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NUTRITION

The Athlete's Kitchen: The Sugar Debate: Friend or Foe?

By Nancy Clark MS RD CSSD

• I've cut out sugar. Gurus on social media say it's fattening, a waste of calories, and toxic.

• I have a sweet tooth. Given the choice of eating more dinner or having dessert, I'll always choose dessert!!!

• Is Coke healthier if made with cane sugar instead of high fructose corn syrup?

If you are like most of my clients, you are confused about the role of sugar in your daily sports diet. The anti-sugar "experts" (who speak to the general public, not specifically to athletes) report sugar is health erosive. Sports nutrition researchers claim sugar enhances performance. Does that leave you wondering: Is sugar friend or foe for athletes? This article addresses both sides of the sugar debate.

Sugar: Avoid it!

• Limiting sugar intake does not harm anyone. Sugar is not an essential nutrient. Our bodies can make sugar (glucose) by breaking down muscle and fat tissue, or by converting fat and protein that we eat into glucose.

• The average American consumes about 17 teaspoons of added sugar a day (60 pounds a year). That's a lot of empty calories. Populations with a high intake of added sugars tend

to have health issues. By reducing added sugar to less than 10% of total calories, they can reduce tooth decay and the risk of overweight, obesity, and associated health issues.

• Dietary sugar can drive up blood sugar. The risk of diabetes increases by 1% in those who routinely consume the sugar-equivalent of a can of soda a day.

• Drinking Coca-Cola made with cane sugar is no better for you than Coca-Cola made with high fructose corn syrup.

—Cane sugar (also called sucrose) is comprised of 50% glucose, 50% fructose.

—High fructose corn syrup is 45% glucose, 55% fructose.

Both are metabolized similarly. Although Pres. Trump says all-natural cane sugar "is just better," science does not support that belief. Both contribute to health problems. Drinking Coke made with cane sugar will not make America healthier.

• With very high sugar consumption (sports drinks, gels, soda, candy), one could become nutrient depleted. Empty calorie sugar offers no nutritional value yet displaces nourishing food, which can make a lackluster sport diet.

Sugar and athletes: Moderation!

• Sugar consumption increased from less than 10 pounds per person a year in the late 1800's to about 100 pounds per person a year by 1945. It remained relatively flat until 1980.

Yet, our health improved between 1880 and 1980. We can't blame just sugar for health problems. Low exercise, high stress, and poverty are also health erosive.

• Sugar (a "carb") is in breast milk, dairy food, fruit, vegetables, honey, potato, corn, quinoa, and all grains. People around the globe have consumed these foods for years. So why now are sugar and "carbs" deemed responsible for creating human obesity and diseases?

• The fear-mongering terms of unhealthy, poisonous, toxic are simply unscientific. People who lack knowledge of physiology fail to understand sugar is not inherently fattening, nor is one food healthy or unhealthy. Note: An apple is a healthy food; a diet of all apples is a very unhealthy diet.

—Our present state of poor health is not because we consume sugar and our diets are unhealthy. Rather, we are physically inactive. Too little exercise reduces our ability to metabolize sugar optimally. That, along with environmental factors, endocrine disruptors, stress, etc., explain the fundamental causes of obesity and metabolic disease.

• In terms of diabetes prevention, you should be concerned about blood sugar, not dietary sugar. A rise in blood sugar that occurs after eating is not pathological—unless unfit muscles and liver fail to take up the sugar. It's not what you eat, but what your body does with what you eat.

• With inactivity, the body becomes less able to transport sugar out of blood and into muscle. This

erodes metabolic health. Also with inactivity, a person can easily overeat because energy intake gets dissociated from energy expenditure.

Remember: athletes' bodies are metabolically very different from sedentary bodies. You want to stay active to preserve your ability to enjoy some sweets without hurting your health!

• Sugar cravings happen when the body needs fuel. If you eat before you run out of fuel, you will tame your sweet tooth. Have a second lunch when you are droopy and low on energy in the afternoon instead of devouring sweets in the evening. That said, a desire for sweets can also be a genetic preference.

Concluding comments

Lack of physical activity is the bigger threat to health than sugar. For people who are overfat and underfit, a diet low in sugar and starch is likely a wise idea. But for athletic people (who are at lower risk for heart disease, diabetes, and obesity), sugar and carbs are not toxic; they are an important fuel for enhancing athletic performance.

The one size diet does not fit all. No one is suggesting that athletes should eat more sugar. Rather, understand that as an athlete, you can embrace a sport diet that includes an appropriate balance of sugars and starches (carbohydrates) in each meal. Strive for a healthy eating

pattern that offers 85% to 90% quality foods and 10% to 15% fun foods, such as apple pie instead of an apple.

If you are fearful sugar will harm your health, note that fearmongering relies on cherry-picked research that can prove what the "expert" wants to prove. Fear-mongering "experts" have created distrust of the food industry and have shaped opinions that support raw foods, super foods, whole foods, organic foods, and clean eating. Confusion reigns!

My suggestions are:

—Enjoy a variety of foods to get a variety of nutrients.

—Limit added sugar to less than 10% of your total calories (~250 sugar-calories/day for an active woman; ~300 sugar-calories for an active male).

—If you currently limit your sugar intake to a weekly "cheat day," try this experiment: Enjoy a small sweet daily as a part of lunch or afternoon snack. This can curb your urge to binge on sweets in an unhealthy way on a cheat day. Sugar binges are what gives sugar a bad name...

Nancy Clark MS RD CSSD counsels both fitness exercisers and competitive athletes in the Boston-area (617-962-4382). Her best-selling Sports Nutrition Guidebook is a popular resource. Visit NancyClarkRD.com for more information.

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New Jersey Publishes Micromobility Guide

How about a statewide micromobility guide? New Jersey developed one that tells everything you need to know about riding any kind of bike, scooter, roller skate, etc. in the Garden State. Micromobility has become so popular in recent years and people don't know the rules, so the state came out with the guide. It could be a model for other states.

The 50-page New Jersey Micromobility Guide, put out by the New Jersey Department

of Transportation Bicycle and Pedestrian Resource Center, includes sections on the rules for each type of vehicle and how they vary by different type of bicycle, safety tips, bikes on mass transit, secure parking, etc. It tells you where it's legal to ride what and what's left up to local governments.

Find it at <https://njbikeped.org/new-jersey-micromobility-guide-2025/>.

—Charles Pekow

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Cycling West Fall 2025 Cover Photo: Durango, Colorado's Quinn Simmons (Lidl-Trek) on the descent below the University of Montréal. Simmons would finish third on the day in the Grand Prix Cycliste de Montréal on September 14, 2025. The race is part of the UCI World Tour, the top level of men's pro road racing. Photo by Dave Iltis

See our story and more photos on CyclingWest.com, search for Montréal.

WOMEN'S CYCLING

What I learned at the Tour de France Femmes avec Zwift

By Peter Abraham

I'm just back from a fantastic trip to visit the Tour de France Femmes avec Zwift (TDFF) with a bunch of leaders from the global bike industry. We were graciously hosted by Zwift CEO Eric Min, and I'm so glad I made the trip. Our itinerary involved both fun rides from our home base in Aix-les-Bains as well as riding most of the Stage 7 course and the difficult L'Étape event on the complete Stage 8 route, including the infamous (and crazy hard) Col de la Madeleine climb.

Here are the things I learned going to the event and riding in the French Alps:

1. The ONE THING that we were all talking about for a week after the experience was the huge number of strong women riding in L'Étape. Registration by women was about 2,000–2,500 of the total participation number of 6,000. I have seen this kind diversity at gravel races in the US over the last 6–8 years. But to see it at a road event in Europe is a different thing. I was with a couple dozen bike business executives, and I could see the lightbulbs going on in their heads: "Wow, there's a huge new market materializing that did not even exist 10 or 12 years ago." Let's hope this trend continues onward and upward in different countries around the world. I spent years in the running business, and I watched 5K runs in the United States go from about 30% women to 60% women between the early 90s and 2015 or so. The same thing could happen in cycling.

2. Cycling in the nice parts of Europe (there are many of these) is just better than here in the US. Why? Well two things: 1. The roads are objectively better — fewer cars, smaller, much better bike infrastruc-



At the start of L'Étape event. They look awfully excited to tackle 80 miles and 11,500' of climbing. Photo courtesy Zwift.

ture and 2. While you're riding in Europe you're immersed in a cultural, historical context that only exists there — ancient villages, churches, another language, regional food. These things make riding in Europe a very special experience. Do not miss the opportunity if you can get over there.

3. The Tour de France Femmes avec Zwift is not just "a smaller version of the Tour de France." The event has quickly taken on a life of its own and has gotten very big, very fast. By "big" I mean huge numbers of spectators, media coverage (over 25 million tv viewers in France alone), sponsorship, and being part of the global sports landscape. One of the things I noticed being on the ground for the race was the number of American content creators and influencers that I met at the race: Dominique Powers, Ayesha McGowan, Gretchen Powers, Marley Blonsky, Dr. Meg Fisher, Danny Awang, Melanie Jarrett, Jeff Clark and others. They'd come to Europe for the women's Tour and not the men's. Having been around for the meteoric growth of gravel 2017–2022 or so, I have pattern recognition on this. I can tell when something is hitting the culture hot

button and taking off. Put TDFF and women's bike racing into this category.

4. At the same time as the race is taking off, there are some structural problems to fix in pro cycling. First of all, as I've written about before, the cycling team sponsorship model is badly broken. The team strategy of "give us a pile of money and we'll put your logo on our jersey" just does not provide ROI to many sponsors. And I would say the disconnect between current pro cycling sponsors (geopolitical interests, groceries, building materials, banking and oil companies) and the fan base/participants in cycling (educated, affluent, outdoorsy) is less aligned than any other sport. Take a look at sponsors of EPL Soccer, PGA Tour, the New York City Marathon and ATP tennis. Generally there are lots of tech and consumer brand partners with these other sports. While Red Bull does now own/sponsor a men's team, telecom provider Movistar sponsors a Spanish team and Oatly is a co-sponsor of the EF team, there aren't many contemporary consumer

Continued on page 4

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Tour de France Femmes - continued from page 3



With Zwift co-founder/CEO Eric Min out on a ride with some of our group in France. Photo by Peter Abraham



Zwift Director of Women's Strategy Kate Veronneau. Photo by Peter Abraham

& technology brands sponsoring cycling. And many teams, even big ones, are struggling to stay afloat. I do believe Zwift's sponsorship of Tour de France Femmes is a move in the right direction, as I'm a near



Shimano's Alexa Cunningham on the Col de la Madeleine. Photo courtesy Zwift.



Riding around Lac du Bourget with Charles and Jarrett. Photo by Peter Abraham

daily user of that tech-forward consumer brand.

5. Prize money for the Tour de France Femmes avec Zwift (Pauline won €50,000 vs Tadej Pogačar's €500,000) is currently 90% smaller than the men's race. While the men's prize purse, relative to the scale of TdF is already surprisingly small,

the women's purse is downright embarrassing. I can make a case for the women's purse to be smaller than the men's (maybe half?), because it's a shorter event with far fewer sponsors and broadcast deals. But at the current level the skilled female pros in the event look more like indentured servants. Given the undeniable success of the event, let's hope owner ASO fixes this before next year.

Overall, I give ASO (owner of Tour de France) and CEO Yann Le Moenner and title sponsor Zwift credit for leaning into women's professional cycling with not only TDF but also the Paris-Roubaix classic event. I hope they continue



At the summit of Col de la Madeleine finishing the really hard L'Étape du Tour de France Femmes event. Photo by Peter Abraham



Some of the glorious roads through vineyards near Aix-les-Bains, France. Photo by Peter Abraham


to grow these events and build the global fanbase for women's cycling. As Yann told me one night at dinner, "This event has exceeded all of our expectations." I could not agree more, and I look forward to going back next year.

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




With sisters, friends and great photographers, Dominique and Gretchen Powers at the Stage 7 finish. Photo courtesy Peter Abraham

their stories. He lives in Los Angeles, California.




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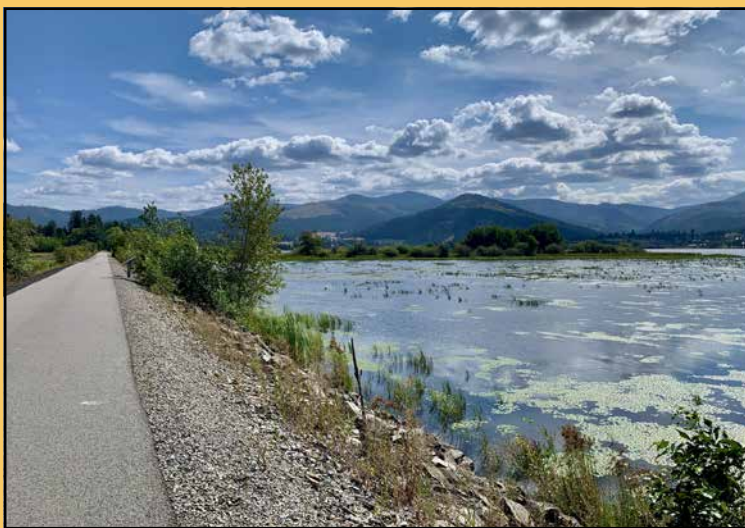
Beyond the Hiawatha: Discovering Idaho's Trail of the Coeur d'Alenes



Dave Newbold biking the trail near Cataldo. If you have time, you can take a detour off the trail to the Old Mission State Park. Photo by Gail Newbold



Gail Newbold biking by a gorgeous collage of pink water lilies shortly after beginning the Trail of the Coeur d'Alenes at the Harrison Marina. Photo by Dave Newbold



Approaching the Medimont Trailhead past a stunning stretch of wetlands home to countless grebes, elegant waterbirds often likened to flamingos, before reaching beautiful Cave Lake. Photo by Gail Newbold



The stunning Coeur d'Alene River near the town of Cataldo. Photo by Gail Newbold

By Gail Newbold

Mention that you're going cycling in northern Idaho and everyone assumes you're biking the infamous Route of the Hiawatha renowned for its 10 tunnels and seven train trestles through breathtaking mountain scenery.

Tell them instead that you're hitting the 73-mile paved Trail of the Coeur d'Alenes and watch them draw a blank; even though it's one of the most spectacular trails in the western United States that spans the Idaho panhandle between Mullan and Plummer.

Place it atop your cycling bucket list but don't knock off the Trail of the Hiawatha. Each ride is outstanding and in the Rail-to-Trail Conservancy's Hall of Fame. If you're in the area, do both.

However, since this article focuses on the Trail of the Coeur d'Alenes, here are a few benefits you won't get on the Hiawatha. The Trail of the Coeur d'Alenes is:

- longer by 58 miles.
- sizably less crowded.
- free.
- paved.
- easy to access with 20 developed trailheads providing entry points, and 20 scenic waysides with tables to stop for a picnic or a short rest.
- wonderfully diverse.
- well-equipped with restrooms.

Given its length, many cyclists bite off one section of the trail at a time. It's easy to do using one of the many trail maps online and choosing your start and stop points. You can enjoy an out-and-back ride on a section, or tackle more miles and use a shuttle service to transport you and your bike back to your car.

Opinions vary on which section is the prettiest, assuming you don't have time to ride all 73 miles. My vote is the 34-mile section between Harrison and the Pinehurst Trailhead. The Cycle Haus in Harrison has its own opinion on the topic that you can read online at thecyclehaus.com/trail-of-the-coeur-d-alenes. The shop's trail guide is extremely

helpful when planning your route and includes detailed descriptions of every section of the trail and each trailhead with rankings for each. It gives information about restrooms, amount of parking, picnic tables, views, type of scenery and terrain, natural beauty, wildlife and more.

Historically, the Trail of the Coeur d'Alenes began as a railroad line serving the Silver Valley mining industry before being converted to a recreational trail in 2004. It has a 1,200-foot elevation change, most of that on both ends of the trail. The rest is primarily flat and spans almost the entire Idaho Panhandle from the border of Montana in the east and Washington in the west.

Unlike some trails where the scenery can become mind-numbingly monotonous, the Trail of the Coeur d'Alenes serves up an endless mix of wetlands, rivers, lakes, mountains, pines, a few bridges and historic mining towns. Breathe deep and enjoy the scents along with the landscape.

34 Miles from Harrison to Pinehurst

We plucked out the prime mid-section of the Trail of the Coeur d'Alenes for our ride, starting in Harrison and ending at the Pinehurst Trailhead. The reason was I'd already cycled the end from Plummer to Harrison on a previous trip, and frankly, didn't think it was extraordinary. I skipped the opposite end of the trail from Mullan to Pinehurst because it runs alongside Interstate 90 with noticeable road noise and through industrial zones. If you also

opt to skip the latter section, be sure to visit Wallace by car — one of my favorite historic mining towns set against a backdrop of pines.

The 60-minute drive from our lodging in Coeur d'Alene along the Lake Coeur d'Alene Scenic Byway to Harrison was a stunning way to start the day. The Harrison trailhead has restrooms and picnic tables and is located next to Harrison City Beach — a great spot to cool off.

We hit the trail at 10 a.m. on a bluebird day in August with sunshine and temperatures in the low 70s. I was excited but also terrified about the possibility of encountering a moose. My husband, on the other hand, was desperate to see one, encouraged by trail descriptions promising frequent moose sightings and advice on what to do if one blocked the trail.

The first 10.5 miles from Harrison to Medimont run through the heart of the Chain Lake region past seven lakes, wetlands, streams and the Coeur d'Alene River. Almost immediately I was snapping photos of a beaver lodge and gorgeous pink water lilies covering the surface of the water.

The lone blemish was a mile or so of scarred landscape and construction equipment tied to the Grays Meadow Restoration project with the goal of cleaning up mining pollution, reducing flood risk, and preserving the valley's beauty.

Just before reaching the Medimont Trailhead, we passed a stunning stretch of wetlands home to countless grebes, elegant waterbirds often likened to flamingos, and then

beautiful Cave Lake. Picnic tables and benches on the cool banks of the lake offer a cool respite. It was a stunning section of trail, and I was grateful we didn't surprise anything more than a cute covey of quail.

Cyclists Amanda and Dave Sheets from Virginia were also taking advantage of the pretty trailhead. They said they were on a three-week cycling trip that had included the Great Miami River Trail in Ohio, the Elroy-Sparta State Trail in Wisconsin, and the George S. Mickelson Trail in South Dakota where they fought crowds of motorcyclists at Sturgis. They biked the Route of the Hiawatha the day before and rated the scenery 10 out of 10, but were disappointed by the crowds and a 40-minute wait for the shuttle back to the start. Their next cycling adventure was the Paul Bunyan State Trail in Minnesota.

"Of the trails we've been on so far, the Trail of the Coeur reminds me most of the Mickelson Trail because it's easy to ride, mostly flat and has lots of beautiful scenery," Amanda said. She was excited they'd seen snakes, deer, red tailed hawks, blue herons, geese and more on the trail.

We also met a couple from Park City, Utah, who also cycled the Route of the Hiawatha a few days prior and were surprised at how crowded it was on a weekday in August.

By contrast, the Trail of the Coeur d'Alenes was surprisingly uncrowded. For long stretches, we saw no one. The cyclists we passed were a mix of families, older couples, and solo riders. We only passed one set of elite-looking cyclists clad in kits, hunched over their handlebars, and riding fluidly in sync.

If You Go

1. The Cycle Haus in Harrison offers shuttle services and bike rentals. There are private shuttle services available as well. We hired Rick's Bicycle Shuttle Service (208-446-4006) and were very pleased. Rick was already at the Pinehurst Trailhead when we showed up 20 minutes early. We loved Rick, a chatty former educator and lifetime resident of Harrison, who dispensed a wealth of information upon booking and during the ride to our car. He charges by number of miles. The drive from Pinehurst to Harrison cost us \$120.

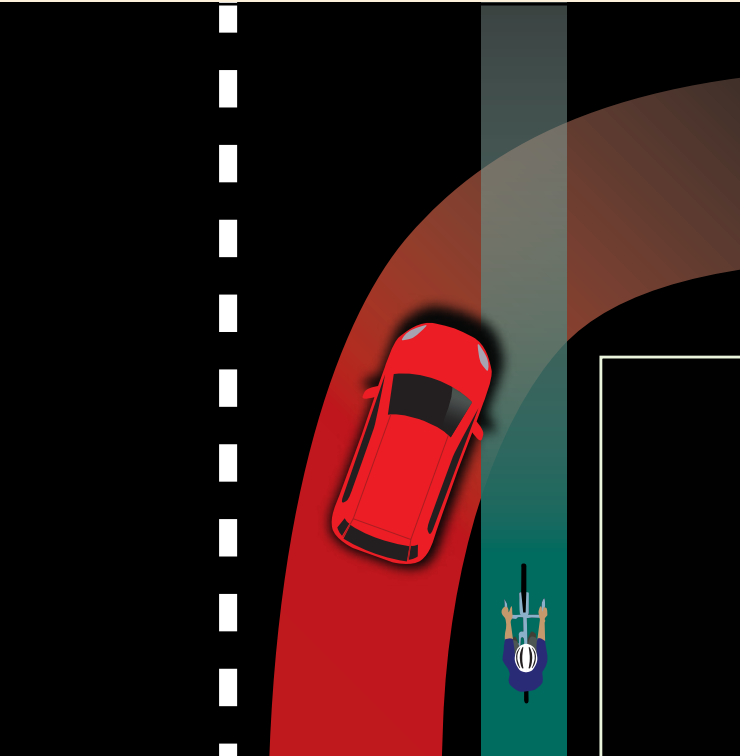
2. If you don't plan to bring your own food or are worried about running out of water, check Cycle Haus's trail map (visitnorthidaho.com/activity/trail-of-the-coeur-d-alenes) for towns along the route with food and water. Rick recommended The Snake Pit across from the Enaville trailhead and the Timbers Roadhouse across from the Cataldo Trailhead. The town of Wallace has many food options.

3. Another gorgeous trail in the area to ride if you have time is the North Idaho Centennial Trail that runs along the Spokane River and Lake Coeur d'Alene. It extends from the Idaho-Washington state line to Higgins Point, with scenic views, restrooms, charming parks and long stretches of beach.

4. For more information, see: <https://parksandrecreation.idaho.gov/state-park/trail-of-the-coeur-d-alenes/>

RIDING TIPS

Cycling Safely: Avoiding the Right Hook



The right hook happens when a motorist makes a right turn across the path of a cyclist who is riding in the same direction as the motor vehicle. Graphic courtesy Andrew Phillips

By Andrew Phillips, Esq.

The right hook happens when a motorist makes a right turn across the path of a cyclist who is riding in the same direction as the motor vehicle.

In last month's column, I discussed the Left Hook. Another common and dangerous cycling vs car collision is the Right Hook. By knowing what the right hook is, you can be better prepared to avoid being "knocked out" by one while on a ride.

Here is a Right Hook scenario:

A cyclist is riding straight ahead on the right side of the road or in a designated bike lane. A motorist who is travelling in the same direction passes the cyclist on the left and then turns right in front of cyclist's path cutting them off. The cyclist is left with a few options: brake hard to avoid crashing, get hit by the motorist that has just turned in front of them, get forced into the curb or off the road, collide with a stationary object like a car or pole that is to their right.

Right hooks happen because the motorist doesn't see the cyclist on the right as they prepare to turn or the driver assumes the cyclist will stop or yield, even though the cyclist has the right of way.

How to Avoid or Reduce the Risk of a Right Hook Collision:

Avoid the "death zone". Don't ride along side a vehicle that may potentially turn right. Even though you have the right of way, does not mean the motorist will respect your space or that they have even seen you. Let the vehicle pass, slow down, and be on your hoods and assume that they just might turn into your lane.

Control your position when entering an intersection. If you have enough time and an upcoming vehicle is not traveling at light speed, move towards the center of the lane to make yourself more visible and to discourage the car from passing and turning in front of you.

Watch for turn signals, body language and other cues. Turn signals, although not used by all motorists, allow you to react accordingly. Additionally, watch a driver's head to see if they look to the right in preparation for their upcoming turn. Finally, pay attention to see if the vehicle is slowing or starting to creep into your path. These small actions can give you enough time to avoid a collision.

Be Extremely Cautious at Intersections and Driveways. When approaching a driveway or intersection be proactive and ride as if a vehicle on your left is going to turn into you. Be vigilant and always on the offensive.

Be Visible and Predictable. Use a bright rear light that grabs the attention of a motorist, a highly visible kit or shirt, or reflective gear. Far too often a driver's response after hitting a cyclist is, "I just didn't see them. They came out of nowhere." In addition, ride predictively. Signal your intentions and ride a steady line to avoid confusing motorists.

Andrew Phillips is also known as The Cyclist Lawyer. His legal practice is dedicated almost exclusively to helping cyclists involved in collisions with vehicles. When not practicing law, you can find him... on his bike. With over 65K miles on Strava and sponsoring more than 40 cycling events between Utah and Colorado he has somehow found a way to mix business with pleasure. Strava: Andrew Phillips. Instagram: @Cyclist_Lawyer & @Arvada-Cyclist

Web: <https://www.thecyclistlawyer.com>

ROAD CYCLING ROUTES

Diné Bikéyah Climbs



Buffalo Pass North in Arizona. Photo by John Summerson

By John Summerson

The Diné Bikéyah (Navajo Nation) is the largest Native American reservation in the United States. Spanning parts of three states (Arizona, New Mexico and Utah), it comprises over 27,000 squares miles of desert scrub, towering sandstone cliffs and spires and, in places, tree covered mountains. Though it contains relatively few roads and is sparsely populated, cycling is starting to emerge there.

The long standing Diné ('The People' in Navajo) Bike Project is the driving force behind promoting bikes and community wellness on the reservation. Most of the riding is of the off-road variety but there is an annual road race in and around the impressive Chuska Mountains that ends with a solid climb.

The Chuska range is the longest on Navajo land. Straddling the border of Arizona and New Mexico, this is where the most challenging climbs are located. Hot starts in summer, they all end within the trees at altitude and one of them carries the steepest half mile in Arizona. Below are the three most difficult paved ascents on the reservation. This is isolated country so if heading out to tackle these hills or for any extended riding in the area, make sure you carry what you might need.

Buffalo Pass South

Length - 6.3 miles Average Grade - 6.0%



Buffalo Pass North in Arizona. Photo by John Summerson

The south side of Buffalo Pass is an isolated and scenic climb in the northeast portion of the Grand Canyon State. A moderate grade greets you to begin the ascent as well as red rock views. Soon the road gets twisty and enters a canyon. Red rock soon recedes to pinyon pine views as well as increased grade. At mile 4.2 the route gets twisty and the grade ramps up to double digit and what is the most difficult half mile of paved climbing within Arizona follows. You will find the maximum grade on the hill here as well. The slope then eases a bit as trees close in as you gain altitude. Towards the top the pedaling gets easy and the climb ends at an unmarked but obvious pass among aspen trees.

Directions - In the small community of Lukachukai on the Navajo Indian Reservation in northeast Arizona, at the junction of Routes 14 and 13, take Route 13 (may be unmarked at junction but it is the main paved road that heads north) north for a few miles to the bridge over Totsoh Wash where the listed climb begins by continuing north on Route 13.

Buffalo Pass North

Length - 8.8 miles Average Grade - 5.1%

The north side of Buffalo Pass is longer but less steep than its south side, resulting in an almost identical ascent regarding difficulty. A shallow grade greets you on the narrow road, gradually getting steeper as



Buffalo Pass South in Arizona. Photo by John Summerson

you climb. Just over 4 miles in riders will definitely start to feel the slope as larger trees begin to appear. The grade then eases to almost flat before you hit the steepest quarter mile on the hill. From here the grade eases and you will encounter a short descent before moderate climbing resumes up to the unmarked top within trees. The north side of Buffalo Pass is a fun descent as well.

Directions - Approximately 7 miles south of Shiprock, NM on Route 491, head west on Route 13 for just over 20 miles to the Red Valley Chapter House, crossing into Arizona in the process. From the chapter house continue south on Route 13 for 4.2 miles to begin the listed climb where the pavement tilts upward.

Narbonna Pass East

Length - 10.4 miles Average Grade - 5.2%

Once known as Washington Pass, the east side of Narbonna Pass on Route 134 is a very isolated category 1 climb located in western New Mexico close to the Arizona border. It begins as quite shallow (and has contained poor pavement in the past) but soon enters a drainage with increased grade just over one mile into the ascent. After this stretch the grade then tends to alternate between moderate and shallow (but there are no flats or descents on this hill) as you continue to ride west. Eventually a few small trees appear in places along the lightly travelled route. Toward the top a right turn introduces steeper grade and the last two miles are the stoutest of the climb. A few big trees appear with altitude as the road is contained within a canyon near the top. Just before the summit the grade eases and the climb ends at an unmarked but obvious top with a pullout on the left. The west side of Narbonna Pass is a much shorter climb.

Directions - From Interstate 40 in Gallup, NM head north on Route 491 for ~48 miles to tiny Sheep Springs and Route 134 on the left (may not be marked but it is the only paved road heading west). The listed climb begins at the junction by continuing west on Route 134.

Resources:

Diné Bike Project: <https://www.navajoyes.org/dine-bike-project/>

Tour de Rez Cup Series Bike Races (MTB and road): <https://www.navajoyes.org/events/>

Navajo Nation Tourism information: <https://farmingtonnm.org/listings/navajo-nation>

Navajo Reservation History: <https://www.navajo-nsn.gov/history>

MECHANIC'S CORNER

Brake Pad Replacement



New pads, spring, pin and clip. Not all pad kits are this complete. Always use clean hands when handling the brake pads and rotors. Photo by Tom Jow

By Tom Jow

During the first couple of rides this season my brakes let me know it was time for inspection. The loud grinding and screeching was a tell-tale sign. They are easy to neglect because they self adjust, never letting on that they are wearing out until it is too late.

It is easiest to begin with the rotors, as they are out in the open and easy to see. First, visually inspect the brake surface. Does the brake surface have any deep gouges or scratches? What color is the metal? Braking generates a lot of heat. Heat that can turn the color of the rotor various shades of blue.



Use a Park PP-1 or similar tool to press the pistons back into their bores before removing the old pads. Photo by Tom Jow

A rotor exhibiting either of these conditions is a good candidate for replacement. We also want to inspect the rotor for wear. Using a clean, small screwdriver, scrape across the braking surface of the rotor toward the center. If there is a significant ridge at the inner diameter of the brake surface, rotor replacement is probably necessary. A more precise method of measuring rotor wear is with a metric caliper. Measure the thickness of the brake surface and compare this with the minimum thickness printed on the rotor. If the thickness is near or less than this dimension, replace the rotor.



Be careful removing the pin clip. They are small and get lost easily. Photo by Tom Jow

Next, inspect the brake pads. In a well lit area or with a flashlight, peer into the top or bottom of the brake caliper. What we will see is the rotor in the center, a gap of light (hopefully!) on each side of that, and then the brake pads. Most obvious is the brake pad backing plate, to which the brake pad material is bonded. When new, the brake pad material and backing plate are about the same thickness, approximately 2.5mm. When the pad material is 1mm they should be replaced immediately.

If the brakes are loud or not gripping well, it is a good idea to remove the pads and inspect the pad surface. Not only is the pad surface susceptible to damage or overheating, they are also easily contaminated. Dirty water, bike wash soap, degreaser, or errant chain lube can greatly reduce the effectiveness of the brake pads.

Provided the brakes are otherwise operating properly, replacing the brake pads is normally a straightforward procedure. Before we get too far, we must identify the parts we need. Again, beginning with the rotors, inspect the face of the rotor for any printed information. Most rotors have the size printed right on it. At the same time, turning our attention toward the center, look for a pattern of six bolts or a round lock ring. Be sure to inspect both front and rear rotors as they may not be the same. Following are the steps required to install new disc brake pads.

One: After removing the wheel, reset the brake pistons by spreading the brake pads with a tool such as the Park Tool PP-1. Use caution with this tool on road disc brakes as it may be a little thick. If this is the case most brakes are shipped with a plastic spacer that can do the job. As a last resort, a thick bladed screw-



The brake pad safety pin is a small diameter and requires little torque to tighten. Photo by Tom Jow

driver can do the job.

Two: Carefully remove the brake pad retaining pin clip. Don't lose it, we might need it later. Next, remove the pad retaining pin.

Three: The pads can now be removed from the top. Press up from the bottom and/or grab the tab of the pads and gently pull up. Inspect the backing plates for any sign of brake fluid. Any signs of fluid indicates possible leaky piston seals. These seals are generally not servicable, requiring caliper replacement.

Four: With a small flashlight, inspect the inside of the brake caliper. Again, any wetness may indicate leaky seals. Using a clean rag (or custom toothbrush!), floss the inside of the caliper. If the dirt is really stubborn, add a little isopropyl alcohol to the rag or brush.

Five: With clean hands, install the new pads. Orient the spring between the pads straddling the pad material. Caution: do not allow any oil or grease, including from our fingers to come in contact with the brake pad surface.

Six: Install the brake pad retaining pin and clip. If the pad kit came with new ones, use those. Align the hole in the pad tabs and the spring. Insert the brake pad retaining pin through the pads and spring. Tighten firmly and install the clip.

Seven: Reinstall the wheel. Use a little upward pressure, to set the axle, and tighten to the manufacturer torque setting.

Eight: Squeeze the brake lever several times. The first couple pulls might go to the handlebar. If it firms up, do not be alarmed.

Final: Spin the wheel. With luck the wheel will spin smoothly and silently. If there is a small "ting, ting, ting", it may reset itself after riding. More than that and the caliper alignment will need to be adjusted. Double check first by placing the bike on the floor, loosening and retightening the axle.



Push or pull the old pads out from the top of the caliper. Installation of the new pads happens opposite of removal. Photo by Tom Jow



Clean inside the caliper prior to pad installation. Photo by Tom Jow



Place the spring between the pads and across the pad material prior to installation. Photo by Tom Jow



If you need to remove the rotor: Use a Shimano bottom bracket tool to remove the Centerlock locking. Be gentle on installation. It is easy to cross thread at the start. Photo by Tom Jow

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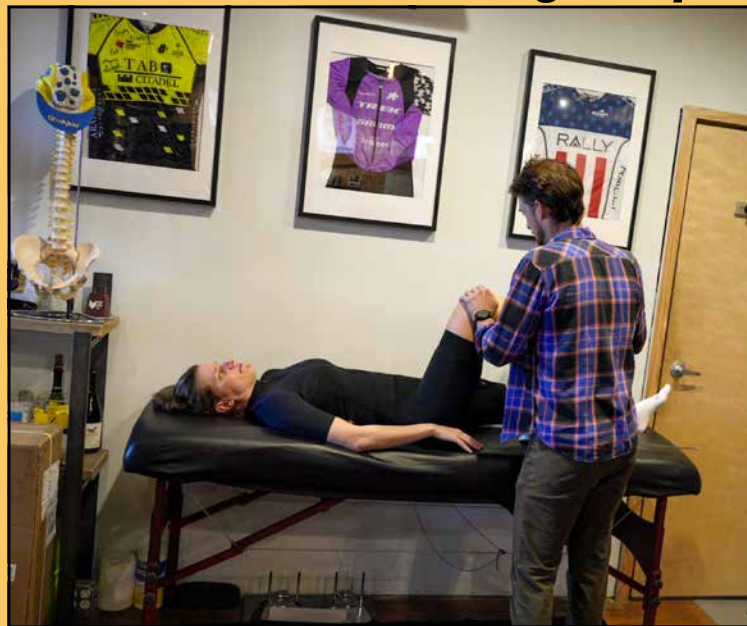


HEALTH

Reclaiming the Ride Postpartum: Bike Fit and Returning to Sport



Pat Casey and Skye Moench discuss adjustments and what she is experiencing while she rides in the TT position postpartum. Photo by Heather Casey, Peak State Fit



Pat performs a movement screen with Skye to assess range of motion, hip flexion, and hip rotation. Photo by Heather Casey, Peak State Fit

By Pat Casey with Skye Moench

Introduction:

As a bike fitter and student of biomechanics and physiology, I'm fascinated by the human body's ability to adapt, evolve, and overcome physical and physiological challenges of all kinds. The act of childbirth is one of the most awe-inspiring events that the human body is equipped to perform. I'm fortunate to have several cycling friends who are now having children, which brings me to writing this piece, which is both educational for myself and hopefully for others, as I discuss my dear friend Skye Moench's recent experience with childbirth and her return to sport. Skye is an esteemed professional triathlete and a rockstar new mom, navigating her return to training after giving birth to her daughter, Lois, in November 2024. We performed a 'postpartum' bike fit just 3 months after Lois made her arrival to the world, and we put our heads together to provide some insight into some of the common, and lesser known postpartum symptoms affecting cyclists and triathletes returning to riding after pregnancy.

The Unseen Recovery

The demands new moms face are far-reaching, exhausting, and frankly overwhelming. The impacts on activity can vary greatly, especially if the athlete faced complications during delivery. However, there are

many elements mentioned by Skye, as well as other female cyclists I interviewed, who reported experiencing similar symptoms once they were 6-8 weeks postpartum, which coincided with their first attempts to return to riding. These include but are not limited to:

Pelvic Floor Instability: The residual effects of pregnancy can alter how pressure is managed in the saddle. Considerations for saddle width, shape, and pelvic support are key. This may also lead to changes that reduce reach, allowing the rider to depend less on core muscles that are still being rehabilitated and strengthened.

Postural Shifts & Shoulder Internal Rotation: From nursing and carrying, there's often a tendency for protracted shoulders and upper trap dominance. How this affects reach, bar drop, and handling tension could be explored to manage discomfort and even improve handling and confidence as a new starting point early in the return-to-riding process.

"Mom Thumb" (De Quervain's Tenosynovitis): Common due to repetitive lifting/carrying of the baby. This lesser discussed ailment can affect grip, wrist extension, and comfort on the hoods or aero bars. Riders might explore making adjustments to their cockpit setup, handlebar width, and padding options like a more forgiving bar tape, or even a slightly higher bar stack to alleviate pressure on the wrists.

Section 2: Rebuilding the Breath & Core

Thoracic Spine Mobility: Pregnancy can restrict this area, and postpartum breathing may feel shallow. Reintegrating full diaphragm expansion not only helps with general wellbeing but restores power and posture on the bike.

Flared Ribs/Core Reconnection: This affects stability in the saddle and out-of-the-saddle efforts. Skye described how, despite her focused training in the gym during her pregnancy, she has maintained a focus on core and pelvic floor rehabilitation. Each rider will have a different level of involvement with core strength, depending on how much abdominal separation occurred during pregnancy, which will largely determine how these changes might affect the road forward. However, from a cycling perspective, encouraging core and pelvic stability should be paramount.

"A lot of the postpartum 'things' like core, pelvic floor, ribs, etc. take a lot longer than the coined '6 week window' that doctors give the green light to get back to exercise or normal activity, so there is no shame in taking months to feel like things are strong and back to normal. And even this version of your new body should be considered a 'new normal'. Not to mention, taking care of a baby doesn't go away. Encouraging postural improvements in your shoulders, hip stability and mobility, all of it... mom thumb (especially) is still a consideration for a long time. At least until you're done picking your kid up all the time!"

Section 3: The Changing Footprint

Foot Size & Shoe Fit: A topic not often discussed. Foot elongation or arch collapse during pregnancy can lead to the need for new cycling shoes or insoles. This change also affects cleat positioning, foot/arch stability, and subsequently, knee tracking. If you've noticed a change in how your shoes fit, there might be a need for new shoes. Alternatively, if your first rides are not particularly challenging or climbing-oriented, switching to platform pedals and comfortable running or mountain bike shoes could be a safe alter-

native to achieve both safety and allow the foot to return to its pre-pregnancy shape/size, possibly. If this does not change after 3 months, new shoes may be in order.

Section 4: The Mental Rebuild

Skye and I spoke a bit on the psychological piece of postpartum return to cycling and training. For an elite athlete, balancing expectations, fatigue, identity, and anticipation to get back to a World-class "pre-baby Skye" is stressful on its own.

"This mindset has definitely evolved as the months have gone on for me. In the beginning, I didn't feel too much stress about getting back to 'old Skye' because I felt like I had so much time to get fit, and that my baby would sleep through the night soon. I'd get a nanny, and everything would go great.

I've learned as the months have gone on that I won't be 'old Skye' ever again, but that's not a bad thing. This is a totally new phase of life for me. My body has changed, my priorities have changed, my sleep has changed, almost everything (except my love for purple bikes) has changed. I've accepted that I am now on a new journey to find the 'new Skye', and while there are parts of my old life and the way I used to do things that help me try to be the best athlete I can be now, I also understand that I have to be more flexible with my daily schedule, my capacity to train, and with my overall timeline to 'getting back' to where I was.

So, I guess the advice would be - I think having goals is good, especially on days where it's really hard and it doesn't feel like it's worth trying, because the goals help you stay disciplined the best you can. Keep the goal, but let go of expectations of how you will get there, or even how quickly you will get there. I have learned that I can't force things. I can't just muscle through sleep deprivation, I can't force my baby to sleep, I can't force my body to immediately train the way it used to. But I can just do the best I can every single day, and as I do that, I am slowly seeing progress. I started training at the beginning of April under my coach's guidance,

and it has only been in the last few weeks where I am starting to feel like I might be getting somewhere." Skye remarks on the shift in mindset postpartum and her acceptance of her new normal.

She continues, "I have also had to let go of any expectations that I may perceive others have of me. Like thinking sponsors want me back racing at my peak already, or even feeling bad if I have to bail on a morning training session with friends cause my baby didn't sleep. The most important people I don't want to let down right now are myself and my baby (Matt, too, but we're talking babies haha), and that helps me not stress about the rest. I can live with myself if sponsors drop me, but I would regret not being the mother I want to be to Lois during this time."

Section 5: Bike Fit Considerations for Postpartum Athletes

Every postpartum athlete's experience will be unique to the rider, their body, and the various needs of the new life they have just brought into the world; sometimes, some challenges are more complex than others. And the solutions can be multifactorial. The key piece of advice is to listen to the signals your body is sending you, seek guidance from your physical therapist and/or doctor, and keep notes about what you're experiencing so that you and your bike fitter can make informed decisions about these changes with purpose and direction. Adjustments to bike position can change over time, and they should change as your body and brain adapt to the many new and exciting elements in your life.

Any new bike fit will take range of motion, pelvic mobility, spinal alignment, and core stability into account. Your postpartum body is unlike the one you may have had at the beginning of your pregnancy. Addressing these changes through an updated movement screen is an honest and objective way to assess where you might want to focus your conditioning outside of the specific rehab you are performing with your physical therapist or coach.

The changes in body composition and abdominal shape could also be an area to accommodate, as the hip angle may feel more closed off. Adjusting reach and/or stack by raising the handlebars may be a worthwhile, and even temporary, change that can improve comfort and confidence as you return to riding, either indoors or outside.

Re-assessing sit bone width, pelvic stability, and spinal alignment might also warrant a change in saddle width, shape, or position, especially if the position gets less 'aggressive' with a shorter, taller front end. Consider these options on an "as needed" basis, particularly if you are not feeling the same kind of sit bone engagement as you did before delivery.

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TECH

Cycling Can Be 4 Times More Efficient Than Walking. A Biomechanics Expert Explains Why

By Anthony Blazeovich, Edith Cowan University

You're standing at your front door, facing a five kilometre commute to work. But you don't have your car, and there's no bus route. You can walk for an hour – or jump on your bicycle and arrive in 15 minutes, barely breaking a sweat. You choose the latter.

Many people would make the same choice. It's estimated that there are more than a billion bikes in the world. Cycling represents one of the most energy-efficient forms of transport ever invented, allowing humans to travel faster and farther while using less energy than walking or

running.

But why exactly does pedalling feel so much easier than pounding the pavement? The answer lies in the elegant biomechanics of how our bodies interact with this two-wheeled machine.

A wonderfully simple machine

At its heart, a bicycle is wonderfully simple: two wheels (hence "bicycle"), pedals that transfer power through a chain to the rear wheel, and gears that let us fine-tune our effort. But this simplicity masks an engineering that perfectly complements human physiology.

When we walk or run, we essentially fall forward in a controlled manner, catching ourselves with each step. Our legs must swing through large arcs, lifting our heavy limbs against gravity with every stride. This swinging motion alone consumes a lot of energy. Imagine: how tiring would it be to even swing your arms continuously for an hour?

On a bicycle, your legs move through a much smaller, circular motion. Instead of swinging your entire leg weight with each step, you're simply rotating your thighs and calves through a compact pedalling cycle. The energy savings are immediately noticeable.

But the real efficiency gains come from how bicycles transfer human power to forward motion. When you walk or run, each foot-step involves a mini-collision with the ground. You can hear it as the slap of your shoe against the road, and you can feel it as vibrations running through your body. This is energy being lost, literally dissipated as sound and heat after being sent through your muscles and joints.

Walking and running also involve

another source of inefficiency: with each step, you actually brake yourself slightly before propelling forward. As your foot lands ahead of your body, it creates a backwards force that momentarily slows you down. Your muscles then have to work extra hard to overcome this self-imposed braking and accelerate you forward again.

Kissing the road

Bicycles use one of the world's great inventions to solve these problems – wheels.

Instead of a collision, you get rolling contact – each part of the tyre gently "kisses" the road surface before lifting off. No energy is lost to impact. And because the wheel rotates smoothly so the force acts perfectly vertically on the ground, there's no stop-start braking action. The force from your pedalling translates directly into forward motion.

But bicycles also help our muscles to work at their best. Human muscles have a fundamental limitation: the faster they contract, the weaker they become and the more energy they consume.

This is the famous force-velocity relationship of muscles. And it's why sprinting feels so much harder than jogging or walking – your muscles are working near their speed limit, becoming less efficient with every stride.

Bicycle gears solve this problem for us. As you go faster, you can shift to a higher gear so your muscles don't have to work faster while the bike accelerates. Your muscles can stay in their sweet spot for both force production and energy cost. It's like having a personal assistant that continuously adjusts your workload to keep you in the peak performance



Cycling can be 4 Times more efficient than walking. A cyclist and pedestrians shown here in Montreal, Canada. Photo by Dave Iltis

zone.

Walking sometimes wins out

But bicycles aren't always superior.

On very steep hills of more than about 15% gradient (so you rise 1.5 metres every 10 metres of distance), your legs struggle to generate enough force through the circular pedalling motion to lift you and the bike up the hill. We can produce more force by pushing our legs straight out, so walking (or climbing) becomes more effective.

Even if roads were built, we wouldn't pedal up Mount Everest.

This isn't the case for downhill. While cycling downhill becomes progressively easier (eventually requiring no energy at all), walking down steep slopes actually becomes harder.

Once the gradient exceeds about 10% (it drops by one metre for every ten metres of distance), each downhill step creates jarring impacts that waste energy and stress your joints. Walking and running downhill isn't always as easy as we'd expect.

Not just a transportation device

The numbers speak for themselves. Cycling can be at least four times more energy-efficient than walking and eight times more efficient than running. This efficiency comes from minimising three major energy drains: limb movement, ground impact and muscle speed limitations.

So next time you effortlessly cruise past pedestrians on your morning bike commute, take a moment to appreciate the biomechanical work of art beneath you. Your bicycle isn't just a transport device, but a perfectly evolved machine that works in partnership with your physiology, turning your raw muscle power into efficient motion.

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Closing:

Skye's story is relatable and universal to women everywhere who love to ride but might be unsure about how to approach the changes to their bodies, especially as they pertain to riding position. Some riders may not feel entirely at home in their bodies postpartum and may lose some desire to get out on the bike. Returning to riding or training postpartum isn't just about bouncing back—it's about building forward with awareness, patience, and support.

Skye adds, "I've had days where I feel like I don't belong as an elite athlete because I don't feel like I look like it. I've lost weight since I've seen you for this fit, but I'm still up 10-12 lbs from where I would normally be (also still breastfeeding!). But even there, the focus is on the process and what's important to me right now.. which is feeding Lois and doing the best I can."

Whether you seek the help of an experienced bike fitter or want to make changes on your own, adjusting your bike position can be a positive and pivotal way to regain the familiar feeling of riding and exploring your local roads or trails with comfort and confidence.

Do you have any stories you'd like to share about your own experience with returning to riding postpartum, or any particular adjustments you made to your fit that helped? I'd love to learn more about this topic, so please feel free to email pat@peakstat-efit.com with any anecdotes or stories that might help us improve our job. Thanks for reading!

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CYCLING HISTORY

Davis Phinney and the Swan Song of the Coors Classic

Alexi Grewal's attack up the wall at the start of the final lap is thwarted by Andy Hampsten and race leader Davis Phinney. 1988 Coors Classic. Photo by Dave Campbell

By Dave Campbell

From 1975 through 1988, the premier American cycling event was the Coors International Bicycle Classic. Initially, it was a weekend event held in and around Boulder, Colorado, known as the Red Zinger and sponsored by the Celestial Seasonings tea company. Both paralleling and stimulating explosive growth in American cycling, the event seemed to get bigger and better every year. By 1978 the race was the premier women's event in the world, became the Coors Classic in 1980 with an ensuing bump in sponsorship dollars, and by 1983 it was ten stages long and had expanded into neighboring Wyoming. In 1984 the event was the key pre-Olympic tune-up for most of the world's amateur National Teams coming to race in the LA Olympics. The 1985 event expanded to two weeks and traveled from California and across Nevada before ending with the now well-known Colorado stages. 1985 also saw La Vie Claire, the best professional team in the world, take part with the two best riders in the world—Bernard Hinault and Greg LeMond. LeMond's overall win added even more luster to the prestige of the race. By the following year, nearly all the best riders in the world were at the Coors, using it as their final preparation for the World Championships in Colorado Springs. This time Hinault triumphed, and many called it the fourth most prestigious stage race in the world.

In 1987, however, race promot-

er Michael Aisner finally had an unlucky year and, in Hollywood parlance, "jumped the shark." He expanded the race again, this time starting the men in Hawaii. The extra expenses and lack of sponsorship meant the best European riders stayed home, and only 59 riders competed in the sixteen-stage event, while the women's event maintained its status with ten stages in Colorado. By 1988 Coors passed on the automatic renewal option, and the event took on a last-minute amateur sanction to cut expenses. Many worried that the end of America's flagship event was near. Ultimately, 77 men (25 pros and the rest amateurs) took the start in San Francisco in mid-August for a fourteen-day event featuring 1,077 miles and nearly 60,000 feet of climbing.

Davis Phinney discovered the sport of cycling when he saw the event pass by his house in 1975 and, by 1988, he was racing in his eleventh edition. Phinney had become synonymous with the Classic and had won the points jersey every year since 1981, as well as taking a record fourteen stages, but his best overall placing was ninth. He was, after all, primarily a sprinter, and the Coors involved major climbing. He suffered a horrendous crash in April of 1988 when he smashed into the back of a team car while attempting to chase back to the peloton in a Belgian Classic. He broke his nose, severed a muscle in his arm, and ultimately required 150 stitches, mostly to his face. Undeterred, he was back on his bike in a few days, racing again in ten, and winning within a month. In May he helped his 7-Eleven teammate Andy Hampsten win a historic Giro d'Italia, and in July he finished his first Tour de France, notching four top-five sprint finishes and ultimately ending second in the points competition. He hadn't finished a Grand Tour since 1985, let alone two, and he finished strongly, notching fifth in the final charge up the Champs-Élysées. He was, quite simply, in the best form of his life.

Phinney's teammate Ron Kiefel



Jeff Pierce leads the field early on prior to teammate and national champion Ron Kiefel's attack. 1988 Coors Classic. Photo by Dave Campbell

had won the Coors prologue four of the previous five years, but this time Davis pipped his good friend by two seconds to take the first leader's jersey at San Francisco's Coit Tower. Their main challenge appeared to be the feisty Alexi Grewal, leader of the Colorado-based Crest team, who was openly disdainful of the too-often domestically dominant 7-Eleven squad. Tour de France veteran Pablo Wilches led the Colombian Postobon-Manzana professional team, and there was also a Colombian National Amateur team headed up by the up-and-coming Oliverio Rincón to contend with. The Dutch National Amateur team, the U.S. Olympians, and the usual strong domestic squads rounded out a solid if not spectacular field.

7-Eleven's Jeff Pierce, who led most of the 1987 race before finishing second overall, broke clear to win the opening road race around the Presidio and take the overall lead, but then the amateurs began to shine. U.S. Olympian Craig Schommer used his significant speed to come around Wheaties-Schwinn fast man Tom Broznowski to win the following day's circuit race in Oakland. Day three was a spectacularly scenic road race through the redwoods of Sonoma County into Santa Rosa, and Schommer's teammate Gavin O'Grady triumphed from the breakaway while Hampsten took over race leadership. Another Slurpee, Roy Knickman, powered away from a breakaway group for a solo win into Sacramento the following day with no change to the overall. Phinney earned bonus seconds when he notched another win in that evening's criterium in Old Sacramento, with U.S. Olympian and future teammate Scott McKinley close behind. Hampsten stayed in the lead the following day as Pierce won the nearly 120-mile stage from Nevada City to Squaw Valley in front of Colombian Arcenio Chaparro.

Stage 6a from Squaw Valley to Sparks, Nevada, saw nine riders move clear on the long climb towards Geiger Summit, including 7-Eleven riders Phinney, Kiefel, and Alex Stieda. With Hampsten and Pierce remaining in the main field, this would allow the team to bring more riders up the General Classification—except Phinney and

Kiefel were dropped sixty-five miles in. Ahead were danger men Grewal, Wilches, and solid U.S. pro Bruce Whitesel. With only Stieda left in the break, and Pierce and Hampsten seven minutes behind, 7-Eleven was in trouble. Phinney, however, was a stronger and more well-rounded rider in 1988 and chased for eight miles through Virginia City, not only catching back on but ultimately attacking in the final miles to win the stage and move into second overall behind Stieda, the new race leader by 1:04. German Roland Gunther won the evening criterium in Reno, and the race moved into Colorado where Irishman Alan McCormack won the Tour of the Moon stage in Grand Junction.

Grewal lost valued climbing teammates Glenn Sanders and Michael Carter to injury but was far from giving up his challenge and continued to attack at every opportunity. Despite his newfound climbing ability, however, Phinney showed he was still the king of the criteriums, and in Grewal's hometown of Aspen no less. He spent 42 miles off the front, winning the stage and moving to within four seconds of Stieda's overall lead. On the following day's mountainous 107-mile road stage from Aspen to Copper Mountain, Grewal once more led an attack with the Colombians and held a four-minute lead over Phinney at the summit of 12,000-foot Independence Pass. The 7-Eleven squad rallied on the descent, leading a thirty-mile chase to close him down. Wilches survived for a solo win, but Phinney won a mid-race time bonus in Leadville as well as finishing third on the stage (another bonus) to move into the lead by six seconds. Even a downcast Grewal, second on the day and now fourth overall, was complimentary about the way his rival was riding.

Copper Mountain had become Phinney's second home and the site of training camps with his wife Connie Carpenter, and it was here that he seemed to really start to consider the possibilities of winning. Despite "being pretty much tied with my twin brother Alex"—the one rider who had stayed with him and ridden along to the hospital in that ambulance in Belgium—he admitted he would "really love to

win this race." The next day's time trial on Vail Pass would be decisive. Climbing specialist Hampsten won, with Rincón, now the KOM leader, just 14 seconds behind in second. Grewal was third, just 27 seconds in arrears, while two minutes further back, Phinney put another 12 seconds into his "twin brother," and the team now put all their considerable resources behind his victory bid.

Disaster struck that very afternoon in the Vail Village Criterium, one of Phinney's happiest hunting grounds over the years, and he desperately needed his teammates' help. He had problems with his rear wheel early on, and Pierce dropped back to give Phinney his bike and then later helped him chase back on. The quest for every Slurpee to win a stage was thwarted when Bob Roll was relegated for an illegal maneuver in the sprint, giving McCormack his second stage victory.

My friends and I traveled down from Wyoming to see the final two stages, the first the Morgul-Bismarck circuit road race outside Boulder and a new final-stage criterium around the campus of Colorado University. The Morgul, named after a local rider's cat and dog, was a long-time staple in the Coors, and typically the last road stage. In 1988, it was Crest's last chance to upset the Slurpees. The 13-mile rolling circuit is open, windy, and can get quite hot as riders cover eight laps for over 106 miles. But the biggest features are the two climbs at the finish, first the small but taxing "hump" and then the mile-long "wall" to the finish that gains nearly 350 feet, peaking at 15%. When I first rode it in 1983, some joker had painted "beam me up Scotty" on the steepest pitch! The Crest team put team riders Chris Bailey in the break and Todd Gogulski in a chase group, ready to help when Grewal attacked and bridged up, hoping to erase his 2:20 deficit. He tried repeatedly with mighty attacks up "the wall," but Hampsten and Phinney thwarted his every move. Phinney then rubbed salt into the wounds by leaving Grewal behind at the finish to take fourth on the stage, ultimately scoring ten top-five finishes in the sixteen stages.

The crowds at CU were massive, reportedly numbering 35,000 to 40,000, which topped the legendary masses that would gather in North Boulder Park. Ron Kiefel broke away with McCormack to ultimately win solo in his stars-and-stripes jersey as reigning National Champion, and Phinney took the field sprint for third. As he joyously thrust his arms skyward to celebrate the overall victory, who should throw his bike at the line just inches behind in fourth? The never-say-die Alexi Grewal, of course, the highest-placed non-7-Eleven rider overall in fourth place. The Slurpees swept the final podium behind Phinney, with Hampsten placing second and Stieda in third. When Phinney was given the keys to the cherry-red convertible BMW awarded the race winner, he joyously handed them over to "Och," who was delighted.

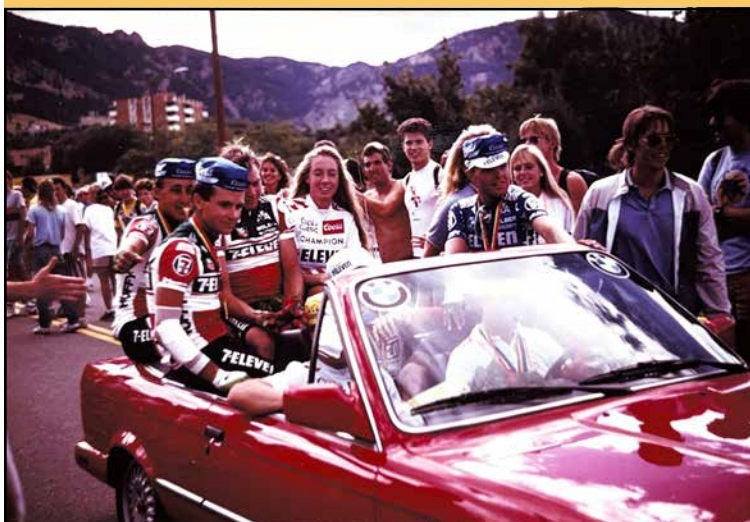
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Alexi Grewal attacks at the top of the wall with two laps to go in the Morgul Bismarck stage. 1988 Coors Classic. Photo by Dave Campbell



National Champion Ron Kiefel wins the final stage at Colorado University in front of thousands of fans. 1988 Coors Classic. Photo by Dave Campbell



Jim Ochowicz drives the victorious team away in his new BMW! 1988 Coors Classic. Photo by Dave Campbell

The crowd parted, the boys all piled in, and team member Inga Thompson jumped in as well. Preparing for her second Olympics, she triumphed over a star-studded women's field, winning overall by a minute ahead of Kiwi Madonna Harris. Her win in the 264-mile Women's race, replete with 17,000 feet of climbing, was the first by an American woman since 1983. The 1988 event ended up being the final edition of the storied American race, while Coors stayed involved in cycling, choosing instead to put its marketing dollars into the Coors Light cycling team, seeing the benefits of year-round brand exposure rather than just two weeks in August.

It seemed only fitting that the boy from Boulder who grew up with the race became its final champion, just as the curtain fell on America's grandest stage race.

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

ESSAY

Why I Race Cyclocross

By Lee Waldman

Cyclocross season began here in Colorado on September 3. Normally I would be writing about what I'm looking forward to, what my goals are and what my plans are. I might even be dispensing some advice to the OGs who follow me. Advice focuses on what we can do as aging athletes to continue to be competitive. But that's not what I'm writing about today. Cross season did start on the third, but for the first time ever, I'm not prepared to begin racing. I am, however, prepared to get rid of the leg brace and crutches I've been dragging around for the past 6 weeks.

I initially injured myself on July 5 in a gravel race in Colorado. It seemed minor at the time. A fall on my hip when my front wheel slid out on a loose off camber traverse. Driving home from the race I just thought that I had badly bruised my hip and glutes. It didn't get better. It kept hanging on until one day my wife suggested that I might have a hairline fracture. Being to "warrior" that I am, I refused to even explore the possibility. We just happened to be on an Alaska cruise at the time. I continued to ignore the nagging pain and discomfort, telling myself that I was getting better.

Fast forward a few days. We're home from the cruise and I'm out on the road again. I stopped to make a quick shifter adjustment, stepped off the bike wrong, went down on the very same hip and immediately knew that I had done something. A trip to the ER confirmed a femur fracture. Another trip to an orthopedic doc further confirmed the fracture and sentenced me to at least 6 weeks in a brace and on crutches. I now had to deal with the fact that I wasn't going to line up on September 3 for my first race of

the season, but that I might not be racing at all.

I didn't start writing this column to invite you to my personal pity. I'm writing to share some of the thinking I was forced to do as a result. The question that I've been struggling with is one that some of you might also be struggling with now. It may be one that some of you younger racers will have to explore in the future. Because guess what ... we all get older. Our bodies start to wear out. Bones become brittle. Mentally we may get tired of the grind of hard training. For me it's been the result of having had to recover from 2 significant injuries and another 5 days in intensive care over the last 2 plus years. It's left me worn down in a way that I never have experienced before.

But despite the physical and emotional fog, I've never stopped looking forward to the day I can throw my leg over the top tube and roll out of my driveway onto the road. And, in some sort of masochistic urging I look forward to the pain that goes with every cyclocross start where I'm redlined from the gun. I can't wait for the day when I spend every second of a race looking for a better line, trying to rail the next corner, making that next transition smoother and faster than the last one. Therein is the beauty of cyclocross for me. It's not the winning because those moments are fleeting at best. It's the challenge that I face every time I'm on my cross bike. The challenge to be better, smoother, more graceful than the last.

Other types of bike racing have their own inherent beauty. The sound of a peloton rolling along at 20 mph is exhilarating. The true suffering of an individual time trial is addicting. But the dancelike quality that I've discovered and tried

to hone over the past few decades is what motivates me. Cyclocross is not gravel. There aren't those endless stretches of road or never-ending climbs that challenge me in a different way. The grace and beauty are missing. Do I love to race gravel? Absolutely. Does it fill my bucket in the same way that cross does? Sorry, no.

Since I began writing this column, my leg has healed enough that I've been given the go ahead to ride on the road. It's been almost 3 months, and I need it. It will be a few more weeks before I can pin a number on again, but I can see the end of this journey. For all of the reasons I've tried to share with you, I can't wait. I may suffer. I may end up riding in the back. But I'll be there, and I'll be working on my "dance steps" in and endless effort to achieve something resembling grace. I hope that this column has helped you understand why you yourself race cyclocross. Or maybe it's gotten you interested in the sport. Either way, I wish you luck.

Lee Waldman is a dyed in the wool cyclist and writer. He's held a USAC racing license for 45 years and has raced road, mtb., gravel and his love - cyclocross. He's a "recovering" middle school teacher and writer, having written for CX magazine for over 10 years. Most importantly, Lee is the proud grandfather of 5 grandchildren. Between training, racing, writing and being a grandpa, he's pretty busy. Lee has two things to share. He says that he was a pretty good dad, but he's a REALLY GOOD grandpa. He also lives by this quote from Satchel Paige: "How old would you be if you didn't know how old you are?"

CYCLING TRIVIA

Celebrating the Greatest Race in the World

By Dave Campbell

Still riding the high of four straight weeks of cycling throughout July and can't get enough of the Tour de France? Test your knowledge this month on more trivial nuggets celebrating the greatest race in the world...

Q1. For the past five years in the Tour de France, Tadej Pogacar and Jonas Vingegaard have placed first or second, with Pogacar winning three in front of the Dane while Jonas took two ahead of the Slovenian. Has such a dominance of two riders ever happened before?

Q2. This year was the fiftieth anniversary of the Tour de France finishing on the Champs-Elysees with these finishes usually ending as field sprints on the famous avenues. There have been exceptions in these past fifty years, notably last year's TT finish in Nice to accommodate the Olympics and the historic 1989 individual time trial. Additionally, the circuit was changed this year making the traditional field sprint virtually impossible and instead seeing an all-star breakaway enter the final lap together and eventually a solo winner. It does beg the question of how many times a breakaway has prevailed on the Tour's final stage...can you name the years and the victorious riders?

Q3. Irishman Ben Healy won the "combativity" award this year as the most aggressive rider in the race. This prize has been in existence since 1952 and is voted on by a panel with amount of time spent in breakaways also considered as part of the decision. Notably American Quinn Simmons was also in the running for this award. Two questions: 1. Has another Irish rider ever won this title and 2. Has an American ever won this prize?

Q4. Pauline Ferrand-Prevot of France was the first home winner of the Tour de France for MANY years. How long has it been since a French man or woman triumphed in their homeland's crown jewel?

Q5. Most people are aware that the inaugural Women's Tour de France (1984) was won by American Marianne Martin. She also took the Queen of the Mountains category. Since that time, only TWO other Americans have won final classifications (jerseys) at the Women's Tour de France. Can you name them?

See answers on page 21.

Dave Campbell writes cycling history at "Clips_and_Straps" on Instagram and announces at cycling events throughout Oregon.

ROAD RACING

Spangler, Hinz Savor Victories in 43rd Annual LoToJa Classic

Hard race: The USAC licensed women peloton rides tempo alongside the Bear River north of Preston, Idaho, before climbing to Strawberry/Emigration Canyon summit in the 43rd annual LoToJa Classic on Sept. 6, 2025. Photo courtesy of Snake River Photo

By David Bern

Hinz breaks women's course record; Spangler fulfills goal that 'shot for the stars'

The winner's podium in the 43rd annual LoToJa Classic honored two new Pro 1/2/3 victors who tapped into self-belief and grit to win one of America's most revered bicycle races.

Cat. 3 Justin Spangler, 34, (Team Mi Duole) of Salt Lake City, free-wheeled alone across the finish at Jackson Hole Mountain Resort in 8:29:28 with an average speed of 23.8 mph.

He beat more practiced Cat. 1/2's in the 203 mile/327 kilometer race with only three years of training and racing experience. He also did it without the typical lightweight build of an endurance cyclist: He weighs a

muscular 205 pounds and is 6 feet 6 inches tall.

But Spangler showed that when you mix passion and goals with lots of high, durable watts, great things can happen.

"LoToJa is the Tour de France of Utah," he said while explaining his desire to win a race that only a few ever achieve. "I like goal-setting. The discipline, the structure... When I set the goal to win LoToJa, I shot for the stars."

That shot nearly netted Spangler another prize too. He just missed breaking the men's course record of 8:18:29 by less than 12 minutes.

But Cat. 3 Bailey Hinz, 39, (Team Go-Fast) of Las Vegas, Nevada, blew past the stars to win the Women Pro 1/2/3's and shatter the women's course record of 9:35:00 that was set by Melinda MacFarlane in 2013.

At an average speed of 21.6 mph, Hinz reached the ski resort in

9:20:45 and beat the record by more than 14 minutes.

She did it while riding solo for more than 90 miles after pulling away from a break on Salt River Pass and winning the Queen of the Mountain prize. She also beat higher category women to the finish.

"I had heard a lot about LoToJa from others and thought I never could do it," Hinz said.

Inspired by a late friend's unfulfilled wish to ride LoToJa, Hinz started having success riding 100 miles. Bigger miles were on the horizon when she rode last year's 206-mile Seattle-to-Portland Bicycle Classic in a day.

She said she felt "great" at STP's finish line. After that, Logan to Jackson no longer seemed "never."

"I love long training days. To put in the work," Hinz said. "LoToJa gave me a goal to set my sights upon."



Tough climb: Roger Arnell (Team Johnson Elite Orthodontics) and Justin Spangler (Team Mi Duole) climb Salt River Pass in the 43rd annual LoToJa Classic on Sept. 6. Arnell reached the summit first and won the King of the Mountain prize. Spangler went on to win the Men Pro 1/2/3's. Photo courtesy of Snake River Photo

Solo escape artist

Race morning conditions in Logan on Sept. 6 were clear, windless and 50 degrees when 31 Men Pro 1/2/3 and Men Veteran 35+A riders rolled away at 5:30 a.m. from Sunrise Cyclery. The two categories are allowed to race together because of lower field numbers, similar ability and experience.

According to Spangler, the usual early-morning breakaway in the dark didn't immediately occur after the peloton left the neutral rollout in West Logan. But a few miles later, Cat. 1 Dylan Fluckiger, 23, (Team Velovit Elite) of Kimberly, Idaho, jumped off the front. It wasn't an all-out effort, "but it woke everyone up," Spangler said.

Fluckiger was soon caught and the peloton stayed together through Cache Valley and Preston (29 mi/47 km). It appeared everyone was saving their guns before reaching the foot of LoToJa's first major climb: 22-mile-long Strawberry/Emigration Canyon and its 7,424-foot-high summit (57 mi/92 km).

Except for one.

Cat. 1 Jesse Hogin, 36,

(Unattached) of Las Vegas, Nevada, rolled off the front after the descent to Riverdale (35 mi/56 km). He made the identical move at the same spot last year and soloed for nearly 100 miles before being caught.

And he didn't get dropped or just ride wheels afterward. He worked into the chase group's rotation to the line and took sixth in the Men Pro 1/2/3's. His strength and endurance awed fellow racers.

But despite Hogin's strong showing last year, no one gave chase — for now.

"After we turned right [at Riverdale], I put a little pressure on the pedals and saw that I had a gap," Hogin said about this year's solo move. "Whenever I was out of sight over a roller or around a curve, I increased the pressure on the pedals to increase the gap."

And like last year, he stayed out of sight for most of the day.

Big chases begin

Spangler said as the field began to climb Strawberry, Fluckiger went to the front and set a pace that "blew up everyone like crazy."

On Strawberry's false flat, which is approximately three miles from the summit, Fluckiger and Cat. 3 Mitt Niederhauser, 21, (Team Brainstoke) of Mountain Green, Utah, were off the front with a 20- to 30-second gap.

Spangler said several riders who got dropped before the false flat regained contact as the summit approached. A chase group of about 20 then formed.

"We did a historic descent down Strawberry," he said in effort to catch Fluckiger and Niederhauser. They were caught before Ovid (70mi/113km) in Bear Lake Valley. Spangler said he did most of the work during the chase.

Which is why he stayed alert when several riders stopped for a pee break a few miles west of the first feed zone at Montpelier (76 mi/122 km). He noticed Cat. 1 Roger Arnell, 40, (Team Johnson Elite Orthodontics) of Farmington, Utah, and Cat. 1 Matthew Clark, 40, (Team Ascent) of North Salt Lake, Utah, go up the road.

Spangler had relieved himself before climbing Strawberry and didn't need to stop. After the hard

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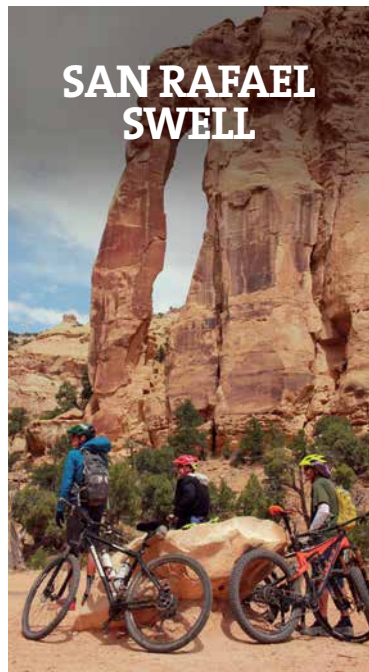
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Escape: Jesse Hogin (Unattached) rides solo alongside the Bear River north of Preston, Idaho, after breaking away from the Men Pro 1/2/3 field in the 43rd annual LoToJa Classic on Sept. 6. He stayed away for 130 miles until he was caught by a chase group. Although tired from the effort, he still finished second in the 203-mile race. Photo courtesy of Snake River Photo



Fast descent: A chase group from the Men Pro 1/2/3 field plummets down Strawberry/Emigration Canyon in the 43rd annual LoToJa Classic on Sept. 6. The racers had just passed the canyon's 7,424-foot-high summit after climbing for 22 miles. Photo courtesy of Snake River Photo

chase on the descent into Bear Lake Valley, Spangler didn't want to needlessly burn more matches to catch Arnell, who won LoToJa in 2019, and Clark, who finished seventh last year.

So, he joined them. Spangler said that choice proved to be pivotal, because he, Arnell and Clark weren't caught by the chase group until 10 miles later at the base of 6,923-foot-high Geneva Summit (84 mi/135 km). He had saved some matches for later in the day.

On the climb Fluckiger went to the front even though he had just helped catch Spangler, Arnell and Clark. After the summit and descent to Geneva (90 mi/145 km), Spangler said the chase group rode into a brutal headwind for 11 miles to the base of 7,630-foot-high Salt River Pass (106 mi/171 km).

Making that headwind even harder was knowing that Hogin was several minutes ahead and it would take a Herculean effort to catch him.

At this point the chase group consisted of Spangler, Fluckiger, Arnell, Niederhauser and Clark, along with Cat. 1 Grant Simonds, 28, (Team Landscape to Lifescape) of Salt Lake City; Cat. 4 Men Master 35+A Daniel Cherkis, 41, (Team Troll Training) of Park City, Utah; Cat. 3 Payson Norman, 20, (Team BrainStoke) of Mountain Green, Utah; Cat. 4 Men Master 35+A Creighton Green, 40, (Team BrainStoke) of Mountain Green, Utah; Cat 3 McKade Jaussi, 23, (Team Plan 7) of Lehi, Utah; and Cat. 3 Blair Perkes, 26, (Team BrainStoke) of Grand Junction, CO.

Words hit a nerve



Long solo break: Bailey Hinz (Team Go-Fast) flies up Salt River Pass alone after attacking at the climb's base in the 43rd annual LoToJa Classic on Sept. 6. She won the Queen of the Mountain prize at the summit. Hinz continued solo for 90 miles to the finish at Jackson Hole Mountain Resort and won the Women Pro 1/2/3's and set a new women's course record. Photo courtesy of Snake River Photo

of the Mountain prize with a time of 13:38 and an average speed of 15.4 mph. Spangler crossed the line just seconds later at 13:44.

It was the second KOM prize for Arnell, who won it in 2023. With the race's last major climb done, the two riders let gravity and their pedals propel them down into Star Valley.

"Roger and I descended from Salt and Dylan (Fluckiger) caught us on the descent," Spangler said. "Matt (Clark) brought a crew with him. He's such a fast descender. He gets so aero."

The 11-man chase group hurried into the feed zone at Afton (122 mi/196 km) to refuel. Spangler said because of traffic, his support crew barely made it to the feed zone in time. His sister had to run to hand him a bottle.

A construction zone control light stopped the chase group after Afton. Spangler said they were delayed there for six minutes. A race official told them that Hogin was delayed at the light for only 40 seconds, which meant he was even farther ahead than before.

After the light, the chasers resumed their effort to catch Hogin. But one of the riders knew it wasn't enough.

"That's when Dylan (Fluckiger) yelled that we have to get serious. That none of us are here just to take second place," Spangler said.

Fluckiger's words hit a nerve. And inspired focus and purpose.

"After that everyone started to pull through the paceline," Spangler said. "Everyone gave it their all... I will always love that paceline. It was that cool."

The chase makes contact

The 11-man chase group sped for 25 miles through the rest of Star Valley to the feed zone at Alpine (156 mi/251 km). Their effort continued for another 15 miles along the Snake River before they caught Hogin.

"I could tell that he [Hogin] was hurting bad," Spangler said. "He had done a mind-boggling effort for 130 miles just to get caught."

And just like last year, Hogin didn't drop back but began to work. Spangler noted that Hogin likely would have soloed to the finish if the chase group hadn't ridden so hard for 90 minutes to catch him.

Hogin said he heard that his gap in Star Valley was eight to nine minutes — and possibly more after the chase group lost six minutes at the control light — but he started to feel gassed at Thayne (137 mi/220 km).

"I tried to keep the power and gap as high as possible," he said. "Once I was an hour into the effort, and it being my last race of the season, I wanted to make it as hard as possible as I could."

But after Alpine and losing time, he realized he wouldn't make it solo to the finish. He pulled back on the power and rested while he waited to get caught.

What the chase group had done to catch Hogin began to show. Spangler said everyone was cramping and some were visibly nauseous from the effort. Spangler then began a series of attacks before and after Hoback Junction (178 mi/286 km) to winnow the group and "set the podium."

The big attack

Hogin said Cherkis and Spangler got away on South Loop Road with about 14 miles to go after Cherkis attacked and Spangler chased him down.

The two worked together and had a gap when they rode onto the bike path after South Loop Road. While they sped across the Wilson Bike Path Bridge (196 mi/315 km), Spangler suddenly felt emotional. He was fast approaching a spot immediately after the bridge that was a source of deep disappointment for him.

While racing as a Cat. 3/4 in his first LoToJa in 2023, he hit a pothole on the bike path after the bridge and before Village Road. He fixed the flat, but never caught the lead group before the finish.

And in last year's LoToJa, Spangler said he suffered heatstroke at the same spot after the bridge and had to stop. He rested for 30 minutes before he could get back on his bike to finish.

But after passing the spot with Cherkis, and texts of encouragement from family and friends chirping on his bike computer, his motivation to win spiked.

The two turned onto Village Road and faced the last seven miles/11 kilometers to the finish. They worked together to prevent getting caught. Spangler was confident of his chances, but also knew that Cherkis was "so insanely strong."

That strength again showed when Cherkis attacked hard just before the 3 km sign. Spangler responded,

Continued on page 14



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Lotoja - Continued from page 13

caught Cherkis, and then immediately counterattacked. He said he went as hard as he could for 15 to 20 seconds. It was the winning move.

Spangler said with 1K to go he saw that Cherkis wouldn't catch him. He eased up as the finish line neared. He said in those final meters, he thought about all of the work he had done to reach this point. He also thought of the sacrifices his wife, family, friends and work colleagues had done for him to attain his goal.

Spangler crossed the line with gratitude and tears in his eyes.

Cherkis finished a few seconds later with a time of 8:29:37. He finished second overall and took first place in the Men Veteran 35+A category. Despite racing solo for 130 miles, Hogin took third overall and second in the Men Pro 1/2/3's with a time of 8:30:48.28.

Fluckiger was with Hogin at the line and took fourth overall and third in the Men Pro 1/2/3's with a time of 8:30:48.46. Taking second place in the Men Master 35+ and fifth overall was Green at 8:31:11. The rest of the chase group consisted of Men Pro 1/2/3's and rolled in with Clark at 8:32:56, Niederhauser at 8:35:15, Simonds at 8:49:22.48, Norman at 8:49:22.89, Arnell at 8:49:25 and McKade at 8:49:57.

Sign of respect

Hogin said that Fluckiger gave him a push before the line to make sure he took second place. It was evidently a gesture of respect for the solo break Hogin had done, and for the work the two did in the final miles trying to catch Spangler and Cherkis.

Spangler, who is married, a father, and is a field sales representative for Google Cloud, celebrated with family, friends and his coach at the finish.

He said since 2023 he has ridden more than 45,000 miles, climbed 2.1 million vertical feet and cracked five frames to win LoToJa. That distance and vertical is almost equivalent to riding around Earth's equator twice and climbing to the International Space Station twice.

"It's kind of mind-numbing to be on the other side of a goal," he said.

But he's not done with LoToJa. Or goals. The former marathon runner who caught "the cycling bug in 2023," plans to defend his title next year, with an eye on him, or helping someone else, to break the men's course record.

"I would really like to be part of



Winner: Justin Spangler (Team Mi Duole) rolls across the finish line to win the Men Pro 1/2/3's in the 43rd annual LoToJa Classic on Sept. 6. He set a time of 8:29:28 in the 203-mile road race from Sunrise Cyclery in Logan, Utah, to Wyoming's Jackson Hole Mountain Resort. Photo courtesy of Snake River Photo

that," he said.

The women race away

Hinz now knows what it feels like to win the Pro Women 1/2/3's and also break the women's course record. But doing both without teammates posed a hard challenge for her as she and 50 other women rolled away from Sunrise Cyclery at 6:34 a.m.

Due to lower field numbers, all USA Cycling licensed women start and race together in LoToJa. Respective category wins and placings are maintained despite mixed-category finishes.

While in the neutral rollout after the start, Hinz said Cat. 1 Women Master 45+ Jennifer Halladay, 54, (Team Hammer) of Kuna, Idaho, said to her "we have a chance at breaking the record today."

As a seven-time category winner of LoToJa, Halladay's words weren't to be taken lightly.

Hinz said that she had no teammates in the race and hoped the peloton would stay intact to share the workload through Cache Valley and over Strawberry. But attrition took its toll on the 22-mile-long climb. By the summit, it was Hinz and seven other women that had formed a break.

That seven included Halladay, plus Cat. 3 Women Master 45+ Maggie Chan-Roper, 50, (Team Zone 5) of Saratoga Springs, Utah; Cat. 2 Katie Bonebrake, 34, (Unattached) of Salt Lake City; Cat. 3 Amy Hotchkiss, 44, (Team Night Owls) of Kyle, Texas; Sarah Esmeier, 28, (Team Pay N' Take) of Flagstaff, Arizona; Cat. 2 Ashley Maginot, 32, (Unattached) of North Salt Lake, Utah; and Women Master 45+ Shauna Flach, 47, (Team

Midway) of Park City, Utah.

The break held and gained time on the descent into Bear Lake Valley. Hinz said everyone agreed to stop at the feed zone in Montpelier to refuel. Afterward, the eight women worked together toward Geneva summit. Halladay lost contact before the summit.

The seven women descended Geneva together and reached the base of Salt River Pass intact.

After that it was all Hinz.

"I put in a dig for the QOM (Queen of the Mountain)," she said simply about her attack. A while later Hinz turned around to see who was with her. She had dropped everyone.

Hinz kept her pace high and won the QOM with a time of 15:32 and speed of 13.5 mph. She missed breaking the QOM record of 14:19 — set by Marci Kimball in 2018 — by 1:13.

Nearly a minute back, Esmeier reached the summit in 16:26, followed by Bonebrake in 17:01. The other members of the break soon followed.

"[Chan-Roper] is a great descender and I thought she would bridge up with others," Hinz said about the descent into Star Valley. "But she didn't. I kept pressure on myself on the descent."

And after the descent too. The former marathon runner and triathlete went full gas. At the feed zone in Afton, she learned from her boyfriend that the gap was around three minutes.

Chase group worries

Hinz said she got delayed about eight minutes at the construction zone control light after Afton. She worried that the chase group would catch her. But it never arrived.

"I had no clue what my gap was at that point," she said. "I wish I had known."

After the delay Hinz got back to work. She tried not to blow herself up and stayed in a "high Zone 2." In her mind she thought if the chase group caught her, "we could work together" to the finish.

"But if not, this is good because I don't have a sprint left in my legs," she said.

Hinz also thought about the course record as she worked her way to Alpine. After the delay at the stop light, she speculated the opportunity was gone.

However, after the feed zone at Alpine, she did the math and realized that she could do it without any



Winner: Bailey Hinz (Team Go-Fast) pumps her fist after winning the Women Pro 123's in the 43rd annual LoToJa Classic on Sept. 6. She set a time of 9:20:45 and broke the women's course record in the 203-mile road race from Sunrise Cyclery in Logan, Utah, to Wyoming's Jackson Hole Mountain Resort. Photo courtesy of Snake River Photo

mishap.

"I tried to stay focused," she said about riding the last 47 miles/76 kilometers to the finish. The air was smoky from wildfires and she could feel it in her lungs. She also had to avoid illegal drafting.

"I had to play leap frog around the men and make sure I didn't break the rules," she added.

After several hours on the road, Hinz said the bike path between South Loop and Village roads was "fun." But she still didn't know her gap time and was getting tired.

On Village Road, Hinz said it wasn't until the last mile before the finish that she stopped worrying about getting caught. She smiled and pumped her right fist in joy while crossing the line.

"I was overwhelmed with disbelief and started to cry," Hinz said. "It felt surreal and joyful. Days after, it still feels surreal."

A gap of more than 12 minutes passed before the rest of the original break started to cross the finish. Maginot took second in the Women Pro 1/2/3's with a time of 9:32:45.37 immediately followed by Bonebrake in third at 9:32:45.47 and Esmeier in fourth at 9:32:46.58.

Flach came in next at 9:35:53.46 and won first place in the Women Master 45+. She was followed by Chan-Roper who placed second in the Women Master 45+ with a time of 9:43:40.51. Hotchkiss was the eighth finisher of the original break, taking fifth in the Women Pro 1/2/3's with a time of 10:13:06.

Other first place USAC licensed women finishers include: Cat. 5 winner Micah Fredrick, 27, (Unattached) of Salt Lake City with a time of 9:52:16; Cat. 4/5 winner Kate Hick, 46, (Team Unattached) of Ladera Ranch, CA, with a time of 10:34:23; Women Master 60+ winner Dixie Madsen, 61, (Team Zanonata) of Layton, Utah, with a time of 10:44:03; Women Master 35+ winner Julie Nelson, 44, (Team Markees Cycling) of Kennewick, WA, with a time of 10:51:02; and Women Master 55+ winner Heidi Nielson, 59, (Team Plan 7) of Salt Lake City with a time of 11:21:15.

Complete finish line results are available at lotoja.com. Click on the "Results/Records" tab in the navigation bar to access.

The next benchmark

Hinz, who is a psychotherapist that specializes in trauma therapy for adolescents and adults, said she

plans to defend her title next year.

She also wants to try to set another new course record. And this time, she's setting a goal that perhaps shoots for the stars.

"I would like to see a woman go under nine hours," she said. "That's the next benchmark."

Larry Peterson Passes

Longtime LoToJa Classic participant Larry Peterson, 81, of Centerville, Utah, died on Sept. 7 after having a medical emergency and falling while racing in a three-man relay during LoToJa. No other cyclists or vehicles were involved.

Notes

This year's LoToJa featured approximately 1,550 USAC licensed and non-licensed cyclists. There were 23 separate start groups that included USAC licensed race categories, plus non-licensed cyclosportive categories and relay teams.

The start groups left Sunrise Cyclery Logan in four-minute intervals to separate race and ride categories on the road. Each group contained an average of 40-50 cyclists.

Despite its 203-mile distance, LoToJa always sees a variety of ages at the start and finish lines.

The oldest female cyclist to start and finish was Betsy Cordes, 67, (Team Cinch Cyclone), of Bozeman, MT, with a time of 11:49:26. The oldest male cyclist to start and finish was Richard Linton, 75, (Unattached), of Draper, Utah, with a time of 11:19:16.

The youngest female to start and finish was Avery Gadd, 17, (Team PLUNJ) from St. George, Utah, with a time of 13:13:10. The youngest male was Solomon Perkins, 15, (Team Maybird Reyes-Psych) from Salt Lake City, with a time of 9:05:10.

LoToJa is the longest one-day USAC-sanctioned bicycle road race in the U.S. Its 203-mile parcours passes through northern Utah, southeastern Idaho and western Wyoming. It crosses flat, hilly and mountainous terrain, and features nearly 10,000 feet of climbing.

The first edition was held in 1983 with seven riders who started at Sunrise Cyclery and finished in downtown Jackson. The winner was Bob VanSlyke with a time of 9:00:28.

The 44th annual LoToJa Classic will be held on Sept. 12. The race's 2026 website will be launched next March with online registration beginning in mid-April.



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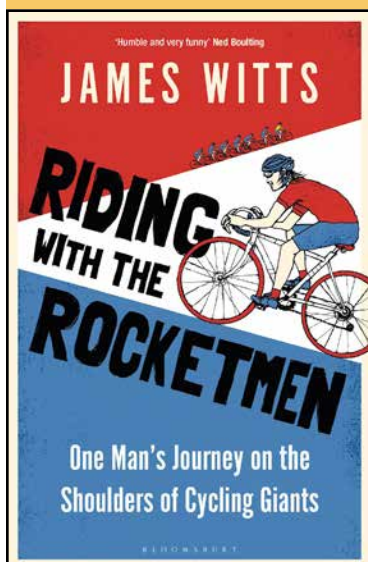
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CYCLING BOOKS

Book Review: *Riding with the Rocketmen*

By David Ward

In the prologue to his book, *Riding with the Rocketmen: One Man's Journey on the Shoulders of Cycling Giants*, the author states: "My name is James Witts. I'm 45 years old and I write about cycling ... I follow the professionals, many of whom are 25 years my junior. That makes me feel old ... At the end of 2021, I realized I needed a challenge. 'What about completing a stage of the Tour de France?' no one said to me ... 'You're on,' I said to myself."

So began Witts' journey, as chronicled in his book, to prepare for and ride the 2022 L'Étape du Tour de France. The Étape usually follows the same route as the Tour's "Queen Stage" for that year, always a humongous climbing stage. L'Étape 2022 would tackle, in order, the Col du Galibier, the Croix de Fer, and finish atop L'Alpe d'Huez. These are among the hardest climbs that the Tour de France offers up. This would be no easy task for Witts.

Witts self-designates as a "sports hack", a sports journalist who writes about cycling. He explains that, as such, he has access to some of the world's top cyclists and, more importantly, top cycling coaches and

training experts. And as this book follows his preparation for the Étape, therein lies its greatest interest.

The author interviews former and current top cyclists, coaches, physiologists, nutritionists, equipment specialists and others. His goal is to learn what makes the pro peloton roll at the highest level, and then apply those lessons, as much as practicable, to his preparation for the Étape. In each chapter, he first shares his interactions with those at the pro level and then tells how he applied that to his Étape preparation.

Witts has a very entertaining writing style. A good sample of this is in the first chapter, where he details his intent to attend the UAE January training camp: "It's [the training camp] all in the name of marrying nature with nurture, of ensuring a happy and long-lasting unity before the season passage of time depletes power output, lung capacity and endurance. And what better place to lay the foundations for any marriage than that bastion of monogamy, Benidorm. It's an incongruous backdrop to the world's most monastic sports stars, but within its hedonistic shadows nestles Dénia, where UAE Team Emirates and their talisman Tadej Pog car are hosting their January training camp." Such writing charisma, replete throughout the book, renders it a delight to read.

As Witts progresses through the book, he tackles bike-fitting, sports psychology, cyclocross as training, metabolic blood profiling and doping, riding cobbles, aerodynamics, recovery, nutrition, altitude training and course profiling. Arguably, all of this is essential to professional road racing success, and certainly most is. He explores these topics with the professionals, and it was very illuminating for me. Some of it I was aware of, though not in great detail, but of much of it I didn't even have a clue.

But while all of this may be critical to professional racing, it is questionable what and how much of this is relevant to us recreational competitors and riders. That's where I really liked how Witts took each aspect he examined and then applied it to himself as a casual commuter and recreational rider preparing to tackle a very challenging event. For

example, in a chapter on nutrition, Witts spent time with Owen Blandy, team chef at EF Education-Easy Post discussing nutrition in detail for the team generally and for specific riders. Of course, these riders have everything done for them. Witts then discusses in the latter part of that chapter how he takes that and other information and applies it to his training for the Étape. As I read these chapters, I found ideas that I felt I could apply to myself, with my only desire being to ride as reasonably strong and recover as reasonably well as I can.

Witts prepared as well, likely better, than most riding this event, and certainly with much more professional advice. So it was ironic how it nearly all came apart the day before the event, also related with amusing humor as well as self-deprecating irony. I'll not give much of that away, but there was the incident of removing his front wheel from his bike when loading it into his car, only later to realize he had failed to also load the front wheel. (I've also stupidly done that.) That was only one part of a day of misfortune, much of it brought upon himself. The one big lesson he learned from that day was that he should have signed up for a race package with an experienced company. Going it alone cost him about the same as a three-day race package.

Finally, race day arrives, and despite the previous day's woes, Witts is at the start and ready to go. He describes his day's journey such that I could almost feel what he must have been feeling as the day progressed: Elation and satisfaction in the early hours of the ride to pain and suffering as he struggled up, riding and walking, the final climb to L'Alpe d'Huez.

I was excited to read and review this book as I rode L'Étape du Tour de France in 2009. When I rode it, we climbed, in order the Côte de Citelle, Col d'Ey, Col de Fontaube, Col de Notre-Dame des Abeilles, and finished on the top of Mont Ventoux. More climbs, but only Mont Ventoux was as daunting as Alpe d'Huez, the Croix de Fer and the Galibier. Still, it was a major undertaking at my age of 58 years, and to take on Mont Ventoux at the

end of a 100-mile ride was cause for concern. It would have been nice to have had the same access as Witts to these experts. I'm sure I could have done better than I did. As it was, my preparation mostly consisted of long rides with a lot of climbing. Still, I did reasonably well, and unlike Witts, I never had to stop and walk my bike uphill. And I was 13 years older than him when I rode the Étape.

Probably one of the aspects I enjoyed most about this book were the many stories, stories about professional cyclists, past and present, such as Andy Hampsten talking about the experts and coaches who mostly work behind the scenes to help the riders and teams perform at their best, and the author's personal stories relating to not only his preparation and riding of the Étape, but also, being a person with a full-time job and family, his on-going life and

personal dramas during that preparation. Following his life story during these seven months leading up to the Étape was something that I, or anyone who has a life outside of cycling, can easily identify with.

Witts is a good storyteller. Nothing can kill an otherwise potentially good book like mediocre or worse, bad writing. Witts' writing is anything but that. He writes seriously yet with a great deal of humor. Rather than getting fatigued as you read, you really don't want to put the book down. It is interesting, informative, entertaining and fun.

Riding With The Rocketmen
One Man's Journey on the
Shoulders of Cycling Giants
James Witts (Author)
Bloomsbury, 2023
288 pages, paperback
ISBN:9781399403504



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Cycling Safety: Bikes vs. Electric Scooters

Are you safer on a bicycle or an electric scooter? The answer isn't clear, but a study from Finland suggests cyclists are less likely to be injured. Researchers note, however, that the difference may reflect user behavior more than the vehicles themselves.

In Helsinki, injured e-scooter riders were significantly younger, with an average age of 33, compared with 47 for injured bicyclists. For every 100,000 rides, 7.8 e-scooter riders required emergency care, versus just 2.2 bicyclists.

Risk factors appear to play a role: e-scooter riders were more

likely to ride under the influence of alcohol and less likely to wear helmets. Head injuries were more common among scooter users, while bicyclists were more often treated for torso injuries.

Read the study: Comparing the Characteristics of Electric Scooter and Bicycle Injuries: A Retrospective Cohort Study at https://www.researchgate.net/publication/394100001_Comparing_the_characteristics_of_electric_scooter_and_bicycle_injuries_a_retrospective_cohort_study

-Charles Pekow

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Bike Brothers
374 W Ruger Dr
Saratoga Springs, UT 84045
801-687-8425
[bikebrothersusa.com](#)

Bike Peddler
3600 Ashton Blvd Suite A
Lehi, Utah 84043
801-756-5014
[bikepeddlerutah.com](#)

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

Ari Bicycles
850 W. 200 S.
London, UT 84042
801-471-0440
[aribikes.com](#)

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

Pando Retfitters
249 N University Ave
Provo, UT 84601
801-210-1835
[pandoretifiers.com](#)

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

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

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

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

Hangar 15 Bicycles
1756 S State Street
Orem, UT 84097
385-375-2133
[hangar15bicycles.com](#)

Hangar 15 Bicycles
877 N. 700 E.
Spanish Fork, UT 84660
(801) 504-6655
[hangar15bicycles.com](#)

Level Nine Sports
644 State St.
Orem, UT 84057
801-607-2493
[levelninesports.com](#)

Mad Dog Cycles
350 N. Orem Blvd
Orem, UT 84057
(801) 222-9577
[maddogcycles.com](#)

Racer's Cycle Service
Mobile Bike Shop
Provo, UT
(801) 375-5873
[racerscycle.net](#)

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

Taylor's Bike Shop

1520 N. 200 W.
Provo, UT 84604
(801) 377-8044
taylorsbikeshop.com

ARIZONA

Cave Creek**Flat Tire Bike Shop**

6032 E Cave Creek Rd
Cave Creek, AZ 85331
480-488-5261
flattirebikes.com

Flagstaff**Absolute Bikes**

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

CALIFORNIA

Box Dog Bikes

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

Dr. J's Bicycle Shop

1693 Mission Dr.
Solvang, CA 93463
805-688-6263
www.djsbikeshop.com

REI Berkeley

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

COLORADO

Front Range**Evergreen Bike Shop**

28677 Buffalo Park Road
Evergreen, CO 80439
720-328-3726
evergreenbikeshop.com

Southwest Colorado**Brown Cycles**

549 Main Street
Grand Junction, CO 81501
970-245-7939
browncycles.com

Colorado Backcountry Biker

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

Ridgway Adventure Sports

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

Ridgway Wrench

621 Cora St. Suite 102
Ridgway, CO 81432
970-318-0799
ridgwaywrench.com

Over the Edge Sports

202 E Aspen Ave
Fruita, CO 81521
970-858-7220
otesports.com

IDAHO

Boise**Bob's Bicycles**

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

Boise Bicycle Project

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

Custom Cycles

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

Eastside Cycles

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

George's Cycles

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

George's Cycles

515 West State Street
Boise, ID 83702
208-853-1964
georgescycles.com

Idaho Mountain Touring

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

McU Sports

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

REI Boise

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

Ridgeline Bike & Ski

10470 W. Overland Rd.
Boise, ID 83709
208-376-9240
ridgelinebikenski.com

TriTown

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

Rolling H Cycles

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

Victor/Driggs**Habitat**

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

Peaked Sports

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

Idaho Falls**Dave's Bike Shop**

367 W Broadway St
Idaho Falls, ID 83402
208-529-6886
facebook.com/DavesBikeShopIdahoFalls

Idaho Mountain Trading

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

Pocatello**Barries Ski and Sport**

624 Yellowstone Ave
Pocatello, ID
208-232-8996
barriessports.com

Element Outfitters

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

Element Outfitters

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

Rexburg**Sled Shed**

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

Twin Falls**Epic Elevation Sports**

2064 Kimberly Rd.
Twin Falls, ID 83301
208-733-7433
epicelevationsports.com

Spoke and Wheel

148 Addison Ave
Twin Falls, ID83301
(208) 734-6033
spokeandwheelbike.com

Cycle Therapy

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

Salmon**The Hub**

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

Sun Valley/Hailey/Ketchum**Durance**

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

Power House

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

Sturtevant's

340 N. Main
Ketchum, ID 83340
208-726-4512
sturtevant-sv.com

Sun Summit South

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

The Elephant Perch

280 East Ave
Ketchum, ID 83340
208-726-3497
elephantsperch.com

MONTANA

Free Heel and Wheel

33 Yellowstone Avenue
West Yellowstone, MT 59758
406-646-7744
freeheelandwheel.com

Summit Bike Ski

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

NEVADA

Boulder City**All Mountain Cyclery**

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

ELY**Sportsworld**

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

Las Vegas**All Mountain Cyclery**

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

Giant Las Vegas

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

Las Vegas Cyclery

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

NEW MEXICO

Bosque Mobile Bicycle Repair

Albuquerque, NM
bosquemobilebicyclerepair.com

Fat Tire Cycles

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

WYOMING

Jackson Area**Open Range Cycles**

500 S. Hwy 89
Jackson, WY
openrangecycles.com
307-201-5453

Hoback Sports

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

Hoff's Bike Smith

265 W. Broadway
Jackson, WY 83001
307-203-0444
hoffsbikesmith.com

The Hub Bicycles

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

REI

974 West Broadway
Jackson, WY 83001-9475
307-284-1938
REI.com/stores/Jackson-Hole

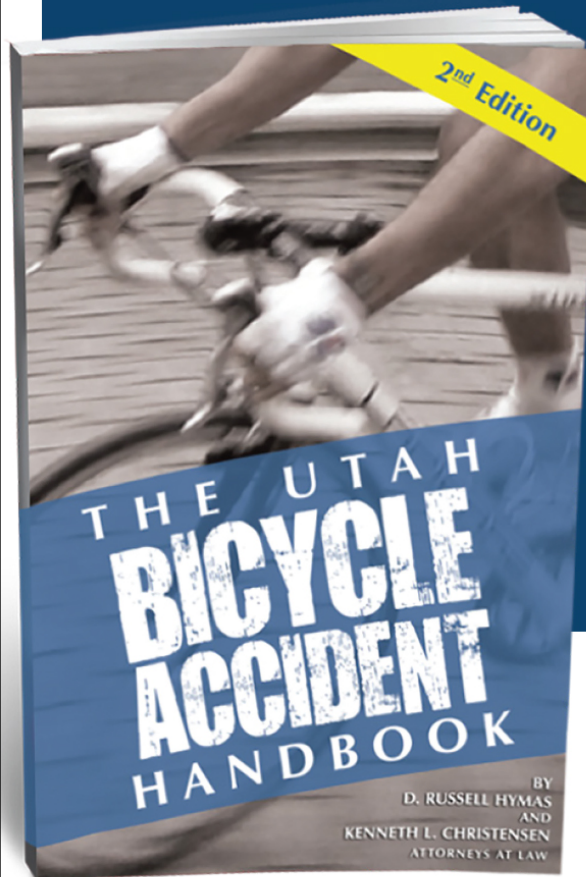
Teton Village Sports

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

Wilson Backcountry Sports

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

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WESTERN STATES

CALENDAR OF EVENTS

Calendar Guidelines:

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

Submit your event to:

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

Let us know about any corrections to existing listings!

For the full year calendar, visit CyclingWest.com!

BMX

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

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

Advocacy

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

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

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

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

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

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

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

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

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

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

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

Idaho Bike Walk Alliance — Boise, ID, Idaho's Statewide bicycle advocacy organization, Ted Hallisey, 208-870-1633, ted@idahowalkbike.org, idahowalkbike.org

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Events, Swaps, Lectures

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

October 3-5, 2025 — Northern Utah Trailfest, Ogden, UT, 3/6-Hour Mountain Bike Race during the Northern Utah Trailfest at North Fork Park. Fall weekend camping, festival, music, and competition to complete the

most course laps., Kelli Barkema, 801-393-2304, kelli@tfnu.org, northernutahtrailfest.com

November 1, 2025 — Veloswap, Denver, CO, VeloSwap is an annual event with 10,000+ attendees and 600+ vendors at the National Western Complex in Denver, Colorado. Every year attendees snap up deals from hundreds of vendors selling bikes, parts, clothing and accessories. Since 1989, this citizen marketplace continues to evolve—welcoming, connecting and inspiring members of the cycling community, old and new, Dan Grunig, 303-417-1544, info@bicyclecolorado.org, veloswap.com

November 1-2, 2025 — Southern Nevada Pedal Fest, Blue Diamond, NV, Road, mtb, gravel, Demos, skills, food, clinics, vendors, more!, Alison Cormier, info@snmba.org, snmba.org

December 13, 2025 — Bike Shop Saturday, Everywhere, Worldwide, Bike Shop Saturday is a global event held the second Saturday of each December. Come out to your local bike shop and support them. Recognizing that local bike shops and bike related businesses are the backbone of the cycling community, the event encourages cyclists to patronize those businesses during the holiday shopping season. December is often a tough month for bike shops because of the weather and Bike Shop Saturday is an encouragement to shop locally when it matters most, Cycling West , noemail@cyclingutah.com, bikeshopsaturday.com, facebook.com/events/983476375942365

April 16-19, 2026 — Sea Otter Classic, Monterey, CA, Festival, Road, Mountain, Gravel, and XC races offered., Tamara Jenlink, 719-219-9364, tjenlink@life.seaotterclassic.com, Sea Otter Classic , 1-800-218-8411, info@seaotterclassic.com, seaotterclassic.com

Gravel Races and Rides

September 27, 2025 — Wasatch All-Road Bicycle Race, Francis, UT, New date! (changed due to fire danger) Featuring the toughest climb in gravel: the Wasatch Wall! The new courses take you through private dirt roads of Wolf Creek Ranch. Choose from 100, 58, and 31 mile courses (the mini yeti bypasses the wall, phew!), Breanne Nalder-Harward, breaanne@utahgravelseries.com, utahgravelseries.com

September 27, 2025 — Boise Gravel Gala, Boise, ID, 61, 80, and 105 mile gravel options, Chris Stuart, Boisegravelgala@gmail.com , boisegravelgala.com

October 3-4, 2025 — Belgian Waffle Ride - Hendersonville, Quad-Tripel Crown of Gravel, Hendersonville, NC., Michael Marckx, 760-815-0927, rmx@MonumentsofCycling.com, belgianwaffleride.bike

October 4-5, 2025 — 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., Ron Hundahl, 208-566-1025 , 208-253-4433, octobertrek@gmail.com, Pat Trainor, 208-253-4433, 208-571-7447, blheron@ctcweb.net, weiser-trail.org/octobertrek.html, kotaho.com/octobertrekinformation/

October 4, 2025 — AlKemist Gravel Fest, Mandan, ND, Combine your love for cycling with the changing of the seasons at the AlKemist Gravel Fest. This event will have you climbing your way out of the Missouri River Valley onto the bluffs of Morton County. The 55-mile course will test you with minimum maintenance roads, fast descents and some of the longest climbs around, but your effort does not go unrewarded as the views are spectacular as well. Held at Graner Park - Sugarloaf Bottoms, Melissa Marquardt, 701-221-9833, melissa@701cyleandspori.com, 701cyleandspori.com

October 7, 2025 — Huntsman World Senior Games Gravel Race, St. George, UT, 25 to 50 miles, Jason Ranco, 800-562-1268, 435-674-0550, hello@seniorgames.net, seniorgames.net

October 11, 2025 — Grassroots Gravel, Pueblo, CO, 15, 40, 75, & 110 mile routes, Adam , adam@grassrootsgavel.com, grassroots-gravel.com

October 18, 2025 — Chino Grinder, Chino Valley, AZ, Endurance Cycling Event- Gravel road cycling adventure with 150, 115, 62, 44 and 25 mile options, Shannon Lindner, 602-363-7725, shannon@aztrailrace.com, Jake Hernandez, 602-363-7725, jake@aztrailrace.com, shendocatracing.com

October 18, 2025 — REXY, Queen of the Desert!, Fruita, CO, A Point-to-Point ride from Moab, Clisco, or the Utah border to Downtown Fruita, Co. Amazing gravel, bon-

fire finish, food, beer, and music.Do you have what it takes to tame her? Here are your options: 200 mile solo or relay team, 100 mile Moe solo or relay, 50 mile solo, Morgan Murri, 303-475-6053, morgan@desertgravel.com, desertgravel.com

October 18, 2025 — Heart of Gold Gravel, Nevada City, CA, Clemence Heymelot, 707-560-1122, info@bikemonkey.net, heartof-goldgravel.com

October 23-26, 2025 — Spirit World 100, Patagonia, AZ, 10 hours to ride your gravel bike from Patagonia, Arizona to the border of Mexico and back, 100, 80, or 50 miles, 3 days, Group Rides, Camping, Regional Food trucks, Coffee, Beer, Wine, Heidi Rentz, heidi.w.rentz@gmail.com, thespiritworld100.com

October 25, 2025 — Day of the Tread Bosque Boneshaker Gravel, Albuquerque, NM, The Bone Shaker Gravel Grinder which will be held on Saturday, October 28. The event features 7-, 17- and 34-mile routes. Proceeds will benefit Make A Wish Foundation New Mexico, the Carrie Tingley Hospital Foundation and other non-profit organizations that benefit New Mexico's young people., Joanie Griffin, 505-261-4444, jgriffin@sunny505.com, dayofthetread.com

October 25, 2025 — Bovine Classic, Atascadero, CA, Three Routes. One Incredible Experience: Big Bovine: 88 miles, 8,400' of climbing (for the truly ambitious); Feisty Bovine: 63 miles, 5,200' of climbing (serious but not insane); Happy Bovine: 45 miles, 3,300' of climbing (perfect for gravel adventures without the suffering), Clemence Heymelot, 707-560-1122, info@bikemonkey.net, thebovineclassic.com

November 9, 2025 — Goblin Valley Gravel Ride, Elevation Culture Race Series, Hanksville, Utah, 56, 72, and 111 km options, Part of the Goblin Valley Dirt Festival weekend experience that you do not want to miss. Ride along an ancient place featuring thousands of Hoodoos referred to as Goblins, which are formations of mushroom-shaped rock pinnacles. Capture views of historic mining ghost towns, and ancient petroglyphs along the rock faces. This picturesque environment will be a sight to see as you ride throughout the protected Utah landscape, Eric Chrisman, eric@elevationculture.com, rnsignup.com/Race/UT/GreenRiver/GoblinValleyGravelRide, elevationculture.com

November 15, 2025 — Borderlands Gravel, Douglas, AZ, Three courses - 38 / 68 and 100 miles. Working with the Border Communities to create an international 'neutral' Parade Lap for the long course rides only - transitioning through the Port Of Entry for about 1 KM. Truly an International Gravel Event - Collaboration between Douglas, AZ and Agua Prieta, MX. New and improved start / finish area - In front of the Gadsden Hotel, Mike Miller, 720-231-0521, mikebikes720@gmail.com, BorderlandsGravel.com

January 25, 2026 — Low Gap Gravel, Grasshopper Adventure Series, Ukiah, CA, 48 miles, 6,164 feet elevation. Join us for an epic mixed terrain adventure that has become a "Hopper Classic". Exactly half pavement and half dirt, the final 22 miles of dirt will be off the hook! The epitome of Nor Cal adventure riding., Miguel Crawford, info@grasshopperadventureseries.com, grasshopperadventureseries.com

February 1, 2026 — Old Man Winter Bike Rally, Lyons, CO, An epic winter adventure featuring 50 K or 100 K of rolling gravel roads, classic Boulder County climbs, fast tarmac, and the infamous Rowena Trail, Josh Kravetz, 303-408-0747, josh@adventurefit.com, old-manwinterally.com

February 21, 2026 — Huffmaster Hopper, Grasshopper Adventure Series, Maxwell, CA, 88.8 miles, 4,842 feet or 53.7 miles, 3,085 feet elevation gain. Join us for the classic Huffmaster Hopper starting in Maxwell, California. West of Hwy 5 and east of the Mendocino National Forest lies miles of rolling gravel roads and lightly traveled tarmac. Both routes are 50/50 paved/gravel., Miguel Crawford, info@grasshopperadventureseries.com, grasshopperadventureseries.com

February 28-March 1, 2026 — Belgian Waffle Ride - Arizona, Quad-Tripel Crown of Gravel, Cave Creek, AZ, Only 1,000 spots to race on the spectacular 'unroad' course. Pain and suffering will commence at 7am featuring on wave start for all - there are three event distances. Waffles are served at 5 am. The BWR Unroad Expo will open on Friday and run throughout the duration of the event until the Beers, jeers and awards are distributed for all the day's heroic efforts, Michael Marckx, 760-815-0927, rmx@MonumentsofCycling.com, belgianwaffleride.bike

March 6-7, 2026 — Valley of Tears Texas Gravel, Turkey, TX, Embark on a thrilling journey through the historic Valley of Tears in Texas, a legendary land steeped in tales of endurance and survival. This rugged terrain, once the backdrop of dramatic historical events, now sets the stage for the ultimate test of grit. We will feature 3 different route options -- a 44 mile, 70 mile, and 115 mile route., Valley of Tears , info@valleyoftears-gravel.com, valleyoftearsgravel.com

March 7, 2026 — Roxsand Gravel, St. George, UT, 25-mile dirt weaving through the picturesque dirt roads surrounding the breathtaking Gunlock Reservoir, Aaron Metter, 435-

627-4054, aaron.metter@sgcity.org, sgcity.org/races/roxsandgravel

March 19-21, 2026 — True GRIT Epic Gravel Race, National Ultra Endurance Mountain Bike Series (NUE) 100 and Marathon SE, Santa Clara, UT, A Long, tough, and technical early-season racing tradition. 80% off-road, 84 miles, and 9000 ft of climbing. Also, stage race combining mtb and gravel races, Cimarron Chacon, info@groraces.com, truegritpic.com

March 28, 2026 — King Ridge (Grasshopper Greatest Hits), Grasshopper Adventure Series, Sonoma County, CA, 91 mi. 9,116 ft. (Long), 3 Timed Segments. 65 mi. 5,807 ft. (Short), 2 Timed Segments. Grasshopper is back in SoCal Celebrate the Series Finale with a 3 segment (2 for the short course) all-road adventure. Bohemian Hwy-Joy Rd.-Coleman Valley-Meyers Grade-For Ross-Kruse (dirt)-Hauser Bridge-King Ridge., Miguel Crawford, info@grasshopperadventureseries.com, grasshopperadventureseries.com

April 12, 2026 — Bedrock Valley Gravel Ride, Elevation Culture Race Series, Hemet, CA, 108K, 72K, 36K, 10K kids, A Gravel Ride experience around Diamond Valley Lake, 1.2, or 3 loops. This is truly a historic ride in an ancient place. This area's heritage begins during the Ice Age where the most concentrated number of Mastodons once roamed the earth. The remains of hundreds of Mastodons and other prehistoric dinosaurs were discovered in the bedrock of where the lake now rests, Eric Chrisman, eric@elevationculture.com, rnsignup.com/Race/CA/Hemet/BedrockValleyGravelRide, elevationculture.com

April 25-26, 2026 — Whiskey Tango Fondo, Independence, CA, 50, 70, 100 mile routes in the Alabama Hills, foothills to the Sierras. Highlight: Whitney Portal Rd climb, Phil Gaimon, info@philsfondo.com, WTF , big-boss@whiskeytangofondo.com, whiskeytangofondo.com

April 26, 2026 — Gorge Gravel Grinder, Dufur, OR, Gorge Gravel is the perfect early-season ride that is perfect for beginners and seasoned gravel gurus with three distance options., Chad Sperry, grinderinfo@breakawaypro.com, oregongravelgrinder.com

April 26, 2026 — Jackson Forest Grasshopper Adventure Series, Grasshopper Adventure Series, Casper, CA, Held at Jackson State Demonstration Forest, Miguel Crawford, info@grasshopperadventureseries.com, grasshopperadventureseries.com

May 2-3, 2026 — Belgian Waffle Ride - Del Mar, Quad-Tripel Crown of Gravel, Del Mar, CA, Del Mar Polo Fields. This scenic venue offers expansive festival grounds and stunning coastal routes, making it the perfect location for an unforgettable experience. Riders will encounter fresh road and unroad sectors through coastal canyons, Rancho Santa Fe's bucolic landscapes, the Coast to Crest Trail, and the Del Dios Gorge; plus, many of event's infamous unroads., Michael Marckx, 760-815-0927, rmx@MonumentsofCycling.com, belgianwaffleride.bike

May 2, 2026 — Utah Summer Games Gravel Race, Utah Summer Games Cycling, Cedar City, UT, Gravel Race, Danny Hall, 435-865-8423, dano@greenlabels@gmail.com, Justin Daniels, 801-673-6315, djdaniels39@hotmail.com, utahsummergames.org

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

May 16-17, 2026 — Santa Fe Century Gravel Rides, Santa Fe, NM, Gravel Ride/Distance options of Gravelon (55 mile), or the Gravelito (25 mile) on Rowe Mesa, Santa Fe Century , 505-490-6387, ride@santafecentury.com, santafecentury.com

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

May 16, 2026 — Stetina's Paydirt, Carson City, NV, The old way of all-out racing is not the way at Stetina's Carson City Paydirt. Instead, the Paydirt consists of two substantial timed segments to keep things competitive without separating yourself from dear friends in the dusty west of Nevada's desert. In addition to on-bike racing, there are two bonus segments that consist of fun and games back at the post-race festival. Riding a mechanical bull and participating in a tire-toss competition could be all that sepa-

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rates you at the end of the day., Clemence Heymelot, 707-560-1122, info@bikemonkey.net, stetinaspaydirt.com

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

Mountain Bike

Tours and Festivals

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

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

September 27-28, 2025 — NOCO MTB Fest. Fort Collins, CO, Held at Lory State Park, demos, music, skills contest, poker ride, beer gardens, food trucks, group rides, take a kid mountain biking, benefits Overland Mountain Bike Association, Kenny Bearden, 970-430-5336, 970-493-1623, k.bearden@overlandmtb.org, nocombtfest.com

October 3-5, 2025 — Outerbike Moab, 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 10-12 — Afterbike MTB Weekend, 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 Morissette, 435-635-5455, humbtfestival@gmail.com, ofesports.com, facebook.com/events/1328487012208224

October 12, 2025 — Ride the Rift, Taos, NM, 4 different courses: a 12+ mile loop for more advanced and athletic intermediate riders, a 4 1/2 mile loop for novice adults and kids who can ride some singletrack and don't mind going uphill a bit, a shorter true beginner loop and a 1/3 mile kiddie loop for strider bikes, training wheels, and kiddos that aren't ready for full on singletrack, Field Institute of Taos, info@fitaos.org, ridetheriff-taos.com

October 18, 2025 — Zuni Mountains 100, New Mexico Endurance Series, McGuffey Lake, NM, Unsupported epic mtb ride, nm-es.weebly.com

October 23-26, 2025 — Moab Ho-Down Mountain Bike Festival & Film Fest, Moab, UT, 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, Chile, 435-259-4688, info@chilebikes.com, moab-hodown.com, chilebikes.com

November 1, 2025 — Sacramento Rim Roller, New Mexico Endurance Series, Cloudcroft, NM, Unsupported epic mtb ride, nm-es.weebly.com

November 1-2, 2025 — Women's MTB Skills Clinic and Camp, California Dirt MTB Series, Grass Valley, CA, Held at The Ranch, Jet Lowe, yboncfan@gmail.com, ybonc.org/events

March 27-28, 2026 — 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 Morissette, 435-635-5455, humbtfestival@gmail.com, huricanemtbfestival.com, ofesports.com

Utah Weekly MTB

Race Series

August 16-October 18, 2025 — Utah High School Cycling League, NICA, Utah High School Cycling League Race Series, Various Locations, UT, Utah High School Cycling League is an interscholastic mountain bike race series that offers racers from 7th grade to 12th grade. We offer 4 races for each of our three Regions and one State Champs event. Utah league races are the culmination of months of fun and practice on

school-based mountain bike teams all over the state. Grades 7-12 participate in individual categories and include both individual and team scoring. Join or start a team in your area. The Utah League has 3000+ students on 90+ teams across the state participating., Chris Best, chris@utahmtb.org, utahmtb.org

Regional Weekly

MTB Race Series

August 16-October 11, 2025 — Idaho High School Cycling League Race Series, NICA, Boise, ID, Eddie Strayer, 205-310-5828, 208-473-9480, eddie@idahomt.org, idahomt.org

January 4-March 15, 2026 — CCCX 2025 MTB Race Series, Seaside, CA, 5 XC races, 1-4, 1-18, 2-1, 2-15, 3-15, Jim, jim@b17racing.com, cccxcycling.com

May 9-September 27, 2026 — CCCX 2025 Summer MTB Race Series, Seaside, CA, 4 XC races, 5-9, 6-20, 7-12, 9-27, Jim, jim@b17racing.com, cccxcycling.com

Utah Mountain

Bike Racing

October 3-5, 2025 — Northern Utah Trailfest Mountain Bike Race, Ogden, UT, The NUT is a fall celebration for all trail users! NUT Trail Run and Mountain Bike Race on Saturday, October 8th as they compete to complete the most course laps in 3, 6 or 9 hours. Camp for the weekend or spend the day at North Fork Park as trail users of all ages and abilities come together to enjoy tasty food, live music, and festival activities at Cutler Flats Base Camp. Experience the beauty of fall foliage and share in the excitement and camaraderie of the NUT by participating in free festival activities and educational opportunities including guided hikes, stargazing, yoga, and more., Kelli Barkema, 801-393-2304, kelli@tfnu.org, Isabelle Geddes, 801-399-1773, reide@goalfoundation.com, northernutahtrailfest.com

October 13-14, 2025 — Huntsman World Senior Games Mountain Biking, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Jason Ranco, 800-562-1268, 435-674-0550, hello@seniorgames.net, Margaret Gibson, hwsq@seniorgames.net, seniorgames.net

October 16-18, 2025 — Red Bull Rampage, Virgin, UT, Downhill, slopestyle and freeride MTB athletes will converge on the demanding terrain of Virgin, Utah to compete for glory in one of the biggest tests of skill and guts in the world. Women ride on 10-16, the Men ride on 10-18, Red Bull, 310-393-4647, Chris Worden, 310-393-4647, chris.worden@us.redbull.com, redbull.com/us-en/events/rampage

October 23-25, 2025 — Thrills and Skills Bike and Music Fest, Kanab, UT, Features guided rides of three newly developed trail systems plus three scenic, no-drop gravel/e-bike rides. We'll also have skills clinics, music, food, beer garden, demo and rental bikes, contests and more, April Witke, 575-313-4650, ThrillsAndSkillsMTB@gmail.com, ThrillsAndSkills.com

November 8-9, 2025 — 25 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, The longest one day race: this event is held annually over the Fall Back time change, giving an extra bonus hour. The atmosphere is all about friends and fun. There is always a huge costume contest, vendors, midnight pie, and late stories around a fire. Choose from Solo, Duo, 4 person, 5 person or a team of 10, Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, ZiaRides.com

November 8, 2025 — Gooseberry Mesa Endurance ICUP, Intermountain Cup Endurance Series, Hurricane, UT, endurance cross country mtb race, Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, intermountaincup.com, ridesouthernutah.com

November 15, 2025 — Red Rock Remix Finale ICUP, Intermountain Cup, St. George, UT, Green Valley, Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, intermountaincup.com, ridesouthernutah.com

March 19-21, 2026 — True GRIT Epic MTB Race, National Ultra Endurance Mountain Bike Series (NUE) 100 and Marathon SE, Santa Clara, UT, A long, tough, and technical early-season racing tradition, 100, 50, 15 mile options and 50 mile relay. Also, stage race combining mtb and gravel races, Cimarron Chacon, info@groraces.com, truegritpic.com

March 28, 2026 — Rampage Remix, 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@ridesouthernutah.com, intermountaincup.com, ridesouthernutah.com

April 11, 2026 — 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., Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, ZiaRides.com

April 25, 2026 — The Cactus Hugger ICUP, Intermountain Cup, St. George, UT, 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 all linked together with some sections of BLM dirt road for an 8.5 mile lap of ripping terrain., Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, intermountaincup.com, ridesouthernutah.com

May 2, 2026 — Utah Summer Games MTB Race, Utah Summer Games Cycling, Cedar City, UT, MTB racing, Danny Hall, 435-865-8423, danofgreenlabels@gmail.com, Justin Daniels, 801-673-6315, djdaniels39@hotmail.com, utahsummergames.org

May 2-4, 2026 — Moab Rocks, Moab, UT, Embark on a thrilling 3-day MTB journey through the rugged beauty of Moab. Epic trails, breathtaking views, unforgettable adventure, TransRockies, 866-373-3376, info@transrockies.com, TransRockies.com

Regional Mountain

Bike Racing

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

CA and Beyond

September 27-28, 2025 — Grand Enduro, Grand Junction, CO, 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@madracing-colorado.com, grandenduro.com, madracingcolorado.com

September 27, 2025 — Great Trail Race, Truckee, CA, Ride or Run between Truckee and Tahoe City. The Great Trail Race follows roughly the same route as The Great Ski Race between Truckee and Tahoe City with one major difference: You choose to run or bike one of two course options, Elite or Classic. The Elite division course adds in more technically challenging terrain., Todd Jackson, 530-546-1019, todd@bigblueadventure.com, Kiley McIntroy, kiley@bigblueadventure.com, bigblueadventure.com, greattrailrace.com

September 27, 2025 — Rad Dirt Fest, Trinidad, CO, 38, 99, 165 mile options, Deep in the Southern Colorado plateau lies an untouched plethora of gravel unlike any other. The towering Spanish Peaks and expansive mesas serve as the backdrop for the 3 unique courses of the 'Rad Dirt Fest'. The courses are all more than 90% maintained, gravel roads and mostly rolling routes, Tamara Jenlink, 719-219-9364, TJenlink@ilt.life, Lifetime Events, theradadit@lifenews.zendesk.com, theradadit.com

September 28, 2025 — Sunrise Ski Resort Enduro, Sunrise Ski Resort, AZ, Tim Racette, 480-442-4229, info@mbaa.net, mbaa.net

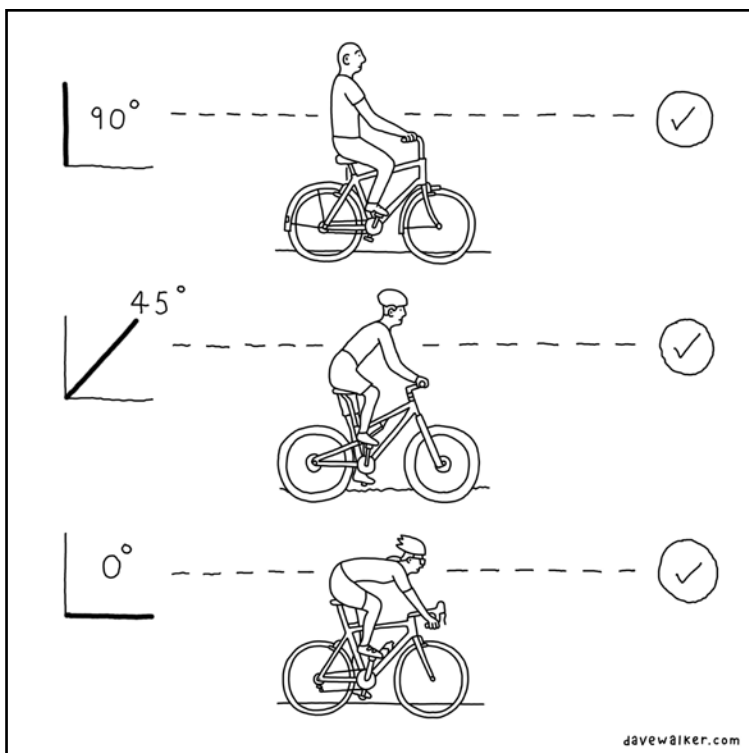
October 3-4, 2025 — Road Apple Rally MTB Race, New Mexico Off Road Series, Farmington, NM, The Road Apple Rally began in 1981 as a competition between horses and bicycles. It has since become a bicycle only race and stands as the longest running annual mountain bike race in the United States. Bring the family for a day of fun and try the children's riding obstacle course. This celebrated mountain bike race features five divisions: Beginner, Pro, Expert, Sport, Single Speed. The Beginner course is a 15 mile loop, all others ride the full 30 mile Road Apple Rally course. Both courses feature the whoops, where you spend more time in the air than on the ground! Course terrain also includes short climbs, flats, sandy arroyos and sharp corners., Leslie Mueller, 505-599-1184, lmuelier@fntn.org, fntn.org/277/Road-Apple-Rally

October 4, 2025 — 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., Epic Rides, 520-623-1584, info@epicrides.com, Dave Castro, dcastro@epicrides.com, epicrides.com

October 9-12, 2025 — USA Cycling Collegiate Mountain Bike National Championships, Grand Junction, CO, Collegiate National Championships and Montana High School Championships, USAC Events, 719-434-4200, nationalevents@usacycling.org, Chad Sperry, chad@breakawaypro.com, Ben Horan, 312-502-5997, bthoran@gmail.com, usacycling.org

October 11-13, 2025 — California Dirt MTB Series Race 4, California Dirt MTB Series, Nevada City, CA, Scott's Flat Lake, Saturday: AM-Parliament Enduro Races, PM-PreRide XC, Short Track Race; Sunday: XC Race, Jet Lowe, yboncfan@gmail.com, ybonc.org/events/dirt-classic

October 11, 2025 — The Hotdogger, Fruita, CO, a mountain bike race and hotdog eating contest from sunrise to sunset. It is a non-profit event to benefit the Colorado



Angles. Essentially, it doesn't matter how you ride. Transport, leisure, sport: all valid. Cartoon by Dave Walker

Plateau Mountain Bike Trail Association., Tisha McCombs, coordinator@copmoba.org, Hotdogger, hotdogger.mtb@gmail.com, hotdogger.org, copmoba.org

October 12, 2025 — Beti Bike Bash, Beti Bike Bash, Lakewood, CO, Women's only mountain bike race and festival including: Little Bellas Girls Camp and VIDA MTB Series Clinic. All ages and abilities welcome., Jennifer Barbour, 303-503-4616, jen@shift-events.org, Natalie Rabourn, 303-503-4616, natalie@teamevergreen.org, Caprice Bass, 303-720-4509, caprice@teamevergreen.org, betibikebash.com

October 12, 2025 — Little Sugar MTB, Leadville Race Series, Bentonville, AR, Welcome to the MTB Capital of the World. Bentonville and Bella Vista have emerged as a world-class destination for MTB riding and we've put together a course worth of a Leadville Legendary challenge. These trail systems offer grinding climbs, fast rolling descents, rough and rocky limestone, and views of caves, waterfalls, and iconic ledges., Tamara Jenlink, 719-219-9364, TJenlink@ilt.life, leadvilleraceseries.com, bigusugarclassic.com/mtb

October 18, 2025 — Coyote Classic Round 2 of 3, DVO Fall XC and E-Bike Coyote Classic Series, Boulder City, NV, Mike Scheur, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

October 25, 2025 — Filthy 50, Escondido, CA, 30 and 50 mile xc races, Victor, info@quickndirtymtb.com, quickndirtymtb.com

November 1, 2025 — 8-Hour Showdown at Usery Pass, TENTATIVE, Phoenix, AZ, 8-hour cross country race on an 11 mile loop, solo, duo, quad, and relay options for both mtb bike, gravel and single speed with free kids races, Race is put on by FE Racing, an Arizona 501c3 cycling club that uses the proceeds from the event for a charity bike give away deserving Jr. High School students., Shane Jacobs, shanej242@gmail.com, usery8.com

November 1, 2025 — Chain Smoker Las Vegas, Blue Diamond, NV, 15, 30, 45 mile options, Victor, info@quickndirtymtb.com, quickndirtymtb.com

November 2, 2025 — Horny Toad Hustle MTB Race, New Mexico Off Road Series, Las Cruces, NM, Held on the Dona Ana trails, Jan Bear, 505-670-4665, janbear@gmail.com, Dave Halliburton, 575-312-5991, gotdirtnm@gmail.com, bikereg.com/horny-toad-hustle

November 7-8, 2025 — Austin Rattler MTB, Leadville Race Series, Austin, TX, Make the trek down to Reveille Peak Ranch for a one-of-a-kind race experience at the Austin Rattler MTB. After you soak in the sparkling lakes and rolling hills of beautiful Texas Hill Country, you'll hop in the saddle for one, two or three loops of thrilling singletrack and fast-fire roads. Come for a unique fall ride, stay for a Texas-style endurance celebration, complete with live music, camping, kids races and, of course, tasty Texas BBQ., Tamara Jenlink, 719-219-9364, TJenlink@ilt.life, leadvilleraceseries.com, austintrattlermtb.com

November 8, 2025 — Teenek 100, Aztec, NM, 50 and 100 km mtb races, Teenek Racing

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January 10, 2026 — McDowell Meltdown. McDowell, AZ, Challenging XC race with pump tracks for everyone to enjoy., Tim Racette, 480-442-4229, info@mbaa.net, mbaa.net

January 16-18, 2026 — Southwest Regional 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., Mike Scheur, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

January 17, 2026 — Old Tucson 10er. Tucson, AZ, This 10 hour race for solos, duos, and teams will take place at historic Old Tucson Studios, the film site for many famous westerns., Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, ZiaRides.com

January 24, 2026 — 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!, Tim Racette, 480-442-4229, info@mbaa.net, mbaa.net

February 1, 2026 — 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. Proceeds benefit the non-profit Maricopa Trail and Park Foundation, Aaron Schmidt, 602-346-0554, garon@aravaiparunning.com, pricklypedal.com, aravaiparides.com

February 7, 2026 — Rock Cobbler. Bakersfield, CA, The World Famous Bianchi Rock Cobbler is a stupidly hard, mostly dirt ride, bordering on a race. There are two routes offered: the Rock Cobbler which is between 80-90 miles and the Pebbler which is between 40-50 miles., Sam Ames, sam@sambarn.com, rockcobbler.com

February 7, 2026 — Tennessee Pass Night Jam. Leadville, CO, Cloud City Wheelers, cloudcitywheelers@gmail.com, cloudcitywheelers.com

February 7, 2026 — DVO McCullough Meltdown XC MTB Race. Henderson, NV, Cross Country race, Mike Scheur, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

February 13-15, 2026 — 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!, Epic Rides, 520-623-1584, info@epicrides.com, epicrides.com

February 13-15, 2026 — 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., Mike Scheur, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

March 7, 2026 — Havasu Havoc. Lake Havasu, AZ, XC race with awesome views, a fun trail and good local beer., Tim Racette, 480-442-4229, info@mbaa.net, mbaa.net

March 7, 2026 — Mineral Belt Mayhem. Leadville Winter Mtn Bike Series, Leadville, CO, Cloud City Wheelers, cloudcitywheelers@gmail.com, cloudcitywheelers.com

March 13-15, 2026 — 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., Mike Scheur, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

March 13-15, 2026 — 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. SIXC, Enduro, XC40, kids race. Held at McDowell Mountain Regional Park, Sage, sage@the-cactuscup.com, the-cactuscup.com

March 21, 2026 — Fatty Patty 50K. Leadville Winter Mtn Bike Series, Leadville, CO, Cloud City Wheelers, cloudcitywheelers@gmail.com, cloudcitywheelers.com

March 28, 2026 — Tommy Knocker 10. Silver City, NM, 10 hour race, Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, ZiaRides.com

April 4, 2026 — East Side Epic. Leadville Winter Mtn Bike Series, Leadville, CO, Cloud City Wheelers, cloudcitywheelers@gmail.com, cloudcitywheelers.com

April 11, 2026 — 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., Tim Racette, 480-442-4229, info@mbaa.net, mbaa.net

April 18-19, 2026 — Sea Otter Fuego XL, XC, & Juniors. Leadville Race Series, Monterey, CA, XL 65 miles and 7,800 feet of elevation change; XC 21 miles; Short - Juniors only, Tamara Jenlink, 719-219-9364, TJenlink@t.life, leadvilleraceseries.com

April 18, 2026 — DVO Mojave Meltdown XC MTB Race. Boulder City, NV, Cross Country race, Mike Scheur, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

April 24-26, 2026 — 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., Epic Rides, 520-623-1584, info@epicrides.com, Dave Castro, dcastro@epicrides.com, epicrides.com

May 2, 2026 — Alien Run MTB Race. Aztec, NM, Circles the alleged alien crash site in Hart Canyon, Aztec Trails and Open Space, info@alienrun.com, alienrun.com

May 2, 2026 — 18 Hours of Fruita. Fruita, CO, One of the most beloved endurance events in Colorado with the famous midnight start. With a fast and fun single-track course located 10 minutes northwest of Fruita, Colorado, within the "posh environs" of Highline Lake State Park with its green grass and warm showers. This is a great race to kick off your riding season., George Gateco, 970-858-7220, info@otefruita.com, 18hsoffruita.com

May 8-9, 2026 — Rides & Vibes MTB & Music Fest. Grand Junction, CO, 15, 30, 40-mile MTB races, & 2 days of live music in downtown Grand Junction, Grand Junction Sports Commission, 970-248-1378, 970-639-1387, info@grandjunctionsports.org, grandjunctionsports.org, gjrisesandvibes.com

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

May 16, 2026 — Royal Gorge Six and Twelve Hour MTB Races. Canon City, CO, Six and Twelve Hour MTB Races, Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, ZiaRides.com

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

May 22-24, 2026 — Arizona State Time Trial 20K and 40K Championships. Picacho, AZ, Arizona State Individual Time trial, 40K. Course out & back, flat, first ride starts 6:30 AM, rider go off in 30 seconds intervals. USA Cycling State awards., Joey Luliano, juliano88@gmail.com, azcycling.org/event/state-time-trials-20-and-40k/, toleroracing.net

September 28, 2025 — 3 Bears TT #2 / Arizona State Championship. Picacho, AZ, State TT championship and tandem, Terry Jenner, 402-983-6195, escapefrommexico@yahoo.com, azcycling.org/event/state-time-trials-20-and-40k/

October 4-5, 2025 — Nevada Senior Games Cycling Races. Las Vegas, NV, Cycling races for racers age 50+. Competition is by gender in five year age groups: 50-54, 55-59, etc., with medals awarded to top 3 in each age group by gender. Event consists of a time trial and road race each day (10k TT, 20k RR on Saturday and 5k TT and 40k RR Sunday) Race held on well maintained frontage road near junction of I-15 & US-93, 10 miles north of Las Vegas, NV. The 2024 competition is a qualifier for the 2025 National Senior Games to be held in Des Moines, Iowa in July and August of 2025, Joe Dalley, 775-461-9252, NVSGCycling@outlook.com, nevada.usesport.com

January 23-25, 2026 — Fat Bike World Championships. Leadville, CO, 11th annual Fat Bike World Championships. Join us for 3 days of races, demos, great beer, and excellent times!, Fat Bike Worlds, info@fat-bikeworlds.org, fatbikeworlds.org

February 14, 2026 — Stanley Winterfest 40 Fat Bike Fondo. Stanley, ID, This challenging 30k or 40k event winds through exciting and varied terrain located within the beautiful Sawtooth National Recreation Area. Come for the event, stay for music fun and food, CJ Sherlock, 208-412-8343, 208-774-8343, whitecloudcad@gmail.com, stanleyfatbike.com

March 13-15, 2026 — The Drift Fat Bike Race and Ride. Pinedale, WY, Run, fat bike or ski 13, 28, or 100 miles. 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

Utah Weekly

Road Race Series

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

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

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

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

Utah Road Racing

October 8-10, 2025 — Huntsman World Senior Games Cycling. St. George, UT, Must be 50 years or older. Four events: Hill Climb 5K time trial, criterium, road race, 13 K flat time trial, Jason Ranoca, 800-562-1268, 434-674-0550, helo@seniorgames.net, seniorgames.net

October 19, 2025 — Utah Hill Climb - Suncrest Hill Climb. Utah State Hill Climb Series, Draper, UT, Backside of Traverse Ridge, Dirk Cowley, 801-699-5126, dcowley@RaceDayEventSoftware.com, utahcycling-events.com

May 2-3, 2026 — Moab Fondo Fest. Moab, UT, Gear up for double the adventure at the Moab Fondo Fest! Enjoy a 50-mile Gran Fondo on Saturday or a thrilling 50-mile Gravel Fondo on Sunday. Choose one or conquer both, TransRockies, 866-373-3376, info@transrockies.com, granfondomoab.com

May 23, 2026 — East Canyon Echo Road Race. UCA Series, Echo, UT, 10 AM start for all courses beginning in Henefer by the park with the 60 mile option going through Echo Canyon. The route turns back to Henefer and finishes at Hogsback. The 40 mile option only rides to the mouth of Echo Canyon and turns back to Hogsback. Gran Fondo starts at 9., James Zwick, 801-870-4578, sports-am.com, sports-am.com

Regional Road Racing

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

CA and Beyond

September 28, 2025 — Arizona State Time Trial 20K and 40K Championships. Picacho, AZ, Arizona State Individual Time trial, 40K. Course out & back, flat, first ride starts 6:30 AM, rider go off in 30 seconds intervals. USA Cycling State awards., Joey Luliano, juliano88@gmail.com, azcycling.org/event/state-time-trials-20-and-40k/, toleroracing.net

September 28, 2025 — 3 Bears TT #2 / Arizona State Championship. Picacho, AZ, State TT championship and tandem, Terry Jenner, 402-983-6195, escapefrommexico@yahoo.com, azcycling.org/event/state-time-trials-20-and-40k/

October 4-5, 2025 — Nevada Senior Games Cycling Races. Las Vegas, NV, Cycling races for racers age 50+. Competition is by gender in five year age groups: 50-54, 55-59, etc., with medals awarded to top 3 in each age group by gender. Event consists of a time trial and road race each day (10k TT, 20k RR on Saturday and 5k TT and 40k RR Sunday) Race held on well maintained frontage road near junction of I-15 & US-93, 10 miles north of Las Vegas, NV. The 2024 competition is a qualifier for the 2025 National Senior Games to be held in Des Moines, Iowa in July and August of 2025, Joe Dalley, 775-461-9252, NVSGCycling@outlook.com, nevada.usesport.com

October 5, 2025 — Mt. Diablo Challenge Memorial Ride. Danville, CA, The 11.2-mile, individually timed ride climbs 3,249 feet to the summit of Mt. Diablo starting up South Gate Road. Mt. Diablo is one of the highest peaks in the San Francisco Bay Area, with views of the Farallon Islands and the Sierras. The road is closed for safety and more than 800 cyclists will ride to the summit., Mark Dedon, director@mtdiablochallenge.org, mtdiablochallenge.org

October 12, 2025 — BR Kino Crit. Tucson, AZ, azcycling.org, bicycleranchtucson.com

February 13-15, 2026 — Valley of the Sun Stage Race. Phoenix, AZ, 34th annual. Racing begins on Friday with a 20k time trial, Saturday brings a 40-90 mile road race and finishing on Sunday with a criterium at the state capitol., Eric Prosnier, 602-381-3581, eric@wmrc.org, Brian Lemke, 602-692-6790, brianlemke@wmrc.org, vosstagerace.com

February 19-22, 2026 — Tucson Bicycle Classic. Tucson, AZ, 3-day USA Cycling stage race featuring a challenging 3.2 mile prologue, a 20.5 mile loop road race and 5.6 mile circuit circuit race. Time Trial Prologue - Friday Road Race - Saturday morning, Circuit Race - Sunday morning, Marco Colbert, info@tucsonbicycleclassic.com, tucsonbicycleclassic.com

April 8-12, 2026 — Redlands Bicycle Classic. Redlands, CA, The longest continuous running invitational, professional stage race in American bike racing. Each year, the City of Redlands and surrounding communities open their homes, their hearts and their streets to world-class athletes. From humble beginnings on a Memorial Day weekend in 1985, the event, featuring 350 elite racers, has hosted future stars of the Olympics, Tour de France, and World Championships. The Redlands Bicycle Classic's long heritage of attracting future stars has earned its position in history: "Where Legends Are Born!", Eric Reiser, ericre@msn.com, redlandsclassic.com

April 18, 2026 — Berkeley Hills Road Race. Berkeley Omnium, Orinda, CA, The longest continuously-run road race in America returns for yet another year around the classic 3 Bears Loop in Orinda, CA, Paul Hainsworth, 628-800-2380, paulhainsworth@gmail.com, berkeleybikeclub.org, bikereg.com/berkeley

April 19, 2026 — Berkeley Streets Criterium. Berkeley Omnium, Berkeley, CA, new course! Join us this year for an exhilarating race experience, complete with live music and an announcer, Paul Hainsworth, 628-800-2380, paulhainsworth@gmail.com, berkeleybikeclub.org, bikereg.com/berkeley

April 29-May 3, 2026 — 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 9, 2026 — Capitol City Crit. Bismarck, ND, The Capitol City Crit returns to the North Dakota State Capitol on Saturday, May 9th, 2026. With A and B Categories - we have a race for every level, Melissa Marquardt, 701-221-9833, melissa@701cycleansport.com, 701cycleansport.com

May 16, 2026 — Ride for the Pass. Aspen, CO, 32nd Annual. A timed or recreational road ride starting at 10:30am five miles east of Aspen climbing 2,200' up Independence Pass to the ghost town, Mark Fuller, 970-963-4959, 970-618-5086, fulcon@comcast.net, Karin Teague, 970-274-9690, 970-379-1222, director@independencepass.org, independencepass.org

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

Utah Road Touring and Gran Fondos

October 25, 2025 — Fall Tour de St. George. Ride Southern Utah Road Gran Fondos, 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., Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, ridesouthernutah.com

March 14-17, 2026 — Moab Skinny Tire Festival. Moab, UT, Road cycling tour. The 4 routes of the Festival highlight Moab's different riding opportunities. Two days follow the mighty Colorado River 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 and great food await you at the post-ride party on Saturday and Sunday. All routes have SAG vehicle support and Aid Stations. A portion of your registration is donated to the Moab Regional Hospital Cancer Center, Austin Sellers, 801-943-0181, info@skinnytireevents.com, skinnytireevents.com

April 18, 2026 — Spring Tour of St. George. Ride Southern Utah Road Gran Fondos, Saint 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., Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, ridesouthernutah.com

May 2-3, 2026 — Moab Fondo Fest. Moab, UT, Gear up for double the adventure at the Moab Fondo Fest! Enjoy a 50-mile Gran Fondo on Saturday or a thrilling 50-mile Gravel Fondo on Sunday. Choose one or conquer both, TransRockies, 866-373-3376, info@transrockies.com, granfondomoab.com

Regional Road Touring

and Gran Fondos

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

CA and Beyond

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

September 27, 2025 — Denver Century Ride. Denver, CO, Cycle the City on Denver's epic urban cycling tour - Discover urban cycling in Denver within a safe, fun & enjoyable experience. 100, 65, 50 and 25-mile courses for every ability. Roll through Downtown Denver, through the burbs, up Lookout Mountain and down the Hogback. Supporting cycling advocacy through ride beneficiary Bicycle Colorado. Start: Shops at Northfield, Bruce Erley, 303-469-7500, info@denvercenturyride.com, denvercenturyride.com

September 27-28, 2025 — Bike MS: Waves to Wine. Bike MS, San Francisco, CA, Join us as we venture from the heart of San Francisco riding across the famous Golden Gate Bridge and overnight in the middle of beautiful wine country. Take your pick from numerous one-day routes with fully supported rest stops along with a community of riders dedicated to changing the world for people with MS one pedal stroke at a time, Erika Barnum, 303-698-6127, 855-372-1331, erika.barnum@nmss.org, John Schilder, 415-439-0402, john.schilder@nmss.org, waviestowine.org

September 28, 2025 — Tour of the Rio Grande Bicycle Century. Albuquerque, NM, Virtual for 2025 - ride anytime! The flattest tour in

New Mexico taking riders from near the Albuquerque International Sunport south to Bernardo and back! Route distances are 39, 62, 78 and 100 miles. This ride is great for first time or beginning season riders. For experienced riders it's an opportunity to crush existing personal best century times! The tour runs parallel with the Rio Grande exposing riders to the more relaxed side of New Mexican life and the beautiful landscape., Michael Wiedclaw, 330-518-1430, metalf@metalthedread.com, tourtotherio-grande.com

September 28, 2025 — American Diabetes Association's Tour de Cure: Arizona 56. Palo Alto, CA, Carolyn Eisen, 650-449-7155, celsen@diabetes.org, tour.diabetes.org

October 4, 2025 — Sacramento Century Challenge. Sacramento, CA, sacramento-century.com

October 11, 2025 — Gila Monster Gran Fondo. Silver City, NM, With three distances to choose from, everyone can find their challenge. Gran Fondo 80 miles, Gila Hike & Bike, Silver City 9:0

supporting the American Lung Association mission., Dawn Creech, 702-431-3667, dawn.creech@lung.org, action.lung.org/site/TR/Cycle/ALASW_Southwest?pg=entry&tr_id=23589

November 1, 2025 — Bike the Coast, San Diego, CA, Join riders of all levels and ages while experiencing the best of Southern California beaches and surf towns as you ride routes of 100, 50, 25 on historic Highway 101, or enjoy our family ride on the San Luis Rey River Trail (15 or 7 miles)., 909.399.3553, info@spectrumsports.net, bikethecoastsd.com

November 8, 2025 — Ride 2 Recovery Honor Ride Las Vegas, Honor Ride, Las Vegas, NV, Starts and rides down Las Vegas Boulevard with a full escort down the strip! 3 routes will be available (20-, 42-, and 57-miles) with the longer heading out towards Henderson., Jack Shepard, 818-888-7091 Ext. 106, info@projecthero.org, wearprojecthero.org/events/honor-ride

November 8, 2025 — Ride the Point, Point Loma, CA, The Point Loma Rotary Club is hosting the Jim Krause Memorial Charity Cycling Ride the Point for pancreatic cancer research. The ride starts and ends at Liberty Station. Ride the Point has three distances to accommodate different levels of cycling experience. The 6 mile Family Fun Ride is a relatively flat course on bike paths along beautiful San Diego Bay and is perfect for cruisers, beginning riders, challenged athletes, and families. The 25 and Metric Century are road rides with exclusive routes and challenging climbs around scenic San Diego., Richard Stakelum, 619-794-9051, director@ridethepoint.org, ridethepoint.org

November 15, 2025 — Death Valley Century, Death Valley, CA, Half, Metric and Full Century options. Entry includes fully stocked checkpoints along the route with water and a great selection of food and snacks; roving SAG support; tech fee and finish award, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

November 16-22, 2025 — El Tour de Tucson Prologue Camp, Tucson, AZ, 5 day cycling camp to learn and ride with the pros, El Tour de Tucson , 520-745-2033, info@eltoourdutucson.org, eltoourdutucson.org

November 22, 2025 — El Tour de Tucson, Tucson, AZ, Charity, community, health and wellness are what Perimeter Bicycling and El Tour are all about. They all go hand-in-hand when it comes to building awareness for a bike ride that has been part of the Tucson community for nearly four decades., El Tour de Tucson , 520-745-2033, info@eltoourdutucson.org, eltoourdutucson.org

February 7, 2026 — Tour de Palm Springs, Palm Springs, CA, One of the largest cycling charity events of its kind in America. Every year, we entertain 6,000 to 10,000 cyclists from 46 different states and 4 countries. Since 1998, and with the help of 2,000 volunteers, the Tour de Palm Springs has distributed nearly \$4,000,000 to over 150 local nonprofit organizations., Kat Esser, 760-674-4700, info@tourdepalmsprings.com, tourdepalmsprings.com

February 14, 2026 — American Diabetes Association's Tour de Cure: Arizona 56, Goodyear, AZ, Signature fundraising event of the American Diabetes Association. Offering 3 routes to choose from, the 5.6, 23 and 56-mile routes are thoughtfully designed for everyone from the occasional rider to the experienced cyclist. All routes will begin at the Goodyear Ballpark. Depending on which route you choose, riders can enjoy the scenic views riding along the beautiful Estrella Mountains and the Phoenix Raceway, where they can test their speed taking laps around the iconic NASCAR racetrack. Upon returning to the Goodyear Ballpark to cross the finish line, all participants will be joyfully greeted with their finishers medal, complimentary lunch, a farmers market, kids zone, health & wellness village, beer garden, vendors, live music, games, prizes and more!, Kate McDonald, 480-485-1359, KMacDonald@diabetes.org, diabetes.org/arizona56

February 21, 2026 — Camino Real Double Century, Irvine, CA, The Camino route is shaped like a dog bone, with loops on each end of an out-and-back course, Brevet style, about 11,600 of climbing, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

March 7, 2026 — Solvang Century, Solvang, CA, Southern California's oldest century event. Metric and half century options, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

March 28, 2026 — 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

April 1-30, 2026 — 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, westyellowstonecycletour@gmail.com, nps.gov/yell/planyourvisit/bicycling.htm

April 9-12, 2026 — El Tour de Zona, Sierra Vista, Bisbee, Tombstone, AZ, Enjoy three-days of destination loop bicycle rides on paved roadways mixed with post-ride festivals featuring live music, great food and a local craft beer/wine gardens. Veteran's Memorial Park in Sierra Vista will serve up to three nights as your basecamp with day loop rides to great destinations like the free-spirited, picturesque town of Bisbee and the wild west of Tombstone. The Town Too Tough to Die!, El Tour de Tucson , 520-745-2033, info@eltoourdutucson.org, eltoourdutucson.org/el-tour-de-zona/

April 11, 2026 — Mulholland Challenge & Double Century, 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. 200, 100, 80, 75, 62 mile options, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

April 12, 2026 — Tierra Bella Bicycle Tour, Gilroy, CA, 45th Annual, Starts/ends at Gilroy HS between 7-10am. Four scenic Bay Area routes 30m/712ft, 50m/1860ft, 74m/3713ft, and 101m/7182ft. Free ACIT introductory membership. Multiple food stops with a finish line party. SAG supported., Peter Greene, 407-474-1128, tierrabella2024@gmail.com, tierrabella.org

April 25, 2026 — Levi's GranFondo, Windsor, CA, Whether you're just getting into riding, or an elite athlete seeking the ultimate challenge, our ride was inspired by, and can be as hard as some of the biggest stages of the Tour de France., Clemence Heymelot, 707-560-1122, info@bikemonkey.net, levis-granfondo.com

April 25-26, 2026 — Wildflower Century, , Chico, CA, 45th Annual, Ride & Festival! Enjoy Saturday's vibrant festival, then ride Sunday with 8 scenic routes for all ages, skill levels, and abilities, Chico Velo , 530-343-8356, info@chicovelo.org, wildflowercentury.org

May 3, 2026 — Grizzly Peak Century, Moraga, CA, Road 30, 50, 75, 100mi, Gravel 60mi - Ride up, down, and around the East Bay hills with hundreds of your fellow cyclists on beautiful and challenging routes with ever changing scenery! Riders get logo socks, rest stops with tons of fresh fruit and home baked goods, clothing drop, basic mechanic service, SAG and our fabulous post-ride BBQ lunch including local beer! Proceeds support nonprofits that work to provide broad and inclusive community access to the economic, environmental, and health benefits of cycling!, Wendell Doman, (510) 847-3948, CenturyReg@grizz.org, Daniel Stoops, stoopsd@gmail.com, grizz.org/century

May 16-17, 2026 — Santa Fe Century and Gran Fondo, Santa Fe, NM, Century (106 mile tour), the Gran Fondo (106 mile timed ride), the Half-Century (54 mile tour), Medio Fondo (54 mile timed ride) or a 20 mile route. A scenic course that highlights the landscape of northern New Mexico, starting and finishing in downtown Santa Fe. Riders will pass through the Ortiz Mountains and the Galisteo basin, Santa Fe Century , 505-490-6387, ride@santafecentury.com, santafecentury.com

Multisport Races

October 4-5, 2025 — Nevada Senior Games Triathlon, Las Vegas, NV, Sprint race . It is the Nevada Senior Games' official state triathlon championship and qualifier for the 2025 National Senior Games. Open to triathletes ages 50 and better! 750-meter lake swim, 12.4-mile bike, 5K run within Lake Mead NRA. NVSG athletes receive 20% discount on Las Vegas Triathlon sprint race registration. Medals for top 3 finishers in each 5-year age group beginning at 50 (eligible for BBSC awards, too!). Registration opens Apr. 1., Bonnie Parrish-Kell, 702-373-5293, nvsg-tri-run@slowpokedivas.com, NevadaSeniorGames.com

October 11, 2025 — Huntsman World Senior Games Triathlon, St. George, UT, Triathlon. Must be 50 years or older. 450 Meter Outdoor Swim, 20K Bike, 5K Run. It's the best little triathlon in the world., Jason Ranoca, 800-562-1268, 435-674-0550, hello@senior-games.net, seniorgames.net

October 25, 2025 — 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, joe@onhillevents.com, southernutahtriathlon.com, onhillevents.com

Cyclocross Series

Northern California Cyclocross Races — Various, CA, John Simmons, bikeracer-john@gmail.com, docs.google.com/spreadsheets/d/1jdwXj6HV3ja16x-DFU-1HARsxZ0dA8xSB0kiuc91s86M/

August 26-October 7, 2025 — P-Town Cross Series, P-Town Cross Series, Provo, UT, Weekly Tuesday night cyclocross series in Provo.Schedule:Tuesdays.8/26: Paul Ream, 9/2: Lion's, 9/9 Riverview, 9/16 Big Springs, 9/23 Rock Canyon, 9/30 Bicentennial, 10/7 Rock CanyonKids Race - 5:15pm; Women B, HS/Juniors, C - 5:30 pm; A, B, Women's A - 6:10pm7 pm Raffle immediately following each race, Ryan Barrett, ryan@turbosport-slc.com, ptowncross.com, facebook.com/ptowncross

September 10-October 22, 2025 — Missoula Wednesday Night CX Series, Missoula, MT, Wednesdays, Shaun Radley, 406-219-1318, montanacyclocross@gmail.com, montana-cyclocross.com/events/montana-cyclocross/

September 13-November 22, 2025 — Shimano Cyclo X Cyclocross Series, Colorado Cross Cup, Boulder, CO, September 14 - Harlow PlattsOctober 4 - ValmontOctober 18 - LouisvilleOctober 25- TBANovember 8 - Westminster City ParkNovember 22 - Longmont, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.co/cyclo-x-series

September 20-November 22, 2025 — Utah Cyclocross Series, Utah Cyclocross Series, Various, UT, Utah's weekend cyclocross series., TJ Stone, 801-916-5769, utahcx@gmail.com, utahcx.net

Cyclocross

September 27, 2025 — Schoolyard Cross, Colorado Cross Cup, Boulder, CO, Pete Webber, pete.webber@boulderjuniorcycling.org, boulderjuniorcycling.org/schoolyard-cross

September 27-28, 2025 — Big Sky Park CX, Super Prestige CX Series, Missoula, MT, 518 Tower Road, Shaun Radley, 406-219-1318, montanacyclocross@gmail.com, Cory Kaufman, 406-279-4109, kaufman.cory@gmail.com, montanacyclocross.com

October 3-5, 2025 — Singlespeed Cyclocross World Championships, Minneapolis, MN, Cycling West , noemail@cyclingutah.com, sccxcw.bike

October 4, 2025 — UTCX #2 - Hunter Park, Utah Cyclocross Series, American Fork, UT, 610 W 1120 N, American Fork UT 84003, utahcx.net

October 11-12, 2025 — Waffle Cross, Waffle Cross Series (IWCX), DOC Idaho Superprestige, Boise, ID, Held at the Eagle Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer and waffles. <https://goo.gl/maps/Mmh80>, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, Doug Turner, 208-559-1389, wafflecrossidaho@gmail.com, facebook.com/IdahoWafflecrossSeries, twistedturtleracing.com

October 11, 2025 — Amy D. Breaking Barriers Cyclocross - Colorado Cyclocross Championships, Colorado Cross Cup, Golden, CO, Lee Waldman, 720-313-5312, lwaldman3@gmail.com, bikereg.com/amy-d-breaking-barriers

October 11, 2025 — UTCX #3 - Community Park, Utah Cyclocross Series, Springville, UT, 711 N 950 W, Springville, UT 84663, utahcx.net

October 18, 2025 — Bengal Cross, East Idaho Cyclocross Series, Pocatello, ID, Meet at Bartz Field at Idaho State University at 10 am with B class starting at 11 am for 45 minutes and A class starting at noon for 50 minutes. Additionally, there will be a fund raiser for the Idaho Food Bank so please bring food or monetary donations to help those trying to make ends meet., Peter Joyce, 208-282-3912, joycpete@isu.edu, facebook.com/bengalcross

October 18, 2025 — UTCX #4- Fort Buenaventura, Utah Cyclocross Series, Ogden, UT, Fort Buenaventura, 2450 A Avenue, Ogden, Utah, TJ Stone, 801-916-5769, utahcx@gmail.com, utahcx.net

October 18 — Caribou Cross, Pocatello, ID, Race around the East Mink Creek Nordic Center for 45/55 minutes challenging yourself in the beautiful fall foliage of the Caribou-Targhee National Forest. Riders will complete as many laps as they can within the allotted time, with each lap consisting of a 1.8 mile course with a punchy 150 ft of elevation. The first one across the line will receive a coveted prize! Folks of all skills and ages are welcome to come out and enjoy the beautiful fall weather! Choose A or B Division. B Division will start at 12:30PM and race for 45 minutes. A Division will start at 1:30PM and race for 55 minutes., pocatellorec.activityreg.com

October 24, 2025 — UTCX #5 - Art Dye Park - Devil's Night, Utah Cyclocross Series, American Fork, UT, Art Dye 1000 N 550 E St, American Fork, UT 84003, TJ Stone, 801-916-5769, utahcx@gmail.com, utahcx.net

October 24, 2025 — UTCX #6 - Art Dye Park, Utah Cyclocross Series, American Fork, UT, Art Dye 1000 N 550 E St, American Fork, UT 84003, TJ Stone, 801-916-5769, utahcx@gmail.com, utahcx.net

The Greatest Race (Trivia Answers from page 11)

A1. No. The closest era of Tour domination happened in the five-year span of 1978 through 1982, when Bernard Hinault won in 1978, 1979, 1981, and 1982 and Joop Zoetemelk of the Netherlands winning in 1980. However, Zoetemelk was second to Hinault only in 1978,79, and 82 but that is where the similarity to today ends. In 1981 Joop was fourth behind the French rider and when the Dutchman triumphed in 1980 the Badger had abandoned. That is as close as we have gotten to what we have witnessed over the last five years with Tadej and Jonas.

A2. Breakaways have only succeeded four times at the Tour. The first came in 1979, what the French call une échappée royale—a royal escape—when the top two riders on GC, Bernard Hinault and Joop Zoetemelk, broke clear on the finishing circuits and put more than two minutes into the field. They crossed the line in GC order, Hinault outsprinting Zoetemelk for the stage. The next successful move came in 1987, when American Jeff Pierce of the 7-Eleven team jumped from an eight-man escape—including Adri van der Poel, father of Mathieu—in the closing miles and barely held off Canadian Steve Bauer at the line. In 1994, with Motorola desperate for a stage win, Frankie Andreu infiltrated a seven-

man move on the final circuits, only for French rider Eddy Seigneur of Team GAN to slip away and deny him, winning solo by three seconds. Fans would have to wait until 2005 for another, when the wily Kazakh Alexandre Vinokourov attacked in the final kilometer alongside Australian Bradley McGee, just holding off the sprinters. The victory not only gave him the stage, but thanks to time bonuses, he vaulted to fifth overall, demoting American Levi Leipheimer to sixth in the final moments of the race.

A3. 1. Only once before has an Irishman claimed this prize and that was Dan Martin in 2018. 2. No American has ever won this award.

A4. On the women's side, the last French rider to win was Jeannie Longo in 1989. For the men, it was Bernard Hinault in 1985—Hinault, notably a hero of Ferrand-Prévo, even reached out personally to congratulate her.

A5. Inga Thompson claimed the Queen of the Mountains title in both 1986 and 1989, finishing third overall on each occasion. In 1989, her teammate Susan Elias added to the success with fourth place on GC and victory in the Points classification, while the American women capped the year by securing the team title.

-Dave Campbell

October 25-26, 2025 — Rolling Thunder Cyclocross, Super Prestige CX Series, Missoula, MT, 5417 Trumpeter Way, Shaun Radley, 406-219-1318, montanacyclocross@gmail.com, Cory Kaufman, 406-279-4109, kaufman.cory@gmail.com, montanacyclocross.com

October 25, 2025 — Purple Thistle Cyclocross, East Idaho Cyclocross Series, Idaho Falls, ID, At the Gem Lake Recreation Area, Stefan Haase, haal7002@byui.edu, Jeff Hancock, jeffhancock@mac.com, bikereg.com/purple-thistle-cyclocross

October 25-26, 2025 — Eagle Island Cyclocross - Adelaars Eiland Superkruis, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Boise, ID, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, Dave Fotsch, 208-331-9266, Dave.fotsch@gmail.com, twistedturtleracing.com, bikereg.com/adelaars-eiland-superkruis

November 1, 2025 — The Cube Cyclocross, East Idaho Cyclocross Series, Rexburg, ID, A fun, high-quality, small town cyclocross event. Held at Rexburg Nature Park, 11 a.m. B-Race Men and Women, 12 p.m. A-Race Men and WomenThe Cube is now part of the East Idaho Cyclocross Series along with The Purple Thistle (Idaho Falls October 25, 2025) and Bengal Cross (Pocatello October 18, 2025), Dave Anderson, 208-313-2021, dandersonmmh@gmail.com, rexburgcube.com

November 1, 2025 — UTCX #7 - Hillside Middle School, Utah Cyclocross Series, Millcreek, UT, 1825 E Nevada St, Salt Lake City, UT 84108, TJ Stone, 801-916-5769, utahcx@gmail.com, utahcx.net

November 1-2, 2025 — Cross of the North, Colorado Cross Cup, Fort Collins, CO, European style cyclocross race and party held on the grounds of New Belgium Brewing. Cross of the North , 970 414-1046, racedir@crossofthenorth.com, crossofthenorth.com

November 8-9, 2025 — Pan American Cyclocross Championships, Washington, DC, Cyclocross Championships for North and S. America! Racing for all categories, USAC Events , 719-434-4200, nationalevents@usacycling.org, panamcdc.com

November 8-9, 2025 — Sandy Point Cross, Southern Idaho Cyclocross Series, DOC

Idaho Superprestige, Boise, ID, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, twistedturtleracing.com

November 8, 2025 — UTCX #8 - Barnes Park, Utah Cyclocross Series, Kaysville, UT, Barnes Park 950 W 200 N, Kaysville, UT 84037, TJ Stone, 801-916-5769, utahcx@gmail.com, utahcx.net

November 15-16, 2025 — Boulder Cup, Boulder, CO, Valmont Bike Park, International cyclocross races for all levels, Pete Webber, pete.webber@boulderjuniorcycling.org, boulderjuniorcycling.org/boulder-cup

November 15, 2025 — UTCX #9 - Wheeler Farm, Utah Cyclocross Series, Murray, UT, 6351 S 900 E, Murray, UT 84121, State Championships, TJ Stone, 801-916-5769, utahcx@gmail.com, utahcx.net

November 22, 2025 — UTCX #10 - Weber County Fairgrounds, Utah Cyclocross Series, Ogden, UT, Weber County Exhibit Hall1000 N 1200 W St, Ogden, UT 84404, TJ Stone, 801-916-5769, utahcx@gmail.com, utahcx.net

November 22-23, 2025 — Waffle Cross, Waffle Cross Series (IWCX), DOC Idaho Superprestige, Boise, ID, Held at the Eagle Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer and waffles. <https://goo.gl/maps/Mmh80>, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, Doug Turner, 208-559-1389, wafflecrossidaho@gmail.com, facebook.com/IdahoWafflecrossSeries, twistedturtleracing.com

December 6-7, 2025 — Sandy Point Cross, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Boise, ID, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, twistedturtleracing.com

December 6, 2025 — Wild West Cyclocross, Colorado Cross Cup, Golden, CO, Jefferson County Fairgrounds, Colorado State Cyclocross Championship, Dave Muscianisi, 303-817-6523, events@ratlerracing.com, ratlerracing.com

December 10-14, 2025 — USA Cycling Cyclocross National Championships, Fayetteville, AR, Elite and amateur cyclocross national championships, USAC Events , 719-434-4200, nationalevents@usacycling.org, usacycling.org



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Morgan County, Utah Bike Paths Planned

More bike lanes may be coming to Morgan County, Utah. The Federal Highway Administration and Utah Department of Transportation (UDOT) have given final approval to the I-84 Mountain Green Highway Project.

According to UDOT, the plan calls for “a 12-foot-wide shared-use path on the west side (the Trappers Loop Road extension), which would connect with the existing shared-use trail on the north side of SR-167/Old Highway Road, and a six-foot-wide sidewalk on the east side.”

The project also includes a

new bridge span over Cottonwood Creek, designed to link with a future trail along the creek—though Morgan County would have to fund and build that trail separately.

Several hurdles remain. Opponents can still file lawsuits until February 2, 2026. The project must also go through design, financing, and construction stages. UDOT notes that “future project phases depend on funding. To date, no funding has been allocated.”

For details and a map of the project area, visit: <https://udotinput.utah.gov/i84mountaingreen>

-Charles Pekow

Trees Make Cycling More Pleasant

Line the bike trail with trees! Doing so not only protects cyclists' health but also improves the environment and enhances urban life. A study from Uzbekistan found that tree-lined trails shield riders from air pollution and heat while boosting biodiversity.

Trees also improve scenery, provide a buffer from motor traffic, encourage more people to cycle, and even raise nearby property values.

According to the study, cit-

ies that green their bike corridors “experience reduced traffic congestion, lower noise pollution, and decreased greenhouse gas emissions.”

Read more in Greening the Areas of Urban Bicycle Lanes and Its Importance in the Engineer International Scientific Journal: https://www.researchgate.net/publication/394733195_Greening_the_areas_of_urban_bicycle_lanes_and_its_importance

-Charles Pekow

Roundabout Safety Measures Proposed for Cyclists

Roundabouts can be challenging and sometimes hazardous for cyclists. To improve safety, the Minnesota Department of Transportation (MnDOT) has proposed measures aimed at encouraging motorists to yield at both entrances and exits.

Drivers usually yield when entering a roundabout but are far less likely to do so when exiting—possibly because of limited space for vehicles behind them. However, motorists were more likely to slow or stop when cyclists and pedestrians approached from a median island.

MnDOT recommends exploring traffic-calming strategies such as raised crosswalks, narrower lanes, and adjusted road striping. Where traffic volumes allow, reducing multiple lanes to a single lane at crossings may also help. In certain cases, rapid-flashing beacons at exits, as well as added yield or speed limit signs, can improve safety.

The full findings and recommendations are available in Improving Safety for People Walking and Biking at Roundabouts: <https://mdl.mndot.gov/items/202527>

-Charles Pekow

Darkness Doesn't Deter Cyclists

Does going to school before sunrise discourage bicycling to class? Apparently not, according to a study from the University of Minnesota. Researchers examined how children traveled to elementary school in February—when Minnesota mornings are not only bitterly cold but also dark due to late sunrises and early start times.

A parent survey revealed that darkness wasn't a major concern. Instead, factors that more often discouraged biking to school included distance, a lack of bike routes, and

the need to cross busy roads.

In fact, when school started earlier, students were actually more likely to bike or walk to class, according to both survey responses and StreetLight data. The study does note, however, that it was conducted during a milder-than-normal winter.

Read School Start Times Impact on Students Walking or Biking to School: Safe Routes to School at <https://cts-d10resmod-prd.oit.umn.edu/pdf/mndot-2025-21.pdf>

-Charles Pekow

BICYCLE ART

Merckx vs Poulidor - The Bicycle Art of Robby Becker (Right —>)

Name of artist: Robby Becker

About the artist: Born in the majestic mountains of Montana and raised in the serene surroundings of Pocatello, Idaho, I have always felt a deep connection to the world of art. From my childhood, my passion for creativity found expression through various mediums, whether it was sketching or photography. After earning a bachelor's degree in photography from Idaho State University, I ventured to Las Vegas, seeking new perspectives and inspiration.

My love for travel fuels my artistic journey; I strive to capture the essence of a place or event through pictures and drawings. These photographs and sketches serve as a pivotal foundation for future paintings.

As an avid cyclist, I follow the world of bike racing with an artistic eye, and translating the energy and atmosphere of races into captured moments has become a natural extension of my creativity process. I take great pleasure in portraying the dynamic motion and vibrant atmosphere of the cycling world through my art.

Title of piece: Racers Racing; Merckx vs Poulidor

About the piece: Eddy Merckx and Raymond Poulidor in the 1972 edition of the Tour de France.

The enduring rivalry between Eddy Merckx and Raymond Poulidor represents a profound narrative in the realm of competitive cycling, akin to a timeless masterpiece in the world of art. Poulidor, an enigmatic figure, seemed to embody the very essence of struggle and perseverance, yet he remained perpetually shadowed by Merckx's brilliance.

For my part, just revisiting such classic moments and events is a genuine inspiration for getting out there in the world to do something challenging.

Medium and size: Thin acrylic on watercolor paper. Presented 12x16 with a 2" matte boarder...

Artist's statement: Most of my art is a personal journey, created for my own exploration and expression. My passions for travel, cycling, and adventure inspire me to capture moments and feelings that reflect my experiences along life's path.

Typically, I begin a project with a photograph or a sketch, leading me into a mixed media painting process. I start with a loose outline and then add layers of mixed media (thin acrylics, watercolor, and occasionally ink).

While I usually have a clear vision of my intended direction, my expressionist style often nudges the artwork toward abstract forms, which I find particularly appealing.

As an artist, I find that viewing the world through a creative lens enriches my appreciation for the intricate beauty around us. It brings me joy to express and share these interpretations of my journey with others.

Where can people find or buy your art?:

My art is “out there”!

Thanks to the vast reach of the internet and my lively online sales approach, my artwork has found a home with collectors across almost every state and even in several European countries.

I'm thrilled to showcase my art in person too, capturing the excitement of live events like bike races and beach getaways.

And yes, I'm always open to commissions.

Website and social media for your art:

Robbybeckerart@yahoo.com

<https://www.etsy.com/shop/RobbyBeckerArt>

<https://www.instagram.com/robbibeckerart>

Rail Trails Under Attack in Congress

Railbanking law—which has converted more than 4,250 miles of abandoned railroad into trails—is under fire in Congress. Rep. Sam Graves (R-MO) has introduced the Rails to Trails Landowner Rights Act (H.R. 4924), a measure that could significantly weaken the 42-year-old National Trails System Act Amendments by granting adjacent landowners veto power over

rail-to-trail conversions.

The bill would also require the Surface Transportation Board to propose federal trail maintenance standards and establish an advisory committee to recommend those standards.

Perhaps the most prominent example of railbanking is Missouri's Katy Trail, the nation's longest rail-trail, which runs across much of Graves' home state. Five

Republicans have cosponsored the bill, including two other Missourians and Rep. Harriet Hageman (WY).

The legislation has been referred to the House Committee on Natural Resources.

Read the bill at: <https://www.congress.gov/bill/119th-congress/house-bill/4924/all-actions>

-Charles Pekow

Cycling Casualties Continue to Increase; Alcohol a Factor

Cyclist casualties saw a sharp increase in 2023. The National Highway Traffic Safety Administration (NHTSA) released its final figures for the year, reporting that cyclist fatalities rose by 4 percent compared to 2022, while injuries climbed by 8 percent.

NHTSA recorded 1,166 cyclist deaths in 2023, representing 2.9 percent of all traffic fatalities, up from 1,117 in 2022. The agency

also estimated 49,989 cyclists were injured, compared with 46,195 the previous year.

The death rate for male cyclists was more than seven times higher than for females, and the injury rate was five times higher. Alcohol was a factor in many cases: in 34 percent of fatal crashes, either the cyclist or the driver had been drinking, and 22 percent of deceased cyclists had alcohol in their system.

Most of the fatalities—81 per-

cent—occurred in urban areas.

The NHTSA figures apply to “pedalcycles,” a category that includes traditional bicycles, e-bikes, unicycles, and tricycles. Full data is available at: <https://crashstats.nhtsa.dot.gov/Api/Public/ViewPublication/813739>

-Charles Pekow

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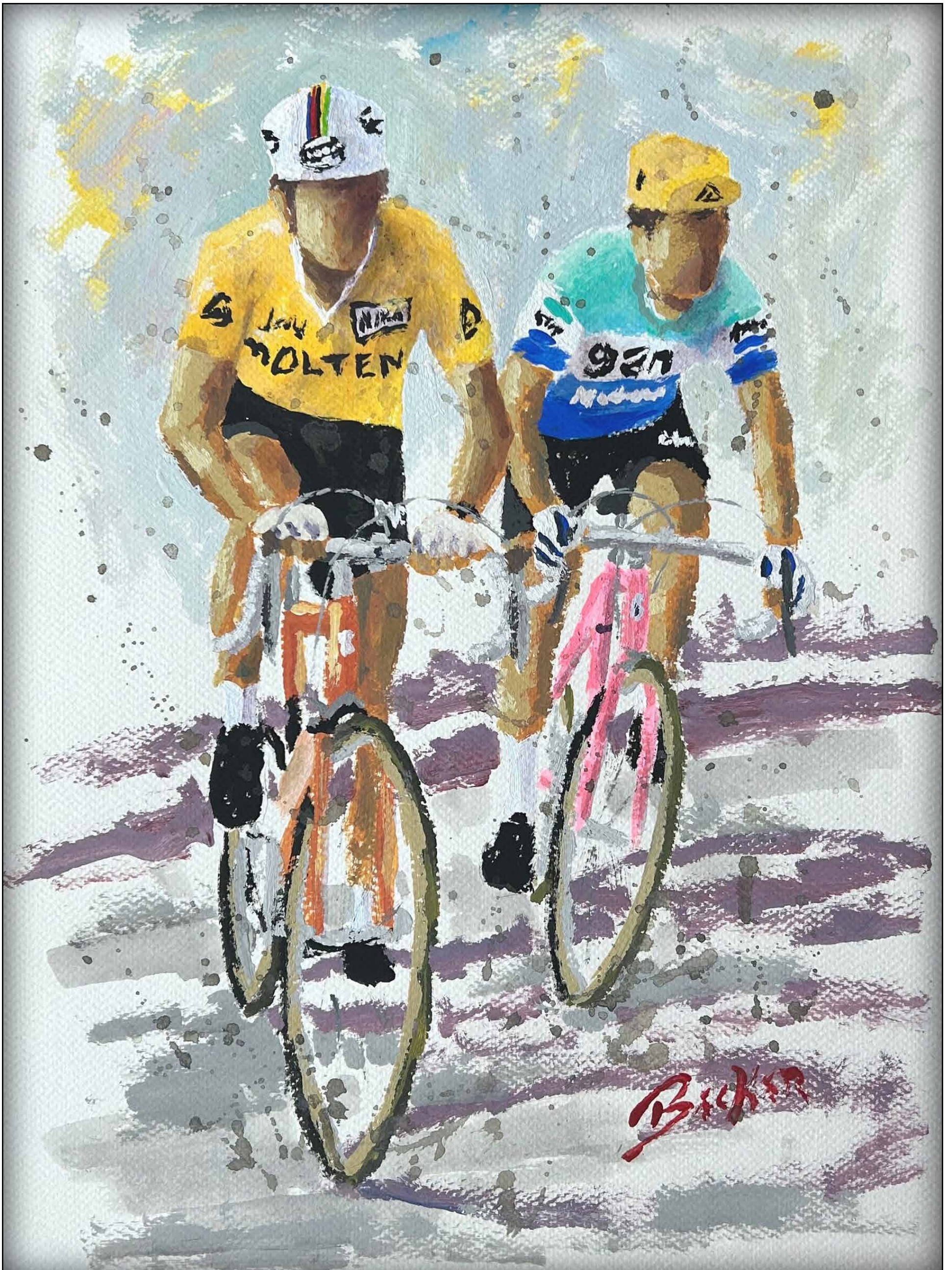
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