps are ideal for triathlons with water temps in the high 60's to low 70's and air temps in the 70's. This venue is truly beautiful with mesas and buttes all around. Enjoy the red rock landscape of Southern Utah. , Joe Coles, 801-335-4940, joeh@onhillevents.com, southernutahtriathlon.com, onhillevents.com

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IN THIS ISSUE

- 2019 EVENT CALENDARS!!
- COMMUTER COLUMN
- BICYCLE ART
- A COLORADO BICYCLE TOUR
- BIKE MONTH!

INTERVAL TIPS

- SMOOTHIES FOR CYCLING
- EL TOUR DE MESA
- SEA OTTER PHOTO GALLERY
- RACING IN BELGIUM
- GRAND ENDURO PREVIEW

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ADVOCACY

The Current State of National Bike Advocacy



Bike advocacy results in more protected bike lanes and ride to work days across the country, among other things. Photo by Dave Iltis

By Charles Pekow

So who is fighting for better policy and conditions for bicyclists on a national level? A variety of groups; some with a broad focus, some with a narrow one. And they sometimes work together to advance bicycling interests, with an emphasis more on legislation than implementation. But such cooperation and coordination could be improved. While the groups seldom disagree on goals or strategies, they tend to have different focuses. The various groups represent the bicycle industry, railroad to trail conversions, mountain bikers, schools, etc. Some relatively well-capitalized groups maintain sizable offices or representatives in Washington, DC. Other see advocacy as only part of their mission and are headquartered elsewhere or staff work remotely. And some national bike groups have disappeared.

National policy for funding connections, recreational riding and safety will be up for debate in 2020 in Congress as it tackles reauthorization of surface transportation law and perhaps a tax bill. Federal agencies from the U.S. Department of Transportation to the National Park Service to the U.S. Forest Service will have to interpret and enforce laws. Here, we describe the organizations that will be leading the charge. Other groups without a bike-centric focus are helping out – everyone from AARP to the American Society of Landscape Architects to the American Hiking Society and other safety, health and outdoor recreation groups with similar interests are fighting some of the same battles.

Rails to Trails Conservancy

The Washington, DC-based Rails-to-Trails Conservancy (RTC) was founded in 1986 with the intention of converting miles of abandoned railroad lines into trails for bikers, hikers, etc. It now defines its

mission thus: “a nonprofit organization dedicated to creating a nationwide network of trails from former rail lines and connecting corridors to build healthier places for healthier people.” Or as Kevin Mills, vice president of policy, put it “connecting people from where they are to where they want to go. Connections can be within communities, between communities or even between states.” (Disclosure: When RTC was founded, I became a charter member and retain my membership.) In addition to fighting for trails in Washington, it sponsors state and regional projects and is currently working on the Great American Rail-Trail to cross the continent (<http://www.cyclingutah.com/advocacy/road-advocacy/great-american-rail-trail-planned-for-cross-country-cycling/>).

“I think we need federal policy to focus on connections and creating functional networks in real time. Transportation Alternatives (TA) has been our lifeblood for decades. The problem with it lies in that it isn’t really designed to focus on places where you need to make a lot of connections at once. That’s our number one focus on this reauthorization,” Mills says. RTC also wants to remove a provision added in the last reauthorization that allowed states to transfer money out of TA to other transportation programs. It also wants to pass legislation that would ensure that all the gas tax money that’s supposed to be dedicated to the Recreational Trails Program (RTP) actually gets there.

And while it’s easy to get caught up in the issues of the day, RTC wants to see an overall culture shift in the long run. “I think there’s a need for taking things to the next level,” Mills says. “making it a mainstream culture shift where it is seen as normal and desirable for communities and cities to cultivate more bicyclists....In some other countries, there’s an attitude toward providing bicycle facilities everywhere.”

For more information, see: railstotrails.org

People for Bikes

The People for Bikes Coalition (PFB), based in Boulder, CO advocates heavily for an improved nation for bicycling. PFB, originally called the Bikes Belong Coalition, perhaps could more accurately be described as Industry for Bikes as it is basically a trade association for the bicycle industry. But its work pushes improved conditions for cycling nationwide. It maintains one federal affairs manager in Washington, DC. PFB technically comprises two organizations: the People for Bikes Coalition to promote the industry; and the People for Bikes Foundation, a 501(c)(3) that provides grants for bicycle projects. The coalition board consists only of industry leaders and as a trade association is free to lobby to its heart’s content, whereas foundations are limited in advocacy. Funding comes primarily from the bicycle industry, including suppliers, distributors, manufacturers, dealers and bicycling-related publications.

PFB merged with the Bicycle Product Suppliers Association (BPSA) in July. BPSA leaders explained “Now that we are one, we can use our time-tested voice at all levels of government to sell more bikes and increase participation faster. Our individual companies stand to benefit as our influence grows.” The two groups had been working together five years. “BPSA has expertise; PFB has staff,” explains PFB Chief Operating Officer Jenn Dice, a former lobbyist for the International Mountain Bicycling Association (IMBA).

PFB is currently lobbying hard against tariffs imposed by the Trump Administration on Chinese imports, since many bicycles, parts and accessories are imported from China. And the tariffs drive up the costs of bicycles. Since the effect is less direct and harder to see if you are satisfied with your bike and the issue doesn’t directly involve trails or safety, PFB is taking the lead

among bike groups for this.

But the issue — while necessary — has taken up plenty of PFB’s time and energy that ideally it could spend elsewhere. “In the last year, we have gotten more into (the tariff issue). Prior to that, we did very little work in that area,” Dice says.

“We’re not in the tariff battle. It’s a really big priority for (PFB) as it represents the industry and we’re glad they’re working on that,” Mills of Rails-to-Trails says. “But it’s a little far afield to our constituency.”

PFB sponsors annual “executive fly-ins” to Washington in October, since it’s too far to travel by bike for most industry executives. They speak with legislators and staff on Capitol Hill about tariffs and increasing federal funding for bike programs.

“We have over a million grassroots supporters on our email list. We send alerts asking members to reach out” to their legislators (and to encourage the legislators to ride bikes), Federal Affairs Manager Noa Banayan says.

The foundation, meanwhile, has gotten grants from REI, the Summit Foundation, the Mayor’s Fund for Philadelphia, Walton Family Foundation, Craigslist Charitable Fund, New Belgium Foundation, and other family foundations and individual donors.

The coalition, however, has had to make do with less. Income rose steadily from \$1,335,887 in 2006 peaking in 2016 at \$4.3 million (according to its annual reports in non-inflation-adjusted dollars). But recent years have seen a decline in income:

Year	Income
2016	\$4,299,890
2017	3,684,086
2018	\$ 3,523,334

“This year, the combined budget of our two branches (coalition and foundation) will exceed \$10 million — the highest budget ever,” PFB President Tim Blumenthal wrote in an email. Blumenthal explained that “the drop in coalition income can primarily be attributed to the decline of the Interbike Show and a year-over-year decline in their financial support...Emerald Expositions — Interbike’s parent company — was for many years the largest contributor of unrestricted funds to back our work. As their show shrunk, their generous contributions fell, too. In 2019 — without Interbike — they won’t contribute anything.”

PFB is trying to make up for the loss by finding new members, adding the resources of BPSA, and seeking other support. “We’ve also cut where we can: we just moved to a new office on the edge of town, where we will save close to \$500,000 in rent and related expenses during the next five years,” Blumenthal explains. PFB is also seeking revenue through its Ride Spot app that helps cyclists find and navigate rides. Riders can sign up for free; but businesses, bike groups and local governments can subscribe to provide info for users (ridespot.org).

For more information, see: peopleforbikes.org

League of American Bicyclists

The League of American Bicyclists (LAB) is probably the most well-known bike lobby that tries to cater to as many interests as possible. (The organization is still technically incorporated by its original name when founded in 1880, the League of American Wheelmen, which it stopped using in public because it sounded sexist.) LAB describes its mission to the IRS as “To lead the movement to create a Bicycle Friendly America for Everyone.” In addition to lobbying, it operates the Bicycle Friendly America awards program and certifies cycling instructors.

But the league’s finances have been gradually slipping. Its income reported on its tax returns for recent years:

Year	Income
2014	\$2,374,334
2015	\$ 2,310,638
2016	\$1,837,299
2017	\$1,616,075
2018	\$ 1,614,394

Despite the loss in revenue, last year, LAB reported spending \$759,091 on staff compensation in 2018, an increase of \$62,752 from 2017. Executive Director Bill Nesper received about \$133,742 in salary and benefits, a raise of \$20,634 from 2017. LAB reports spending about \$230,000 a year on lobbying.

Charity Navigator, a non-profit that evaluates charities, gives lab a rating of 81.45 out of 100 and three of four stars overall. It rated LAB a 97 for accountability and transparency (four stars), but only 73.94, or two stars for financial. (Charity Navigator based its ratings on 2017 data).

LAB is focusing now on pending legislation to improve TA, getting more federal effort dedicated to bicycle safety and reinstalling and possibly expanding the commuter tax credit for bicycling that Congress took away last year. The latter will require a tax bill as opposed to a transportation bill. LAB sent a solicitation to potential members saying “2019 HAS BEEN A BIG YEAR FOR US” pushing all these items. But so far, Congress hasn’t moved them, leaving the battle for 2020.

LAB declined to cooperate for this report, which is uncharacteristic, since I’ve been covering them steadily for more than a decade.

For more information, see bikeleague.org

Adventure Cycling Association

The Missoula, MT-based Adventure Cycling Association (ACA) promotes bicycle travel and offers tours. It focuses on getting people to ride outside their communities and routines. Part of its mis-

sion involves advocating for policies and conditions that improve travel cycling. “We don’t employ lobbyists” but work with LAB, RTC and PFB when their interests converge, such as policies allowing ebikes on federal land and Safe Streets legislation, explains Ginny Sullivan, director of travel initiatives. “Specific areas we focus on are rural and suburban conditions,” she says. “We’re trying to help state (transportation) departments get better rumble strip policies” and improve shoulders. ACA also enthusiastically supports the Great American Rail-Trail. “We’re supporting that in any way that is helpful to” RTC.

“We’re not doing a whole lot of coordination with IMBA but we want to work with them on bicycle tourism. We see a real collaborative opportunity on that, especially in rural and mid-sized communities. People might bring their bike to do mountain biking or two-day tours,” Sullivan says.

ACA also works with federal and state agencies to try to improve campground conditions for cyclists. It would like policies that set aside some campground slots for people who arrive without motorized vehicles: camp areas that include bike racks and fix-it stands, Sullivan says.

When the need arises, “we can call on our 52,000 members to weigh in on the federal level. We’re getting better at that. We haven’t done that as much in the past as we plan to do in the near future. We’re going to launch an advocacy platform at the beginning of (2020) where people can instantly take action,” such as contacting their legislators, Sullivan says.

For more information, see: adventurecycling.org

National Bicycle Dealers Association

PFB doesn’t monopolize the market for representing the bicycle industry. The National Bicycle Dealers Association (NBDA), based in Irvine, CA represents the community bicycle stores that are now suffering from the rise of on-line bike sales. High on NBDA’s agenda: making sure everyone pays taxes on bikes and equipment. “In order to create a fairer retail environment, NBDA supports measures that would require Internet and mail order purchases to be subjected to the same sales tax requirements that are currently imposed on local brick and mortar retailers,” the association says on its website.

Rather than lobby a lot in Washington, though, NBDA, which like PFB worries about tariffs, sends a letter template to its members encouraging them to get the message out to their senators and representatives. President Brandee Lepack and some board members go to Washington to do some lobbying sometimes, says Administrative Coordinator Rachelle Schouten.

For more information, see: nbda.com

North American Bikeshare Association

With the rise of bikeshare sys-

tems around the country (and world), the operators needed an association to promote and represent them. The North American Bikeshare Association (NABSA) formed in 2014 and is headquartered in Portland, ME. Legislatively, it is very interested in the Bikeshare Transit Act of 2019 (H.R. 4001) pending in the House. The bill would clarify that communities can use federal transit money for bikeshare programs. Current law doesn’t exclude them but since Congress wrote the law before bikeshare became common, it’s not clear. NABSA wants to make sure that provision is included in the next surface transportation reauthorization.

Congress eliminated the Bicycle Commuter Tax Benefit last year. NABSA wants Congress to reinstate it and clarify that it could be used for bikeshare (pending in the Bicycle Commuter Act of 2019 (H.R. 1507). If employers offered it, bike commuters could deduct the cost of commuting, such as parking, repairs, and, of course, using bikeshare.

NABSA is also working with other bike groups and helping push Congress to increase support for bicycle infrastructure in the next surface transportation bill, says President Sam Herr. “I’d say mostly we work with PFB but we are aware of and coordinate with the other organizations that closely align with our goals,” she says.

NABSA doesn’t use a centralized office or maintain a Washington presence; staff work from home and conduct an annual conference. It includes members in Canada and Mexico (next year’s conference takes place in Guadalajara.)

For more information, see: nabsa.net

Safe Routes Partnership

The Safe Routes Partnership promotes Safe Routes to School (SRS) programs helping pupils bike and walk safely to school across the country. An offspring of PFB, the partnership still gets much of its funding from its parent, which created it in 2005 and set it free as an independent non-profit in 2014. It maintains no central office, with staff located across the country from California to Oregon to Philadelphia. Deputy Director Margo Pedrosa lives in Fort Washington, MD outside the nation’s capital and spends much of her time advocating for federal support in Congress, working closely with LAB. “We are working together on issues we have in common. This year, it’s basically TA (Transportation Alternatives),” Pedrosa says.

Though SRS lost its federal earmark in a previous reauthorization, it remains an eligible TA activity. “We feel pretty good about where we are,” Pedrosa says. “It has gotten pretty well incorporated in how states do their programs.”

So the partnership isn’t fighting to reestablish the earmark. “We feel at this point that putting it into a special program again would slow down the funding. Whenever you change something, it takes time to incorporate it. It would result in the loss of funding for a few years till

they got it up and running again,” Pedrosa explains.

“I do a monthly blog on federal policy we send out to subscribers, safe routes folks around the country. We encourage them to contact their members of Congress and ask them to visit and see SRS in action.”

For more information, see: saferoutespartnership.org

International Mountain Bicycling Association (IMBA)

And we can’t forget mountain biking. IMBA concerns itself strictly with access to public lands, says Advocacy Manager Aaron Clark. Like PFB, IMBA is headquartered in Boulder, CO. While it generally supports allowing ebikes on public lands, it wants local land managers to be able to exercise some discretion. Allowing “the full spectrum of all classes of ebike on all trails would be a one-size-fits-all approach. We want managers to have flexibility to have site-specific designations,” Clark says. Some of the more powerful ebikes could endanger public health and safety on some trails, or spook hikers and horses, he acknowledges.

And IMBA’s favorite federal funding, naturally, comes from RTP, as opposed to TA.

“There’s always room for improvement” in coordination among the groups,” Clark says. “There are different agendas,” as some groups like PFB represent the industry, and other membership organizations like IMBA serve a rider member base. Clark says IMBA coordinates and communicates regularly with PFB. But he says RTC has been less enthusiastic. “I was on a panel with RTC in Little Rock this summer before the Outdoor Writers Association of America. I’ve reached out to them numerous times. I haven’t had a response from them, though.”

He also said that “LAB is probably the last group I communicate with. I don’t even know a single person there I’d reach out to.”

“LAB defers to us regarding some mountain biking issues. We’d probably defer to them and don’t do a lot on road biking,” Clark says. IMBA is strongly supporting the Recreation Not Red Tape Act (legislation in Congress that would make it easier for bike tour operators to get permits to operate in federal lands and encourage outdoor recreation in other ways). “IMBA has been the driver on that issue. PFB has played a supporting role knowing that it is important to us. We scratch each other’s back when we can,” Clark says.

For more information, see: imba.com

Political Action Committees

It’s a truism that legislators listen not just to constituents and those who knock, call or email with a point of view or interest – but mainly to those who contribute to campaigns. So is the bike industry contributing to help get the ear (or palm) of legislators – and to support ones who will

promote bicycling?

PFB maintains a small political action committee (PAC) known as BIKESPAC that has traditionally donated to sponsors of bike legislation. For next year’s congressional races, it reported donating as of the end of June (the latest information available) \$7,350. But it retained more to award as the election draw closer: the books showed \$70,367 cash on hand. The only beneficiaries of largess so far this cycle are the co-chairs of the Congressional Bike Caucus: Reps. Earl Blumenauer (D-OR) and Vernon Buchanan (R-FL), getting \$6,000 and \$5,000 respectively last year for the upcoming campaign. During the 2018 cycle, these two received the biggest contributions: \$7,500 each.

Both parties received contributions. The only one from a Mountain West state, however, was Sen. Cory Gardner (R-CO), getting \$5,000. Evidently, legislators from this region aren’t seen as big bike advocates. Among those now running for president, only Sen. Amy Klobuchar got any: \$2,500.

Banayan says “We’re working on a strategy. Right before the presidential election we want to be sure we focus the PAC where it matters.”

Schouten says NBDA isn’t developing a PAC.

The only bicycle company with an active PAC is TREK Bicycle, which reported only \$7,066 in contributions during the 2018 congressional campaign from individual donors. For the 2020 elections, it reported donating \$489. Only Democrats received donations, if you include the \$32 given to Sen. Bernie Sanders.

(The above figures come from the Center for Responsive Politics’ Open Secrets website.)

Defunct Associations

What was once the Thunderhead Alliance and became the Alliance for Biking and Walking, which described itself as “the North American coalition of grassroots bicycle and pedestrian advocacy organizations, designed to help advocates around the country.” Former director Sue Knaup published a memoir describing abuse she took on the job from board members out to sabotage her work (<https://www.onestreet.org/bicycle-programs/one-street-press>). Eventually, its main funder pulled out.

One of its major projects, the biennial national Benchmarking Report on bicycling and walking in the United States, was taken over by LAB. The alliance’s last IRS filing listed Dorian Grilley, executive director of the Bicycle Alliance of Minnesota, as its chief officer and said it’s main office is located in St. Paul, MN.

“It went from an organization of five or six people to an organization of one or less than one. It just didn’t work. LAB was happy to accept some of the responsibility,” Grilley explains. The alliance’s 2017 tax report disclosed that revenue dropped from \$125,360 in 2016 to only \$27,941 in 2017 and it reported only \$8,474 in assets.

Meanwhile, the similarly titled National Center for Bicycling and Walking had set up a People Powered Movement office in Washington, DC that it said was dedicated “to provide the most accurate information regarding advocacy to increase bicycling and walking throughout the U.S. The office is closed, though the website remains up but not updated (<https://www.peoplepoweredmovement.org/>). It’s last Twitter feed and Facebook posts were dated Sept. 4, 2018, save for one Facebook link in May. When the office closed, Senior Associate/Program Director Mark Plotz moved in with the Washington Area Bicyclist Association but moved out at the end of February. The center continues to put out an online newsletter (<http://www.bike-walk.org/newsletter.php>).

Abandoned Collaborative Efforts

While the organizations work together informally, a formal effort died. The America Bikes Coalition last met in 2014. It included, according to LAB, the Adventure Cycling Association, the Alliance for Biking & Walking, the Association of Pedestrian and Bicycle Professionals, Bikes Belong, IMBA, LAB and the National Center for Bicycling and Walking, and it worked with America Walks, the National Complete Streets Coalition, the Safe Routes Partnership, Transportation for America and other groups interested in growing the role of bicycling and walking through federal transportation policy, according to a 2012 posting by LAB when it’s then campaign director Caron Whitaker moved to a job with LAB.

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Bike Friendly Land and Water Conservation Fund on Path to Reauthorization

Legislation working its way through Congress would permanently reauthorize the Land and Water Conservation Fund. Committees in both chambers have favorably reported and sent to their respective floors very similar versions of the Land and Water Conservation Fund Permanent Funding Act (S. 1081 and H.R. 3195). The act would restart the expired pro-

gram, starting in 2020.

The fund is great for recreation because it doesn't come out of general tax revenue – but mostly from a fee oil and gas companies pay for drilling on federal land. The bill would guarantee \$900 billion a year to states for recreational purposes, such as bike trails. In previous years, states didn't get to use all the money. So if it passes, we may see a mini-windfall for outdoor recreation.

-Charles Pekow

Can Conflicts Between Bikes and Buses Be Minimized?

How can we minimize delays and conflicts among bicycles, buses and other right-turning vehicles at corners? Portland State University in Oregon took a look at interactions between the three classes on a corridor in its home town. The site in question included a bus stop, bike lane and bike box, and a lane reserved for buses and right-turning motor vehicles.

It seems that if cyclists rested in or behind the box

(such as when the box is filled with other cyclists), they didn't interfere with buses. Nor did they if they crossed the intersection ahead of a bus. Most boxes are painted green and since cyclists in them wait in front of the turn lane, they don't interfere with those turning. The report says "it is a welcome finding that they do not burden bus flow."

See Evaluation of Bus-Bicycle and Bus/Right-Turn Traffic Delays and Conflicts at <https://trid.trb.org/view/1664994>.

-Charles Pekow

BUILD Grants to Help Bicycle Infrastructure

\$900 million in BUILD Transportation Grants (Better Utilizing Investments to Leverage Development) were awarded this fall from the U.S. Department of Transportation. Two of the grants will help build and improve bicycle infrastructure in Mountain West states. The grants require a non-federal share.

Aurora, CO got a \$25 million grant as part of a \$56 million I-70/Picadilly Interchange Project to reconstruct Picadilly Road and construct a new bridge and inter-

change over I-70, including a bike/ped path to "provide safe and accessible infrastructure for the northeast Denver metro area and...improve safety and quality of life for non-motorized users," according to the grants announcement. The city expects to complete the project in 2023.

And Missoula County, MT received \$13 million as part of the \$28.372 million Mullan BUILD: Proactively and Collaboratively Building a Better Missoula effort, which will create 3.7 miles of new trails as part of an effort to better connect the area.

-Charles Pekow

Marin Headlands - Continued from Page 39

and others from World War II. All of the military sites have been decommissioned. Once around the curve, you are on Field Road. After another fast descent, the Marin Headlands Visitor Center appears on the left. At the base of the descent, bear right onto Bunker Road. Note that, to the left, Bunker Road continues to Rodeo Lagoon and, just beyond it, Rodeo Beach. The beach is one mile away, and is unique in California for the red and green pebbles that comprise its surface, as opposed to sand. Swells form offshore, making the beach suitable for surfing. When the beach is inundated, usually during winter months, Rodeo Lagoon empties directly into the ocean. Across from the lagoon is Fort Cronkhite, which was active from 1941 to 1974, and is now on the National Register of Historic Places.

Back on Bunker Road, this is the main "valley" road, heading east-bound, gradually climbing through the Headlands. The road is narrow, with some pavement damage when I rode this. Side streets along the way, to your right, return to the ridge and Conzelman Road. The dirt trails to the left penetrate Gerbode Valley, and provide access to other valleys within the Headlands. Bunker Road crests at the mouth of a half-mile long, one-lane tunnel that cuts through the ridge and underneath U.S. 101. Only one lane? Right – traffic flow in the tunnel is controlled by a signal that lets only one platoon of vehicles in one direction through at a time. Bicyclists need

not wait for the signal, however. A separate pushbutton for cyclists, located at the entrance to the tunnel, alerts motorists to the presence of a bike in the tunnel. The tunnel is designed to accommodate two-way bicycle flow. Tunnel lighting is adequate but, once inside, it might seem longer than one-half mile!

Exit the tunnel, and turn left at the "T" intersection to continue on Bunker Road. The road curves to the right and descends rapidly, passing underneath Alexander Avenue, to Fort Baker. The fort is deactivated, and is now the home of the Bay Area Discovery Museum, a popular spot for families. To navigate Fort Baker's roads, turn right at the stop sign onto Murray Circle. Next, turn left at the stop sign onto East Road, just up the road from Horseshoe Bay. East Road passes by the Museum, which is on the right, and then climbs gradually, adjacent San Francisco Bay, to intersect with Alexander Avenue. Turn right here, and begin the descent into Sausalito. Note that cyclists coming directly from the Golden Gate Bridge will have started their downhill upstream of here, and may possess quite a bit more speed than you. So, do not be alarmed if a number of riders go zooming past! You are now riding in the reverse direction of the outbound route. Continue via Alexander, South, 2nd, Richardson, Bridgeway, North Bridge, and the Mill Valley-Sausalito bike path, generally following the prevailing pattern of flow. Turn left at Pohono, and then right on CA 1. The busiest segments of the return ride will be along CA 1, followed by the left

turn onto Tennessee Valley Road – use caution here. The return ride on Tennessee Valley Road is uphill, getting steeper toward the end, to the unpaved parking area and the end of the ride.

Starting & ending point coordinates: 37.860175oN 122.535978oW

For more rides in the Bay Area, see Best Bike Rides San Francisco (Falcon Guides), written by avid cyclist Wayne Cottrell. Best Bike Rides San Francisco features descriptions of 40 road and off-road rides in the Bay Area. The ride lengths range from 4 to 60 miles, with rides in San Francisco, the East Bay, and Marin County. Each ride description features information about the suggested start-finish location, length, mileposts, terrain, traffic conditions and, most importantly, sights. The text is rich in detail about each route, including history, folklore, flora, fauna and, of course, scenery. For additional rides in California, all written by Wayne Cottrell, please also see the Best Bike Rides books on Los Angeles and Orange County, as well as the forthcoming Best Easy Bike Rides books on Los Angeles, Orange County, and San Francisco. Wayne Cottrell is a former Bay Area and Utah resident, and current southern California resident, who continues to conduct extensive research in these places, and elsewhere, to develop the content for bike books.

ADVOCACY

More Funding For Cycling Could Transform America

By Charles Pekow

Active transportation (biking, walking, etc.) could potentially give the U.S. economy a boost of \$138.5 billion a year – if we invest in it. So concludes a study by the Rails-to-Trails Conservancy, (RTC). The investment will require a major overhaul of federal transportation policy and a major change away from a sedentary lifestyle.

The nation invested in a railway system in the 19th Century, then an Interstate highway network in the 20th. "Congress must now invest federal dollars in a national active transportation system so every American might realize the transformative benefits this infrastructure can bring, concludes Active Transportation Transforms America: The Case for Increased Public Investment in Walking and Biking Connectivity (https://www.railstotrails.org/media/847675/activetransport_2019-report_finalreduced.pdf).

Specifically, trails investment can boost rural economies. The natural surface Whitefish Trail in Whitefish, MT gets more than 73,000 visits a year, for instance, bringing in almost "\$3.6 million in spending on accommodations, restaurants, groceries, retail, gas, transportation, licenses and entrance fees, outfitters/guides and farmers markets, in that order, from 22,000 visitors," the report states.

Concurrent with the report's release, RTC conducted a webinar on the topic. "It's hard to overestimate the positive impact to our communities in Montana," said webinar participant Martha Williams, director of Montana Fish, Wildlife and Parks. "We are seeing the benefits to all communities, whether large or small, urban or rural." Connecting communities is the greatest advantage; "it's not just recreation," she said. While "trails in Butte had a really strong positive impact, rural communities benefited in a different way. "I am thinking of (trails) around more rural towns where people still use them for transportation," Williams said.

While federal and RTC support helps, "all trails we work on are joint efforts," Williams added. "Every trail project involved many partners." Some involved motorized as well as non-motorized transit.

"It's great to be part of a bigger effort to plug gaps in (the trail network) in Montana, and grow momentum from that," she said, referring to the Great American Rail Trail effort RTC is spurring to build a continuous off-road cross-country trail system from Washington to Washington – DC to Seattle (<http://www.cyclingutah.com/advocacy/road-advocacy/great-american-rail-trail-planned-for-cross-country-cycling/>).

In that spirit, the Great American Rail-Trail project is sponsoring a series of "catalyst initiatives," or efforts along the way designed not only to fill gaps but to spur communities to add onto them. One such effort focuses on a 52-mile segment in Montana from Livingston south through Emigrant to Gardiner, the gateway to the north side of Yellowstone National Park. The plan involves converting the Old Yellowstone Trail, an abandoned rail line that used to take tourists to the park. "Park County has always been interested in turning it into a trail," says RTC Trail Planner Kevin Belanger.

The partners are first focusing on the 22-mile segment between Livingston and Emigrant, where they have completed a feasibility study and are working on engineering. The remaining 30 miles to the south needs a feasibility study, Belanger says. The newly enacted Trails and Recreational Facilities Account and Grant Program started in Montana this year, funded by vehicle registration fees, is helping finance the trail. See: <http://www.cyclingutah.com/advocacy/mountain-advocacy/montana-trails-to-see-new-trail-grants/>

Another catalyst project: completing a trail in Wyoming between Glenrock and Evansville, just east of Casper. RTC is working with the Friends of the Platte River Trails to build a trail of about 5.5 miles from Casper to Edness K. Wilkins State Park, a popular site for boating, birding, fishing, swimming, etc. All the project needs now is funding. Extending it east to Glenrock is trickier: "We don't know the ownership status of all the land. It needs more research on local ownership and making sure it's a viable option to use," Belanger says.

Disclosure: I am an RTC member.

BIKE ART

Bike Lane - The Bicycle Art of Steve Stauffer



By Steve Stauffer

Bike Lane is a 9x12 oil on linen panel.

It was painted en Plein Air in the Holladay Plein Air 2019 show in September.

This community and others that surround it are making a huge effort to create safe riding and bike lanes are a big part of it!

I thought this piece sent a fun, but important message.

To view this or my other work please go to www.stevestauffer.com

Steve Stauffer

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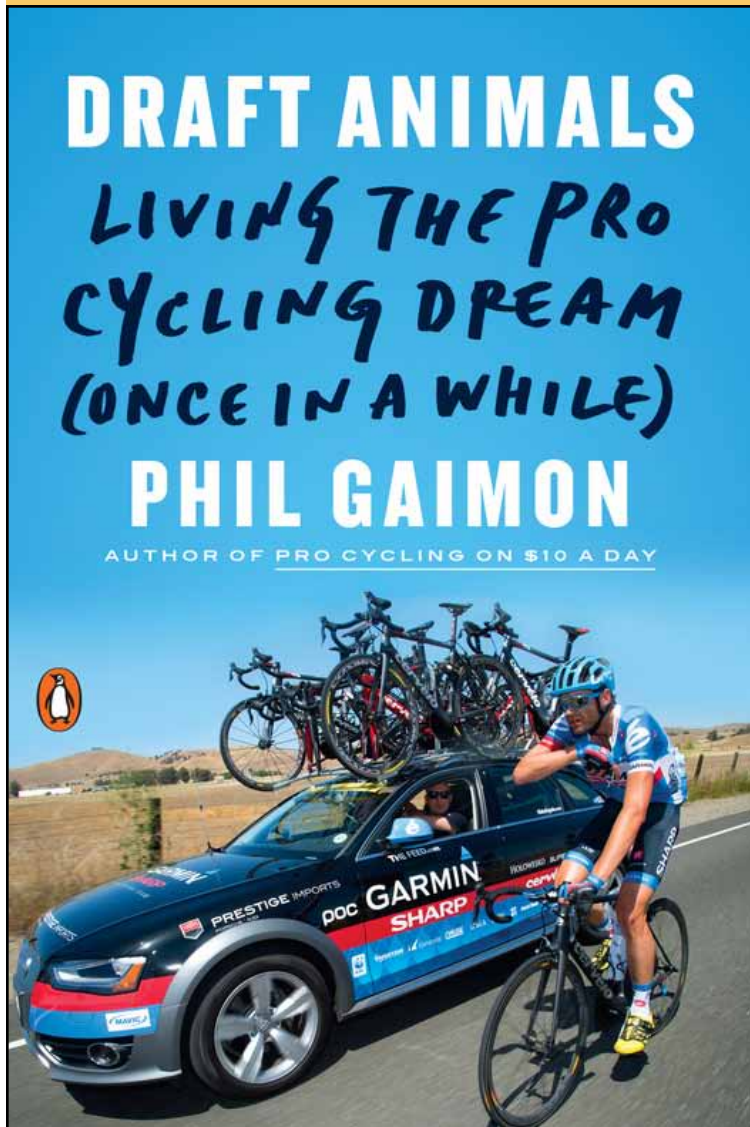
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CYCLING BOOKS

Jonathan Vaughters and Phil Gaimon Offer a Revealing Look Inside Clean Pro Cycling



By Don Scheese

Draft Animals: Living the Pro Cycling Dream (Once in a While) by Phil Gaimon. New York: Penguin, 2017. 320 pp. \$17.00 paperback.

One-Way Ticket: Nine Lives on Two Wheels by Jonathan Vaughters. New York: Penguin, 2019. 339 pp. \$17.00 paperback.

If, like me, you follow pro cycling and are a fan of EF Education First (as well as its previous iterations), maybe even proudly wear some or all of the team's kit, then these books are for you. Jonathan Vaughters rode professionally in the 1990s and 2000s, including a stint with U.S. Postal and Lance Armstrong, was a decent rider in his own right (once setting the record for the time trial up Mont Ventoux), then gradually fell out of the sport after witnessing

and participating in the epidemic of EPO usage in the peloton. Feeling morally compromised, but still in love with cycling, he then decided to try to organize and run a "clean" team, originally called Slipstream. Vaughters went on to play a key role in bringing down Armstrong in 2012 as part of the damning testimony for the United States Anti-Doping Agency (USADA) investigation, rocking the cycling and sporting worlds.

Phil Gaimon was one of the many young new beneficiaries of Vaughters' and others' efforts in helping to clean up the sport. Riding in what he refers to as the "post-dopocalypse" (3) era following Armstrong's downfall, Gaimon achieved some impressive results at the Pro-Continental level (including winning the Redlands Classic) before being signed by Vaughters to race in 2014 and 2015. However, in the wake of Armstrong's demise,

money was much harder to come by as sponsorship dollars dried up, teams folded, and the competition for fewer spots on teams grew ever tighter. Gaimon rode for Vaughters for only two years and has some very unkind—though seemingly justified—criticisms of his former employer.

Let's start with the better of the two books (more on that later). Gaimon was an outspoken critic of doping, proudly sporting his "CLEAN" tattoo and regularly lamenting on the internet and social media the financial doldrums into which professional cycling plunged in his era. As a rider in the World Tour Gaimon mainly rode as a domestique, with crashes, illness, bad luck and (at times) his own self-described stupidity preventing him from achieving more impressive results. In fact, one of the main themes of his book is the realization that "everyone's not a winner" (200). Many (most?) of us don't realize our greatest dreams and have to settle for a less impressive victory or goal. Gaining more experience in the pro peloton for Vaughters' team, Gaimon recognizes what he calls "Real Talent"—teammates like Dan Martin and Michael Woods, for example, riders whose VO2 max is just a bit higher and whose results are thus just more impressive. One of the more interesting—let's say juicier—aspects of his book is the differentiation Gaimon makes between not only Real and Mediocre Talents, but between Good Guys and Bad Guys. Martin and Woods, along with other teammates like Andrew Talansky, Tyler Farrar, and Alex Howes, clearly are Good Guys, while Andy and Frank Schleck, Fabian Cancellara, David Millar, Rohan Dennis, and Chris Horner definitely fall into the Bad Guy category (you have to read the book to find out why).

More challenging for Gaimon to classify are former dopers like Tom Danielson and Thomas Dekker. He wants to dislike and dismiss riders like these from the EPO era, but upon becoming teammates and experiencing them as Real People finds it hard to do so. Each guy proves to be a good teammate, especially Danielson, who trains with and helps Gaimon keep the yellow jersey after Gaimon wins the first stage of his very first World Tour race, the Tour de San Luis in Colombia (finishing second overall by the end). And some of the book's funniest moments involve Dekker, whom Gaimon finds "warm and inviting.... [someone who] always said the right thing." "He'd been a bad boy," says Gaimon, "but he seemed like a good man" (113). Even when Dekker, the shell of a racer he once was when on EPO and living a lavish lifestyle, meets and falls in love with a woman from LA who happens to be a billionaire, Gaimon, relationship-challenged though he may have been, never expresses jealousy, only a plain-

tive "if only that were me" kind of lament. (Warning to all prospective pro cyclists: a theme in both books is how hard the cycling life is on relationships with the opposite sex.)

Draft Animals reminded me a lot of Ball Four as I was reading it, Jim Bouton's pathbreaking "tell-all" memoir published in the 1960s that sent tectonic shivers through the baseball, and sportswriting, worlds. Like Bouton, Gaimon provides an insider's view of a sport, with titillating anecdotes about the sexual lives of pro athletes, the outlandish pranks of jocks, and the Machiavellian tactics of team owners during contract negotiations. Here's where Jonathan Vaughters, as co-founder, sports director (at times), and CEO of Slipstream clearly comes across as another Bad Guy. If Gaimon can be

believed (and I have no reason not to think this is a totally honest memoir), "JV" (as Vaughters is called) not only lowballs Gaimon in negotiations, he reneges on dollar figures once offered and leaves Gaimon (as well as other riders) hanging for an unconscionable length of time near season's end when diminishing slots on rival teams are fast disappearing. And when Gaimon finally comes to the end of the 2016 season without a contract, all he gets from Vaughters' team is a form letter from an assistant stating his services would no longer be needed. Gaimon bitterly concludes: "Vaughters is an evil hypocrite" and doubts that "JV has any real friends [because] he only goes out of his way when something's in it for him" (311).

I'm probably prejudiced because

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• 2019 EVENT CALENDARS!!
• COMMUTER COLUMN
• BICYCLE ART
• A COLORADO BICYCLE TOUR
• BIKE MONTH!

INTERVAL TIPS

• SMOOTHIES FOR CYCLING
• EL TOUR DE MESA
• SEA OTTER PHOTO GALLERY
• RACING IN BELGIUM
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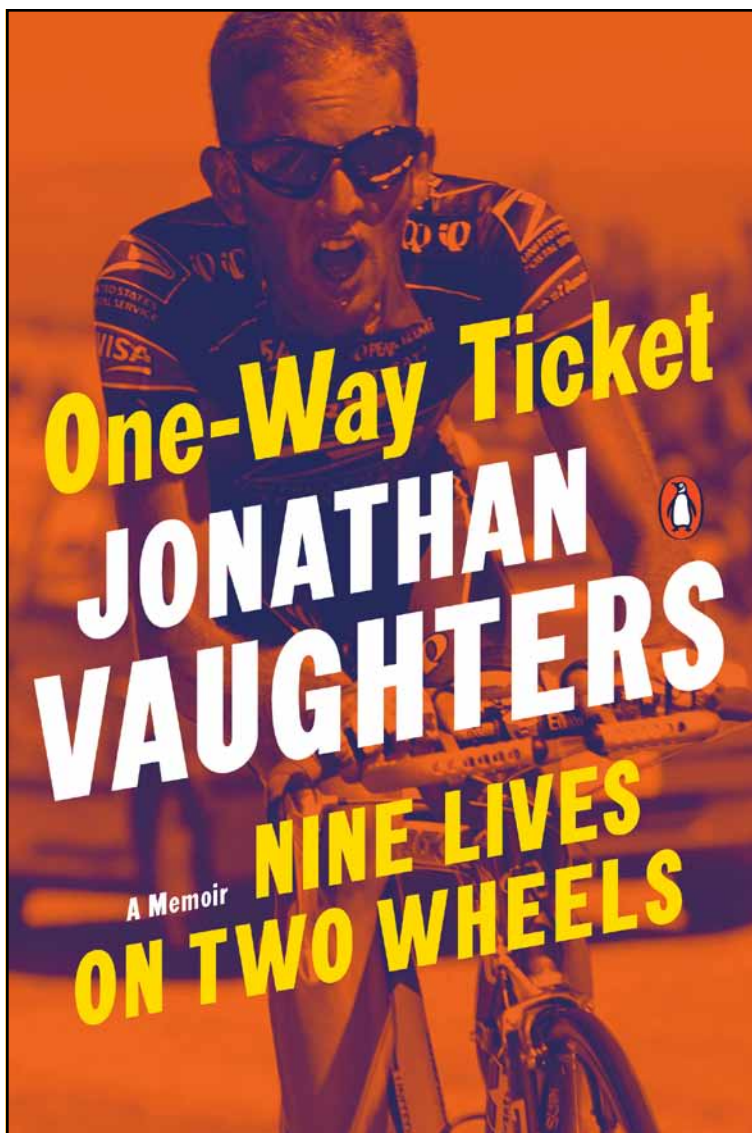
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a Spanish team, where in his initial race he finishes last again (this time with a Belgian rider named Johan Bruyneel). It was in Europe, of course, where he would be introduced to the world of doping, quickly learning that in order to keep up with the new EPO generation he would be forced to make a tough moral choice. As in other cycling memoirs by former dopers such as David Millar (see his *Racing Through the Dark*), the decision to dope or not involves a gradual descent down a slippery slope. First comes injectable vitamins and “recovery drugs,” then testosterone and human growth hormone, followed by the real performance-booster, EPO, which could result in as much as a 10% gain in performance. In the 1990s and early 2000s, a naïve young American rider comes to realize that “EPO was the only way to succeed, even survive” (131), ultimately leading him to conclude, “Doping suddenly seemed like the right choice” (152).

Once on US Postal, Vaughters witnesses first hand Armstrong injecting EPO, and feels like he has no choice, if he wants to remain on the team, of following suit. But after winning the time trial up Mont Ventoux in the 1999 Tour de France, he sees his achievement as a hollow victory, even “a joke” (185). He becomes increasingly apprehensive about getting caught, especially after the governing body of the sport, the UCI, develops a test for EPO, and is horrified and terrified when his urine turns purple after being injected with various PEDs. But he continues to use EPO, off and on, until 2002, when riding for a French team, he suddenly quits with two years left on his contract. This gutsy decision ultimately would lead to his founding of a new kind of cycling team.

Vaughters had always been fascinated with the math and physics of cycling, and claims to be one of the earliest pros to use a power meter and interval training in his workouts. Always the analytical type, he figures out that often a race will come down to certain “power moments,” minutes when the winner can generate an extraordinary amount of watts at a crucial moment to take the victory. It was this kind of thinking that helped convince a deep pockets cycling fan, Doug Ellis, to initially fund team Slipstream, convincing Ellis that “maybe clean cycling was a better business model” (230) in

the post-Lance era. Another crucial realization of his was that to start a clean team after two decades of EPO use meant that to be competitive, one had no choice but to sign former dopers such as David Millar and Thomas Dekker (but not Floyd Landis, about whom Vaughters says was more concerned with revenge on the sport than winning performances). Their confessions gave authorities insight into the culture of doping as well as the riders a chance to redeem themselves. And Vaughters deserves much credit, not only for starting a team committed to clean cycling, but also for his courage to speak out about doping. He anonymously confirmed Frankie Andreu’s confession about doping on the US Postal team in 2010, then came out in defense of Landis after the aggrieved rider publicly revealed his and Postal’s doping the same year. And of course Vaughters eventually became a key witness in the USADA investigation into Armstrong and the epidemic of doping in the sport.

Vaughters presents his Good Guys and Bad Guys too, and clearly falling into the latter category are Bradley Wiggins and Dave Brailsford, team director of Team Sky (now INEOS). If JV can be believed, Wiggins, whom he recognized before anyone else as a track cyclist who could be successfully converted into a Tour de France contender, essentially abandoned Garmin after coming in fourth in the 2009 Tour because he was constantly wooed by Brailsford representing a new British entity in the peloton, even though he had years remaining on his contract. (JV also accused Armstrong, in an act of revenge against him, of helping to convince Wiggins that he’d be much better off on Sky.) I found this section of the book to be one of most fascinating sections of *One-Way Ticket*.

The final chapters deal with Vaughters’ desperate attempts to save the team following the pull outs of principle sponsors Cervelo then Cannondale. At one point he even resorted, in a last ditch attempt to save the franchise, to starting a crowdfunding campaign (“#SaveArgyle”) to keep the team afloat for another year. But in stepped EF Education First to save the day, though it meant that long-time owner Ellis would have to agree to sell the team to this new

organization.

As I’ve made clear, *Draft Animals* is by far the better book. Here’s why: Gaimon was an English major in college who took creative writing classes, and it shows. His writing style is fluent and polished, and the book is laugh-out-loud funny throughout. (This is his third book:

the first was *Pro Cycling on \$10 a Day*, published in 2014; the second *Ask a Pro*, 2017.) In contrast, Vaughters’ style is wooden, his frequent pop-culture allusions are ineffective and annoying, and his attempts at humor mostly fall flat. In the contest of personalities Gaimon is the clear winner (how do you not like a guy who gives his excess cookies to the homeless?)

Reading these books caused me to reflect on the state of pro cycling today. On the one hand, with the advent of the biological passport and more professional testing by the UCI, the sport seems cleaner than ever. But then four-time winner of the Tour, two-timer winner of the Vuelta, and one-time winner of the Giro Chris Froome of Team Sky registers an excessive level of an asthma drug following his second Vuelta victory, and once again—no matter how many doctors, medical studies and euros Sky throws at the findings to convince the UCI he didn’t do anything wrong—the sport is enveloped in a cloud of doubt following the bust of one of its biggest names. And then we have NBC Sports featuring as Tour commentators ex-dopers such as Christian Vandeveld and Chris Horner—as well as inviting none other than Lance Armstrong himself for occasional guest commentary! I don’t know about you, but I’m a bit confused, and still suspicious, about the state of cycling’s cleanliness in the year 2019.

Still, Vaughters and Gaimon deserve lots of credit for their efforts to transform the sport, and there is no doubt that cycling is cleaner as a result. Read these books to find out why.

Don Scheese is an avid cyclist and retired professor of American Studies who once taught, among other things, courses on Lance Armstrong and Sport in American Culture.

I read Gaimon’s book first, and thus my impressions of Vaughters were already formed before I even picked up his book. But even after reading *One-Way Ticket* and getting JV’s point of view, I find it hard to like him or his book. As I was reading Vaughters’ memoir I kept wondering, had he read Gaimon’s book? Tellingly, Vaughters never mentions Gaimon, not once. I suppose this could be justified in the sense that Gaimon was a “lesser” talent and rider on his team, during a decade or so during which he signed and managed many riders. But as someone who perhaps more than any other young rider in the post-Lance era personified the “Riding Clean” credo and gave cycling fans hope for a doping-free sport, one would think that Gaimon would have been the Perfect Spokesperson for Vaughters.

Even more telling is another omission: the failure to mention Tom Danielson’s bust for testosterone usage during the Tour of Utah in

2016. Vaughters had once promised to dissolve his team if any rider of his had had a positive test, and surely readers would have loved to know what went through his mind upon learning of Danielson’s banishment. Obviously the team did not dissolve, and we are left wondering why not.

Vaughters deserves respect, though, for his determination, his smarts, his courage in taking on Armstrong, and his ingenuity and business acumen in promoting a “clean team” at the very moment the sport needed it most. As a skinny, anti-social, nerdy kid growing up in Denver frequently bullied and ostracized for getting involved in a fringe sport, Vaughters tells of finishing dead last in his very first race, only to come back and win the Mt. Evans race a couple years later as a junior cyclist. He goes on to become the #1 rider in Colorado, and makes the US National team competing against Armstrong and George Hincapie. He then gains his first pro contract with

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NUTRITION

Counting MACROS: Tips on How to Properly Distribute Your Calories for Performance

By Breanne Nalder, MS, RDN, PLAN7 Endurance Coaching and Utah Sports Health and Wellness

With all the fad diets and trends out there, it is hard to know how to sort through whether we should be high carb, high fat, low carb, high protein, or any combination of those, right?! Believe me I know the struggle is real! Well, as we've discussed in many of my previous articles, everyBODY is different, so the answer depends on your body size/type, your goals to lose weight/gain muscle, and how much you exercise. Navigating all of this takes a lot of time and expertise... that's where I come in.

The purpose of this article is to

give you some guidance on managing your overall caloric intake by distributing it into macro percentages. These tips can help you put yourself on track to accomplish your health and fitness goals throughout the winter and roll into the spring and summer seasons ready to crush your rides, races, and events.

So, what are macros exactly? The answer is quite simple: macronutrients (macros) are the three categories of food that differ in how the body uses them for energy. We break our total calorie needs for the day into carbohydrates, fats, and proteins. Knowing the proper ratios of macronutrients for your diet is crucial to a successful healthy meal plan.

The main thing to remember as endurance athletes and cyclists is

that our number one source of energy for brain and muscle is carbohydrates, while sustained energy comes from fats, and proteins are used to repair tissues post-workout. Here are some ways to keep your macros in check!

1. Know your Numbers

- How do you calculate your personal macronutrient ratios? An average percentage for good health is 40% carbohydrates, 30% fat, 30% protein. Endurance athletes need more carbs for energy, so the percentage ranges 50-65% carbohydrate, 20-30% fat, and 15-25% protein. To best determine your individual macro needs, it is recommended that you consult a registered dietitian nutritionist (RDN). My contact info is below.

- Each macronutrient counts as a specific number of calories per gram:

- o Carbohydrates: 4 calories/gram
- o Protein: 4 calories/gram
- o Fat: 9 calories/gram.

- Knowing your total daily calories and the percentage of total calories recommended for each macronutrient will help you determine how many grams of each macronutrient to consume on a given day.

- o For example, let's say you need to consume about 2,500 calories on a 3-hour ride day, of which 55% need to come from carbs. $2,500 \text{ calories} \times 55\% = 1375 \text{ calories} / 4 \text{ calories per gram} = 344 \text{ grams of carbs per day}$. You would do similar calculations for your 25% fat and 20% protein needs.

- Note that the ratios change based on intensity and duration of your workout. Also the timing of when to have each macro is very important. Again, contact me for specific detail on your needs.

2. Get Wise with Portion Size

- An easy way to count your macros when you do not have access to measuring cups or spoons is to use your own two hands. Using your hands is a convenient alternative for measuring macros on-the-go to help you better estimate what you're eating. You should never feel guilty for not knowing the precise breakdown, and this method works well in a pinch, taking the pressure off from having to be so exact.

Let your hand guide you:

- Thumb: approximately 1 TBSP of fat such as peanut butter or cream cheese.

- Thumbnail: approximately 1 tsp of fat such as butter (4 grams) or olive oil (4.5 grams)

- Pointer finger: equivalent to 1.5 oz of string cheese or 1 serving of dairy.

- Palm: 3 oz or 1 serving of protein. 3 oz of fish is ~22 grams of protein, 3 oz of chicken is ~26 grams, and 3 oz of beef is 20-26 grams of protein.

- Your full flat hand: 1 slice of bread or 15 grams of carbohydrates.

- Cupped hand: cup of beans or legumes (20 grams of carbohydrates).

- Fist: approximately 1 serving of



Knowing the proper ratios of macronutrients for your diet is crucial to a successful healthy meal plan. Photo by Breanne Nalder

fruit or a medium apple (15 grams of carbohydrates) and 1 serving of vegetables or 1 cup of cooked broccoli or carrots (24 grams of carbohydrates).

3. Track it

- Skip the pen and paper route. Download apps on your smartphone like MyFitnessPal, MyMacros+, or MyPlate to make logging your food convenient no matter where you go. MyFitnessPal even has a cool barcode scanner that does the work for you by automatically inputting scanned nutrition information from food items into your log.

4. Familiarize Yourself with your Foods

- Get to know the foods you eat on a daily basis and what macronutrients they contain. Make a chart and put your favorite foods into categories. Break these down and figure out which macronutrient the majority of the calories stem from in each food item. This can help you initially visualize and streamline the process of counting macros. Understanding the composition of your food will enable you to think about it less in the long run. Nutrition should be simple, so use this method to keep it that way.

Here are a few examples to get you started:

- Carbohydrate dense foods: fruits, whole grains, vegetables.

- Protein dense foods: poultry, fish, eggs, legumes, soy and dairy products.

- Fat dense foods: avocados, olive oil, coconut oil, peanut butter, processed foods heavy in saturated or trans fats, creams, desserts.

5. Value Variety

- Don't get stuck in a rut. It is easy to revert back to the same meals when you have those macros

down pat. However, this can lead to burn out and staying on track with macro-counting. It also keeps you from getting a variety of vitamins and minerals in your diet.

- Mix up your meals, get creative in the kitchen, and include a buddy along your journey to help make it more sustainable and hold yourself accountable. Eventually it will become routine.

- Eat in color! When you incorporate more colors into your meals you're likely to be eating a balanced variety of macronutrients.

- Let the numbers guide you initially, but the ultimate goal is to listen to your body and figure out how to make the foods that sound good fit into your diet by practicing moderation.

Stay tuned for my next article, in which we will discuss the specific foods to use to achieve the appropriate macros. I will specifically focus on the hottest topic in sport nutrition right now, plant-based eating for athletes. In the meantime check out my websites and contact me if you want to dig into your custom needs on nutrition for optional performance!

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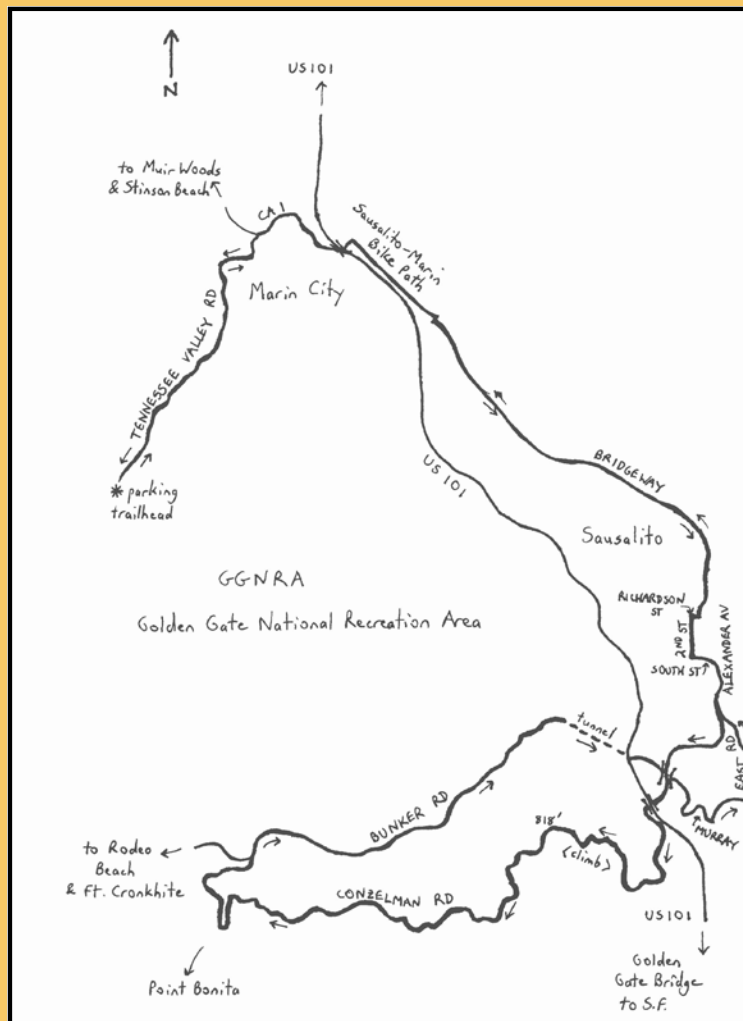
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RIDE OF THE MONTH

**San Francisco Bay Area's Marin Headlands Excursion -
A 22.7 Mile Jaunt Along the Coast**



Typical weekend scene on the Bridgeway in Sausalito, California, just north of the Golden Gate Bridge. Photo by Wayne Cottrell



The Marin Headlands Excursion is a 22.7 mile ride through the beautiful coastal area just north of San Francisco. Map by Wayne Cottrell



A view of San Francisco's Golden Gate Bridge from the Marin Headlands. Photo by Dave Iltis

By Wayne Cottrell

The Marin Headlands Excursion is an exciting and reasonably challenging 22.7-mile ride in southern Marin County in northern California's Bay Area. It covers an extremely popular road cycling route; a similar ride has even been written up in the revered Huffington Post. The ride is also featured in my Best Bike Rides San Francisco book, although my versions do not include a crossing of Golden Gate Bridge. My forthcoming Best Easy Bike Rides San Francisco will include the crossing, though. The reader is referred to these books for more detailed descriptions. This article provides enough information for a cyclist who wants to ride here,

though. The ride tours the roads of the Marin Headlands, which is a hilly peninsula area located just north of San Francisco. Except for some old U.S. military facilities, and some current park buildings, the Headlands remain mostly undeveloped. The highest point is Hawk Hill, at 920 feet. The ocean coastline is generally rugged. The Headlands has its own microclimate that ranges from clear and calm, to foggy with fog drip condensation, to cloudy and rainy, to windy with gale force gusts. There are clear days during all seasons of the year, though, so take a chance and get out here!

This version of the ride differs from others in that it starts on the north side of the Marin Headlands, in Tennessee Valley. Tennessee Valley Road comes to a dead end,

with a large parking area, at a popular trailhead, making this is a logical starting point for a road ride. While most others here will be headed onto the trails, you will be the maverick heading in the opposite direction, onto Tennessee Valley Road. The staging area is one of numerous such points in the massive Golden Gate National Recreation Area (GGNRA). The GGNRA covers over 82,000 acres, contains 19 different ecosystems, and is larger than the city of San Francisco. The GGNRA, which is really a large urban park, stretches from southern San Mateo County, well south of San Francisco, to northern Marin County, well to the north, along the ocean and reaching inland. Many of the GGNRA's lands were formerly owned by the U.S. military, so it is pleasing that there has been a transition to peaceful uses. Tennessee Valley Road (two lanes) descends from the parking area at the trailhead into the southeast corner of Tamalpais Valley, near Tamalpais Valley Junction. Tennessee Valley – the actual valley – heads in the opposite direction of the road, toward the ocean. (So, the road does not pass through Tennessee Valley). At the end of the road, after a few undulations and exciting curves, turn right onto California Highway 1 (CA 1). This is a busy segment of highway, carrying 32,500 motor vehicles per day in only two lanes. When traffic is really heavy, queues form, and you may happily whiz by the stacked-up vehicles. Continue on CA 1 under U.S. 101, curving to the right. At the signal, turn left, onto Pohono Street,

and then immediately turn right onto the Mill Valley-Sausalito bike path. This is a heavily used bike connector between points south and points north. There is no alternative to the bike path between Pohono Street and the next street, which is North Bridge Boulevard.

Turn right onto North Bridge Boulevard, and then turn left immediately, at the traffic signal, onto Bridgeway Boulevard. Only in rare circumstances would you be the only rider executing this maneuver! Watch for traffic, nonetheless. Bridgeway Boulevard heads south, streaking into the city of Sausalito via a series of false flats and traffic signals. Sausalito had a population of 7,100 in 2018. The city was isolated until the introduction of an auto-ferry from San Francisco in 1926, and then the completion of the Golden Gate Bridge in 1937. On the left, near the northern limits of the city's commercial district, is the Bay Model. This is a working replica of the San Francisco Bay and the Delta region farther to the east. The model is indoors, and includes exhibits and tours. As you enter the commercial district, your speed reduces amidst the motor vehicle, bicycle and pedestrian traffic. All along Bridgeway and a few side streets are notable restaurants, bars and inns. Plus, the waterfront features outstanding views of San Francisco and Angel Island. There can be a constant stream of cyclists pedaling through here.

As you leave the commercial district, the road bends sharply to the

right, becoming Richardson Street. The street climbs to 2nd Street, at which a left turn keeps you on the main route. While climbing, take a look up at some of Sausalito's hillside residences. William Randolph Hearst's hillside mansion "Sea Point," which was never completed, inspired his San Simeon castle. 2nd Street takes a dip to Main Street, then climbs sharply to South Street. Turn left here to continue on the main route. South Street stays level briefly, and then climbs, bending to the right to become Alexander Avenue. This street continues to climb, leaving Sausalito's development and entering the undeveloped fringes of the GGNRA. After crossing over Bunker Road (you will return this way), continue through the often-windy gap between the two knolls. Be especially cautious at the "T" intersection with Danes Drive just prior to the gap – my experience is that motorists (many of whom are probably tourists) often seem unaware of cyclists' movements and intentions here. Continue underneath the U.S. 101 freeway – the passage is narrow and dark, so be especially alert. On the other side, bear right onto Conzelman Road (continuing straight puts you on U.S. 101 and the Golden Gate Bridge, in freeway traffic).

Conzelman Road is a gateway to the Marin Headlands. The road rapidly leaves the busy Golden Gate Bridge environs, climbing at an average gradient of 10% to an elevation of 430 feet, and a fabulous overlook of the Golden Gate Bridge. It can be equally as busy up here as it is down at the bridge, as the viewpoint is very popular. Continue as Conzelman winds its way high above the water. Continue through the traffic circle; the road steepens beyond here. The climb finally eases at Hawk Hill, the highest elevation of the entire ride (818 feet), adjacent some old World War II infrastructure. A large number of raptors are attracted to this hill, in part because of updrafts and thermals that enable the birds to fly very efficiently. Continue on Conzelman as it descends sharply toward the ocean below, on a one-way road. This is an unsurpassed view of the ocean, and is not to be missed! If it is foggy, then plan on doing this ride again on a clear day. The Conzelman descent continues for a couple of miles. The road is one way, and there is usually very little traffic. Conzelman begins to undulate toward the end of the descent, as it passes by, then curves away from Bonita Cove. Point Bonita, well to the left, represents the last gateway between the San Francisco Bay and the Pacific Ocean. California's oldest lighthouse and fog signal are located out here. Despite the beacon and audible warnings, hundreds of ships have run aground near the Golden Gate.

As Conzelman curves to the right, the road passes by a series of batteries, some built before World War I,

Continued on Page 34

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