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Dave Iltis, Editor, Publisher, & Advertising dave@cyclingutah.com

Assistant Editor: Lisa Hazel Assistant Editor: Steven Sheffield

> David R. Ward, Founder dward@cyclingutah.com Bob Truelsen, Founder

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Contributors: Chuck Collins, Dave Iltis, Charles Pekow, Joe Kurmaskie, Nancy Clark, Sarah Kaufmann, Bobby Kennedy, David Collins, Catherine Fegan-Kim, Lou Melini, Kelly McPherson, Lukas Brinkerhoff, Turner Bitton, Don Scheese, Patrick Watson, Dave, Richard Vroom, Elizabeth Kreutz

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Photo by Catherine Fegan-Kim,

# **ROAD RACING**

# Review: ESPN's 30 for 30: LANCE



Lance

Armstrong Photo

Jan Elizabeth

Ullrich riding Kreutz,

moun-**ESPN** 

courtesy

### By Don Scheese

Why another film about Lance Armstrong?

Since Armstrong's fall from grace in 2012 there have been a number of films, mostly documentaries (The Armstrong Lie, Lance Armstrong: Stop At Nothing, The World According to Lance), and one fictional treatment (The Program). So, what new details and perspective could possibly be provided in such a short period of time?

The answer may lie in the latest tour Armstrong has embarked upon: a Tour of Redemption. As ESPN writer Bonnie Ford stated in this 30 for 30 documentary directed by Emmy award winning Marina Zenovich, "Lance always tries to shape the narrative about him."

Since confessing to doping in 2013 in his infamous interview with Oprah, Lance Armstrong has been literally traveling the globe apologizing to various people whom he wronged over the years: former soigneur of US Postal Service Cycling

Team Emma O'Reilly, former racer Filippo Simeoni, former teammate Frankie Andreu and his wife Betsy, among others.

And as an indicator of the success of Armstrong's attempted recovery from disgrace, during last year's 2019 Tour de France, NBC Sports invited him on air as an occasional guest commentator during its cover-

Furthermore, he has launched a pair of popular podcasts, one called The Forward, in which he interviews a variety of personalities from world of politics, entertainment, art, business, sport and more, and another called THEMOVE, in which Armstrong, along with former teammate George Hincapie, and occasionally former director Johan Bruyneel talk cycling & other issues-more proof that his stock may again be on the rise in the fickle minds of the American public.

As such, this latest documentary may be-and has been perceived by some—as yet another attempt by Armstrong to revise people's opinions about him. One thing that

cannot be denied: whether loved or hated, respected or reviled, Lance Armstrong is hard to ignore.

For cycling aficionados and followers of Armstrong's ignominious rise and fall, inevitably there is a fair amount of familiar territory covered in this documentary: the cocky youngster raised in Plano, TX by a young determined single mom; the kid no good at stick-and-ball sports who proved to be a prodigy at endurance activities like swimming, running, and cycling; the strict disciplinarian of a second father; the meteoric rise in triathlon competitions and then the professional cycling world, achieving a world championship at age 21; the miraculous cancer survivor and budding philanthropist; the Miracle Comeback Kid who went on to win seven consecutive Tours de France and became a global celebrity; the ill-fated comeback from retirement in 2009 which ironically resulted in his downfall; then the USADA investigation and now infamous confession to Oprah.

Yet one of the fascinating aspects of this most recent film are the new voices inserted into the narrative, witnesses not heard from in previous films. I was very interested to see Armstrong's mother Linda come before the camera and talk about his upbringing; his stepfather Terry Armstrong admitting to his strict disciplinarianism and regret over not telling his adopted son he loved him enough; his former trainer Rick Crawford revealing how undisciplined and bully-like the teenage Armstrong was; his director sportif Johan Bruyneel discussing the culture of cycling and why the team could not take back Floyd in 2009 because he was "radioactive" after his getting busted for PED's in 2006; and Armstrong's children Luke and Grace as well as present partner Anna Hansen revealing how they

Continued on page 4



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### Lance -Continued from page 3

felt about the doping revelations, his former girlfriends, and trials and tribulations as Armstrong's life and lies slowly unraveled in the 2009-12

Perhaps the most powerful and interesting point of view is provided by former teammate Floyd Landis, the person who more than any other was responsible for bringing down Armstrong back in 2010 when he revealed to various media outlets and authorities the shocking extent to which Armstrong and his teammates-including Landis himselfhad engaged in systematic doping to win all seven Tours de France. 'It's always all about Lance," states Landis.

Of course, familiar faces and voices are included too: Betsy Andreu, Greg LeMond, Tyler Hamilton, Christian Vandevelde, George Hincapie, Emma O'Reilly. These folks do not add to so much as repeat and reconfirm already established facts and insights into Armstrong's saga and personality.

We know that he tried systematically to destroy the careers of Frankie Andreu and Greg Lemond. We know that Tyler Hamilton readily participated in the sophisticated doping program of US Postal, before becoming a key rival.

We know that Armstrong went into "full-on denial" when confronted with the investigations first by Jeff Novitsky of the FDA, then Travis Tygart of USADA, and subsequently went into a deep venomous funk after suffering his "tragic" fall from grace and stardom.

And we know that Armstrong, in

typical "Attack Mode," slandered Emma O'Reilly by calling her a "whore" after her tenure as one of the team's soigneurs during the glory years—one of the actions he most regrets, he reveals to the director, when she asks "What's the worst thing you ever did."

This is one in a series of revelations that occurs during the documentary. In Armstrong's attempt to tell, "not the whole truth, but My Truth," as he says at the outset (italics mine), he unapologetically proclaims, after his near-death experience with testicular cancer, that no, it wasn't hard to take EPO again because EPO is "one of the safer drugs you can inject into your body." Or that, despite all his lies, denials, and counterattacks against those who dared tell the truth about his doping, he has "no problem looking into the mirror every morning" and that he "wouldn't change a thing" about his fall—because from it he emerged a better person, more humbled and forgiving, as a result.

Supposed proof of this New Lance comes near the end of the 2-part documentary when he discusses his relationship with his greatest competitor during his 7-Tour run, the German cyclist Jan Ullrich. Armstrong visits him in Europe after Ullrich experiences his own tragic fall from grace: his doping bust in 2006 as part of Operation Puerto, his subsequent confession to using PEDs during his career, his marriage breakup and failed fatherhood, his consorting with prostitutes and arrest for violence to women, and his own attempt at recovery. Armstrong actually tears up and reveals that "I love him" when referring to Ullrich's

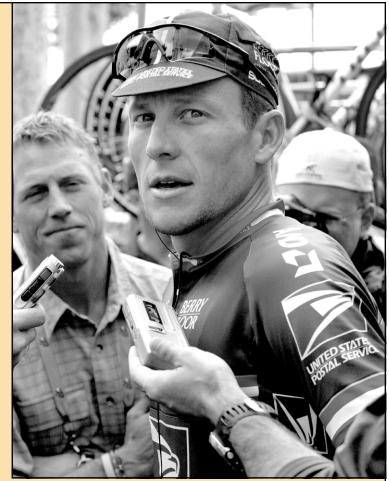
situation, perhaps seeing his own fall echoed in his former rival's life and fate.

Then comes for me what I find the most telling moment of the entire film. In a series of flawed comparisons, Armstrong asks rhetorically, "Why does Italy glorify [former doper] Ivan Basso, yet disgrace [1998 Tour winner] Marco Pantani? Why does Germany idolize [former doper] Erik Zabel but disgrace and destroy Jan Ullrich? And why does America idolize George Hincapie but disgrace and destroy me?"

If Armstrong cannot honestly answer those questions, then I have to wonder: how much has he really changed, to what extent has he really been transformed?

"I could be Floyd Landis, waking up a piece of shit every day," he says earlier in the film. "There will never be a relationship with Floyd Landis," he states when asked if he has reconciled with his former teammate. "He is not forgivable." But all Landis did was (eventually) tell the truth. Granted, he did it out of revenge, for being blackballed in a sport he felt was hypocritical and that had betrayed him.

If Armstrong is indeed grateful that he was brought down and became a changed man, then why wouldn't he be able to forgive the person most responsible for his downfall? If it's because he thinks Landis is a rat for snitching on him, what about Tyler Hamilton's allegation that Armstrong, in a fit of jealousy and competitive rage, ratted him out to the UCI for doping when Hamilton beat him in the time trials at the 2004 Critérium du Dauphine



Lance Armstrong talking to media. Photo by Elizabeth Kreutz, courtes

Just like the Old Lance, the New Lance appears to believe there are two sets of rules: one for him, the other for the rest of the world.

I think that while this latest treatment of the greatest fall from grace in the history of sport has its merits, it fails to ask the really tough questions. After an introductory anecdote supposedly revealing, in his own words, the New Lance, the director opens with the same question to Armstrong, Hincapie, and Dave Zabriskie, "When did you start doping?" All are a bit taken aback by

the seemingly blunt hard question right at the outset of each of their interviews.

But from then on, Armstrong does what he does best: shape the

Note: LANCE can be live streamed on ESPN+.

Don "Seldom Seen" Scheese lives and rides in New Mexico, always in search of new adventurous routes, especially on gravel roads.



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# **MOUNTAIN BIKE ADVOCACY**

# Advocacy Alert: Help Save Red Cliffs Desert Reserve Trails for Mountain

**Biking** 

By Lukas Brinkerhoff

Hey Utah Mountain Bikers — Hi, it's Uncle Knux. Come on in, there's beer in the cooler and we'll have some refreshments when this

is all over, but first we need to chat.

You see, as a mountain biker, you need open space to enjoy your sport, to get your shred on, to pedal till your lungs scream, whatever your chosen cycling poison is, you need space, wide open space. In Utah, that means you need public lands. Currently, we have lots of open space, lots of public lands. Unfortunately, many of our elected officials are hell bent on following California's lead and doing everything they can to encourage suburban sprawl. You know, the stuff of endless road construction, houses instead of space and malls. You all know we need our malls.

I know all of you riders in Northern Utah love coming down south. And why wouldn't you? We have killer trails and we have lots of open space. A good chunk of those trails are protected and made possible because they fall within reserves. All the trails in Santa Clara? Those are located in the Santa Clara River Reserve. Care to shred the Claw? Yup, the Bear Claw Poppy trail and all of its off shoots exists because it sits in the protected Bear Claw Poppy Reserve. What about all those trails through the iconic red rocks of St. George and Washington? Again, that space has only been preserved because it is a National Conservation Area, the Red Cliffs Desert Reserve.

The Red Cliffs Desert Reserve (RCDR) has a lot of trails in it. Those most loved by mountain bik-

ers are Prospector, Church Rocks, Paradise, City Creek, Broken Mesa and Icehouse. One of the best parts of the RCDR is its continuous nature. One can jump on Prospector and heading Southwest ride only dirt through Grapevine, Powerline, T-Bone, Pioneer Hills, City Creek and in Paradise. It's actually our favorite way to end the popular Turkey Farm Loop.

The Reserve has been under attack pretty much from its inception. The desire to develop everything (see above about endless sprawl) is strong in Washington County. Our elected officials are giddy about turning this place into the next Salt Lake Valley or even worse, Los Angeles (they are pretty much following the LA County play book to a tee, see Lake Powell Pipeline). And I get it, there's money to be made. Can you imagine what a view lot on Church Rocks would sell for? I think you get it.

Unfortunately, all that money that could be made is really just trading our biggest asset, our open space and iconic red desert, for McMansions and pavement.

Erik Peterson sang in Mischief Brew's Love and Rage, "And the greatest of all historical shams is believing you cannot do something you can."

We are currently amid a fight to save the Red Cliffs Desert Reserve. County Officials, UDOT and our Congressman are hell bent on pushing a road through the Reserve. This road, known as the Northern Corridor, would start at the top of Washington Parkway and push right into our trails. It would become the bottom of Broken Mesa/Icehouse,



The Red Cliffs Desert Reserve mountain bike trails are in jeopardy from a proposed freeway. Photo by Lukas Brinkerhoff

eliminate Powerline and T-bone and end back at Red Cliffs Parkway just above Pioneer Park by Pioneer Hills Trailhead

It's easy to look at these instances and feel like it's impossible to win. Not only do those we oppose seem to have all the power, but there's that ever present bureaucratic inertia (if UDOT doesn't build roads, it doesn't have a reason to exist) we have to contend with, but history is on our side.

You see, this isn't the first time the Northern Corridor has been pushed. No, this fight has been going on for almost 20 years. And every single time, the people have spoken, and the road has been kept out of the Reserve.

You know you are winning when those you oppose begin trying to circumvent the public process. Congressman Stewart has introduced a bill that would do just that. Instead of allowing the road to go

through a NEPA process including public comments and protests, it would be pushed through as a legislative move.

Now, mountain bikers, this is where you come in. You might be thinking that this doesn't affect you. but this is your land. The Northern Corridor isn't dissecting land owned by the county or a city or even private individuals (while there are private inholdings that could benefit from this road), it's your land. You have a right to speak up and be part of the process that will ultimately determine if this road happens or not. You are a public landowner and it's time to stand up for that land and oppose those who would give it away far too cheaply.

So, what can you do? It's actually a pretty easy process. It's simply commenting to the BLM, signing some petitions and putting numbers behind the message that we do not want a road through our desert.

Fire up the internet box and go to savepioneerpark.org. The front page includes a link to a To Do List. Go there and follow the steps. Easy peasy.

This fight won't be over when we stop this road once again. Attacks on our open space, our public lands are going to continue. We have to make sure that we stay vigilant and active to ensure our voices are heard when it comes to our state. If we don't, there's a chance we will lose all these amazing places. Access to our land stops when it becomes privately held.

Alright, I see you're getting antsy. The cooler is right over there, grab a beer and a cookie, just don't forget to act.

Thanks, Uncle Knux.

Lukas Brinkerhoff blogs about mountain biking and life at mooseknuckleralliance.org.



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# **ADVOCACY**

# "Stay Safe, Stay Active" Streets Provide a Possible Vision of the Future



A cyclist on the now dismantled 900 S Safe Street closure. Photo by Dave Iltis

By Turner C. Bitton

On April 23, 2020 Salt Lake City Mayor Erin Mendenhall announced the first of several "Stay Safe, Stay Active" street closures with the announcement of the closure of 500 North between Redwood Road and 800 West. With the announcement, Salt Lake City joined a growing number of cities throughout the country that have begun reimagining their relationship with streets.

Across the country cities of all sizes have closed streets to vehicle traffic and opened safe access to pedestrians and cyclists. The simple act of putting up signs and barricades can provide significant recreation space for families on bicycles, joggers looking for extra space, and people who have mobility issues – whose needs are all too often forgotten.

With up to 80% of habitable land in a city paved over for streets, every inch of recreation space become crucial at a time when physical distancing is so important. To promote the public health, cities have reimagined the community's relationship with its streets. Residents, it seems, are all too happy to take advantage of the safe, pedestrian-centered changes by

utilizing the open spaces.

With bicycle sales experiencing a significant boom since the onset of COVID-19, streets are becoming a new adventure for cyclists without a history on city streets. The urgency of reclaiming streets has grown as maintaining physical distancing during the COVID-19 crisis has proven difficult to some residents. This is especially true in dense areas where playgrounds and other public gathering places have closed due to health precautions. As summer approached, and trails, bike paths, and sidewalks grew busier, Salt Lake City took action to provide additional outdoor spaces for residents to get out onto the street and enjoy physical activity.

To determine the least disruptive and community-friendly closures, Salt Lake City conducted a weeklong survey. During the week that the survey was active, over 6,200 people completed the survey weighing in on the proposed closures.

In addition to survey data, the city used geographic equity, connections to parks and trails, hospital/emergency routes, transit routes, and traffic patterns in determining the best routes for closure.

At the time of the street closure announcement, Salt Lake City Transportation Director Jon Larsen released a statement explaining the care that the city was taking in opening streets, "These are challenging times and we are aware of the strain that the current situation is placing on people's physical and mental health. Opening up more space to walk and bike is one way we are trying to help people stay healthy and safe... Similar initiatives to this have been successfully implemented in cities throughout the world, and we're excited to make this happen in Salt Lake City."

Since the initial closure in April, Salt Lake City announced several other neighbrhood street closures, which altogether, represented roughly 8 miles of closures within city limits. However, as of June 30th, Salt Lake City began reopening some of the streets that were closed previously and normal operation has resumed.

As with all changes, the closure of streets hasn't been without controversy and some residents have expressed frustration that vehicles are unnecessarily restricted by the closures. Still, many residents have expressed optimism about the future of initiatives like "Stay Safe, Stay Active."

Taylor Anderson from the newly launched Sweet Streets Initiative, a new Salt Lake City transportation advocacy group, shares that optimism. "I think particularly during this pandemic we've seen just how inadequate our sidewalks — and even some trails — are in just about every neighborhood. The Stay Safe,

Stay Active streets showed what can be accomplished when we view streets as public spaces for everyone and not just people traveling by car. About 80% of the public space in our city consists of roads, so it's time for Salt Lake City to join others in permanently reallocating street space for all people."

The lessons learned, he argues, will provide a pathway forward for doing just that. "We saw that we can make changes to our streets and the sky won't fall. There won't be paralyzing gridlock. When given the space, people will get into the streets we all pay for and use it. I hope and expect that the city collected valuable data during this unprecedented time to see how these streets were used when they were temporarily altered to help make changes moving forward."

Others see significant opportunity to use street closures as a mechanism for stimulating an awakening economy. As states and cities begin to reopen, many restaurants and businesses see closed streets as an opportunity to better utilize urban space to thread the needle of public health and economics.

On June 13th, Salt Lake City Mayor Erin Mendenhall signed an executive order allowing restaurants and businesses to apply for special permitting to reopen in outdoor spaces so long as they provide a 6-foot pathway for pedestrians and foot traffic.

It remains to be seen what kind of cultural change will occur when whatever form of normalcy returns post-COVID. However, one thing seems to be apparent – residents will have dramatically reimagined their relationship with the streets in cities across the country.

[Editor's Note: the following streets were closed in Salt Lake City as part of this program, although a number have since reopened: 900 South between 300 East and 700 East, 600 East between South Temple and 900 South, Wasatch Drive between Crestview Drive and 1300 South, Stratford Avenue between 1300 East and 2000 East, 4th Avenue between A Street and N Street, 200 West between 600 North and North Temple, Emery Street between 300 South and Hayes Avenue, 800 East between 700 South and 1700 South, Kensington Avenue between 700 East and 1400 East, and between 1500 East and 1600

Turner C. Bitton is an avid cyclist and is well-known for his commitment to public service. He lives in the Glendale neighborhood of Salt Lake City with his husband Chase and their two dogs Charley and Moose.



# **SPEAKING OF SPOKES**

# Emigration Canyon Illustrates Need for Better **Planning for Bicycles**



A rider near the top of Emigration Canyon. Photo by Dave Iltis

### **By David Ward**

I live on the main road heading up Emigration Canyon, a canyon located just east of downtown Salt Lake City. Emigration Canyon, so called because it was the canyon through which the first Mormon pioneers descended to settle in the Salt Lake valley (or just "the canyon" as us canyon residents refer to it), is a cyclist's paradise.

The road here gently winds through beautiful wooded terrain with its adjacent creek for about 6 miles before it kicks up somewhat steeper for the last 1.5 miles to the summit, Little Mountain. Its grade is gentle enough that most cyclists with a little bit of fitness can reach the summit, while sufficiently steep enough to challenge the more hardcore among us. According to Strava data (thanks to Cycling West for this information), this is the most popular ride in the State of Utah, and the 4thmost popular ride in the country. On mornings, evenings and all weekend, my wife and I look out from our kitchen window onto a steady stream of cyclists heading up and down the canyon.

So, it was no wonder when electronic road signs placed the last week of May at both ends of Emigration Canyon, announcing it would be closed from June 15 to September 22 for road work, caused an uproar in the cycling community. I was not caught unawares as I had been so informed already by the mayor of our Emigration Township, and had even been enlisted by him to provide support and comment for a complete

re-paving of this road rather than another chip and seal effort. But while I passed the word on to a few, most of the cycling community was not so informed, and so this came as a shock, and with little time to do much about it.

ational riding.

As both a resident of the canyon tions have been made.

What is more troubling, though, is the failure of Emigration Township

Nevertheless, there was an outcry once the signs went up and, thanks to the efforts of some good advocates, some changes occurred. First, the closure of the canyon was pushed back three weeks while preparatory work that did not require closure of the canyon was done. Second, it appears that re-paving will commence from the bottom (Salt Lake side) of the canyon and proceed in sections so that the canyon will be progressively re-opened as sections are completed. Also, it appears that canyon residents will be allowed on the road for commuting, and maybe even to access other areas for recre-

and as an avid cyclist, I have mixed feelings regarding this entire affair. First, motorists and cyclists alike are going to love this new road. It will be smooth and free of the potholes, cracks, road patches and other issues that have plagued this canyon road for as long as I have been riding here. Kudos to Mayor Joe Smolka who recognized the need for a complete re-paving and advocated for it. Even if there had been no access during the entire re-paving project, the end product would be well worth the inaccessibility, though as outlined above, concessions and accommoda-

and Salt Lake County planners and engineers to adequately seek input from cycling advocates and the cycling community generally. The popularity of this canyon road for, and its use by, cyclists is well-known to these people. As are the cycling advocacy groups and organizations, primarily the Salt Lake City Bicycle Advisory Committee, the Salt Lake County Bicycle Advisory Committee (SLCBAC), and our regional bicycling publication, Cycling West. It would have been easy and a no-brainer to reach out to these advocates during the planning

As a result of this failure, the opportunity for compromises in the design of this project, and in particular issues relating to lane and shoulder widths, speed limits, debris control, and maximized user benefit was lost. While the temporary accommodations were able to be addressed, it was too late to bring about positive discussion addressing these other issues.

I assume some responsibility for this. I was involved, as I said, in advocating for a complete re-paving of this road, but was not asked to be involved or kept informed beyond that. Nevertheless, I should have made certain, rather than assume, the more vocal voices named above were involved.

This issue of involving interest groups in road planning and design is not an isolated concern, relevant only to Emigration Canyon. Rather, anywhere there exists a popular and favored road or trail for riding, we need to remain alert, make ourselves visible to designers and planners, and make certain we are heard.

In the end, I am mostly pleased with what is happening in my canyon. But I recognize it could have been better. Indeed, it should have been better.

Editor's Note: At the time of publication, the road has been repaved, and many of the striping issues are being resolved. David Ward's column is a reminder that it's important to stay involved from start to finish of a project, especially on your favorite bike routes.

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# **METAL COWBOY**

# **Spinning** Someone Else's Wheels

By Joe Kurmaskie

I've always liked criterium races, though I've only been in one, which I won, but we'll get to that in a bit. I do a crit a couple times a week in my neighborhood. I'm the only one in the race and it's not a square as much as a very long rectangle with a slanted roof on it along the bluff. I like to do five laps because after that I get a little bored and it feels like I've gotten the blood flowing

I lean into the corners and open it up on the long straightaways and sometimes I narrate in my best color commentator voice, "It's time to open up the suitcase and see what tricks are stored in there." "Dig deep, lad. It's the bell lap."

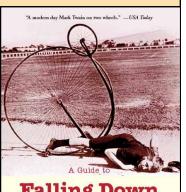
Sometimes I pass other riders who don't know they are in a race. Mostly I like taking the air and seeing the angle of the sun across the pavement when it's beaming through the trees. Mostly I like feeling alive and in motion.

In 1996 I was covering the Tour Of The Gila for the newspaper where I worked. My landlord was one of the race sponsors. He coowned the local bike shop and he was a pretty chill guy. He partner was a ball of stress. You know how you can actually see stress swirl around some people? It's a fiveday stage race with a crit in town on that Saturday. I rode along on the long day out to the cliff dwellings and appreciated how fast these non-bodyfat fuckers could coax a bike to go.

The Saturday race was in multiple parts. The women raced in the morning, then the citizens crit. Then the men's cats in the afternoon. My landlord came out at about 5 minutes before noon with a mountain bike and told me he'd signed me up for the citizen's race. I waved it off and pointed out that I was wearing hiking boots. The gun sounded and he literally ran me to the start line and pushed me forward. I had a few seconds to decide to peel off or dig in.

I have this default feature built into the reptile part of my brain ... it's always set on fight. So I did my best to get my hiking boots onto the middle of the pedals and I dug in, hard. so hard I had to back off a bit so as not to blow up, but that was after I'd caught and overtaken the pack.

I held my line in my Mountain Hardware shorts, Suwannee Country Tours tank top and hiking boots. I looked absurd, I felt exhausted. By the third lap I con-



# **Falling Down** in Public

Finding Balance On and Off the Bicycle

JOE "METAL COWBOY" KURMASKIE

templated dropping off the back but half of the town, my friends and neighbors were chanting "Joe, Joe, Joe" at every corner. Several of their dogs chased after me, mistaking "Joe" for "go" perhaps.

Much of my life has followed this track ... a push from nowhere, chaos, excitement, sound, fury, pain, and motion, then at some point a big smile turns to laughter because fuck, it's all gonna be over soon enough so enjoy the ride.

A hundred yards out my boot slipped the pedal and I almost went down, but I went loose and completed the motion catching the pedal again. When it was over, I was laying on the ground thinking is this what a heart attack at 29 feels like?

The Ilg brothers helped me to the curb where I sat with my head between my knees for an indefinite period of time.

"You won," Craig Ilg said but all I heard was, "You done."

"How do you feel?" Craig's brother asked.

Still a bit breathless, I could be philosophical, "Like I will stick to touring for here on..."

When they put the medal around my neck I chuckled, realizing that since I was the reporter, I was going to have to write about my win in the third person when listing the stats for that day. Since the race was a loop, it somehow made sense, as if seeing myself as I came around to the start.

On stage, I manage to blurt out, "Next year leaving the hiking boots at home ... maybe flip flops."

Joe Kurmaskie is a journalist, syndicated columnist, and contributor to numerous magazines including Outside, Bicycling Magazine, Men's Journal and Parenting. He's a bike advocate, activist, found of Cadence Press, and a Random House author of seven books including Metal Cowboy, Mud, Sweat and Gears and A Guide To Falling Down In Public.



# **GRAVEL**

# A Guide To Gravel Bike Tires or A Theoretical Treatise on Tire Selection



An assortment of gravel tires. Photo by Bobby Kennedy

### By Bobby Kennedy

Right now, we're deep into the lockdown and I'm feeling a bit persnickety and out of sorts and so maybe now's the absolute best time to talk about gravel bike tires.

Why now? Because I get asked about tires, and ask others for recommendations about tires, more than any other subject by an absolutely enormous margin. They make more difference to your ride than nearly any other component on the bike, possibly barring the saddle. Tires can make or break your ride but using the right tire for every ride potentially means having several dozen sets all queued up and ready to go, which means no, no way in hell. Especially not if you're running without tubes.

So there's no better time to figure out what kinds of tires are best for you and your ride, or to figure out whether angels have navels, or if that one-handed clap you can kind of do counts, or if trees only fall in the presence of an observer than right now, when we're basically barred from all the productive things that would otherwise call us back to sanity.

Ground rules: this is not a tire review. This is a theoretical treatise on tire selection theory. If you aren't sitting down, get on that. The largest bike parts distributer in the US,

Quality Bicycle Products, lists over 1500 models of tire in its inventory. Not all of those are for gravel, but a lot are. And QBP doesn't carry a lot of brands, or even all the gravel tires produced by the brands that they do carry. So yeah, we're going to stay general. Hopefully, after you read this, you can help someone else find their tires rather than being the nth person to ask, "What tire should I run for \_\_\_\_\_\_?" We're going to talk about design rather than model.

But what makes for a good gravel tire? Gravel is weird because the surfaces are often worse than you'd find on dedicated mountain bike trails, but the tires need to roll fast and (usually) fit into frames that won't accommodate tires larger than 42mm (this is changing, but 42mm is pretty common). So out-and-out mountain bike tires won't fit. To make it more difficult, most people tend to ride decent amounts of pavement on their gravel bike, so tires should be fast, too. There are a few different kinds of gravel tires and they basically fit into one of these three categories: hardpack, hardpack with knobs, full-on knobbies. So, God help us, let's begin.

# First Thing: Bigger is Almost Always Better

No matter what kind of tire you run, bigger tires will give you better traction, comfort, and float than smaller sizes of the same tire. There are limits. A big tire can still ride like a rock if it has a full puncture belt and you pump it up to 1000 PSI. But, unlike on asphalt, where efficiency is king, traction and comfort are what make you fast on dirt and gravel. Bigger tires are also heavier, usually, so there's that, but even a little higher weight often won't overcome the benefits of being able to float over loose surfaces. I got dropped on my own Salty Lizard 100 course by a bunch of guys on mountain bikes because we rode on a ton of sand that my 700c x 40 tires wouldn't let me drift over like their 29 x 2.3" tires let them. Longer courses, too, usually favor big, comfy tires – not a lot of 40 mm tires on the Tour Divide. But, on the other hand, if you need a good tire for the Crusher in the Tushar, weight and efficiency become important again: no one wants to lug 4 lbs. (roughly two light 29" tires) up the Col de Crush. So yeah, whatever else you read below, remember that bigger is almost always better except when you're about to climb 10k' in a competitive setting.

# Supple As Flip: Hardpack Tires

Hardpack tires – the Panaracer Gravelking, Hutchinson Sector, Maxxis Refuse – rely on teeny treads, volume, soft rubber, and suppleness to keep you anchored to pavement and hardpack dirt. That tread might be siping (Gravelking and Sector) which looks like wee lit-

tle ridges, or a file tread (Challenge Gravel Tire, Maxxis Refuse, and IRC Boken), which looks like lots of dots or tiny diamonds. Some, like Vittoria's Terreno Dry, rely on spaceage materials that I'm just flat not qualified to discuss. Hardpack tires roll really fast on those miniscule treads, basically like road tires. The tiny treads hook up just enough with nearly-solid surfaces to keep you from skittering all over the place, while the suppleness (just a minute on that one) of the tire helps it to deform around the road surface and keep those treads pressed firmly into the terra. None of these are industry terms, btw. I'm just demystifying marketing here.

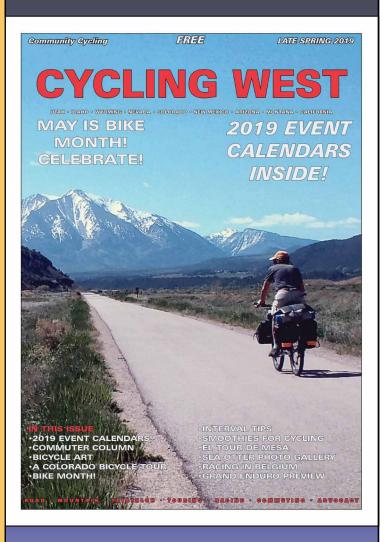
Anyway.

Suppleness is the quasi-sexual term for how much and how readily the tire deforms under pressure. Tires with a thin carcass (rubber outside) and cap (rubber on the top) tend to be pretty supple because there's not much material to deform

in the first place. That can be awesome. Supple tires tend to be more comfortable at a given size and pressure than non-supple tires. They also have a built-in puncture-resistance because they'll deform over a sharp thing rather than resist it and get stuck. Think of trying to poke a hole in a piece of paper that's pulled taught versus one that's just kind of floating loose. They can also be very, very fast because that comfort and ability to deform means that you can just chug on through whatever you hit.

But being supple and having tiny treads alone won't keep you on the ground, so many truly hardpack tires often have a fairly soft rubber compound as well. This is definitely the case with the Boken, not so much with the Sector. The official term here is "durometer," the relative hardness of the material itself. Soft, low-durometer compounds deform and grip more easily and can rebound more comfortably

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Specialized Pathfinder Pro Gravel tire. Photo by Bobby Kennedy

than harder durometer compounds, but they also wear faster and break easier.

So, the skinny on these tires is that they'll generally handle asphalt and asphalt-like surfaces just fine, but they might explode when exposed to rocks. That depends heavily on the compound and whether the company has added a puncture-resistant belt, but the trade-off there is that the belt generally decreases the ability of the tire to deform and thus, its beautiful suppleness. These tires are generally very round as well since they don't have shoulder knobs, which is great for cornering on hard surfaces, not so hot at digging into sand. However, that roundness can make them absolutely amazing at surfing through deep, fresh gravel. Really, it's beautiful. Everyone should experience it at least once.

### Send It: Knobbies

Knobby tires sit on the far side of the spectrum. They tend to feature large knobs on top and shoulder knobs that are meant to bite into softer surfaces. That's the secret of knobbies: they bite into things that are softer than the knob material. When they bite, you have great traction and you can rail things that would wipe out riders on slicks. But on pavement, which is way harder than the tire material, your knobs are useless. This is why even knobby tires generally have a round silhouette: they have to maintain some kind of even traction on pavement. Squared-off profiles might bite well in soft conditions but when you get back on hardpack, they'll try to lose grip when you lean the tire over the corner of the profile. My WTB Resolutes are very much knobby tires, but the knobs are arranged so that looking at them, they appear to have a solidly round silhouette. The Resolute is pretty sweet.

And they bring up a good point about those knobs. In front tires, knobs are pretty great. You can lean the bike over into turns and not loose traction because when the rear wheel goes out from under you, you can recover, but if the front goes, the only place you're going is over the bars. In the rear, those knobs can help you grip on loose climbs,

but they tend to interfere with your efficiency and traction everywhere else. In the rear, the knobs on a Resolute squirm under rider weight/ power. So instead of that planted feeling of a tire holding on for dear life, you get a feeling like pulling Velcro. Braking, that interrupted surface between knobs doesn't grip as well as a slick or semi-slick because, well, there's nothing there. The knob might grip, but it can't bite, and its effective edge (the bit that works on the ground) is smaller than the smooth surface of a slick, or the center line of a semi-slick.

In general, the best things to think about with knobs are: how tall and how many? Widely spaced knobs can get you better traction in very loose conditions like sand and mud, where you need to be able to get rid of material as you move. Same with tall knobs, which bite deeper into the nasty stuff but will squirm more on hard surfaces. Closely-spaced low knobs, like on the Maxxis Rambler or Panaracer's own ticket to tire immortality, the Gravelking SK, will roll and grip better on hardpack but can leave you washing out when you're caught in the sand trap. So, it's a question of what you think you're going to end up on: the faster you think you're going to be travelling on really crappy surfaces, the more and taller knobs you need. As a bonus, knobby tires often come with extra protection, though some, like the Resolute, just come with sidewall protection and depend on tubeless tire sealant and the knobs themselves to prevent punctures. In the latter case, knobby tires can sometimes be actually lighter than semi-slicks and slicks, which have a continuously thick carcass around the whole tire. I'm running a Resolute in the front and a Specialized Pathfinder semi-slick in the rear that outweighs it by at least 40 g despite being the same labelled size. So why would I want to run it, when I don't have as much grip on dirt as with another Resolute or as much grip on pavement as with a slick? Well...

# Semi-slick Tires

Some tires try to split the difference between a pavement tire and a





WTB Resolute gravel tire. Photo by Bobby Kennedy

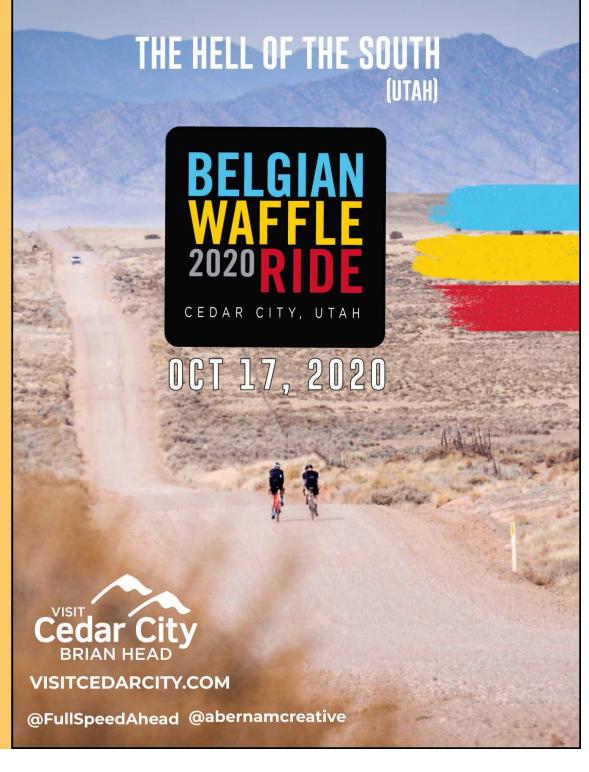
knobby by combining both into one tire. Semi-slicks often have some kind of transition and shoulder knob but a fairly continuous and fairly smooth centerline that's supposed to give you the efficiency on the road of a slick. They can be more or less continuous or smooth. The Specialized Pathfinder is a peaky (triangular-silhouetted) semi-slick with a perfectly smooth centerline and lots of finger-like transition and side knobs for grabbing loose stuff pretty much only while you're leaning it over. It rolls incredibly smooth on pavement (as semi-slicks are wont to do) and doesn't squirm

under power, wasting energy. It's the same principle as the equallypeaky WTB Venture, which has a more-or-less continuous centerline, depending on size, but has way, way more of those finger-like transition and shoulder knobs. Both tires grab well in decently loose stuff and very well in powder-over-hard, but are (for me) useless in mud and deep sand. I have witnessed people ride deep sand with both tires, but they aren't competent enough in powder to make up for my incompetence, and that's what counts. The centerline is almost always made from harder stuff than surrounding knobs,

allowing it to last longer than the knobs on a knobby tire. Lasts longer on the road, but has a harder time on anything slippery (it's vice versa with knobbies, which can wear down really quick on the road). If you ride a lot of pavement but have a local trail that you like to hit on your way to climb mountain roads and don't mind getting loose when the descent gets loose, semi-slicks are pretty great, as long as you don't mind the hefty weight penalty of that continuous strip of rubber. They almost always weigh more than sister models from the same brand. But the efficiency's better. Your choice.

# So, Which Tire Should You Buy?

HA! Good luck. No clue. But ask yourself, how hard are the surfaces you ride? Do you need to be more efficient or more comfortable? Do you really stink at sand? Generally, a good rule of thumb is to get a tire that'll basically handle your go-to ride without wearing down after two go-arounds - knobbies last a pretty long time when they never touch asphalt. Or hit up your local gravel race promoter because we might act all curmudgeonly when we get the damned tire question again, but really, we love feeling needed. And aside from the certitude of knowing that angels do not actually have navels, that's what we need right



# **NUTRITION**

# The Athlete's Kitchen: Hot Weather Hydration Tips

### By Nancy Clark MS RD CSSD

Steaming hot summers bring up nutrition questions for athletes who are training and competing in the heat:

- How can I tell if I've had enough to drink?
- Should I be consuming extra electrolytes?
- Is it possible to drink too much?" With summers getting hotter and longer, here are some practical hot weather sports nutrition tips.

To start, let's look at the physiology of keeping the body cool. Normal body temperature is 98.6°F (37°C). When you exercise, your body temperature increases. At 104°, you are in the danger zone. If you were to really overheat and get to 107.6°F (42°C), your cells would get damaged –similar to how raw egg white coagulates as it starts to cook. You don't want that to happen!

- To dissipate the heat generated by working muscles, blood flow to the skin increases and your sweat glands get activated. As sweat evaporates from the skin, it provides a cooling effect.
- Humid heat (New England) is physiologically more stressful than dry heat (Arizona). Hence, athletes who will be traveling to a sporting event want to acclimatize to the environment in which they will be competing.
- With repeated training in the heat for more than an hour a day, the body acclimatizes over the course of 7 to 14 days. You'll notice greater exercise capacity. In one study, endurance increased from 48 to 80 minutes.
- The more you train in the heat, the more you sweat. While this helps keep you cooler, the additional fluid loss can easily lead to progressive dehydration if you do not fully replace sweat losses on a daily basis.
- Sweat losses of 2 to 3 pounds per hour are common among athletes who exercise vigorously in the heat; some lose more than that. You don't need to replace every drop of sweat, but you do want to minimize losses, so you end up losing less than 2% of your body weight (3 pounds for a 150-pound athlete).
- "Drinking to thirst" generally works for day to day living and fitness exercisers, but not always for athletes. Studies suggest drinking to thirst often results in body water deficits of 2% to 3% among athletes who sweat heavily in the heat. That level of dehydration impairs athletic performance. Hence, ironman Triathletes, marathoners, and other endurance athletes should have a drinking plan that balances losses with intake.
- To learn how much sweat you lose during exercise, weigh yourself nude before and after a hard workout, accounting for any fluid consumed during the session. If you have lost, let's say 2 pounds per hour (32 ounces, 1 quart), target drinking 6 to 8 ounces every 15 minutes the

next time you exercise at that intensity and under those weather conditions. Practice drinking that volume of fluid, to train your gut to handle it comfortably.

- Monitor progressive underhydration by taking daily weights first thing in the morning. A downward weight trend can be a warning sign of inadequate fluid replacement, particularly if the morning urine is dark and concentrated. (Yes, it could also reflect fat-loss.)
- You can tell if you have adequately rehydrated by monitoring the color and volume of your urine—as well as how often you need to urinate. For example, if you sweat heavily during your workout and then don't pee for five hours afterwards, you are underhydrated. Urine that is dark and concentrated is another warning sign.
- On a daily basis, your goal is void a significant volume of urine that looks like lemonade, not beer, every 2 to 4 hours. Google urine color chart for a visual resource.
- When you sweat, you lose not only water but also electrically charged minerals (electrolytes), more commonly known as sodium, calcium, magnesium, and potassium. Sodium (a part of salt) is the main electrolyte of concern.
- Because you sweat off proportionately more water than sodium, the concentration of sodium in blood actually increases during exercise. In standard (i.e., not extreme) exercise situations, replacement with electrolyte supplements is needless; food eaten at meals/snacks offers ample electrolytes.
- The primary purpose of sodium in a sports drink is to enhance fluid absorption and retention, as well as enhance absorption of carbohydrate. The amount is inadequate to replace sodium lost in sweat. For example, a slice of bread offers about 125-200 mg sodium; 8-oz. Gatorade offers only 110 mg.. Gatorade Endurance formula, 200 mg.
- If you will be exercising for hours on end in the heat (i.e., all-day bike ride, ultra-run, or tennis tournament), you can lose a significant amount of sodium. Assuming you will be consuming food during the extended exercise session, you can replenish lost sodium with peanut butter & jelly sandwiches (500 mg sodium), thin pretzels (490 mg/1-oz) and cheese sticks (200 mg/stick).
- Caution: Do not over-consume plain water and/or sports drink during extended exercise unless you are taking in other sources of sodium. Excess water dilutes the reduced amount of sodium in the blood and can lead to hyponatremia (low blood sodium), a life-threatening condition that can result in death. This can happen, for example, with slow (4-hour) marathoners who diligently drink at every water station, regardless of thirst.
- After exercise, if you need sodium, you will crave salt and should honor those salt cravings with crackers and cheese, pickles, pizza, potato

# **COACHING**

# Make Recovery Rides Fun!



Make recovery rides fun! Photo courtesy Sarah Kaufmann

### By Sarah Kaufmann

The Purpose of Recovery Rides
Is there a really a good reason to
ride easy? The answer is absolutely,
yes!

ence better adaptation with fewer hard days per week. If you train hard for four days, that leaves three days for light riding or off. For most of the riders I coach, that means two days of light riding and one day completely off.

Sarah Kaufmann on a fun 'recovery' ride at Snowbird, Utah. Photo by Cathy Fegan-Kim, <u>cottonsoxphotography.net</u>

Your hard training sessions result in muscle damage. The rest and repair that occurs after this damage is the time for adaptation to occur and for you to get stronger. You can't get stronger if recovery does not occur. Active recovery or recovery rides aid the recovery process by stimulating blood flow that carries the nutrients to help heal damaged muscles and tissue. This light pedaling also flushes your legs of metabolic waste that is the by-product of your harder sessions.

Most athletes do well with four hard days of training per week. Few can tolerate (and adapt to) more, and many athletes actually experi-

chips, V-8 Juice—or more simply,

sprinkle salt on your recovery meal.

can set aside public health guidelines

to "limit your salt intake." Replacing

sodium losses is important to rebal-

• When you know you will be

sweating for more than an hour or

two in the heat, plan to boost your

pre-exercise salt intake. By consum-

ing 300 to 500 mg sodium before

you exercise, the sodium will already

be in your body, working to retain

water and retard dehydration. During

extended exercise, plan to target

500 to 700 mg sodium per hour

(and more if you experience muscle

to sports drink to enhance rehydra-

tion. It offers more sodium (150

mg vs 110/8 oz) —as well as more

carbohydrate (to replenish glyco-

• Chocolate milk is preferable

ance your body.

cramps).

• Most healthy, sweaty athletes

If you are a very time-crunched athlete, take the three days off the bike and just do your four hard days of training. If you can prioritize riding time a little more, the two days of lighter riding will aid your recovery and adaptation. Usually one of those days will be a dedicated 'Recovery Ride'. The other easy day should still be a lighter ride, with a slightly different goal (be that skills work or neuromuscular in nature), but still a shorter duration and light-

The wording I use when I prescribe recovery rides is as follows; "Little to no resistance on the pedals,

er intensity than the dedicated hard

the only goal is to spin your legs out. Make an effort to breathe only through your nose. This ensures that you keep the effort low enough and it also elicits a lower stress hormonal response to the activity."

These rides should be anywhere from 30 to 60 minutes and should leave you feeling refreshed. When in doubt, less is more with recovery rides. In cased you are wondering if your ride is too easy, it isn't. If you are wondering if your ride is too hard, it probably is. Choose a flat route and keep it in a gear that allows you to lightly spin. You should stay below about 50% of your threshold power and about 70% of your threshold heart rate.

Recovery rides should be both a mental and physical break from training. If the weather is crummy or riding sounds like a chore, just take the day off. Recovery rides should not be an additional source of stress. Spin to the coffee shop, ride in jeans, or ride your beater bike. Add whatever outside cues you can to keep yourself from digging deep or trying to go fast. If you are eyeing a segment on STRAVA, turn STRAVA off that day, no PR's on recovery rides.

Let recovery rides be your mental and physical reward for the work you put in during your hard sessions. Instead of dreading them as wasted time, appreciate the benefit you get from active recovery and soak up the lightness.

Sarah Kaufmann is the owner of K Cycling Coaching. She is an elite level XC and CX racer for the DNA Pro Cycling Team. She is based in Salt Lake City, UT and can be reached at <a href="mailto:sar-ah@kcyclingcoaching.com">sar-ah@kcyclingcoaching.com</a> or 413.522.3180.

gen stores) and protein (to repair muscles). Drink wisely!

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training days.

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# **ROAD RIDING**

# The Continued Adventures of a 40-Something Mom: The Desperado Duel



Kelly McPherson at the start of her successful completion of the 2020 Desperado Duel. Photo by Kelly McPherson

# By Kelly McPherson

The Desperado Duel boasts 50, 109, or 150-mile road rides through eastern Utah. I had never done this event before because it always seems to fall near my anniversary and my husband is not a cyclist. "Happy anniversary, Honey! I'm going to leave you and go ride my bike all day." I can't see that going over very well.

However, this year, with the serious lack of events due to Covid and the fact that I am still training for Lotoja, I thought it would be good for me to sign up and do the 150. It would be so good to ride somewhere other than loops around my house.

In order to solve the anniversary complication, we made an extralong weekend of it and hauled our travel trailer out to a cute little campground about 16 miles outside of Panguitch and about 5 miles from Bryce Canyon. It was so much fun! I would highly recommend doing that. The area has so much to explore and do that coming down just for the night, riding in the event and going home is kind of a shame. We spent quite a bit of time in Bryce Canyon as well as going on a 2-hour horseback riding adventure in Kodachrome.

Friday evening was packet pick up at the start line. The line was long and I was hot, which is why I probably got a little testy with the volunteer when I found out that I would be expected to ride 109 miles, cross the finish line, let them know that I was heading out for the final 40 and then leave the music and food at the finish line to head back out and up a steep and barren looking climb. Ugh! At the end of 109 miles, I figured I would be about done. The thought of having to leave the finish area and go back out was very frustrating. Ugh! Could I even do that?

Saturday morning dawned beautifully. The temperature was comfortable and there was no wind. Lively music was playing as I finished preparations for a very long day. Finally, it was time for the 150s to roll out. The group starting right at 7 was small and much faster than me, so I wasn't surprised when they all passed me within the first couple of miles. I resisted the urge to try to keep up with them. The day was going to be long and I didn't want to burn any matches quite this early, so I kept my pace steady and headed out of town.

The first climb is on the bike trail up through Red Canyon and it is absolutely gorgeous! I don't normally like to ride bike trails as there are usually too many pedestrians on them, but this one was wide and freshly paved and a fantastic alternative to the highway. I was a little concerned about the distance from the start to the first aid station at mile 25, especially with the climb in the middle and possibly really warm temperatures, so I was tempted to bring a third bottle. Then I realized that our campground was at about mile 16, so I told my husband about when I would be there. He waited to refill my water bottle and let me choke down a banana. Perfect!

After the top of the hill, the course profile appears to be downhill for a very long time, which is a bit deceptive. It is a rolling downhill that starts out kind of pretty, but quickly goes out into the desert where I rode alone for a very long time. I passed one guy, but that is pretty much the only human being I saw until I came to a small canyon and to the 2nd aid station.

For some reason, there were riders at all the aid stations, but as soon as I got back on the road, they all seemed to disappear. Weird! Aid stations were all well stocked with a variety of supplies. I tended to drink a little pickle juice and grab a Sweet & Salty granola bar at each one. Though, by the time I got to the aid

station at mile 95, all I wanted was a rice krispie treat and a coke.

Riders have to finish the first 109 miles by 2:30PM or the race organizers won't let you start the final climb. That is a 7.5 hour window, which I should be able to do, but it was going to be close. I wanted to take the first 109 miles easy so I would have something left for the final climb, but I knew I would need to push a bit towards the end if I wanted to have the option of finishing the 150. I wanted to make that decision myself, instead of having it made for me by race management.

The last 25 miles into the finish line at 109 miles were hot and windy with a good steady headwind the entire time. Ugh! I had been preparing my mind for making the choice to cross the finish line and then head back out for the final climb, but that wind was taking some of my resolve. I kept my head down and kept pedaling, and crossed the line by 2:00PM. Yes!

I was happy to hear myself firmly declare to the volunteers at the finish line that I was definitely headed back out, to do the finish loop. I didn't know that I had that kind of resolve in me!

Riders can see the beginning of the climb from several miles away as they head into the finish line the first time. It is an exposed climb that seems to just go straight up the mountain. Ugh! When I reached the bottom, though, it wasn't as bad as it looks from the distance. I think the climb topped out at about 6% grade, so not too bad. It just looks ugly.

Once you get to about mile 116, the road flattens out some and starts to stairstep some uphill rollers through some really pretty mountain forestland. It was cooler during this section and even a little overcast. Some dark clouds threatened rain, but never gave more than just a few sprinkles, which were greatly appreciated.

The race guide says that riders are going up to Panguitch Lake,

when in reality, they are going a little past it to the final aid station, so be prepared for that. It was a little hard to see the lake and then ride right past it.

I knew I was one of the last riders so I was a little concerned that maybe the volunteers had already packed up the aid station and I wouldn't know when to turn around. It would be good for race management to put a sign up somewhere along the lake to let people know how many miles they have until the aid station. If I didn't hear a volunteer in a car driving back down holler at me that I still had 3 miles to go, I would have been really worried and may have flipped early.

Finally, I got to the aid station. I was the last person to make it all the way there and the volunteers were just about as giddy as I was. I filled up my bottles, grabbed another granola bar, and headed back down. Yes, it is down, but there are a couple of short climbs on the way back to Panguitch. One benefit of being the last rider is that one of the volunteers leap-frogged me all the way down the hill. As much as I would have liked to not be the last one, this was somewhat comforting and I was grateful for it.

Finally, finally, I reached the finish line for the second time. I was the last rider to finish. Even though the race website said they would support riders until 6PM and I crossed at 5PM, most of the food, music, and tents were already packed up, which was a little disappointing.

Luckily the finish line was still there. I did get some pizza and a couple of little bottles of Sprite and I sat over by the splash pad to watch naked children run through the water while I waited for my husband to come get me.

It was a good day! The course was tough physically, mentally and emotionally, but I was tougher!







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# **BICYCLE TOURING**

# A Bike Tour around the Uinta Mountains



On the road to Flaming Gorge. Photo by Patrick Watson

### **By Lou Melini**

A ride around the Uinta mountain range has been on my bucket list of short tours for over a decade. What attracted me to the route is the multitude of roads keeping a bike traveler off of US Highway 40 from Duchesne to Vernal. To the north of the Uinta Mountain range are numerous gravel roads south and west of Fort Bridger, Wyoming, that will take one away from I-80. I also like that I could do this trip from my house without needing a bus, train or car.

In addition to the route, there are ample resupply options along the way that limit the need to carry food no more than 2 days.

I did the trip with 2 "youngsters" that have gone on several overnight rides with me. Patrick and Dave were gracious enough to carry all of the food and spare water over the final 4 days along with being frequently at the front of our small pace line when we encountered headwinds. At 69, I welcomed the assistance.

The route we took is 470 miles with nearly 25,500 feet of elevation gain and of course, elevation loss. During the 7 days of riding, we averaged about 11.4 miles/hour. There were 3 long days of 80-82 miles, over 7 hours of saddle time, and lots of chamois cream.

The first of those days included

riding over Wolf Creek Summit, another had 6,400 feet of elevation gain, and the 3rd long day included 46 miles of gravel roads. The one full rest day in Vernal was very welcome for my tired legs.

# Planning for the trip during the coronavirus pandemic

Being anxious during the planning phase due to the uncertainty of sudden campground closures is an understatement. On the other hand, news reports of crowded state parks and other campgrounds had me worried about being turned away. Another concern was the ability to socially isolate in a packed campground. A small bottle of hand sanitizer is on my bike tour checklist, but a mask is new to the list. Then there was the nightmare "what-if" such as one of us waking up at night with a fever and a cough.

We made reservations at 3 camp-grounds, a number that equals the number of campground reservations that I have made in over 22,000 life-time miles of bike travel. It turned out that we could have rolled into any of the 3 campgrounds without a reservation, as none were full, but all were busy with campers. There was plenty of room for social distancing. Fortunately, we did not encounter any mechanical or other issues that might have delayed us from honoring our reservations. We only "stealth" camped once as the

campground was closed for reasons unrelated to the coronavirus.

[Author's Note: On a subsequent trip, all of the campgrounds that I encountered were full on the weekend and many were full during weekdays so plan accordingly.]

In order to limit our exposure to other people, we decided to do group meals that reduced our shopping exposure to one person with a shopping list for breakfast, lunch, dinner and snacks. The plan for meals worked well with the additional benefit of camaraderie within the group.

### The Ride

### Days 1 and 2

Day one was a meandering route through Park City after climbing to Parley's Summit on I-80, ending south of Kamas. I've done this ride numerous times. Logistical options were limited with the closure of the campground at Rock Cliff recreation area

We started day 2 with just under 10 miles of relatively flat, low-traffic riding before we starting going up. The climb to the top of Wolf Creek summit is long and steep, longer and steeper than I remember in my younger days. The road has one switchback to reach the summit at 9,500 feet. The US Forest Service campground at the summit provided plenty of rocks to sit on for a muchneeded rest. The next 47 miles that took us almost to Duchesne were downhill with a tailwind. For lunch, we cruised into Tabiona to the City Park, which had a great view of the southern Uinta Mountains.

We averaged over 20 miles/hour on this 47-mile section of the ride, ending the 80-mile day with a short steep climb to Starvation State Park. We immediately changed our reservation to the campground that had much needed showers. The neighboring campers brought over beer and Pepsi that we could choose from, which was a nice experience, accompanied by beautiful views and a nice sandy place that was nearly surrounded by grass to pitch our tents.

At 11:00 PM we found out why the grass was so nice as we were awoken by the sprinkler system going off. No one put the fly on their tent as it was warm, and the stargazing was nice, but due to the wind, we were getting sprayed. There was quite a bit of shouting as we pulled up stakes and moved our tents away from the water. We quickly got everything under control at the cost of a small tear in 2 tents, plus I cut my finger pulling out a tent stake.

### Days 3 and 4

The ride to Vernal from Starvation State Park was a proverbial walk-inthe-park. Relatively flat roads, a nice tail wind and except for a short section near Roosevelt and the approach to Vernal, we had roads devoid of traffic for the 65-mile day. Vernal had all we needed. The KOA campground was very clean, and wellstocked with nice people to make our stay pleasant. In addition, we had a small pool to relax in and an outdoor stovetop so we could save our fuel. As I mentioned earlier, we took a rest day here for the anxiously anticipated 80-miles and 6400 feet of climbing to Manila. In a fit of panic, I considered hiring a shuttle to take me part way. Fortunately, a cooler head prevailed when I real-



Patrick and Lou on gravel road to Chalk Creek road and eventually to Coalville. Photo by Patrick Watson

ized that the road is open year-round and has a fair amount of truck traffic, which meant the grade of the road is fairly reasonable.

### Days 5 and 6

We had an early 6:30 AM start for Day 5 out of Vernal. As we approached mile ten there was a sign stating that there were 10 switchbacks and "only" 5-8% grades in the next 4 miles. With a couple of stops for scenic views, the group spun up US Highway 191 only to come to even more beautiful scenery at the summit, where we rode through a Ponderosa pine forest south and west of Flaming Gorge National Recreation Area.

We decided the beautiful road we rode wasn't enough, so we took a detour for lunch at Red Canyon overlook, a picture-perfect spot. In fact, it looked exactly like the postcard I purchased at the KOA in Vernal. In addition to the views, there are several small Forest Service campgrounds, a café and a visitor center that is to be included as a lodging stop on a return visit. I seem to collect ideas for more trips whenever I go on tour.

We ended the day losing quite a bit of the elevation we gained just prior to Manila. Despite the extensive climbing, we had to carry food on this leg, knowing that Manila did not have a grocery store.

On day 6, we stopped In Mountain View, Wyoming where there is a grocery store but no camping. We had a late lunch and picked up supplies before moving on to Fort Bridger, which has camping, but no grocery. This is part of the logistics of small-town travel that I have frequently encountered. The ride on day 6 was high rangeland once out of Flaming Gorge National Monument, with little climbing, sparse traffic, and views from the north of the Uinta Mountains.

### Morning Coffee on day 7

On this day we had about 2,000 feet of net elevation loss but it was still a tough day. We rode 82 miles, including 46 miles of gravel road. When we got to Chalk Creek Road, pavement, and an expected downhill, we faced a stiff uphill draft which slowed our efforts.

The gravel road from Fort Bridger to Utah Highway 150 (Mirror Lake Scenic Highway) was a highlight. The area is primarily rangeland, with the historical attraction of the original route of the Mormon trek into Utah.

There was the obvious contrast of



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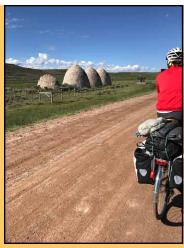
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Kilns in the Ghost Town of Piedmont. Photo by Patrick Watson

traditional sheepherders in a pasture shared with large wind turbines. We stopped at the Piedmont charcoal kilns, a formerly prosperous town 150 years ago but now only the kilns remain. There was a lot of wildlife along the way, though we had seen deer, antelope, eagles, osprey, and numerous small mammals and other birds throughout the ride.

When we arrived at the Coalville campground, we had dinner "catered" by Patrick's wife, Joy. I was beat; beat up tired after the ride. I took a shower then wandered to the office in the slim chance of having coffee, as I didn't feel like firing up my stove and having instant coffee. As with every tour, a story emerges.

There were 2 employees when I entered the office. I asked the young girl behind the counter about coffee. She was about to direct me to the back when the guy stocking shelves spoke up and said; "The coffee is back there, pointing to the back of the office. I made it fresh this morning."

I looked at him and said, "It's 4 o'clock! Fresh this morning?"

He said it was in the special carafe that kept it fresh and warm adding that I could try it before I bought it. So, I tried it, then filled my camp mug and added enough sugar to make it OK.

When I approached the cashier, I asked; "So how much is this morning's coffee?"

The guy interjected and said \$1.50. As I slid 2 \$1 bills across the counter, the cashier sheepishly slid one back and said; "That's plenty for morning coffee".

Dinner was absolutely fantastic. I am still saying thank you to Patrick and Joy for the meal. I turned in early for a good night's sleep.

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Typical highway and shoulder north of Vernal, Utah. Uintas Bike Tour scenes. Photo by Dave

### Day 8

Dave suggested that we return to Salt Lake City via Henefer and East Canyon, a wise choice as we avoided Park City traffic and the duplication of a route we took on day one. I was home by early afternoon and already looking forward to riding the loop again.

### History along the tour

There is a lot of history along the route of this tour. The most notable history is between the old trading post and now city of Fort Bridger and the former city and current ghost town of Piedmont, both located in Wyoming.

In 1842 or 1843, depending on source, Jim Bridger and his partner Louis Vasquez established Fort Bridger to trade with Native Americans and service emigrant traffic along the Overland Trail.

Later emigrants on the Oregon, California, and Mormon trails used Fort Bridger to obtain supplies. Though now famous, Fort Bridger at the time was not as well outfitted as the more "luxurious" Fort Laramie on the eastern Wyoming plains. Fort Bridger also serviced the Pony Express, the Transcontinental Railroad and the Lincoln Highway. When I-80 was built, Fort Bridger

was bypassed along with the towns of Lyman, Urie, and Mountain View that now only see traffic as part of a historic byway.

Brigham Young and the Mormon pioneers took control of Fort Bridger in 1853 or 1855 depending on source, to service emigrants on the Mormon trail. In 1857 Fort Bridger became an Army post for most of the next several decades, ending their control of Fort Bridger in 1890.

In 1928 the Fort was sold to the Wyoming Historic Landmark Commission. In 1933 the original 38-acre site became a Wyoming Historical Landmark and Museum.

After leaving Fort Bridger, we stopped in Piedmont, a once thriving town established in 1867 to provide railroad ties for the Union Pacific Railroad. Kilns were built to provide charcoal for the railroad and the Salt Lake City steel industry.

In 1940 the town ceased to exist following the rerouting of the railroad a couple of decades earlier. The name Piedmont was derived from an area in Italy where 2 of the early residents came from. Three of the 5 kilns are still present and were listed on the National Register of Historic Places in 1971.

Near Piedmont are historical markers and encampments where the original route of Mormon pioneers passed through. Small iron rail monuments are also present as reminders of the original transcontinental railroad.

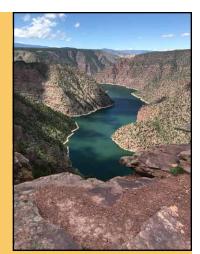
### **Tour Summary**

We left Salt Lake City on June 13, arriving home on June 20. The high temperature for the 8 days was just over 80. There were 3 mornings that we woke up with lows of 39-40 (Kamas, Manila and Fort Bridger). Doing the ride a couple of weeks earlier may insure more comfortable temperatures, but the week we rode was a bit cooler than the previous week, so we got lucky with the weather. We only used the flies on our tents when cooler morning temperatures were expected. The only precipitation we experienced was a brief hailstorm as we approached the Daggett County line north of Vernal, the summit of our climb that day.

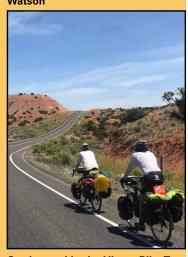
Tire sizes ranged from 700Cx32-to 38-mm on our bikes. No one struggled on the gravel roads, though the ride was bumpy at times. We had one flat tire for the entire tour from a small piece of wire imbedded in the tread. Each of us had a low gear in the range of 20-21 gear inches (24 tooth chain ring/32 tooth cassette ring), which was adequate for Wolf Creek and East Canyon summits.

We stayed in 4 commercial campgrounds, one state park, and one location that I will leave as undisclosed. We had a shower at the end of each day save one, a luxury that we all preferred at the end of long days in the saddle. Forest Service land is available at some of the higher elevations near Wolf Creek summit and Flaming Gorge if one wants to stealth camp or stay in forest service campgrounds.

We traveled mostly on low-traffic roads. Shoulders on roadways were generally narrow. Except for one thrown beer can near Tabiona, traffic was friendly and polite. Not once did I feel like I was on the wrong road. We used a combination of DeLorme maps (provided by me, the old guy) and GPS navigation from the young guys, go figure. Both worked well, though the GPS gave better detail on the gravel roads.



Flaming Gorge! Photo by Patrick Watson



On the road in the Uintas Bike Tour. Photo by Patrick Watson

We had redundancy with tools, kitchen items (stoves and pots), and water filters. We ended up only needing the water filters one night. The redundancy helped as one filter clogged and couldn't be fixed.

For me, traveling on my bike is the most enjoyable and memorable aspect of cycling. This particular tour was outstanding. Scenery, nice accommodations and two great riding partners made this a memorable bucket list tour that I hope to someday repeat. I just hope my aging body and confidence cooperates.

Lou Melini is a lifelong bicycle commuter, and the former Commuter Column editor for Cycling West.



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**Hyland Cyclery** 3040 S. Highland Drive Salt Lake City, UT 84106

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208-336-3854

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Boise, ID 83709 208-376-9240

### Spokey Joe's Bikes & Gear

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### **Element Outfitters**

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### The Hub

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# **WESTERN STATES**

# **CALENDAR OF EVENTS**

### Calendar Notes for Summer 2020

Due to the ongoing COVID-19 coranavirus crisis, we have updated as many events as we can. Some are still deciding on whether or not to reschedule as of press time.

If you are an event promoter, please email any updates to calendar@cyclingutah.com.

If you are a participant, and your event has been postponed or rescheduled, please consider deferring your entry to the new date, or donating your entry to the event promoter so that their event will be back in the future. Event promoters must invest thousands of dollars before the day of the event, and many are

hurting as a result of the global pandemic. Your support is needed.

Event promoters must invest thousands of dollars before the day of the event, and many are hurting as a result of the global pandemic.

Cycling West will endeavor to keep the calendar as current as possible. Please also check our online calendar here:

http://www.cyclingutah.com/ event-calendars/

Happy Cycling!
Dave Iltis
Editor and Publisher

### Utah BMX

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

Legacy BMX — Farmington, UT, Indoor bmx racing at the Legacy Events center 151 South 1100 West, Farmington, UT., Practice Wednesday 6:00- 9:00; Race Saturday, May through September, Kevin , 801-698-1490, kevin@klikphoto.net, Irbmx.com, rad-canyonbmx.com/Rad Canyon Legacy Outdoor Schedule 2014.pdf

### Advocacy

Bike Utah — UT, Utah's Statewide Advocacy Group. They work on education and other bike related advocacy., Crys Lee, 385-831-1515, crys@bikeutah.org, bikeutah.org

Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) — Salt Lake City, UT, Meetings are the 3rd Monday of the month from 5-7 pm in the SLC Transportation Division Conference room., Salt Lake City Transportation , 801-535-6630, bikeslc@slc-gov.com, bilkeslc.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 Sulte N-2800 of the Salt Lake County
Government Center, 2001 S. State St., Salt
Lake City, UT, , Helen Peters, 385-468-4860,

Weber Pathways — Ogden, UT, Weber County's trails group. We are committed to the Idea that a non-motorized network of public pathways significantly contribute to our community's economic vitality and quality of life., Mark Benigni, 801-393-2304, wp@weberpathways.org, Rod Kramer, 801-393-2304, rod@weberpathways.org, weberpathways.org

lco.org, bicycle.slco.org

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

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

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

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

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

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

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

WOBAC - Weber Ogden Bicycle Advisory Committee — Ogden, UT, Josh Jones, 801-629-8757, joshjones@ogdencity.com, Idaho Bike Walk Alliance — Boise, ID, Idaho's Statewide bicycle advocacy organization, Cynthia Gibson, 208-345-1105, <u>cynthia@idahowalkbike.org</u>, 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, <a href="mailto:cazbike.org.cazbike.org">cazbike.org.cazbike.org</a>.

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, <a href="mailto:info@bicyclecolorado.org">info@bicyclecolorado.org</a>, <a href="mailto:bicyclecolorado.org">bicyclecolorado.org</a>

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

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

Teton Valley Trails and Pathways (TVTAP)— Jackson, WY, Promotes trails and pathways in the Wydaho area of Wyomling 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, bikeorem.weebly.com

# Events, Swaps,Lectures

Salt Lake Critical Mass — Salt Lake City, UT, Last Friday of every month, 6:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC., None, noemal@cyclingutah.com, facebook.com/groups/SLCCM/

Beehive Bike Polo Club — Salt Lake City, UT, Weekly hardcourt and grass bike polo. Tuesdays at 8pm, Saturday afternoons. Check out the Beehive Bike Polo Club on Facebook for location., Chuck Heaton, 801-688-7268, heatpolocompany@gmail.com, facebook.com/groups/189631497724953/, beehivebikepolo.wordpress.com

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

Kidical Mass — Salt Lake City, UT, Group ride for families. This will be a monthly ride, the 1st Sunday of every month, at Liberty Park (south entrance) from 3pm-5pm. All ages are welcome., Lee Chung, 865-850-3589, lee.chung@gmail.com, facebook.com/ groups/109360246125277

Slow Roll SLC — Salt Lake City, UT, Fun, Bikes, and Party Rides on Tuesday Nights at 7

Calendar Guidelines:
Listings are free on a space available basis and at our discretion.
Submit your event to:
calendar@cyclingutah.com
with date, name of event, website, phone number and contact person and other appropiate information.

Let us know about any corrections to existing listings!

behind Crank SLC 749 S. State Street., Christian Clemens, 385-528-1158, 801-440-0546. christian@crankslc.com,

September 21-27, 2020 — National Bike to Work Week, Utah Bike Month, Everywhere, UT, A week to climb out of the motor vehicle and onto your bike on your way to work., None, noemail@cyclingutah.com, bikeleague.org

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

September 22, 2020 — National Bike to Work Day. Utah Bike Month, Everywhere, UT, A day to climb out of the motor vehicle and onto your bike on your way to work., None noemal@cyclingutah.com, bikeleague.org

April 6, 2021 — Utah Bike Summit, Layton, UT, Keynote Speaker (tentative): John Burke of Trek Bicycle, The Utah Bike Summit is the statewide bicycle conference. The summit brings together everyday riders, bicycle and trail advocates, representatives from Utah's bicycle industry, planners, engineers, representatives from Utah's tourism industry and health fields, and local and state government officials in order to make Utah more bicycle friendly. Regardless of your interest in bicycling (transportation, recreation, road, mountain, commuter), the Utah Bike Summit is for you and all are encouraged to attend. Held at Davis Conference Center, Crys Lee, 385-831-1515, crys@bikeutah.org, bikeutah.org/utahbikesummit/

### Mountain Bike

# Tours and Festivals

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

September 18-20, 2020 — Outerbike Tahoe, South Lake Tahoe, CA, 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, in South Lake Tahoe, CA., Mark Sevenoff, 800-845-2453, 435-259-8732, outerbike@westernspirit.com, outerbike.com

September 19-20, 2020 — VIDA MTB Series: Beti Bike Bash, VIDA MTB Series, Lakewood , CO, Women's mountain bike skills clinic, Rachel Gottfried, 949-677-6809, info@vidamtb.com, vidamtb.com

September 20, 2020 — Monarch Crest Crank, Salida, CO, Mountain bike event along one of IMBA's Epic mountain bike trails, and proceeds go to the local nonprofit organization The Alliance, which helps victims of domestic and sexual abuse. Entry fee includes the ride, a shuttle to and from downtown Salida, on-course support, and post-ride party in Salida's Riverside Park, featuring live music, free lunch, libations, games and more! Space is limited to 100 riders., Monica Gutierrez, 719-539-6738, director@alliancechaffee.org, Becky Rupp, crestcrank@gmail.com, monarchcrestcrank.

September 25-26, 2020 — VIDA MTB Series: Glorieta, CANCELLED for 2020, VIDA MTB Series , Glorieta, NM, Women's mountain bike skills clinic, Rachel Gottfried, 949-677-6809, info@vidamtb.com, vidamtb.com

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

October 2-4, 2020 — MECCA MTB Festival, Green River, UT, 34th Annual, Held at the John Wesley Powell Museum in Green River, Utah. Registration begins Friday at 1:00 p.m. followed by a warm up ride, refreshments, games and a prize drawing. Saturday is full of all-day guided rides, ranging from beginner to advanced followed by a yummy dinner, games and more FUN. Finish up on Sunday with a guided (or on your own) scenic ride. Family friendly., Kim Player, 435-653-2440, meccabike01@gmail.com, biketheswell.org

October 3-4, 2020 — Trek Dirt Series Mountain Bike Camp, Fruita, CO, Women's Mountain Bike Camp for beginner to advanced levels, focusing on skill development and trail riding, for cross country and downhill riders. Skill instruction ranges from basic front wheel lifts and switchback turns to technical climbs, descents, drops, jumps and more., Angela Campbell, 403-358-1144 (Canada), info@dirtseries.com, Elli Petersille, elli@dirtseries.com dirtseries.com

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

October 9-11, 2020 — Hurricane Mountain Bike Festival, Hurricane, UT, Ride with us on world-class singletrack at the foothills of Zion National Park. Join us for 3 days of bike festival shenanigans, awesome demo bike & gear, Expo with great food and shopping, bike shuttles, skills clinics, Zion Brewery beer garden, dinner, prizes and morel, DJ Morisette, 435-635-5455, humtbestival@gmail.com, hurricanembfestival.com, otesports.com

October 9-11, 2020 — BetterRide MTB Camp, Moab, UT, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your iding 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 Hamiltonl, lise Harms, admin@betterride.net, betterride.net

October 9-12, 2020 — MTB San Rafael Swell Tour, San Rafael Swell, UT, Bike, Yoga & Stargazing. In partnership with Salt Lake City's Clark Planetarium. Bike, enjoy the most under the radar recreation area in Utah. "The Swell" offers world class mountain biking and dark skies for nighttime stargazing. Joined by a Yoga facilitator to stretch out all the kinks after a day in the saddle., Karen Johnson, 800-624-6323, karen.holidayriver@gmail.com, bikeraft.com

October 10-11, 2020 — Trek Dirt Series Mountain Bike Camp, Sedona, AZ, Women's Mountain Bike Camp for beginner to advanced levels, focusing on skill development and trail riding, for cross country and downhill riders. Skill instruction ranges from basic front wheel lifts and switchback turns to technical climbs, descents, drops, jumps and more., Angela Campbell, 403-358-1144 (Canada), info@dirtseries.com, Elli Petersilie, elli@dirtseries.com, dirtseries.com

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

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

November 20-21, 2020 — Tinker Classic, Beathy, NV, MTB Race and Festival, 100k MTB Race and 60k Gravel Gran Fondo Rides +, Guided rides, demo bikes and industry vendors. Enjoy 60 + miles of Single track and many more miles or gravel roads and pavement. The weekend events will include a 3 day Bike Expo with demo's, festival rides on 60 + miles of single track, the 60 K Gravel Gran Fondo though Death Valley National Park and Rhyolite Ghost town, and the Main Event! The 100K Tinker Classic Mountain Bike Race. Award Ceremony with fireworks at Spicer Ranch , Climarron Chacon, 970-759-





3048, info@groraces.com, tinkerclassic.com, GROpromotions.com

May 7-9, 2021 — US Bank Fruita Fat Tire Festival, Fruita, CO, 25th Anniversary festival kicking off the Mtn bike season in CO, world renowned trails, Bike Demo at 18 Road and Downtown Product Expo, and live music, Mike Heaston, 970-858-7220, emgmh@emgcolorado.com, George Gatseos, 970-858-7220, fruita@otesports.com, fruitafattirefestival.com

September 3-6, 2021 — Wydaho Rendezvous Teton Mountain Bike Festival, Teton Valley, WY/ID, 11th annual hosted at Grand Targhee Resort. Come enjoy endless miles of epic singletrack, lift-served downhill, dirf jump and freeride. Wydaho Rendezvous Bike Festival supports Teton Valley Tralis and Pathways tytap.org. Includes 2019 demos, group rides, skills clinics, shenanigans, kids activities, music and libations., TVTAP, 208-201-1622, info@tetonbikefest.org, Devin Dwyer, 208-201-1622, devin@tetonbikefest.org, cre. tetonbikefest.org, arg. tetonbikefest.org,

**Utah Weekly MTB** 

Race Series

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MTB Race Series

**Utah Mountain** 

Bike and Gravel

### Racing

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

October 2-3, 2020 — Salty Lizard 100 Wendover, UT, Only an hour and a half west of Salt Lake City, the Salty Lizard 100 showcases the best of Wendover's amazing gravel roads with views of towering peaks and the Bonneville Salt Flats. Circling the Silver Island Range, the 106-mile route gives riders of all abilities the chance to check off an early-season century, or to experience a well-supported day out in the desert with friends. , Robert Kennedy, stupidponyride@gmail.com, saltylizard100.com

October 10-12, 2020 — Moab Rocks, Moab, UT, Incorporates Moab's best classic and new routes and combines them into a 3-day masterpiece of cross-country and timed descents in a fully supported format, Kevin McDonald, 866-373-3376, info@transrockies.com, Transflockles.com

October 12-13, 2020 — Huntsman World Senior Games Mountain Biking, CANCELLED FOR 2020, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, 435-674-0550, hwsg@seniorgames.net, seniorgames.net

October 17, 2020 — 6 Hours of Frog Hollow, Frog Hollow Endurance Series, Virgin, UT, New Date: 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs. Great introduction to endurance racing or a great trainer for bigger races. Categories from solo to 3 person, including single speed categories. , Cimarron Chacon, 970-759-

3048, <u>info@groraces.com</u>, <u>groraces.com</u>, 6hoursinfroghollow.com

November 7-8, 2020 — 25 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT. Held Sat 10 am to Sun 10 am with the bonus-double midnight lap due to the fallback time change. 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs. 11th Annual, Cimarron Chacon, 970-759-3048, info@groraces.com, 25hoursinfroghol-low com

November 7, 2020 — Red Rock Desert Rampage ICUP, Intermountain Cup, St. George, UT, The XC opener on the traditional Desert Rampage course, with approximately 6 mile lap at Green Valley, Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, Darren Goff, 801-896-8244, info@intermountaincup.com, intermountaincup.com, iddesouthernutah.com

March 11-13, 2021 — True GRIT Epic Bike Race, National Ultra Endurance Mountain Bike Series (NUE) 100 and Marathon SE, Santa Clara, UT, Epic ultra-endurance mountain bike race with 100 and 50 mile options over tough and technical terrain. Course is a 50 mile loop. Staggered starts at 7am, 9am and 11am - cut off time is 6pm, choose from open category with cash purse. Finish with live music, vendors and beer garden., Cimarron Chacon, 970-759-3048, into@groraces.com, truegritepic.com

June 26, 2021 — Fast Times at Richfield, Intermountain Cup, Richfield, UT, Check back for complete details., Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, intermountaincup.com

July 10, 2021 — The Crusher in the Tushar, Beaver, UT, 70 grueling miles exploring Southern Utah's Tushar Mountains on a mix of dirt, gravel, and asphalt. Features 10,000+ of climbing traversing Utah's highest and most scenic roads. Join us for the original mixed-surface gravel and road classic!, Burke Swindlehurst, roadirt@msn.com, tusharcrusher.com

September 4, 2021 — Park City Point 2 Point, Park City, UT, A true point 2 point race! Thanks to the plethora of trails in this area, the race is never on the same trail twice. Over 90% of the race is single-track. 75 miles & 12,000ft of climbing., Jay Burke, 801-330-3214, snowchicken.jb@gmail.com, thepopp.

Regional Mountain

Bike and Gravel

Racing

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

# and Beyond

September 12-13, 2020 — Big Mountain Enduro, CANCELLED, Big Mountain Enduro Series, Santa Fe, NM, BME Stop #3: A two-day backcountry race entailing upwards of 6'000 feet of long rocky descents., Brandon Ontiveros, brandon@bigmountainenduro.com, bigmountainenduro.com

September 12, 2020 — The Angry Horse Gravel Grinder, Idaho Falls, ID, Come crush some gravel and Ride the Angry Horse. This fully supported ride offers three different routes. The Filly Run is a rolling 10 miles of all gravel fun, the Colt Run is 45 miles and 4200 vertical feet of climbing. Finally the Stud Run is 120 miles of epic suffering, rolling all the way down and around Blackfoot Reservoir and on through the Grays Lake National Wildlife Refuge, before turning up Horse Creek. Register at <u>USACycling.com</u> ALL of the proceeds will go to saving Wild

Mustangs. Come out and ride the untamed., Brooke Jeffs, 208-528-0664, <u>ridetheangry-horse@yahoo.com</u>, <u>cbibikes.com</u>, <u>ridetheangry-horse.com</u>

September 12-13, 2020 — Big Mountain Enduro, Big Mountain Enduro Series, Winter Park, CO, BME Stop #1: The BME returns to Winter Park again in 2020. Taking place on July 25th (24th for Sport categories), this ever-popular event will blend high altitude racing mixed with rugged terrain and big descents. , Brandon Ontiveros, brandon@bigmountainenduro.com, bigmountainenduro.com

September 12-13, 2020 — Flagstaff Enduro, Flagstaff, AZ, Two days of enduro racing in and around Flagstaff, Jeff Frost, 928-380-0633, canisbleu@gmail.com, barnburnermtb.com, leadvilleraceseries.com

September 13, 2020 — Battle of the Gravel, Good Dirt Ride, Savery, WY, The Battle of the Gravel will host 3 distances a 21, 68 and 91 miles. The event will start and finish at the Boyer YL Ranch with a BBQ dinner to celebrate the finish. The ride is semi supported with three stops. Lodging and camping available at the Boyer YL Ranch and in the town of Baggs (20 miles). All proceeds go to support our work with Africa cyclists at teamafricarising.org, Kimberly Coats, 307-383-7778, 530-744-8773, teamrwandacycling@gmail.com, battleofthegravel.com

September 19, 2020 — Barn Burner 104, Leadville Race Series, Flagstaff, AZ, 104 mile mountain bike race, Solo, Duo, Teams, Kaibab and Coconino National Forest, Camping on private land. 26 and 52 mile options. Party afterwards with music, food, and beer, Jeff Frost, 928-380-0633, canisbleu@gmail.com, barnburnermtb.com, leadvilleraceseries.com

September 19, 2020 — Fire on the Rim Mountain Bike Race, Pine, AZ, 15, 30, and 45 mile mtb races near Payson, AZ, Janet Brandt, info@fireontherim.com, fireontherim.com

September 19, 2020 — 12 Hours of Penitence, Penitente Canyon, San Luis Valley, CO, A 12-hour endurance mountain bike race with a course so entertaining, you'll be asking yourself, "Can I do one more lap?", Jerry Duran, 719-480-3885, 12hoursofpenitence@gmall.com, 12hoursofpenitence.com

September 19, 2020 — Gunni Grinder , Gunnison, CO, Two course options. Single loop-format. Although some paved roads are necessary, the vast majority (about 90%) of the course will be on gravel and dirt roads. Some of these roads receive little to no maintenance and can change drastically after heavy rains and/or snowfall. Riders are encouraged to be fully prepared for any and all conditions. The route is remote therefore will include signage to help prevent riders from getting off course., Joel Grimmett, 512-751-8940, Joel@racerevolutions.com. thegunplatinder.com

September 20, 2020 — Yeti Beti Bike Bash p/b Stan's No Tubes, 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., Amy Thomas, 720-878-7363, betibikebash@gmail.com, Sarah Rowley, 503-805-0043, sarah@mountain-grownmarketing.com, betibikebash.com

September 24-27, 2020 — Mountains to Meadows, Grinduro, Quincy, CA, 62 miles of pavement, gravel, and singletrack with a TON of climbing and twisty descents. Most of the ride is casual, there are four timed sections that are designed to cater to specific strengths. Grinduro racers and spectators are treated tothree days of camping, live music (including a late-night DJ), beer, awesome food, and campfires., Kurt Stockton, ks@sierratrails.org, grinduro.com

September 26, 2020 — Fears, Tears and Beers Enduro, Ely, NV, Enduro mountain bike event. Timed sections mostly downhill, combined time wins. Men's and women's events for all classes. Fun run, beginner, sport, and expert classes. Kent Robertson, 775-289-6042, 775-296-2162, krobeg@mwpower.net. Kyle Horvath, 775-289-3720, kyle.horvath@elynevada.net, elynevada.net/fears-fears-gnd-hees/

September 26, 2020 — Chino Grinder p/b Lauf, Chino Valley, AZ, Endurance Cycling Event-Gravel road cycling adventure with 150, 115, 62, 44 and 25 mile options., AZ Gravel Rides , 480-452-9767, AzGravelRides@gmail.com, azgravelrides.com, chinogrinder.azgravelrides.com

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

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

October 3, 2020 — 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 then on the around! Course terrain also includes short climbs, flats, sandy arroyos and sharp corners., Jan Bear, 505-670-4665, <u>@gmail.com</u>, Leslie Mueller, 505-4, <u>Imueller@fmtn.org</u>, <u>fmtn.org/277/</u> Road-Apple-Rally, nmors.org

October 4, 2020 — 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 McInroy, kilev@bigblueadventure.com, pigblueadventure.com, greattrailirace.com

October 10-11, 2020 — Big Mountain Enduro, Big Mountain Enduro Series, Angel Fire, NM, BME Stop #4: a two-day race entailing upwards of 12'000 feet of long technical descents throughout the weekend. Racers can expect 3 to 4 stages per day on some of the most legit trails in the country., Brandon Ontiveros, brandon@bigmountainenduro.com, bigmountainenduro.com

October 10, 2020 — Co2uT - Desert Gravel, Fruita, CO, The Co2uT chemical equation can be broken down as follows: Co=Colorado, 2=to, uT=Utah. This kick-ass gravel race will take you from Colorado to Utah...and back. Designed by a long-time western-slope local, each route offers mind-blowing, gravel-loving terrain, quad-busting hills, breathtaking views, wildlife cameos, epic adventure and of course, FUNL, Jennifer Barbour, 303-503-4616, execulria teamevergreen.org, Kim Nordquist, 303-249-6168, director@bicyclerace.com, desert-gravel.com, teamevergreen.org

October 15-18, 2020 — USA Cycling Collegiate Mountain Bike National Championships, Durango, CO, Collegiate National Championships and Montana High School Championships, Chuck Hodge, 719-434-4200, chodge@usacycling.org, Chad Spery, chad@gorge.net, Ben Horan, 312-502-5997, bfhoran@gmail.com, usacycling.org

9th & 9th

October 16-18, 2020 — 12 Hours in the Wild West, Ruidoso, NM, 6 hour and 12 hour race, held at Grindstone Lake Trail system, Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, zlarides.com

October 31, 2020 — Prescott 6er, Prescott, AZ, 6 hour and 12 hour mountain bike race on a 9 mile loop with solo, duo, junior, masters and singlespeed categories, Breanna Bissell, 480-734-0558, <a href="mailto:info@mangledmomentum.com">info@mangledmomentum.com</a>, prescott6er.com

November 14, 2020 — USA Cycling Marathon MTB National Championships, Palo Duro Canyon, TX, Chuck Hodge, 719-434-4200, chodge@usacycling.org, usacycling.org

November 21, 2020 — Prickly Pedal MTB Race, Peoila, AZ, Get in a heart-pumping, riproaring ride through the desert terrain of the Maricopa Trail beginning in Cave Creek, Arizona and finishing at Lake Pleasant Regional Park in Peoria, Arizona. All proceeds benefit the non-profit Maricopa Trail and Park Foundation, Jeff Frost, 928-380-0633, canisbleu@gmail.com, pricklypedal.com

November 21, 2020 — 12 Hours of Fury, Fountain Hills, AZ, 12 Hours of Fury will test your body, mind and mountain biking skills. The race will begin and end at the Four Peaks Staging Area in McDowell Mountain Regional Park. The 15 mile loop is smooth, fast and fun. The most loops in 12 hours wins it!, Jeremy Graham, 623-330-0913, <a href="leremy@4peaksracing.com">leremy@4peaksracing.com</a>, <a href="https://doi.org/depaksracing.com">depaksracing.com</a>, <a href="leremy@4peaksracing.com">depaksracing.com</a>, <a href="https://doi.org/depaksracing.com">depaksracing.com</a>, <a href="leremy@4peaksracing.com">depaksracing.com</a>, <a href="

November 21, 2020 — Tinker Classic, NUE (
National Ultra endurance Series ), Beathy,
NV, New date! MTB Race and Festival. Enjoy
60 + miles of singletrack and many more
miles of gravel roads and pavement. 3 day
Bike Expo with demos., Cimarron Chacon,
970-759-3048, info@graces.com, tinkerclassic.com

November 21, 2020 — 6 Hours of Fury, Fountain Hills, AZ, 6 Hours of Fury will test your body, mind and mountain biking skills. The race will begin and end at the Four Peaks Staging Area in McDowell Mountain Regional Park. The 15 mile loop is smooth, fast and fun. The most loops in 6 hours wins itt, Jeremy Graham, 623-330-0913, jeremy@4peaksracing.com, 4peaksracing.com/events/12-hours-of-fury-2017

December 12, 2020 — Dawn to Dusk AZ, Fountain Hills, AZ, Endurance mountain bike relay. Compete as a solo, duo, or team on a fast, fun course in McDowell Mountain Regional Park. Family friendly camping and event expo promises a fun weekend! Space is limited to 125 solo riders, 100 two-person, 50 four-person, and 10 corporate entries, Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, ziarides.com/event-register/dawn-dusk-orizona

May 1, 2021 — Avimor Coyote Classic, Knobby Tire Series, Avimor, ID, 14th annual - This is real mountain bike racing; not for the weak. High speed rolling double and single track with a ton of climbing. Tight, technical sagebrush single track, water crossings, quick steep drops, nasty little granny gear climbs., Alex Phipps, 208-841-4120, alex-01phipps@gmail.com, knobbytireseries.com, brokenspokecycling.com

May 7-9, 2021 — US Bank 18 Hours of Fruita, Fruita, CO, 16th Annual event at Highline Lake State Park, an oasis in the desert with the farmous midnight start. Limited to 100 teams and 30 solos., Mike Heaston, 970-858-7220, emgmh@emgcolorado.com, George Gatseos, 970-858-7220, fruita@otesports.com, 18hrsoffruita.com

May 8-9, 2021 — Grand Enduro, Grand Junction, CO, 4th Annual, Race the top 3 trails of the Lunch Loops (Ribbon, Gunny, and Free Lunch) with amazing views in the background. This is the only race on the Ribbon... come see what it's like to ride up to 50mph on a big slab of rock! 22-35 minutes of racing over 6.2 miles of trail. 2.5-4 hours of total ride time covering ~22 miles., John Klish, 970-744-4450, 573-366-3681, madness@madracingcolorado.com, grandenduro.com, madracingcolorado.com

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**CYCLING**COACHING

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- June 5, 2021 Jug Mountain Enduro, Wild Rockies Series, McCall, ID, Enduro mtb race, Alex Phipps, 208-841-4120, <u>alex01phipps@</u>
- June 19, 2021 Lake Tahoe Mountain Bike Race, Tahoe City, CA, Race in the cross country race, 4 hour or 8 hour race as a solo or on a team of 2, 3 or 4 (teams of 3 and 4 apply to the 8hr race only). The course is approximately 12.8 miles. Fast lap times are around 50 minutes. Cross country race is two laps. The course is a mix of single track and fire-road. It is a fast and smooth course with few technical sections. The most laps wins. Approximately 1350 feet ascending and descending per lap., Todd Jackson, 530-546-1019, todd@bigblueadventure.com, Kiley McInroy, kiley@bigblueadventure.com, bigblueadventure.com
- June 19, 2021 Ride Around the Rubies Lamoille, NV, Gravel Grinder! See the Ruby Mountains like you've never seen them before, on the summer solstice, June 20, 2020. This one-day bicycle ride or race begins and ends in scenic Lamoille, Nevada Choice of a 36, 62 or full 117 mile loop on payement, gravel and dirt roads. Ride it or race it!, Kerry Aguirre, 775-397-1922, kerry. aguirre@gmail.com, ridearoundtherubies
- June 26, 2021 Pocatello Enduro, Idaho Enduro Series, Pocatello, ID, Long backcountry stages. 28+ miles, 5000' descending, 4000' climbing. Pro payout., Alex Phipps, 208-841-4120, alex01phipps@gmail.com,
- July 10, 2021 Silver Rush 50, Leadville Race Series, Leadville, CO, At 10,000-12,500 feet above sea level, this challenging 50 mile out-and-back course takes racers through the historic mining district on Leadville's East side. This race is known for its long, lungburning climbs and rocky, steep terrain, Solo or Tandem 50m. Leadville Trail 100 Qualifier., Paul Anderson, 719-219-9364, panderson4@ fitness.com, leadvilleraceseries.com
- July 30-August 1, 2021 Leadville Stage Race, Leadville Race Series, Leadville, CO, 100M (100 miles over three days), Team Option. Experience the legendary Leadville Trail 100 course over three days. Push the pace to see what you're made of, or use the stages to prepare or qualify for the Leadville Trail 100 in August. This is one amazing party, with daily stage prizes, raffles, unmatched swag, food, beer and live music. , Paul Anderson, 719-219-9364, panderson4@lifetimefitness
- August 14, 2021 Leadville Trail 100, Leadville Race Series, Leadville, CO, One of the most notorious and challenging bike races in the world 100 mile out-and-back Paul Anderson, 719-219-9364, panderson4@lifetimefitness.com, leadvilleraceseries.com
- August 15, 2021 SBT GRVL Gravel Grinder, Steamboat Springs, CO, 6:30 am on Yampa Street. Three distances: 37/100/141 miles with 2000/6000/9000 feet of climbing, respectively. Mixed surface with the majority on hard packed gravel roads, Amy Charity, 970-215-4045, info@sbtgrvl.com, sbtgrvl.com
- August 28, 2021 Big Sky Biggie, Big Sky, MT, 30 and 50 Mile races on Saturday Starting in Big Sky's Town Center (Meadow Village) and climbing into the scenic views from Lone Peak and Buck Ridge, riders will ride some of the area's most exhilarating (and challenging) pieces of single-track, double-track, gravel roads and the occasional paved segment, Short-Track event on August 23, the Friday night before offering a family-friendly venue and fun race for children and adults., Natalie Osborne 907-223-0858, <u>natalie@bigskybiggie.com</u>,

# **Utah Weekly**

# Road Race Series

- Crit Series, West Valley City, UT, New tentative start date: May 5, 2020; Saturdays at 11 am in March - Tuesdays at 6pm, April through September, A and B at 6, C and D at 7 pm, Locations TBD, Marek Shon, 801-209-2479, utcritseries@gmail.com, utah
- 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-
- Utah Crit Series DLD (DMV) Criterium West Valley City, UT, Weekly Training Crit at

**BikeUtah** 

- 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 April - August, Marek Shon, 801-209-2479, <u>utcrits</u> <u>ries@gmai</u>l.com, eries.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, <u>@gmail.com</u>, <u>utahcritseries.com</u>
- Logan Race Club Thursday Night Time Trial Series Logan, UT, Thursdays. TT series consisting of 18 races on five difference courses weekly and end-of-series prizes. Check the website for the location of the weekly course., Stephen Clyde, 435-750-8785, swc@ mdsc.com, Ben Kofeod, benhkof@hotmail. Travis Dunn, <u>travis.dunn@usu.edu</u>, eclub.org

# Utah Road Racing

- September 12, 2020 LOTOJA Classic Road Race, Logan, UT, 38th Annual, 1 day, 3 states, 200-plus mile road race from Logan. UT to Jackson Hole, WY, Brent Chambers, 801-546-0090, info@lotoja.com, lotoja.com
- September 24-27, 2020 USA Cycling Masters Road National Championships, CANCELLED Cedar City, UT, Shawn Brett, 719-434-4200 sbrett@usacycling.org, usacycling.org
- September 26, 2020 East Canyon Echo Road Race and Fun Ride, TENTATIVE, UCA Series, Henefer, UT, 10 AM start in Henefer to East Canyon Resort, turn around go to Echo Canyon, back to Henefer and finish on Hogsback. 60 mile course, James Zwick, 801-870-4578, sports@sports-am.com, sports-
- October 6-10, 2020 Huntsman World Senior Games Cycling, CANCELLED FOR 2020, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, 435-674-0550, hwsg@seniorgames.net, seniorgames.net
- October 10, 2020 City Creek Bike Sprint, Salt Lake City, UT, Race starts at the mouth of City Creek Canyon and finishes at Rotary Park where we will have awards, food music and fun, James Zwick, 801-870-4578, sports@sports-am.com, sports-am.com
- June 11-12, 2021 Kokopelli Moab to St. George Relay, Moab, UT, Moab to St. George Relay, Road race with 4 rider teams and three legs per rider, covering 528 miles. Multiple start times at Swanny Park in Moab finishing at Unity Park in Ivins., Clav Christensen, 801-234-0399, info@endur-

# **Regional Weekly**

**Road Race Series** 

Regional Road Racing

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

# and Beyond

- September 10-13, 2020 USA Cyclina Amateur Road National Championships CANCELLED, Clay County, FL, Elite, U23 and Junior Road National Championships. Chuck Hodge, 719-434-4200, chodge@ ycling.org, usacycling.org
- September 13-19, 2020 -– World Human Powered Speed Challenge (WHPSC), CANCELLED, Battle Mountain, NV, 20th annual hosted by the IHPVA. Current record is 89.59 mph. Classes: Men's, Women's, Juniors in Open, Multi-track, tandem and Arm Power. International cyclists from around the world will gather on SR305, the fastest stretch of road in the world to see who can break the World Record., Al or Alice Krause, 707-443-8261, 707-845-3683, a.krause@sbcglobal.net, ihpva.org, whpsc
- September 13, 2020 Kitt Peak Time Trial, Tucson, AZ, 11.6 mile hill climb time trial up Kitt Peak, 3400' vertical., Donald Melhado 520-325-7978, <u>dmelhado@cox.net</u>, <u>azcy-</u> cling.org, saguarovelo.org
- September 18-20, 2020 Silver State 508 Mountain West Ultra Cup, Reno, NV, 37th Annual, Founded by John Marino in 1983 and recognized as "The Toughest 48 hours in Sport," This 508-mile bicycle race is revered



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- the world over for its epic mountain climbs, stark desert scenery, desolate roads, and its reputation as one of the toughest but most gratifying endurance challenges available, bar none. Solo supported, randonneur, two-person stage and open relay, and four-person stage and open relay divisions. A Race Across AMerica (RAAM) Qualifier, which traverses Highway 50, the Loneliest Road in America., Robert Panzera, 917-543-2670, robert@ccsd.com, Jo Panzera, jo@ ccsd.com, the508.com
- September 19, 2020 Lyle Pearson 200-mile **Team Challenge**, Boise, ID, New date! 15th annual team relay race from Boise to Sun Valley. 200 and 100 mile route through challenging mountain terrain. 200 mile route consists of 4 or 6 person teams and 100 mile route either solo or 2 person teams. Participants finish with BBQ and Sawtooth brew in beautiful Ketchum., Katle Hedrich, 951-733-5198, <u>katie@omnigoevents.com</u>, lylepearson200.com
- September 20, 2020 Oakland Grand Prix, Oakland, CA, Exciting multi lap criterium racing in uptown Oakland CA for the 16th year. USAC licensed., Robert Leibold, 209-604-1354, velopro1@gmail.com, www.velopromo.com
- September 27, 2020 Mt. Graham Hill Climb, Safford, AZ, 8 am, mass start, Nippy Feldhake III, 520-747-2544, nippy-mr-smartypants@juno.com, azcycling.org
- October 3-4, 2020 Nevada Senior Games Cycling Races, Las Vegas, NV, Cycling competition for age groups: 50-94. 5 and 10k time trials, 20 and 40k road races, I-15 & US-93, 10 miles north of Las Vegas, Joe Dailey, 775-461-9252, NVSGCycling@outlook.com, nevada.fusesport.com, games.net
- October 10. 2020 Bike the Bluff, Show Championship, USAC Sanctioned Races, Citizens Race, 22-81 miles, Criterium, Jeff Frost, 928-380-0633, canisbleu@gmail.com, Christy Church, 928-242-3722, christy@bik ethebluff.com, bikethebluff.com, azcycling.
- May 7-9, 2021 Tour de Bloom Stage Race (Omnium), Wenatchee, WA, The event features a road race in Waterville on Friday, an out and back 10-mile TT, a twilight criterium in historic downtown Wenatchee on Saturday, and a road race in Plain Washington with an uphill finish on Sunday Ace Bollinger, 509-679-5003, acebollinger@ nwi.net, wenatcheevalleyvelo.com/current-event/tour-de-bloom/
- July 10, 2021 ASWD Twilight Criterium, USA Crits, Boise, ID, 34th Annual, Pro Road Tour, races for all categories, and race under the lights for the pros., Mike Cooley, 208mcooley@georgescycles.com, boisetwilightcriterium.com
- July 24, 2021 Bob Cook Memorial Mount Evans Hill Climb, Colorado Summit Cycling Series, Idaho Springs, CO, 54th annual, CO State Championship Hill Climb, 27 mile bicycle race and Gran Fondo, that ends on the highest paved road in the United States, Mount Evans, at 14,130', 6000 feet elevation gain., Jennifer Barbour, 303-503-4616, amevergreen.org, Kim Nordquist. 303-249-6168, <u>director@bicyclerace.com</u> bicyclerace.com, teamevergreen.org

# **Utah Road Touring and**

# Gran Fondos

- September 12, 2020 Warrior Woman Ride Payson, UT, Join us for the 11th annual fully supported all women's bike ride, choose between the 15, 30, 70 or 100 mile options Remember that every woman is a wonder woman!, Mahogani Thurston, 801-318-1420, wonderwomanride@gmail.com, Carolina Herrin, 385-218-9070, herrin.carolina@gmail. com, warriorwomanride.com
- September 13-19, 2020 Tour of Southern **Utah**, St. George, UT, 7-day tour including Zion, Bryce, Capitol Reef and More. 60-100 miles per day. Opportunities to work part ride part., Deborah Bowling, 818-889-2453 embassy@planetultra.com, planetultra.com
- September 19-20, 2020 Moab Century Tour, Moab, UT, The Moab Century Tour sends riders across Moab's unique topography of mountain passes, canyons, and the mighty Colorado River. From gaining elevation into the La Sal Mountains (including "The Big Nasty!"), to carving down red rock canvons, and finishing along the Colorado River, this event has landscape worth training for! Live music, beverages, great food await you at the post-ride party. Join us in September when temperatures cool down, the fall foliage comes alive, and cyclists from across the country unite in red rock country experience awe-inspiring landscapes. An annual fundraiser to benefit cancer survivorship programs, your registration includes a donation to Moab Healthcare Foundation. Groups use the event to inspire fundraising for large and small foundations. Ask how your beneficiary can participate., Beth Logan, 435-260-8889, 435-260-2334, info@ <u>skinnytireevents.com</u>, <u>skinnytireevents.com</u>
- September 19, 2020 Goldilocks Utah, Goldilocks Bike Ride, Provo, UT, Goldilocks is a women only bike ride, with a gorgeous route starting at Provo Town Center and beautiful fall weather! With 100, 80, 60, 40, and 20 mile route options, Goldilocks has a route that is 'just right' for everyone! Bemefits Operation Underground Railroad to end sex trafficking., Randy Gibb, 801-222

- 9577, randy@goldilocksride.com, goldilock-
- September 19, 2020 Golden Spoke, Utah Bike Month, Wasatch Front, UT, This third annual cycling event features 100 miles of interconnected trail systems across the Wasatch Region with multiple starting locations from Provo to Oaden, Utah, This year's theme also highlights the theme of the Spike 150 celebration of the completion of transcontinental railroad. Rides of various lenaths with 100 mile, 75 mile, 50 mile, 25 mile, 10 mile and 1.5 mile segments — will feature connections with local communities around various historic and contemporary railroad themes. Some stretches of trail in Utah, Davis and Weber County, will also include rails to trails cycling paths. The rides are geared for fun and community engagement rather than competition, and are planned to accommodate riders of all ages and abilities., Heidi Goedhart, 801-783-8426, hgoedhart@utah.gov, goldenspokeutah.org
- September 19, 2020 5 Canyons Bike Challenge, Sandy, UT, Wheels of Justice, Ain't No Mountain High Enough. The ride will ascend each of Salt Lake City's five riding canyons, for a total of 116.3 miles and 14,272 feet - one of the most chal-lenging one-day bike rides in Utah! Raises money to prevent childhood trauma and abuse, Greg Hoole, 801-272-7556, gregh@ fjustice.org, aintnom highenough.org
- September 19, 2020 Up for Downs Century **Ride**, Kaysville, UT, This is a non competi-tive event that will take you on an amazing ride through beautiful Northern Utah. Starting at Pioneer Park in Kaysville you will go on a 25, 50, 75 or a 100 mile ride up to Brigham City and finish back at Pioneer Park. , Scott Kimball, <u>sk2socal@gmail.com</u>, Cherlyn Johnson, 801-503-5086, ceo@udsf. org, udsf.org
- September 25-26, 2020 Salt to Saint Relay, Salt Lake City, UT, 420 mile relay race from Salt Lake City to St. George following Hwy 89. Broken into 24 legs. Ride Solo, or as 4 or 8 person relay teams. Men, Women, and Mixed categories., Clay Christensen, 801-234-0399, info@enduranceutah.com, salt-
- October 17, 2020 Fall Tour de St. George, St. George, UT, Tour around southern Utah and see some of the most scenic views as you climb to Veyo and go through Gunlock State Park as well as all the beautiful colors throughout this 35, 75, or 100 mile ride. This event is one of our best Gran Fondos in southern Utah., Joey Dye, 435-674-3185, joey@redrockbicycle.com, Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, Ryan Gurr, info@spingeeks.com,
- October 17, 2020 Belgian Waffle Ride -Cedar City, TRIPEL CROWN OF GRAVEL, Cedar City, UT, The "Hell of the South". 78% Gravel (106 miles), 22% Paved (30 miles). In the heart of Southern Utah allowing riders to see a wild variety of unique countryside. Course goes through the "Parowan Gap" and past petroglyphs left by the areas past native inhabitants, along with prehistoric dinosaur footprints., Michael Marckx, 760-815-0927, mmx@MonumentsofCycling.com, de.bike
- April 17, 2021 Spring Tour de St. George St. George, UT, Did you enjoy the Fall Tour?
  Come see the rest of southern Utah on your bike as we take you on the other half of our two-part tour of the southern Utah scenery Fully supported Gran Fondo., Joey Dye, 435-674-3185, joey@redrockbicycle.com Margaret Gibson, 435-229-6251, margaret@ redrockbicycle.com, ridesouthernutah.com
- May 15, 2021 USEA Ride for Education, Kaysville, UT, A comfortable metric century ride through scenic countryside through Weber and Davis County. Enjoy a mixture of plains and hills throughout Northern Utah. Fully supported, lunch provided with all paid registration. Proceeds go to support Utah public education students via a scholarship fund., Jeremiah Sniffin, 801-269-9320, 385-347-2717, jsniffin@useaut.org, useautah.org, usearideforeducation.weebly.com
- August 28, 2021 Cache Valley Century **Tour**, Richmond, UT, 35, 60, or 100 mile options. Proceeds benefit Common Ground, a Logan, Utah non-profit. Funds support their adaptive cycling program. Richmond to Preston, Idaho and back through scenic terrain. Great last century before LoToJa!, Bob Jardine, 435-713-0288, 435-757-2889, info@CacheValleyCentury.com, Sammie Macfarlane, 435-713-0288, Sammie@cgad ventures.org, CJ Sherlock, 435-713-0288, 435-757-2889, info@cachevalleycentury. com, CacheVallevCentury.com

# Regional Road Touring

and Gran Fondos

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

### and Beyond

September 12, 2020 — Race the Rails, Ely, NV, Race the train in Ely! Fun for the whole family! Race a coal fired steam engine that is over 100 years old. The event will accommodate both road and mountain bike riders of all ages., Kyle Horvath, 775-289-3720, kyle. horvath@elynevada.net, elynevada.net

- September 12, 2020 American Diabetes Association's Tour de Cure Colorado, Parker, CO, Tour de Cure is an incredible expe rience for cyclists, runners, walkers, and extreme ninjas! All routes end back at the Salisbury Park Festival where community members are invited to join in the fun. If you have diabetes you are the VIP of the day. Route options of 12, 30, 63, 100 mile routes plus a 5k run walk, Lindsay, Mark, Megan, Sasha, 720-855-1102 x7010, LPhelan@diabetes.org, MTaylor@diabetes.org, MTaub@dia <u>betes.org, SReeves@diabetes.org, diabetes</u>
- September 13, 2020 -- America's Most Beautiful Bike Ride - Lake Tahoe, Stateline, NV, 29th annual, in conjunction with the Leukemia & Lymphoma Society Team in Training program. Fully supported with rest stops, Tech support and SAG. 100 mile century, 72 miles, (boat cruise - 35 mile fun ride TBD)., Curtis Fong, 800-565-2704, 775-771-3246, tgft@bikethewest.com, bikethewest com, bikeandskitahoe.com
- September 13, 2020 Tour de Tahoe Bike **Big Blue**, Lake Tahoe, NV, 18th Annual ride around Lake Tahoe's 72 mile Shoreline. Fully supported with rest stops, tech support and SAG. 72 miles, 4300 ft vertical gain. (Boat cruise and 35 mile fun ride TBD). Limited to 2000 participants, Curtis Fong, 800-565-2704, 775-771-3246, tgft@bikethewest.com,
- September 18-20, 2020 Mavic Haute Route Rockies, Haute Route, Boulder, CO, fea tures two road stages (100-140km and 2500M+ to 3500M+ each) and a Stage 3 time trial., The Sports Corp , 719-634-7333, info@thesportscorp.org, Doug Martin, 719-634-7333 Ext 1010, doug@thesportscorp. org, Gretchen Brett, 719-287-8489, cor northamerica@hauteroute.org, Micah Rice micah.rice@ocgroup.com, hauteroute.org/ events/overview/mavic-rockies-2018
- September 19, 2020 Tour de Big Bear,  $\mbox{WIN}$ Real Estate Group, Sariol Legal, Sports in Science, Bia Bear Lake, CA, 10th Anniversary Edition, Southern California's favorite ride! Features legendary aid stations, beautiful mountain scenery and spectacular summer weather. With 25, 50, 70, 106 and 109 mile courses, there's a route for every cyclina enthusiast!, Chris Barnes, 951-970-6720, 909-878-0707, bigbearcycling@gmail.com, tourdebigbear.com, bigbearcycling.com
- September 19, 2020 GFNY Santa Fe, Gran Fondo New York, Santa Fe, NM, The roads of GFNY Santa Fe will take riders through the spectacular and diverse terrain of the southwest. Both routes start in downtown Santa Fe. 81 and 55 mile courses, Michael McCalla, mikelikehikebike@hotmail.com gfnysantafe.com
- September 19, 2020 Tour de Vineyards, CANCELLED for 2020, Roll Massif, Palisade, CO. Choose between a leisurely 23-mile route that follows the Palisade Fruit & Wine Byway and the more challenging 58-mile route that adds on a loop up and over the Reeder Mesa Climb with a timed segment to challenge your legs and lungs., Tracy Powers, support@rollmassif.com, rollmassif
- September 26, 2020 Mulholland Challenge, King of the Mountains Century Challenge, Agoura Hills, CA, The toughest Southern California Century with over 13,000' of climbing in the Santa Monica Mountains. Fully supported / Chip Timed. 100 and 200 mile options, Deborah Bowling, 818-889 2453, embassy@planetultra.com, planetul-
- September 26, 2020 Fall Blaze, Durango, CO, Virtual ride in 2020. This fully supported tour offers 37, 60, and 100 mile options with a party and entertainment at the center of campus finish line. All proceeds go to the Fort Lewis College Cycling Scholarship Fund awarded to men and women team members with a 2.5 GPA who are active in the community., Gaige Sippy, 970-259-4621, director@ironhorsebicycle durangofallblaze.com
- September 26, 2020 Tour of the Moon CANCELLED for 2020, Roll Massif, Grand Junction, CO, Made famous in the 1980's Coors Classic and later in the cycling movie American Flyers. Its legacy continues as one of the premier road cycling events in the western United States., Tracy Powers, support@rollmassif.com, rollmassif.com
- September 27-October 3, 2020 OATBRAN, Lake Tahoe, NV, 29th annual One Awesome Tour Bike Ride Across Nevada! Following the Legendary Pony Express Trail on U.S Hwy. 50. 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park Fully Supported motel style tour... limited to 50 participants., Curtis Fong, 800-565-2704, 775-771-3246, tgft@bikethewest.com, bikethewest.com
- October 3, 2020 Pink Ribbon Tour, Pocatello ID, Centered on building awareness for breast cancer while raising funds for local cancer patients and providing access to early detection mammograms. Distances of 50, 35, 20, and 8.5 miles, Bruce Wayne, 208-851-2329, traskb1@yahoo.com, pinkribbontour.org
- October 3-10, 2020 California Coast Classic San Francisco, CA, The Arthritis Foundation's 20th Annual California Coast Classic Bike Tour is a scenic bike ride that takes place over eight days and covers 525 miles along the coast on Highway 1. The Tour starts in the heart of San Francisco and ends on the iconic strand of Los Angeles. , Shannon Marang Cox, 909-489-2217, smarangcox arthritis.org, , arthritis.org/events/bike-event

- October 10, 2020 Tri-States Gran Fondo, Mesquite, NV, 112 miles, 7,500ft of climbing, three States Nevada, Arizona, Utah, all in one spectacular day of cycling. Fully supported / Chip Timed., Deborah Bowling, 818-889-2453, embassy@planetultra.com, tristatesgranfondo.com, planetultra.com,
- October 10, 2020 Park to Park Pedal Extreme Nevada 100, Caliente, NV, Road bike ride starting and ending at Kershaw Ryan State Park. Cyclists visit the towns of Caliente and Pioche, and three other state parks: Cathedral Gorge, Echo Canyon, and Spring Valley. 3 rides available: 100, 60 and 40 mile options. There is a Dutch oven dinner at the endl, Dawn Andone, 775-728-8101, cathedralgorge vc@lcturbonet.com, parktoparkpedal.com, lincolncountynevada.com/exploring/biking/park-to-park-pedal/
- October 11, 2020 Elephant Rock, CANCELLED for 2020, Roll Massif, Castle Rock, CO, This year we have three road courses (44, 60 and 100 miles), one gravel/road route (32 miles) and one great family ride (8 miles). , Tracy Powers, support@roll-massif.com, rollmassif.com
- October 11, 2020 Strawberry Fields Forever, Watsonville, CA, 30,60, and 100 mile touring loops of beautiful Santa Cruz and Monterey Counties, CA. Sponsored by Cyclists for Cultural Exchange, and includes rest stops, support, full dinner (including strawberries and fresh cream!) at the finish., Robert Leibold, 209-604-1354, velopro1@gmail.com, strawberryfields.org
- November 7, 2020 Tour de Summerlin, Las Vegas, NV, 80, 40, 20 mile routes, circumnavigates Las Vegas., Randy Mcghie, 702-252-8077, randy@mcghies.com, Tour de Summerlin , info@teamamc.net, tourdesummerlin.com
- November 7, 2020 Veloswap, Denver, CO, Huge blike swap and expo, Tracy Powers, support@rollmassif.com, rollmassif.com, veloswap.com
- November 8, 2020 Canyon Belgian Waffle Ride, San Diego, CA, Pain and suffering will commence at 7 a.m. featuring four waves predicated on riders' USAC categories. The expo will remain open on Sunday throughout the duration of the event until the beers, jeers and awards are distributed for all the day's heroic efforts., Michael Marckx, 760-815-0927, mmx@MonumentsofCycling.com, belgianwaffleride.bike
- November 14, 2020 Mesquite Madness, Mesquite, NV, The first ride of the season. Get your riding legs back and join us for a tough but fun 80, 50+, or 30 mile bike ride. This year we are adding a different game with prizes at every rest stop. Make it to the top of Utah Hill for the big prizes., Joey Dye, 435-674-3185, joey@redrockbicycle.com, Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, Ryan Gurr, info@spingeeks.com, ridesouthernutah.com,
- November 21, 2020 Death Valley Century, Death Valley, CA, 50 and 100 mile options. Entry includes chip timing; fully stocked checkpoints along the route with water and a great selection of food and snacks; roving SAG support; tech tee and finish line award. Start at The Ranch at Furnace Creek Resort. Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com
- April 10, 2021 Boulder Roubaix Road Race, Boulder, CO, First held in 1990 and now every other year just north of cycling mecca Boulder, this is an amazing 19 mile loop with mixed terrain, Chris Grealish, 303-619-9419, chris@dbcevents.com, dbcevents.com
- May 29, 2021 Levi's GranFondo, Santa Rosa, C.A., America's Premier Gran Fondo. Options range from an easy 9 miles for kiddos to a mammoth 117 miles to challenge experts and professionals. Ride your bike along the edge of the continent and meet the sea., Bike Monkey , 707-560-1122, info@bikemonkev.nef, levisgranfondo.com
- June 13-18, 2021 Ride the Rockies, Durango, CO, Ride the loop to explore Colorado's Rocky Mountains by bicycle. The 2021 tour will be a brand new route showcasing the state's unmatched scenery and breathtaking mountain views. Proceeds benefit Colorado nonprofits through The Denver Post Community Foundation, Ride The

- Rockies , 303-954-6700, <u>ridetherockies@den-verpost.com</u>, <u>ridetherockies.com</u>
- June 19, 2021 Ride Around the Rubies, Lamoille, NV, New date: Gravel Grinder! See the Ruby Mountains like you've never seen them before, on the summer solstice, June 20, 2020. This one-day bicycle ride or race begins and ends in scenic Lamoille, Nevada. Choice of a 36, 62 or full 117 mile loop on pavement, gravel and dirt roads. Ride it or race itl, Kerry Aguirre, 775-397-1922, kerry.aguirre@gmail.com, ridearoundtherubies.com
- June 26, 2021 Cheyenne Superday Tour de Prairie, Cheyenne, WY, This long-distance course heads south past the Capitol before heading west under 1-25 and up Happy Jack Road to Vedauwoo. Get ready for some fresh air and swiff elevation changes! The Tour de Prairie features 25-, 50-, 75- and 100-mile rest stations/turn around points. Breakfast and lunch are included for registered Tour de Prairie riders., Lori DeVilbiss, 307-773-1044, Idevillbiss@cheyennecity.org, CheyenneEvents.org, CheyenneRec.org
- June 26, 2021 Alta Alpina Challenge, Markleeville, CA, Experience the breathtaking scenic beauty of classic Sierra roadways. Metric and Century options or pick one or more of the famous Alta Alpina passes for a personalized ride (30 miles and up). Fundraiser for the Alta Alpina Cycling Club, Gregg Westerbeck, 877-845-2453, social@altaalpina.org, Michael Bayer, challenge@altaalpina.org, altaalpina.org/challenge
- June 26, 2021 Alta Alpina Challenge 8-Pass Double Century, Markleeville, CA, The Toughest Single Day Ride in the World. Exclusive 8 Pass Jersey available for finishers, Gregg Westerbeck, 877-845-2453, social@ altaalpina.org, Michael Bayer, challenge@ altaalpina.org, altaalpina.org/challenge
- July 10-11, 2021 The Triple Bypass, Evergreen, CO, The legendary Triple Bypass is 120 miles with 10,000' of climbing and travels over 3 beautiful mountain passes from Evergreen to Avon, CO. 30, 75, 120 mile options, Sunday Gran Fondo and the infamous Double Triple Bypass, 240 miles!, Jennifer Barbour, 303-503-4616, executing teamevergreen.org, Kim Nordquist, 303-249-6168, kim@friplebypass.org, triplebypass.org
- July 11-16, 2021 Tour de Wyoming, Thermopolis, WY, 24th Annual. Bike tour circling Wyoming's Bighorn Basin with daily distances from 55 to 70 miles, Amber Travky, 307-742-5840 , atravsky@wyoming.com, cyclewyoming.org, tourdewyoming.org,
- September 10-12, 2021 Pedal the Plains Kiowa, CO, PTP will take cyclists through the host communities of TBA. Celebrates the agricultural roots and frontier heritage of the Eastern Plains of Colorado. Learn about farming and ranching, while experiencing the culture, history and landscape of Colorado's high plains. The Tour incorporates interactive on-route experiences by staging rest stops on farms, posting educational points of interest and serv ing community meals composed of locally sourced food. Also includes the Great Mustang Gravel 100 – 80% on packed dirt or gravel roads, this route will be fun and challenging for the gravel expert or rookie! Proceeds from Pedal The Plains benefit The Denver Post Community Foundation in sup-port of the Colorado FFA Foundation and olorado 4-H., Deirdre Moynihan, 303-954-6704, dmoynihan@denverpost.com, ridetherockies.com
- September 25, 2021 Mountains to the Desert Bike Ride, Telluride, CO, 16th Annual, Ride from the beautiful mountains of Telluride to the incredible desert landscape of Gateway, CO for the Just for Kids Foundation! Choose your distance (72 miles, 101 miles, 104 miles or 132 miles) and pass through golden aspens and brilliant red canyon walls to our destination at Gateway Canyons Resort. Katle Geissler, 970-708-0566, director@just-forkidsfoundation.org, justforkidsfoundation.org/mountainstodesertride

# Multisport Races

September 12, 2020 — Kokopelli Triathlon, BBSC Triathlon Series, Hurricane, UT, This family-friendly event at Sand Hollow Reservoir has something for everyone! Featuring a Sprint,

didetherockies@denbkies.com

Around the Rubies, tte: Gravel Grinder!

William of the Rubies, 10k and 5k distances. Coupon code: KOKOCW2020, Cralg Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com/kokopelli

- September 12-13, 2020 Desert's Edge Triathlon Festival; Dirt Tri & Road Tri, Fruita, CO, The Desert's Edge Tri Festival brings you two days of racing, a weekend of camping with other triathletes and their fans, and a fun end to the Colorado Tri Season. Desert's Edge weekend includes your choice of Off-Road Sprint (not eligible for points) or Off-Road Tri on Saturday, your choice of Sprint or Olympic distance road triathlons on Sunday!, John Klish, 970-744-4450, 573-366-3681, madness@madracingcolorado.com, DesertsEdgeTri.com, madracingcolorado.com
- September 12, 2020 Harvest Moon Triathlon, Boulder, CO, Long course, at Boulder Reservoir, Triathlon, Duathlon, Aquabike, Lance Panigutti, 303-408-1195, <u>lance@with-</u>
- September 19-20, 2020 XTERRA USA/Pan American Championship and XTERRA Utah Sprint Race, CANCELLED for 2020, XTERRA America Tour, Ogden, UT, XTERRA Utah, two distance options: 750m / 19K mountain bike / 5K trail and 1.5k swim/ 30k mountain bike / 10k trail run; XTERRA USA/Pan America Championship: 1.5k swim / 30k mountain bike / 10k trail run., Raena Cassidy, 877-751-8880, info@xterraplanet.com, xterraplanet.com, xterrautah.com
- September 19, 2020 Ironman St. George North American Pro Championship, St. George, UT, 2.4 mile swim, 112 mile bike, 26.2 mile run. Start: Sand Hollow reservoir. Bike through Snow Canyon State Park, Finish Downtown St. George., Ironman , 303-444-4316, <a href="mailto:stage-com/stage-
- September 19, 2020 XTERRA Tahoe City, XTERRA America, Tahoe City, CA, Qualifying race for the XTERRA USA Championship. Triathlon and Duathlon and sprint triathlon., Todd Jackson, 530-546-1019, todd@bigblueadventure.com, Kiley McInroy, kiley@bigblueadventure.com, bigblueadventure.com/event/xterra-lake-tahoe/, xterraplanet.com
- September 19, 2020 Bear Lake Brawl Triathlon, St. Charles, ID, This race is a great course. Bluest water in Utah and Idaho. This is often called the Caribbean of the rockies. In 2019 the course will go around the lake again for the Half and Full. This course is primarily flat with rolling hills. The East side of the lake road just had a resurfacing in 2018 so it should be the fastest for this race., Joe Coles, 801-335-4940, joe@onhillevents.com, beatlakebrawl.com, onhillevents.com
- September 20, 2020 Oktoberfest Triathlon, Longmont, CO, Union Reservoir, Sprint, Lance Panigutti, 303-408-1195, <u>lance@with-outlimits.com</u>, withoutlimits.co
- September 20, 2020 Tahoe Adventure Challenge, Truckee, CA, A multi-sport event in which teams and individuals participate and compete in kayaking or stand up paddling, mountain biking, trail running, and navigation. Designed such that participating teams will complete in an 8 hour maximum time format. Teams travel on land and lake to gather as many checkpoints as possible and finish within the 8 hour time limit., Todd Jackson, 530-546-1019, todd@bigblueadventure.com, Kiley McInroy, kiley@bigblueadventure.com, bigblueadventure.com, bigblueadventure.com, greattrailirace.com
- October 3, 2020 Las Vegas Triathlon, BBSC Double Down Series, Boulder City, NV, The one and only Long course Triathlon, Duathlon and Aquablike is happening at Lake Mead, featuring iconic views of the lake that cannot be experienced anywhere else. Featuring a Half, Olympic, Sprint, Duathlon, Aquablike, and 10k, 5k, Boulder Beach, Lake Mead. Coupon code: LVTRICW2020, Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com/lasvegastri
- October 10, 2020 Huntsman World Senior Games Triathlon, CANCELLED FOR 2020, 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., Kyle Case, 800-562-1268, 435-674-0550, hwsg@seniorgames.net, seniorgames.net
- October 24, 2020 Southern Utah Triathlon, Hurricane, UT, Sprint and Olympic. Held at Quail Creek Reservoir, Temps are ideal for triathlons with water temps in the high 60's to low 70's and air temps in the 70's. This venue is truly beautiful with mesas and buttes all around. Enjoy the red rock landscape of Southern Utah. , Joe Coles, 801-335-4940, joe@onhillevents.com, southernutahtriathlon.com, onhillevents.com
- October 24, 2020 Pumpkinman Triathlon, BBSC Double Down Series, Boulder City, NV, This point-to-point race starts at Lake Mead and finishes at Wilbur Square in Boulder City. This race will once again host the Rocky Mountain Collegiate Conference, with an Olympic wave start for all college athletes. Coupon code: PMANCW2020, Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsc-tri.com/pumpkinmantri
- May 22, 2021 Sand Hollow Triathlon, BBSC Tri Series, Hurricane, UT, The first race of the Twin Tri series at Sand Hollow State Park, with

Sprint, Olympic, Du, Aquabike, 10k, and 5k distances. Bike along scenic sand dunes, and run around a gorgeous, reflective lake. Coupon code: SHCW2020, Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com/sandhollow

- July 24-25, 2021 Donner Lake Triathlon, Truckee, CA, One of the best! The Donner Lake Triathlon is a favorite California Triathlon of many triathletes. The venue, setting, and course offer a truly beautiful and challenging experience. Join us in July in Truckee, California! Half Triathlon 70.3, Olympic Triathlon, Sprint Triathlon, Kids Triathlon, Aquabike, Aquathlon | Duathlon, Todd Jackson, 530-546-1019, todd@bigblueadventure.com, kiley McInroy, kiley@bigblueadventure.com, bigblueadventure.com, bigblueadventure.com, donnerlaketfi.com
- August 21, 2021 XTERRA Lake Tahoe, XTERRA America, Incline Village, NV, XTERRA, Sprint, and Duathlon. Course Distance: Full Course: 2X 750 meter swim laps with a 50 meter beach run, 22 mile blke, 6 mile run. Bike Tunnel Creek, and then onto the Flume Trail, which overlooks Lake Tahoe to the Tahoe Rim Trail. Both the Short and Long course complete the 22 mile blke, approximately 4000 feet of climbing. The trail running course is relatively flat, fast and scenic., Todd Jackson, 530-546-1019, todd@bigblueadventure.com, kiley McInroy, kiley@bigblueadventure.com, bigblueadventure.com/event/xterra-lake-tahoe/, xterraplanet.
- August 28-29, 2021 Lake Tahoe Triathlon, Tahoma, CA, The Lake Tahoe Triathlon is a favorite California Triathlon of many triathletes. The venue, setting and course offer a truly beautiful and challenging experience. Join us annually the fourth weekend in August in beautiful Lake Tahoe, California for a great race and a time of your life! Half Triathlon, 70.3, Olympic Triathlon, Sprint Triathlon, Duathlon, Aquabike, Todd Jackson, 530-546-1019, todd@bigblueadventure.com, Kiley@bigblueadventure.com, biablueadventure.com

### Cyclocross Series

- September 5-November 14, 2020 Shimano Cyclo X Cyclocross Series, Boulder, CO, 6 event cyclocross series at various locations., Lance Panigutti, 303-408-1195, lance@with-cyclocross.com/series/serie
- September 15-October 27, 2020 New Mexico Cyclocross Series, Various, NM, Crockett Howard, <u>crockett.howard@comcast.net</u>, Stephen Williamson, <u>swactive@gmail.com</u>, <u>nmcycling.org</u>, <u>facebook.com/NewMexicoCyclocross</u>
- October 4-November 15, 2020 Inland Northwest Cyclocross Series, Various, ID/WA, October 4 Potlatch, IDOctober 11 Coeur d'Alene, IDOctober 25 Big Barn Brewing, Mead WANovember 8 Walter's Fruit Ranch, Mead WANovember 15 Riverside State Park, 7 Mile Alistrip FINALS, Marla Emde, 509-953-9924, 509-939-0552, marla@emdesports.com, Michael Gaertner, mike@verticalearth.com, emdesports.com/inland-nw-cyclocross.html
- November 7-22, 2020 Arizona Cyclocross Series p/b SRAM, Various, AZ, November 7, 15, 21, 22, Jeff Frost, 928-380-0633, <u>canisbleu@gmail.com</u>, Mark Bibbey, <u>mbibbey@hotmail.com</u>, <u>azcross.com</u>

## Cyclocross

- Series, West Valley City, UT, Carl Sandburg Elementary, 3900 W Rancho Vista Lane, West Valley City, TJ Stone, 801-916-5769, utahcx@gmail.com, utcx.net
- October 3-4, 2020 Talbott's Orchard Crit Cross, Postponed until 2021, West Slope Cross Cup Series, Palisade, CO, Come test out a new concept: a crit on dirt roads/double tracks around the orchard trees. Think crit on dirt! Plenty of opportunities to draft and push the edgel Race starts at 10 a.m., John Klish, 970-744-4450, 573-366-3681, madness@madracingcolorado.com, madracingcolorado.com
- October 3, 2020 UTCX #2 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, utcx.net
- October 24, 2020 UTCX #3 Fort Buenaventura, Utah Cyclocross Series, Ogden, UT, Fort Buenaventura, 2450 A Avenue, Ogden, Utah, TJ Stone, 801-916-5769, utahox@gmail.com, utcx.net
- October 30, 2020 Creepy Cross, Postponed until 2021, West Slope Cross Cup Series, Grand Junction, CO, The only night cyclocross race in western Colorado with plenty of grass with fun and fast obstacles. Not to mention the pirate ship and pirates operating the canon. Costumes encouraged with a playground nearby! Race starts at 4:00 p.m., John Klish, 970-744-4450, 573-366-3681, madness@madracingcolorado.com, madracingcolorado.com
- October 31, 2020 UTCX #4 Nicholls Park, Utah Cyclocross Series, Fruit Heights, UT, Nicholls Park 1105 Nicholls RD, Fruit Heights UT 84037, TJ Stone, 801-916-5769, utahcx@gmail.com, utcx.net
- November 7, 2020 UTCX #5 Soldier Hollow, Utah Cyclocross Series, Midway, UT, Soldier Hollow 1370 West Soldier Hollow Lane, Midway UT 84049, TJ Stone, 801-916-5769, utahcx@gmail.com, utcx.net
- November 14, 2020 Salty Cross Day 1, Postponed until 2021, West Slope Cross Cup Series, Fruita, CO, A local favorite at Little Salt Wash Park with new course layouts every year. This event promises great racing fun in the whoops, grass, and trees. Race starts at 9:00 a.m., John Klish, 970-744-4450, 573-366-3681, madness@madracingcolorado.com, madracingcolorado.com
- November 15, 2020 Salty Cross Day 2, Postponed until 2021, West Slope Cross Cup Series, Fruita, CO, Warm-up with the 5k Cross Country Running Race if you choose; then, Jump onto your bike for the cyclocross races. We'll mix it up by changing the course slightly, Race starts at 9:00 a.m., John Klish, 970-744-4450, 573-366-3681, madness@madracingcolorado.com, madracingcolorado.com
- November 21, 2020 UTCX #6 Weber County Faligrounds, Utah Cyclocross Series, Ogden, UT, Weber County Exhibit Hall1000 N 1200 W St, Ogden, UT 84404, TJ Stone, 801-916-5769, utahcx@gmail.com, utcx.net
- December 5, 2020 UTCX #7 Barnes Park, Utah Cyclocross Series, Kaysville, UT, Barnes Park 950 W 200 N, Kaysville, UT 84037, TJ Stone, 801-916-5769, <a href="https://doi.org/utahcx.org/utahcx.net">utahcx.org/utahcx.org
- December 8-13, 2020 USA Cycling Cyclocross National Championships, DuPage County, IL, Elite and amateur cyclocross national championships, Chuck Hodge, 719-434-4200, <a href="mailto:chodge@usacycling.org">chodge@usacycling.org</a>, usacycling.org

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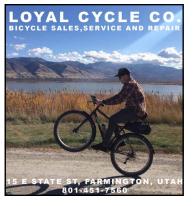


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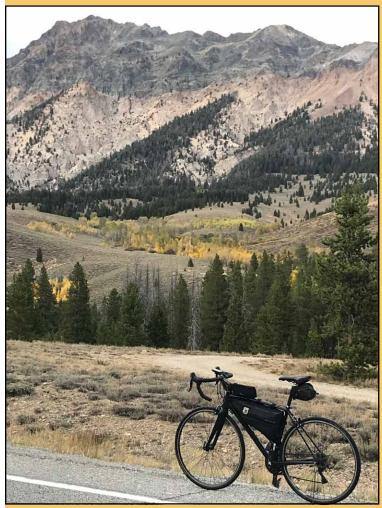


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# **ROAD RIDE OF THE MONTH**

# Five Great Central and Southeastern Idaho Century Rides



Sage, Sun Valley, and Sawtooths Ride. Photo by David Collins

**By David Collins** 

# Ride 100 Miles or More in One Day

(This article is the fourth in a series, to see the first three, check out the 2019 March and July issues and the Late Spring 2020 issue.)

Idaho is blessed with iconic geography and interesting diversions. Although these rides include stunning scenery, they often feature hidden gems and forgotten highways and byways – a cyclist's dream – filled with unforgettable imagery, points of historical interest and quirky pit-stops.

Extended shoulder seasons are usually the best time to ride most of these routes but depending on your skills, equipment, local conditions and road closures, you might be able to ride throughout much of the year. Be weather aware, riding conditions can swiftly change.

Excursions and explorations are part of the fun of unsupported bicycle touring at your own pace. Mileage estimates are approximate and may vary depending on your tracking system and whims of the ride. Be sure to tell someone your plans and allow them to track your location using a smartphone or other device.

Solo or unsupported distance cycling often presents potentially dangerous situations related to terrain, weather, equipment, traffic, navigation and mental awareness. Even experienced cyclists must plan carefully and use wise judgment to successfully mitigate inherent risks of the sport or terminate a ride before it turns injurious or deadly. If you are new to the sport or have never ridden a bicycle 100 miles in a single day, learn the ropes with a seasoned buddy or local riding club before giving one of these routes

a go.

Make sure to check maps, plan your route and check local road conditions before you go. As with any ride, be aware of your surroundings and of roadway traffic.

Time to fill water bottles, stuff gear bags, click in and start pedaling central and southeastern Idaho's great century rides.

# Sage, Sun Valley, and Sawtooths

**Route:** Shoshone, Bellevue, Hailey, Ketchum/Sun Valley, Stanley (one way). North on Idaho 75. 116 miles.

**Terrain:** Farms and ranches, sage and lava basalt, charming and sometimes chichi townships, a high mountain pass and breathtaking alpine skylines.

What to See: Flats from Shoshone until a few miles south of Bellevue (where long mild rollers lazily rise and fall) passing through fertile farm and ranch lands, miles of sage and lava field basalt and nearby notable caves. Traffic builds just as you approach Bellevue and doesn't disappear until a mile or two past Ketchum. The road is still flat through Belleview, Hailey, and Ketchum/Sun Valley, but fabulous hills and mountains jump right out of the landscape (not hard to imagine how these mountains got their Sawtooths name). Be sure to pit stop in a town or two and keep your eyes out for movie stars and celebrities flying into Hailey on their private jets and musing around town with the locals. A quick mile or two detour from Ketchum to the famed Sun Valley Lodge is a must too. The resort area is cycling friendly and laced with paved bike trails. The road begins to climb at about the 75-mile mark and crests a few miles later (after a 6 - 7% grade climb) on the top of Galena Summit at 8,700

feet. Enjoy riding down the other side into a valley lined by stunning ragged and high alpine mountains (think Idaho Alps). Pick-up the headwaters of The River of No Return (Salmon River) and finish out the day by rolling mostly flat through the valley to Stanley.

Selfies and Photo Ops: From the beginning to Stanley: Mammoth Cave signs; Shoshone Ice Cave sign; Nobel Prize winning author Ernest Hemmingway's grave (in the Ketchum Cemetery on Main Street); Sun Valley Lodge and pond; mountain pass views, ascending & descending; Galena Lodge; Headwater of the River of No Return sign; Sawtooth Fish Hatchery; Sawtooth Mountains throughout (beginning from about Hailey until Stanley), river crossings and bankside views (Wood, Salmon)

Wildlife: Mule deer, elk, moose, mountain goats, cougars, bobcat; lynx, bears (black and grizzly), snakes, beaver, fisher, marten & mink, porcupines, pronghorn, fox, wolverines, birds of prey and prize trout (brook, bull, lake, rainbow, steelhead, cutthroat) and salmon (chinook, sockeye/kokanee).

Best Post-Ride Eats: Mountain Village Restaurant in Stanley. After slipping past the friendly stuffed black bear trophy, find a seat in back of the log cabin lodge style restaurant, cash in your free drink tokens (given at check-in at the Mountain Village Lodge) and take a few sips while pondering between the House Smoked Baby Back Ribs and the Sausage Plate (featuring andouille, black & blue and garlic knackwurst from Jackson Hole Wyoming's Bovine and Swine). A small side of sirloin chili made with dark beer and topped with cheddar cheese wouldn't hurt either, since this is a recovery meal and proteins are just what the doctor ordered. Another drink or two and you'll be set for some serious time in the sack.

Still Have Legs, Lungs, and Sunlight? Turn west at the sign for Redfish Lake (near Stanley) and drop a line in the Sawtooths' largest alpine lake – home to prize sockeye/kokanee salmon. Even if you don't have a rod & reel, the short detour is worth the photo ops with the lake and alpine mountain backdrops (about a 5-to-6 mile total detour depending on where you turn back).

Notes: Although several villages dot the way, cell coverage is weak or not available for long stretches of the ride. This route features prime three-season riding (winter road cycling conditions are usually dangerous and often unpredictable). Also, you'll be rolling through the Wood River Valley, be sure to stop periodically and breathe deeply though your nose. It may be the best outdoor aroma in America, especially after one of the common summer showers.

# **Mackay to Salmon**

Route: Mackay (pronounced MACK-ee), Challis, Ellis, Salmon (one way). North on Hwy 93. 112 Miles.

**Terrain:** Rolling roads through rural valleys surrounded by dramatic foothills and looming peaks, turns hilly - cresting over Willow Creek Summit just over 7,000 ft, riverside riding from Challis through the final destination.

What to See: Ghost towns



Row of Giants - Mackay to Salmon Ride. Photo by David Collins

Cliff City and White Knob west of Mackay. The ghost town sign on Main Street in Mackay is about all that's left standing though, so if you don't have time, don't pursue the actual sites, or if you do, don't be disappointed since rubble may be all you find after hiking a mile or two; miles of riding through the Lost River Mountains including past several 12,000+ ft. mountains starting with Mount Borah through the Mackay Dam (Borah, Leatherman, Church, Donaldson, Breitenbach, Lost River and Bad River Peak, an honorable mention rising just 46 ft short of being a twelver too); Grandview Canyon featuring rugged and jagged cliffs side-to-side descending into Challis; mostly flat riverside riding from Challis on, often hugging the banks of the River of No Return (discovered by Lewis and Clark – until 1950, boats could not ascend the main canyon, so the Salmon got the nickname "River of No Return", large tracts of untamed wilderness still blanket the Salmon River Mountains); Sacajawea Interpretive, Cultural and Educational Center near her childhood home - today's Salmon.

Selfies and Photo Ops: Periodic Peaks to Craters Scenic Byway signs; Ghost Towns of Mackay sign (see What to See above); long lineup of twelvers in the Lost River Mountain Range, Mile High Outfitters laser cut sign on the northern edge of Challis; too many Salmon River photo ops to mention here, deer warning and "Say no to drugs and alcohol, let's go fishing" billboards just north of Challis; Ellis Post Office storefront; Idaho Hermits sign about 11 miles before Salmon; 45th Parallel sign; Statue of Sacajawea at the Sacajawea Interpretive, Cultural and Education Center (seek an especially good angle showing the giant Bitterroot Mountains in the back ground - her childhood playgrounds); Welcome to Salmon, Home of Sacajawea sign on south side of town.

Wildlife: Mule deer, elk, moose, mountain goats, cougars, bobcat; lynx, bears (black and grizzly), snakes, beaver, fisher, marten & mink, porcupines, pronghorn, fox, wolverines, birds of prey and prize trout (brook, bull, lake, rainbow, steelhead, cutthroat) and salmon (chinook, sockeye/kokanee).

Best Post-Ride Eats: Bertram's Brewery on Andrews Street in Salmon. Ice cold house-brewed beer is the calling card here but don't let that fool you – this casual brewpub also boasts delicious steaks and sea-

food. Try the Blackened Rainbow Trout served with mango salsa, paired with house-brewed Hazelnut Ale. If you have room, order the Fish Tacos too, not what you may be expecting though, they're mini corn taco bowls cradling battered cod, cilantro, lime, guacamole, mangos and some kind of magic potion. Who would've guessed a joint in Salmon would build out foodie tacos? A tasty end to a memorable ride.

Still Have Legs, Lungs, and Sunlight? To ride the other side of the Lost River Range, head south from Mackay to Arco, and up the Sacajawea Historic Byway through Leodore to Salmon. It's a whale of a ride and may require an overnight stay along the way (178 miles instead of the more direct route described above). Traffic flow is non-existent, and the unpopulated miles of smiles will thrill you. If you go this way, be sure to take the short gravel road detour to well preserved giant kilns from 150 years ago (can't miss the signs).

Notes: Like many routes through central Idaho, cell coverage is unreliable and/or unavailable for many miles of this ride. Careful planning will help mitigate your chance of related problems. Also, like the Sage, Sun Valley & Sawtooths ride, this route should be considered for three seasons only, winter attempts may turn dangerous and/or impassable. If you choose the Leodore route (see Still Have Legs), be prepared with extra water, nutrition, and camp gear if you turn it into a two-day ride, since periodic fuel stops are rare.

# **Over the Border**

Route: Preston, Thatcher, Grace, Soda Springs, Freedom WY, Etna WY, Alpine WY (one way). North on Idaho 34, north on Non-County Road, east on Creamery Road, north on 89 to Alpine. 122 miles.

**Terrain:** Aggressive rolling farmlands, Caribou –Targhee National Forest, a handful of agriculture & mining-centric towns and plenty of climbing.

What to See: Pioneer Historic Byway landmarks; a few miles north of Preston, a picturesque bridge over a waterway which connects a small pond on the west side of the road to the larger Foster Reservoir on the east side; fertile farm and ranchlands through Soda Springs; Lewis and Clark Trail crossings; Oregon Trail crossings; Blackfoot River Reservoir (home to several bird species including oft seen soar-



Over the Border Sunrise. Photo by David Collins

ing bald eagles and white pelicans; skirt hems of Grays Lake National Wildlife Refuge; Caribou-Targhee National Forest; Freedom Firearms; northern armlet of the Star Valley Scenic Byway including a brief roll near the southernmost tip of the Palisades Reservoir; at the finish line, the Snake River as it flows into the Palisades Reservoir.

Selfies and Photo Ops: Napoleon Dynamite storefronts (the cult comedy was filmed in Preston), rising roller horizon emerging from the Foster Reservoir water crossing; the vast open patchwork of farmlands unfurled around Thatcher and Grace; various roadside farm stands; Blackfoot River Reservoir resort and campground at water's edge; Soda Springs historical marker sign (near South 3rd Street West on the west side of Soda Springs) explaining the acid taste and "effervescing" gasses of the water; Oregon Trail Memorial with picturesque cliff back drop (look for the signs for the short detour to the memorial in Soda Springs) Freedom Firearms sign (Freedom WY), manufacturing home of famous single-action revolvers; Snake River in Alpine.

**Wildlife:** Upland gamebirds, birds of prey, pelicans, turkeys, fox, coyotes, beaver, deer, elk, rattlesnakes, gamefish, mountain lions, bears, martens and badgers.

Best Post-Ride Eats: Bull Moose Saloon in Alpine. As part of the on-site Bull Moose Lodge, Saloon, Restaurant and Liquor Store joints, the restaurant serves up reasonably priced mountain town fare. It won't be the finest meal of your life, but the food is good and the atmosphere is relaxing after a long ride. Start off by drenching a basket of fries in ketchup and a half dozen chicken taquitos while sipping a drink or two, the saloon and liquor store sister businesses make for lots of hard options. Entrée up with a rib-eye steak and all the fixings or the prime rib (only served on weekends). Warm pecan pie and ice cream for dessert and you'll be ready for bed – no problem there, just cross the parking lot and stop, drop and sleep in your log cabin-ish room at the lodge.

Still Have Legs, Lungs, and Sunlight? Head east on Hwy 26 to Hoback Junction (24 miles). It's a winding road that hugs the

Snake River through a famously picturesque canyon. If you extend your ride to include this leg, chances are, you'll be riding near dusk, which is a great time to take in the beauty of the greater Jackson Hole region. Fish will be jumping and big mammals will strollbe ing nearby. There's a good shoulder to ride most of the way, but be sure to have proper lights on your bike,

especially as daylight fades. And of course, you'll note how close you are to Jackson Hole as you study the map. Take another day or three and ride through town on your way to cycling two national parks; Grand Teton and Yellowstone.

Notes: Don't be fooled by the rightfully so romantic description; the ride features 5,000+ feet of elevation gain which can pack a surprising punch if you're not expecting it. Be prepared to make frequent stops for pictures, but keep your eye on the clock, otherwise you may run out of daylight before you're done and night riding in the area is not advisable.

# Idaho Falls to Arco (with Craters of the Moon loop)

Route: Idaho Falls, Butte City, Arco, Craters of the Moon National Monument and Preserve, back to Arco. West on Hwy 20 with a little back tracking for a second visit to Arco after riding around in the Craters of the Moon National Monument and Preserve. 116 miles.

**Terrain:** Flats, flats, flats, with a few miles of risers between Arco and Craters of the Moon.

What to See: 14 Mile Cave (14 miles west of Idaho Falls) - takes a little while to sneak a peek, but it's worth it if you're into caves; Three Great Buttes dominating the southern skyline upon leaving Idaho Falls; EBR-I, the world's first nuclear power plant and museum is a quick detour worth checking out; two gigantic structures (across the parking lot from EBR-1) are test stands containing atomic jet engines - remnants of a joint U.S. Air Force and Atomic Energy Commission program to build a nuclear-powered aircraft in the early 1950's (President Kennedy cancelled the program after a decade of work); kitschy Butte City buildings; cliff face in Arco proudly displaying "class of \_\_\_" giant graffiti marks going back decades; various Arco murals and signage bragging "Arco, Idaho - First City in the World to be lit by Atomic Power"; Craters of the Moon National Monument and Preserve - worth the entrance fee which includes access to a cyclingfriendly loop that winds through cinder cones, lava tubes, volcanic bombs, tree molds and spatter cones all in a surreal setting that sometimes really does seem like a cousin to lunar surface scenes depicted in NASA pictures.

Selfies and Photo Ops: Downtown historic buildings including the 1915 terra cotta Renaissance Revival Shane Building on Shoup Avenue; the 1926 Italian Renaissance Bonneville Hotel on Constitution Way and the 1909 Romanesque Revival motif I.O.O.F Building on Park Avenue; Snake River waterfalls in downtown Idaho Falls; Philo T. Farnsworth related signs (see Still Have Legs); opening miles of flat desert horizon; Great Butte southern backdrop; EBR-1 and Arco signs (see What to See); Pickle's Place in Arco; too many spots to mention in the Craters of the Moon National Monument and Preserve - the loop in the preserve is a nature photographer's playground; rolling hills horizon between Arco and Craters; storefronts and buildings in Butte City and Arco.

Wildlife: Rattlesnakes (locals tell sobering stories, legends and likely whoppers about rattlesnake infestations in the Great Buttes area – yikes!), river otters, mule deer, elk, fisher, marten & mink, porcupines, pronghorn, fox and birds of prey.

Best Post-Ride Eats: Pickle's Place in Arco. Think delicious homemade fare served in a family owned and operated restaurant. The 4-piece broasted chicken dinner is outstanding. It's some kind of heavenly fried chicken-ish thing they create in the kitchen and serve up crisp and hot. Be sure to add a couple of whole pickles to the order and wash it all down with huckleberry lemonade. Finish in style with a double order of pie a la mode. If you ride this route in reverse, order up a couple of double cheeseburgers at the Blue Wave Bar and Grill on Rollandet in Idaho Falls. Best burgers in Idaho bar none.

Still Have Legs, Lungs, and Sunlight? Add another 15 miles by starting in Rigby (instead of Idaho Falls) and heading south on HWY 20. Why Rigby? Home of the Farnsworth TV and Pioneer Museum, Rigby boasts they are the childhood home of Philo T. Farnsworth, who invented television. You may not have time to peruse the tiny museum, but it's worth a selfie or two featuring one of the related signs in and around Rigby.

Notes: Pay close attention to restricted access signs west of Idaho Falls. They mark miles of Idaho National Laboratory (INL) boundaries. INL is a Department of Energy base historically focused on nuclear energy, national security and environmental science. They take their "stay out" signs seriously and are not friendly to those who don't.

American Falls to Pocatello (the Arbon Valley Loop)

Route: American Falls, Rockland, Holbrook, Arbon Valley, Mink Canyon, Pocatello. South on Idaho State Hwy 37 to the edge of Holbrook, east on W 2000 S, north on 17200 W (turnoff to Arbon Valley), north on Arbon Valley Road, east on Mink Creek Road (turns into Bannock Hwy) to Pocatello. 117 miles.

**Terrain:** Immediate aggressive rollers slowly smoothing into Rockland, slices through high distant (or sometimes close) mountains,

lush fertile farmland and livestock country, deceitfully testy mild and medium climbs and descents capped off with passage through a higher mountain pass.

What to See: Modern windmills strewn throughout the

of the first foothills; main Rockland drag - just a few hundred yards long; twomile detour through tiny Holbrook; Curlew National Grasslands (route passes through the grasslands twice), giant pivot irrigation systems covering acres of farm and ranchland; flat lands of Arbon Valley punctuated by periodic short arroyo rollercoaster bumps; Mink Canyon cabins and homesteads (from humble to palatial); old town Pocatello's historic buildings; Montana coined itself 'Big Sky Country' but the big sky phenomenon leaked southward to this route, look up and take in the expansive skies amidst your likely

struggles with the winds (see Notes).

Selfies and Photo Ops: Windfarm backdrops; Rockland Post Office façade; boarded up big blue house just north of Holbrook (reminds me of the popular turn of the century kids TV show Bear in the Big Blue House); Welcome to Holbrook sign on the east side of the village; a ghost town like outbuilding that's barely standing in a drunken lean (on the east side of the road before the Mink Creek turn - can't miss it); cross in front of the Arbon Valley Bible Church; landscape near the cresting Mink Creek pass; original art deco-ish Chief Theatre sign from 1938 in old Pocatello; the Idaho State University Greek pillars on Red Hill (a Pocatello landmark and I.S.U. icon).

Wildlife: Mule deer, elk, pronghorn, snakes, upland gamebirds, birds of prey, mountain lions, bears, martens, badgers, skunks and other little varmints.

**Best Post-Ride Eats:** Elmer's on 5th Avenue. A laid-back joint



throughout the Atomic Aircraft Engine Prototypes - Idaho Falls to Arco opening miles Ride. Photo by David Collins

serving home cooking in generous portions awaits your après cycling meal. Salad for a post-ride starter? Usually not in my plan, but the Dungeness Crab BLT salad is an exception and kicks-off supper with a lilt. For the entrée, tuck into the 12 oz. slab of prime rib (only available after 4:00 pm). Since breakfast items are served all day, follow the protein-laden meal with lingonberry crepes. They are sweet, tart and dusted with confectioners sugar, the perfect finisher after a long day of pedaling all the way around the Arbon Valley Loop.

Still Have Legs, Lungs, and Sunlight? Head north from Pocatello on Hwy 91 through Chubbuck and into Fort Hall, a township in the Native American reservation of the Shoshone-Bannock Tribes. While you're there, get one of those savory bison burgers at the gas station by the casino (24 miles there and back).

Notes: Wind! Entering a wind-farm right out of the gate hints this may be a challenging day in the saddle. Since it's an abbreviated loop that passes through and around different canyons, hills and mountains, it's not likely you'll enjoy a prevailing tail wind on any given day. Thankfully, continuous headwinds are not likely either. Be prepared for winds from every side. Also, ride with extra fuel and water since merchant stops are few and cell coverage is spotty or nonexistent for much of the route.

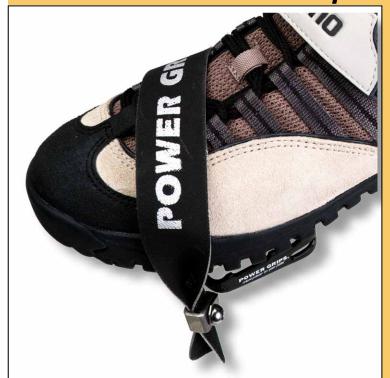
David Collins is a cycling enthusiast and amateur randonneur. Follow him on Instagram @rockypumpkin



American Falls to Pocatello Ride, a scene from Arbon Valley. Photo by David Collins

# **GEAR PICKS**

# A Review of the Power Grips Pedal System



A Power Grip with the foot in the pedal. Photo courtesy MRP

### By Lou Melini

Power Grips are straps that you attach to your pedals to enhance power to pedaling motion, especially uphill. I purchased my first, and only, set of Power Grips in the fall of

2016. Prior to retiring, I rode to work clipped into my Speedplay Frog pedals. I could leave shoes at work, so being clipped in wasn't a issue. If I went to the grocery store, I would just ride the short distance on top of the Frog pedals with hiking shoes.

After retirement and the start of a



Power Grips are a great alternative to toe clips or clipless pedals for commuting. Lou's very well used Power Grip is shown here. Photo by Lou

volunteer job, riding clipped in was no longer a suitable option. Carrying shoes to the volunteer job was inconvenient. I purchased the Power Grips after looking at a few other pedal strap systems. According to the Power Grip website over 250,000 Power Grips have been purchased. I have not been disappointed with my choice.

I am assuming that I have about 10,000 miles of use with the Power Grips. I don't have the clipped in power I had, but I have enough to make my commutes easier than if I just rode on flat pedals without the straps. The straps are showing age, but I think they will last several more years. One reviewer on the Adventure Cycling Association stated he had his Power Grips for 10 years, though he did not state

The straps are simple to install. I've tightened the bolts once or twice since installation. The strap is adjustable for different shoe sizes. At the adjustment clamp, I've had the strap pull out on 3 occasions but it's a simple fix. Putting your foot into the strap is also simple, perhaps because I still can remember the 25 years that I used toe clips and straps on my pedals. There are a few reviews of Power Grips that complain about the difficulty of getting into Power



How the Power Grip works. Photo courtesy MRP

Grips. On occasion this may be true. Overall, I have had an easy time inserting and releasing my foot from the Power Grips.

I would highly recommend the straps for cyclists for cyclists that currently use flat pedals but need to negotiate uphill terrain. You can buy the straps to attach to your current pedals or purchase straps and pedals as a set. Prices for the straps start at \$22.50 and go to \$40 for the extra long size. The strap/pedal systems range from \$40 to \$85 depending on pedal quality.

Lou Melini is a lifelong bicycle commuter, and the former Commuter Column editor for Cycling West.

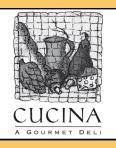
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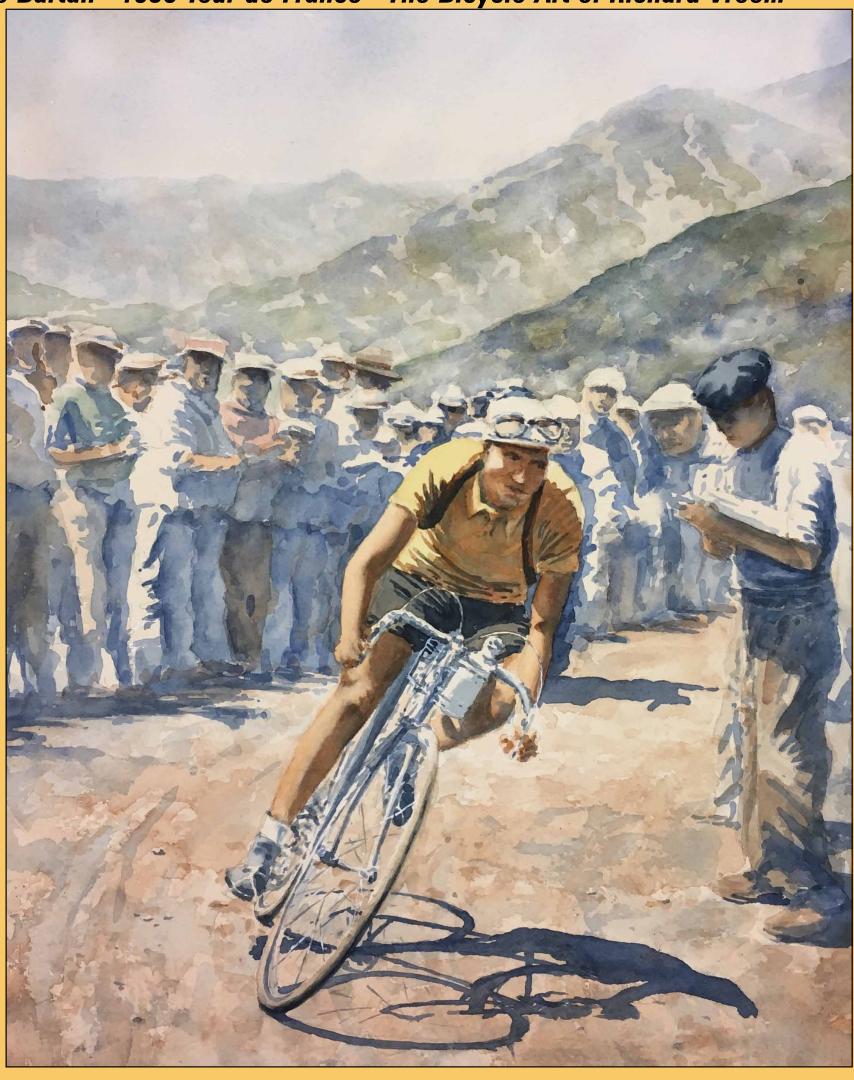


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# **BICYCLE ART**

# Gino Bartali - 1938 Tour de France - The Bicycle Art of Richard Vroom



de France

Medium: Watercolor on paper.

Rich Vroom is a watercolor art-Title: Gino Bartali - 1938 Tour ist based in Salt Lake City, Utah. from Richard. Contact him at richy-His studio is in Sugarhouse where he teaches classes, paints, and bike races. He also teaches at the

University of Utah.

Prints are available for purchase

room@msn.com

Rich Vroom Watercolors.

Follow Rich on Instagram @richvroom or on Facebook:

# See you next year.

Ride safe until then.





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