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CYCLING

Dr. Massimo Testa Shares His Experience as a Team Doctor in the Tour de France

By Bill Roland

From July 6-28, Dr. Massimo "Max" Testa, 63, of Park City, Utah will be "riding" along in his 27th or 28th consecutive Tour de France. Your first question might be, "Omigosh, a rider of that age in the Tour! What team is he on and how can he keep up with those superb athletes?"

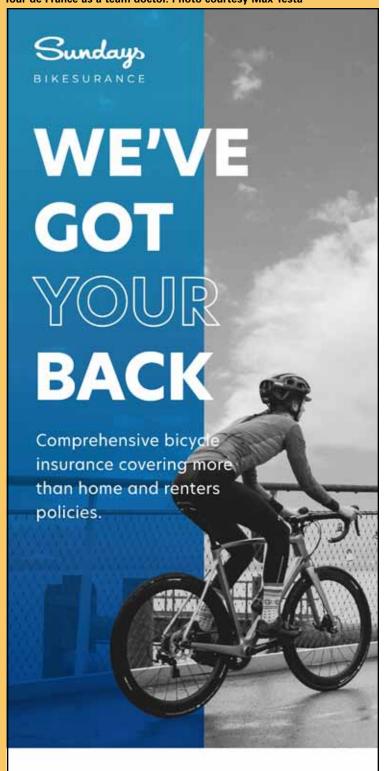
Perhaps I should clarify his role in the Tour de France. Dr. Max Testa lives in Park City but every year he serves as the team doctor for a major cycling team that competes in the Tour de France. For the past 12 years he has been with the powerful BMC team. Prior to that he was affiliated with the Motorola and 7-Eleven teams. His responsibilities include everything physical and medical that will keep the riders in top condition to survive riding 2,150 miles in 21 stages over the most beautiful and challenging terrain in France. Dr.Testa is a native of Italy and received his medical degree from the Universita degli Studi di Pavia in 1982. He has been practicing Physical Medicine, Rehabilitation, and Neuromuscular Medicine for more than two decades. Dr. Testa is a physiatrist, a physician who focuses on rehabilitation, restoration of function, and a return to a high quality of life. Dr. Testa's practice centers on sport and exercise medicine.

At his Cycling Services at the LiVe Well Centers in Park City and Salt Lake City, Dr. Max Testa has worked with professional and recreational cyclists for over 25 years. He not only works with the best professional cyclists in the world but he can show the recreational cyclist how to get faster, ride com-

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Dr. Max Testa in 2017 with his award for 25 years of participation in the Tour de France as a team doctor. Photo courtesy Max Testa











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COMMUTER COLUMN

Adventure Cycling's Alex Strickland: Helping You Commute Across Town and Travel Around the World



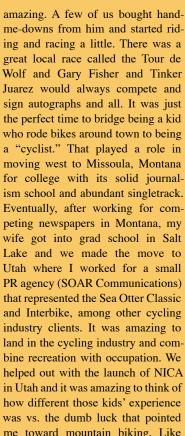
Alex Strickland on his winter Missoula, Montana commuter bike. Photo by Dan Meyer

Bv Lou Melini

Alex Strickland is editor-in-chief of Adventure Cyclist, published by the Adventure Cycling Association (ACA). Adventure Cyclist is the best bicycle travel magazine that is published in a print edition in my humble opinion. ACA, based in Missoula, Montana, the leading bicycle travel organization in the U.S., began by starting the Bikecentennial cross country tour (the organization also had the same name then) in 1976 and by creating maps and tours.

Cycling West: Alex, it was great to meet you in person last summer after years of exchanging emails. Tell my readers a little about you.

Alex Strickland: I grew up in Memphis, Tennessee — not exactly a cycling hotbed (well, not in the nineties, anyway) - and when I was in middle school a friend's neighbor was a sponsored mountain bike racer for KHS and this just seemed ... me toward mountain biking. Like





Alex Strickland and his wife on tour in Spain. Photo by Alex Strickland

the T-shirts say, "I wish they'd had this when I was a kid." Though we loved Utah, an opportunity came up with Adventure Cycling Association in Missoula to work on their member magazine Adventure Cyclist, which pulled us back to Montana.

CW: Can you review a little about your position with Adventure Cycling Association? The ACA is about bike travel but what can someone riding to work learn from your magazine and the ACA?

A.S.: I'm the editor-in-chief of Adventure Cycling's member magazine, Adventure Cyclist. We publish nine times per year for our 52,000 members, which makes us one of the largest cycling mags in the country. We're definitely focused on bike travel, whether that's an overnight in Connecticut or a months-long epic in Kazakhstan. Of course, not everyone can take months off (including magazine editors...), and we know that other types of riding like commuting are a natural gateway to bike

travel. Plus, the venn diagram of what makes a good touring bike and a good commuting bike is nearly a circle. Rack mounts, bigger tires, fenders, comfortable riding position, an eye toward safety? These are all features that appeal to everyone from half-mile commuters to million-mile

CW: Tell me a little about why you commute?

A.S.: Full disclosure: when people are impressed by the fact that I commute year-round in Western Montana, I have to admit that I live less than a mile from the office. So while -10° is cold, it's not cold for long! Plus, I can ride home for lunch. Just having an excuse to be outside a few times a day regardless of weather is a pretty great mood-booster, and since we're often reviewing bikes for Adventure Cyclist, it's a chance to spend a little extra seat time on different rigs and a reason to take a circuitous route to the office.

CW: I know you mostly worked from home during your time in Salt Lake City, but you did get a chance to ride to various establishments to shop, eat, etc. How does riding in Missoula compare to Salt Lake City?

A.S.: Downtown Salt Lake is way better. No offense to Missoula, but we've got a mash-up of crumbling infrastructure and retrofits that aren't quite right. Missoula has an amazing (and growing!) riverfront trail system that now links us to Hamilton, Montana, 50 miles to the south. That's an incredible asset, but chances are your commute in Missoula relies on some surface streets, which aren't great. Salt Lake has such an benefit in the super-wide streets that allow for things like the separated lanes on 300 South or just a little more elbow room in the lanes on streets like 800 S (I was lucky to live near Liberty Park).

CW: Would you say that in gen-

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COACHING

Bringing Back Motivation to Your Cycling



How do recapture motivation? RIder: Ben Hess Photo by Matt McKinney

By Sarah Kaufmann

If you ride consistently, chances are, eventually you will suffer some kind of setback. Maybe an injury forces you off the bike for an extended period, maybe outside life/ family/ work stress gets out of control and riding takes a backseat for a time. Whatever it is, you are forced off the bike, fitness has dwindled and now the thought of starting over is overwhelming. You worked so hard to build fitness previously and it feels insurmountable to get back there. How do you find the motivation to start where you are and get back to where you were - and beyond?

First and foremost, let go of previous measurements of success. Be where you are now. The goal is to get stronger and faster and to do that you need to be honest with yourself about where you are right now. Instead of stressing about where you were or where you want to get back to, focus your energy on how make progress.

Once you are being honest about your current fitness and have a desire



to build on that, start with consistent training. I have a friend who would say, 'just put on the chammy.' That's the main thing, put the chammy on and get out the door. Worry about the rest after that.

If you have not been riding at all or only sporadically, start with two to three days per week. Try to work up to four days of riding per week. That might be all your schedule allows. That's fine, four days is enough to build fitness. If you have been riding a little more than sporadically, increase to five or six days of regular

The main tenet here is to ramp slowly and not increase your days, volume, or intensity too quickly. Ramping up too quickly will lead to burnout or injury. If you are not sure how to approach that, a coach can help. If you are short on training time, a coach will also help you make the most efficient use of that time. (See my article on the efficacy of interval training on page 16 in the May issue of Cycling West and here too: http://www.cyclingutah.com/fit-



League of American Bicyclists: bikeleague.org/join

ness/coaching/six-tips-to-get-startedwith-intervals/).

If you are training with a power meter, this means no training with a vanity FTP (functional threshold power) or using a previous FTP for your training zones. Do a power test and be honest with the results. If you find accountability difficult in testing yourself, find a coach who can administer a test.

As you start to get back into regular training, remember to celebrate the victories as they come. Maybe you take your second power test and the number has gone up. Celebrate! Maybe the number still isn't where you want it to be or where it was previously. You put in work and saw improvement, enjoy the moment!

Maybe you were only riding once every week or two but you strung a few weeks together with four days of riding. Again, celebrate! Don't dwell on the disappoints. Cycling training is hard work! So enjoy the successes.

Celebrating the victories along the way will help you shift your focus from the outcome to the process. Try to see the goal not just as an end to reach but the whole journey as part of the goal. We hear it so much it is a cliche, but 'be present.' Be in the moment and enjoy the work you put in toward the goal. Let go of the anxiety around where you currently are or are not. View your goals with excitement so you can soak in and enjoy the process of getting there. If you put in smart, consistent work,



Just put on the chammy.

and make the process effective, the goals will come.

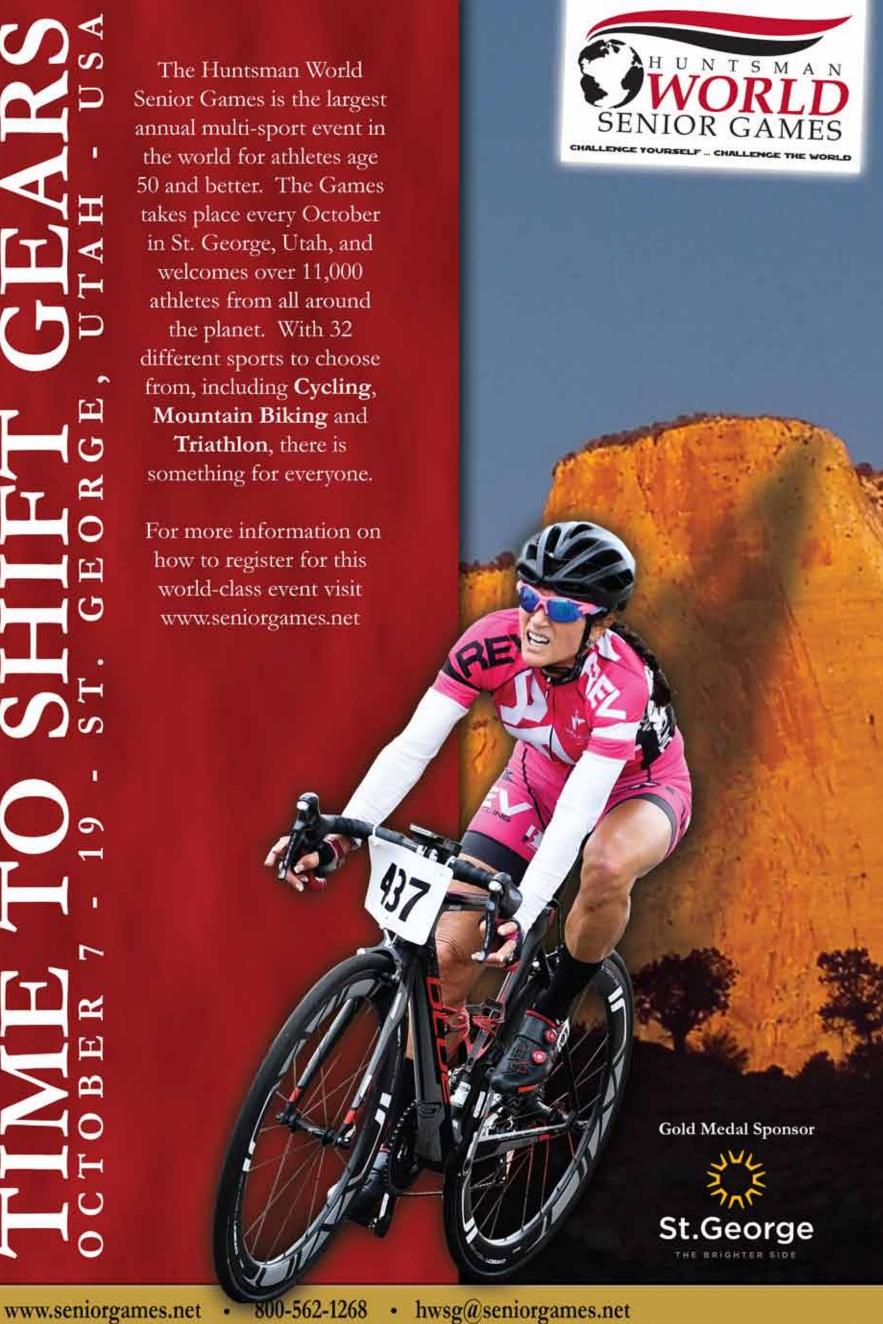
Sarah Kaufmann is the owner of K Cycling Coaching. She is an elite level XC and CX racer based in Salt Lake City, Utah. She can be reached at sarah@kcyclingcoaching.com or 413.522.3180.

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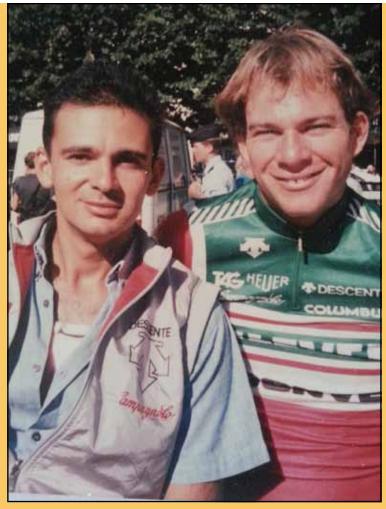


Dr. Max Testa-Continued from page 3

fortably, improve power, prevent injuries, train more efficiently, and be properly fitted to their bike. In this article, Max will share with you the inside decisions made by the team managers. He will explain and define what it takes to make the jump from a serious recreational cyclist to one of the top professionals in the world. Basically, you will learn the physical attributes these riders possess and how they are able to withstand such a grueling event. He will provide you with an insight to the strategy of breakaways, the value of domestique riders and what it takes to sprint like Mark Cavendish or fly down the mountain roads in the Alps at more than 60 miles per hour.

A Cycling Team's Doctor is One Busy Man

A few weeks ago, prior to flying to this year's Tour de France, Max sat down and explained some intricacies concerning the Tour and exactly what his role will be for the team CCC. "This will be my 27th or 28th Tour de France, I stopped counting a while ago," he quipped, "I talk to people who watch the Tour de France on television, they focus on the race, but everybody thinks it's a vacation. Many times, I come back and friends ask, 'Hey Doc, how was your vacation at the Tour de France?' It's not quite a vacation, especially for the staff. You have long days that start very early in the morning and you go all day, sometimes past midnight. You have to transfer every day, from finishing point to the next hotel. On occasion it's a two or three hour drive. You may have dinner at 9:00-10:00, then you have to go see the riders and change the dressing and



Dr. Max Testa in one of his first tours in 1986 or 1987 with my friend Bob Roll (now a television commentator at the Tour). Photo courtesy Max Testa

take care of any injuries. Sometimes they wake you up in the middle of the night for doping control tests. They may select one or two riders, then you have to go wake the riders, go down to the first floor to the doping control room. Then they might say, we need two more riders, and we go through the whole process all over again. They don't tell you how many riders are going to be tested or when. Sometimes, you are awake all night assisting the doping control

committee. Before you know it, it's six in the morning, time to wake up the riders, go to breakfast, prepare, transfer the riders two-three hours to the starting point for that day's stage. There are days, I don't have time to open the suitcase in my room. I go to bed, wake up, take a shower, boom, out of there."

At that point, I was exhausted listening to Max's agenda, but he continued with more interesting detail. "Actually, the doctors have one of the easiest jobs," he explained. "Especially if there has not been a recent crash. Think about the massage therapists; they have to move all the luggage from one hotel to the next, then give four or five massages at the end of the day. Sometimes starting after dinner. Then they have to prepare two hundred bottles of water for the next day. They work through the night. They make bottles of electrolyte, water, carbohydrate mix, and it depends on the temperature of the next day, the length of the ride and the amount of vertical involved. They modify the water depending on the environmental changes. On average, each rider needs about three gallons of water during each stage. Plus you have to have enough water for each car. Sometimes cars are stuck behind the breakaway and you must have a sufficient number of bottles in the second car."

Support Your Community Bike Magazine! Team Managers, What Do They

That was a perfect segue for my next question. I asked Max to explain how many cars are used for each team and what were the responsibilities of those in the cars. "There are three cars per team," he described. "In the first car, you have two sports directors. One is driving, the other is communicating with the riders. He has the map in front of him, tells the riders if the wind is going to change, you'll be on a narrow road for five kilometers, then big turn to the right, then you're going to have a cross wind, and so forth. We have a car ahead on the course and he tells the sports director what the conditions will be in an hour. For example, if there's a rainstorm ahead and the road will be slippery, he tells the sports director so he can have one or two riders drop back and get rain jackets even though they are miles from the storms. The third car is the service car and I am there with another sports director and the mechanic. If there is a breakaway, we pass the peloton and go behind the breakaway. If there is a bad crash, they drop me out and then they jump in the ambulance with the rider. That's what happened last year with Richie Porte when I was with the BMC team."

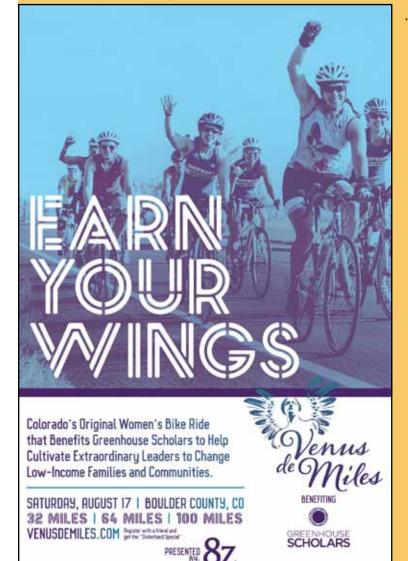
Dr. Max Testa was with BMC for 12 years. Before that he was the team doctor for Motorola, and prior to that he was with the 7-Eleven team. The CCC is comprised of about 30% of last year's BMC team. Needless to say, over the last 28 years he has provided quite a bit of medical attention to many riders in the Tour de France. The CCC team existed on the continental level and BMC had the UCI World Tour license and joined forces with them this season. CCC is a Polish phrase that means "The price"

makes miracles." It was a logo used by a company that manufactured leather products, primarily purses and shoes. The team is co-owned by American Jim Ochowicz, who founded the 7-Eleven Cycling Team and is presently the team manager. Although the first stage of this year's Tour de France is on Saturday, July 6, Max will fly over on Tuesday July 2. He must be there three-four days ahead for the anti-doping tests for the team. Normally the doctor is there witnessing the doping control of his team. There are reports and paper work to get in order.

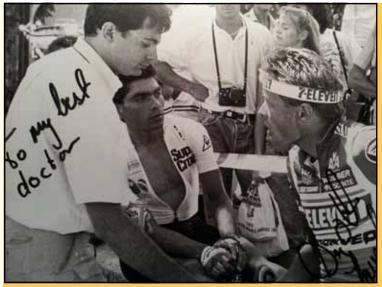
Tour Riders versus You: What's the Difference?

Max was asked what the main difference was between recreational riders and those professionals competing in the Tour de France. "Power is the main difference between those who ride the Tour and everyday riders," he explained, "or even serious competitive cyclists who are not on the same level. We look at strength and talent as the number of watts you can push for a given amount of time, and the ratio between weight and power. For example, you take the amount of watts you push for a climb that takes 30-40 minutes, then you divide by body weight and you have watts per kilo. That's what makes your speed going uphill.

"So you take the winners of the Tour de France, and they win mostly on the climbs. In comparison, take a Cat 1 cyclist, who trains 15-20 hours a week and imagine he is on a major climb after four or five hours on the bike. He can average 4.5 to 5.5 watts per kilo while a fit recreational rider will average 2 to 3 watts per kilo. So if a Cat 1 rider, the fittest guy locally, averages 4.5 to 5.5 watts per kilo, the Tour de France top riders are between







Dr. Max Testa in one of his first tours in 1986 or 1987 with Raul Alcala (winner of best young rider), and Dag Otto Lauritzen (winner of the stage of Luz Ardidens). Photo courtesy Max Testa

6.3 and 6.8. So they can go up about 10 per cent faster than a good local regional level cyclist. Pretty much a Tour de France rider climbs double the speed of a good, well fit recreational serious rider. They can go up a steep grade at 15-18 miles an hour."

When asked, what is the ratio of watts to kilos, he responded, "Say a rider is pushing 420-440 watts for 45 minutes, then you divide by body weight, which is about 65 kilos, and that number determines how fast they can climb. The higher the number, the faster you go up. So you take a good cyclist that pushes 250-300 watts, say you divide by 75 kilos, or 165 pounds, the ratio is much lower. It's like a big engine mounted on a light frame." In simpler terms, watts

measure how hard you work. For example, six-time Tour de France stage winner Andre Greipel, can generate a charge of 1,900 watts of power in a single sprint. Mark Cavendish says he sprints at 1,500 watts. Most pro cyclists produce close to 300 watts on average during a four-hour tour stage.

I was anxious to hear about how these Tour de France riders became so strong, fit, and skilled. "The condition of these riders is genetically determined," Max explained. "They are born with this gift. On top of that, they have training and a career and have been racing since they were 8-9 years-old. So they have the skills, they know how to envision the race and everything that comes

with learning the techniques. They understand the race; one day you have to chase and attack and the next day you don't. For example the gift that a 7-footer has on the basketball court is visible. But the gift these guys have, that they have been born with, it's in the quality of their lungs, the quality of their heart, the quality of their muscle, their ability to generate power in the mitochondria, an organelle in the cytoplasm of cells that functions in energy production. In a good way, they are a freak of nature. Some of these people deliver 70-80 milliliter of oxygen every minute per kilo of body weight. The normal person has 25-40. These young people can process oxygen at double the normal speed. Training can contribute 10-15 per cent of VO2 Max (milliliters of oxygen per kilo of body weight) the amount of oxygen they can deliver to the muscles. It's just that they have a different engine. It's like having a furnace that runs at double the normal speed. When I was in Milan, we tested 800 juniors every year when they were 12. And when they were 14-15 you could see the ones that were 70 plus VO2. You could see who would become good professionals. In the ten years we brought a lot of juniors to become pro because we have monitored them since age 12. It was a pipeline."

Tips on Staying Healthy

As far as recreational riders are concerned, I asked Max if he had some advice so riders could avoid time off the bike during the season and stay healthy. "If the pain is a



Dr. Max Testa with Greg Avermaet's yellow bike after wearing the yellow jersey. Photo courtesy Max Testa

series of aches," he surmised, "moderate your training so that you have enough recovery days especially if you are older than 40 or 50. Because as you grow older, recovery takes longer. You can still train hard but you might need two or three light days before you train hard again. Stretching can help but one of the first pieces of advice is to make sure your position on the bike is correct. Because if you are sitting in the wrong position, too low or too far forward, you many have more knee or quad pain. If you are sitting too far back, you may have more hamstring or glute pain. It's important to start with a good bike fitting. If the position is correct, work on your training organization so you have days that you train hard but days when you can

recover. Another thing is to do everything you can do to optimize your recovery. Stretching is one, sometimes a cold bath after a long ride could help. Also, make sure you have good nutrition for recovery, so after you are done you have your shake with protein and carbohydrates, in order to speed up recovery. These are good recommendations but everything starts with a good bike fitting and a good training program.

"Then there are complicated cases where you have the person that does everything right but he or she has a bad knee that happened playing

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Dr. Max Testa-Continued from page 9

football, tennis, or an assortment of sports injuries and they have chronic knee pain. Sometimes, we do what we call 'medical bike fitting.' We do anywhere between 300-500 a year right here. Some people come in with their bike, not because they have a wrong position in terms of fitting but because they have knee or neck pain. So we adjust the position to reduce the load on the knee or the achilles or the neck or whatever. So we put together the medical condition of the patient, their flexibility, with the position. That may prevent them from being a super fast rider but allow them to ride without a lot of pain."

Intervals

Regarding training, I looked forward to hear Max's opinion on the role intervals play for professional cyclists and recreational riders. "I think intervals are more important for recreational riders than pros," he explained, "because the pros race or train 20-25 hours a week. They ride over all kinds of terrain, so naturally intervals are included. The intervals tend to give the rider more in return for the time invested in training than steady training. Steady training is good for recovery days or training for a long event. Intervals are good but as you get older, you tend to lose the top end. You can still go long but people my age prefer riding long and steady because it feels natural. It's easier than riding hard. But I do recommend that seniors in good condition, should introduce intervals in their training at least one or twice a week."

Peter Sagan, Paul Sherwin, and Bob Roll

Max mentioned that Peter Sagan had been up here training for two



Dr. Max Testa on the day of the 20 year anniversary of the death of Olympic gold medalist Fabio Casartelli. He died during the 1995 Tour, on the col de Portet d' Aspet. I was there when it happened. I was his team doctor, and his coach. He was from my hometown of Como, Italy. The monument is there where he crashed, in Memory, In the picture I am with his son Marco (born 1 month before his father died), Fabio's Mom, and widow, Annalisa. The Tour had a stage on the same mountain in 2015, in memory. Photo courtesy Max Testa

weeks in Park City. Pete just left in early June, 3-4 days before the Tour of Switzerland, and by the time we did this interview he had already won a stage. "He comes here a couple times a year," Max recalled, "Peter rides all around the Park City area, six hours a day and that includes many canyons here on the Wasatch Front. He spends a lot of time on a mountain bike, that's his background and a major part of his training."

While talking about his time with the Motorola Team from 1991-1996, Max mentioned that for five seasons he was a roommate with Paul Sherwin, who at that time was the PR-Media Representative for Motorola. As many readers know, Paul Sherwin died suddenly at age 62

of a heart attack in early December at his home in South Africa. Following his time with Motorola, Sherwin became affiliated with Phil Liggett and the duo became professional cycling's best television broadcasters by a long shot. I asked Max about his friendship with Paul Sherwin. "I got to know Paul very well and like everyone I appreciated his friendship," Max recalled, "but he was much more than a nice guy. He was super smart, a very good rider in the 80's but extremely passionate about the sport. He knew so much about the culture of cycling, riders from the past and the present and his memory was unbelievable. He could have been a great Sport Director or Coach because he really understood

During the same time in the 90's, Bob Roll was a rider for Motorola and Max was the Doctor for the 7-Eleven team. Once a year Bob comes to Park City to get his physical for insurance purposes. Max recalled that a few years ago after Bob turned 50, Max asked him when he had his last physical. Bob's reply was, "When was the last time we were together during the Tour de France?" That was some 20 years ago but now he gets his physical annually. Max reassured me that the humor Bob Roll shares on television is not designed solely for the camera. "That's Bob," Max reiterated, "he's very genuine, has a sense of humor, sometimes hard to understand or pick up but he's a fun guy to be around. We ride together every November; a weekend with a group from Colorado in the Moab area. He's still a very strong rider, he can keep together with the young guys."

The Peloton: "Domestique Riders" are Invaluable

Despite an avid viewer of pro tour racing, this writer never thoroughly understood the role "domestique" riders provide to each team and how they are selected. The dictionary defines a domestique as a member of a bicycle-racing team who assists the leader by setting a pace, preventing breakaways by other teams, or supplying food and water to team members. It took Max no more than a split second to define the importance of the domestique rider. "Cycling is a team sport," he described, "even though there is a perception there is a winner, but most of the time, the winner could not reach that plateau without the support of the other riders. What happens in the pro peloton, is that by a certain phase of your pro career, you realize that you are good enough to be a leader, so that you can deliver on the day of the big races. You can be an overall prospect for stage races, or a one day specialist. If you're not quite there, maybe shy by only two-three percent, you realize you can be a domestique. They play an amazing role. Some keep their teams leaders out of the wind, they go back to the car and get bottles (sometimes more than eight or ten) of water or electrolyte drinks, jackets if a rainstorm is coming, and of course they make sure their teammates have food and fluid throughout the race. One time we had a rider who was a

domestique but because other teammates were injured, he rode out front and finished second in the Tour of Switzerland and tenth in the Tour de France. If you are a team manager and build a team, you identify your team leaders but you also find those strong riders who can play the role of being a helpful and successful domestique. Each team looks for the best domestique rider and it's no surprise, they are in high demand. For example, you take last year's SKY team. Of the eight riders on the tour team, you have six that could be leaders on any other team. Those six riders, cost more than the budget of most of the other teams. The budgets are really different between the intermediate level teams compared to those at the top."

How Does the Peloton Catch up with the Breakaway Riders?

I posed that question to Max and it took him less time to reply than it takes many of us to change gears. "Maybe they don't have a precise mathematical formula," he explained, "but by rule of thumb, you know how much you can gain every 10 kilometers if you have two riders pulling, or three, or even four riders. Normally, the strategy is to let the breakaway go, knowing there may be more than one team motivated to chase. Maybe the riders in the breakaway can bother more than one team for overall, for intermediate sprints or whatever the situation. If there are three or four teams in the peloton that want to bring the breakaway riders back, most of these teams have sprinters and they want the race to finish with a sprint. Another situation is that a rider in the breakaway might be in position to pass the overall leader. A rule of thumb, as I said, is that the peloton can gain one minute every ten kilometers (that's 6.2 miles). Despite the number of riders in the breakaway, say there are 12, not every rider is necessarily working, doing his part, taking pulls. Sometimes only five riders are working because a rider might know that if this breakaway works, my teammate, who is currently in sixth position, may fall back to eighth. So they stay passive in the breakaway. If they pull, they do the minimum so not to be kicked out of the breakaway."

If the breakaway fails, let's use the term dissolves, with just a few kilometers remaining, sometimes the body language of a rider who has been in this breakaway, speaks volumes. Needless to say, Max had the perfect response. "In the Tour de France, you are happy to be in the breakaway for 100 miles, even if they catch you," Max replied. "First of all, the rider will be on television for two-three hours, the sponsor is happy because the camera keeps showing the jersey, the rider's name has been mentioned over and over, so it's nice to have your name mentioned many times on the international stage."

The Tour Riders Descend So Fast? Yikes!

After watching the Tour de France riders climb a most challenging mountain in the Alps or the Pyrenees that lasted quite some time, our first reaction is to breath a sigh of relief

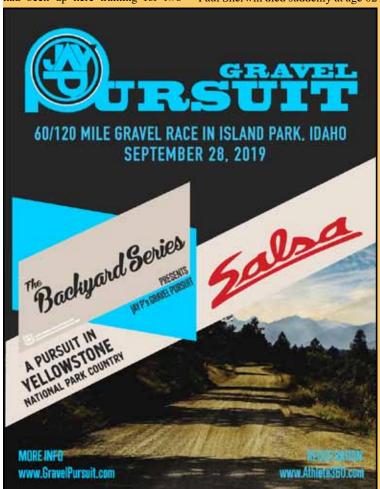


Dr. Max Testa in 2017 receiving his award from Tour director Christian Prudhomme for 25 years of participation in the Tour de France as a team doctor. Photo courtesy Max Testa

even though most of us have no idea how difficult that ascent really was nor do we feel the pain that every rider is going through at that very moment. But we have some idea what lies ahead because the commentators have briefed us that the descent may be in the 5-7 mile category and these riders will be approaching 60 mph or more. How do they do it?

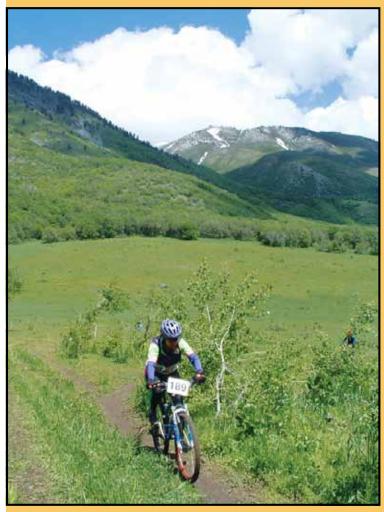
"First of all," Max remarked with a smile, "this is second nature to many of these riders. They have been descending mountains like this since they were 8-10 years old. Sometimes, you see a big difference in skill going downhill. Some are not very good and make square turns rather that making the turns as straight as they can. This comes with practice. Also, using the brakes properly is very important. A tip is not to hold too long on the brakes because you can heat up the wheels, especially the carbon fiber wheels that heat up quickly. Let the bike go; you can sit up or even stand to allow your body mass to slow you down. Make sure you use the brakes progressively and not lock things up. And when you are getting out of a turn, let the brakes cool down a little so you'll be ready for the next turn. For the recreational cyclist, I recommend not to increase your speed even more when you know you have a steep pitch right ahead and you're going to need your brakes again. Disc brakes are a good option if you are coming down a lot of steep canyons. These pros on the tour try to limit the overuse of their brakes and they go with the flow of the riders in front of them. My recommendation is to be aware of your skill level and not try to go too fast for your ability and avoid over using the brakes. Be cautious, practice in training, maybe on the low grade hills first, that are not so steep. Learn to shift your weight a little more on the inside like the motorcycle riders

As the interview came to a close, we shook hands, thanked each other for the time, but I felt it necessary to share one message with Dr. Max Testa. "Max, have a great experience during this year's Tour de France, but I hope you never have to get out of the car and help a rider who had an accident." His response was short and right to the point. "Bill, that's our goal, every year!"



BIKE COMMUNITY

Utah Mountain Bike Legend Cyndi Schwandt Passes Away



Cyndi Schwandt at the Joyride Mountain Bike Race in May 2004. Photo by Sherise Crosby

Park City's Cyndi Schwandt, a pioneering and premier mountain bike racer, passed away following a mountain bike crash on June 10, 2019.

Schwandt won the Utah mountain bike series in 1987, 1989, 1990, 1991, and 1992, among many other victories. She also competed in several mountain bike world championships and numerous national championships, as well as in the pro-elite class in the NORBA National Series.

The following is a portion of her obituary provided by her family. We will have additional remembrances of Cyndi in an upcoming issue.

Cyndi Schwandt was just a few weeks away from turning 69 on July 11th when she died Monday, June 10th doing what she loved best, riding her bike on the trails in Park City. It was especially fitting that these

were the very trails she pioneered to help create over the last 40 years, in the heart of the community she called home.

She was a force to be reckoned with, characterized by a quiet presence and unapologetic approach to life. The impact Cyndi made on the community will be forever remembered. Whether it was through her involvement as a Mountain Trails Ambassador, passion for the Adopt-A-Native Elder Program, or utilizing her masters degree in horticulture at Summit Community Garden, her love for Park City was apparent in her varied activities and avid volunteerism. She created a family that will miss her forever.

For those of you who knew Cyndi, she would hate being recognized as a National Champion Mountain Bike Racer, or for her achievements as one of the first women to compete at the professional level. In the winter, she

traded her bike for Nordic skiing and could be found most days on the ski trails. In all seasons, she ate chocolate and wore purple. If we can't praise Cyndi for her athletic accomplishments, let us remember instead the impact she had on the women she mentored and taught through Team Sugar to mountain bike over the last 15 years, or the help offered to friends in need that was truly remarkable. Through overarching kindness and mentorship of others, she truly transformed lives.

Cyndi is survived by her 91 year old mother, Willi. Her baby brother, Tom and wife Amy, two nieces, Meghan and and Sara, and her cat, Jas. All share the same amazing last name, Schwandt. We will miss you Cyndi

In lieu of flowers, please donate to Mountain Trails Foundation.



MECHANIC'S CORNER

Tubeless Road Bike Tires - Have You Made the Switch?



The tubeless compatible ENVE SES 3.4 Disc wheel. The setup looks just like any other road wheel from the outside but ride smoother and get fewer flats. Photo by Ian Matteson - ENVE Composites

By Chris Magerl

More comfort, fewer flats, better speed. Road tubeless comes down to that. It is truly a superior ride. Adoption of this technology has been slow, but there are some recent changes that might help riders get up to speed.

In the old days, you could spot the serious racer out training by seeing the spare sew-up, or tubular, tire strapped to the saddle rails with a leather toe strap. In the early '80s, the ride quality of even cheap training sew-ups was so far superior to any clincher. But there were catches. If you flatted, you had to rip the glued-on tire/tube/casing combo off your rim, put on the new tire, and then gently work your way back home. Corners were questionable as you waited to roll that unglued spare off your rim. More than one flat and you were hitchhiking home, as there was no quick way to patch the flat in the field. If you did choose to patch at home, you had to peel the rim strip, cut the stitching that held the tire together, pull out a portion of the inner tube, patch, re-sew and re-glue. Yeah, I did this in college

What's on your mind?
Send your feedback and letters to the editor to: dave@cyclingutah.com

when I couldn't afford a new sew-up, not even the cheap Cyrillic-stamped sew-ups Steve Tilford would sell us after his race trips to Eastern Europe.

I could buy 20 tubes for the cost of one of those mystery Tilford tubulars, and Steve's were the lowest cost you could find. Eventually the convenience of clinchers won out, and sewups were relegated to race-day-only.

Fast-forward three decades, filled with continual riding and thousands of road miles. The first time I pedaled road tubeless, I was instantly drawn back to those hours on farm roads in Kansas in the early '80s. Road tubeless was the best clincher ride I had ever experienced, no matter the tire, tube or wheel configuration. It was like training on sew-ups again.

Road buzz was reduced dramatically. I had to worry far less about flats, either from debris or pinch flats.

We are 20 years into commercially available tubeless road tires. Choices abound from a variety of manufacturers, including the biggest names in road cycling tires, many offering multiple widths. Wheel makers are designing in ways to make the most of these tires, including offering much wider rims and internal grooves that make all the difference in mounting tubeless tires.

A lot of hard-learned lessons have come in those 20 years. With help from Jake Pantone, Vice President of Product and Consumer Experience at Enve Composites of Ogden, Utah, we will help you get up to speed. Enve is an industry leader in the world of carbon bicycle components.

Should you make the switch?

"The technology is real and riders are going faster and in more comfort/ confidence with this new technology," according to Pantone. "The ride experience overall is too good to pass up."

You can join the limitless online debate about whether tubeless is fast-

er. There are so many elements that run counter to traditional bicycling thought about what is fast. Wider tires. Wider rims. Lower pressures. Can these really add up to a faster bike? But there is a real difference between testing on a drum in lab and riding on real roads with constant irregularities. Hit a pebble and your tire will either deflect (usually up and back, not the direction we want to go) or deform. Deforming keeps you moving forward. When you are on a chip-sealed road, you are hitting pebbles non-stop.

The pressure you run in a tube is not the right pressure for a tubeless tire. Many tire and wheel manufacturers have online charts that factor in rim internal width, tire width and rider weight, and then suggest the correct pounds per square inch, or psi. For longtime road riders, these are hard to believe.

"Our tire pressure chart is based off an algorithm and comparisons with real world feedback from riders of every size and ability," says Pantone. "I'm all about 28mm tires and on a wide rim like the 3.4 AR, I generally run between 50-60 psi depending on the tire."

"I ride with a lot of different people of every ability and size. I don't know a single person running a tire smaller than 25mm and I don't know anyone running above 90 psi and that includes several guys well north of 200 pounds," says Pantone. "Tire pressure can really affect the overall ride experience so it's important to get it right."

These pressures are based on new, wider internal rim widths. The Enve 3.4AR wheels Pantone mentioned have an internal width of 25mm. Compare that with something like the old Mavic Open Pro, the standard of great alloy wheels for a generation, which has an internal width of 14.5mm. A 700 x 25 tubeless will have differing width and height dimensions and road characteristics on each of those rims.

With lower pressure, you will get less road buzz, less stiffness in your neck, fewer jolts to your wrists and elbows and shoulders, a much kinder saddle experience, and less soreness and vibration in your feet. Yup, it is that nice, assuming you don't air up the tires like you always have.

We associate vibration with the sensation of speed, so it might take a bit to get over the feeling that you must be going slower. Resist the temptation to pump up to 95 psi. Trust your cycling computer to show you that you are covering the same terrain at quicker times. You won't need the computer to tell you that you are doing so with more comfort.

Want to get in on this on the cheap? Your existing wheels are probably up to it. According to Stan's NoTubes, most road wheels can be converted using their road tubeless bundle. There are loads of online



Road tubeless tires need sealant, but are easy to take on and off. Photo by lan Matteson - ENVE Composites

tubeless tutorials. Remember that NoTubes has been doing this longer and better than anyone. Go to their site, take no shortcuts, and life will be peachy.

And your existing tires? Don't even try! You can make almost any wheel and tire combo tubeless in the mountain bike world if you know a handful of tricks. In the road world, using anything other than a real tubeless tire is asking for a trip to the ER. Or worse.

Tubeless tires have very exacting specifications on tire bead diameter. Non-tubeless might set up, and might ride for a while. But you are going to end in catastrophic failure. Please, do not try this with non-tubeless road tires!

If you do try with your existing rim and real tubeless road tires, know that there will be trade-offs. A commonly heard refrain is that tubeless tires are almost impossible to put on or take off. That is true. And false.

Pantone explains how easy it can be on a modern rim designed for tubeless.

"A tubeless rim has a deep center channel and two shoulders. The shoulders are the surface on which the tire and rim create the air-tight seal. The center channel reduces the rim's diameter, effectively allowing the tire to be installed. It is absolutely imperative that every single millimeter of tire bead be in that center drop channel when installing a tubeless tire. If not, you'll fight it till your fingers are raw."

Most wheel manufacturers offer some variation of this now. Watch the GCN guy mount Mavic tubeless tires on Mavic tubeless wheels with virtually no effort in his video "Have Mavic Nailed Tubeless for Road?" (This video is also fun to watch as he intentionally rides over increasingly large tacks to see what it takes to get the tire to fail.) I have mounted Hutchinson Fusion tubeless tires on NoTubes Alpha rims with no tire lever. Not because I had to, because it was easy to do.

But that very same Hutchinson Fusion tubeless tire on my favorite set of 12-year-old DT Swiss rims? Can be done, but it is a fight to the finish, even with a very strong lever. No center groove, which makes for a tough fit. But the ride is still sublime once the tire is mounted.

Remember, it is all about the ride quality. But you might also save weight. The new Continental Grand Prix 5000 TL, a highly anticipated tubeless update from the king of German tire makers, weighs 300 grams at 700 x 25. The standard version weighs 220 grams at 700 x 25. Add a high-end Continental tube (143 grams for the Race, 78 grams for the Race Light) and you are not paying a weight penalty for tubeless.

But wait, what about sealant? Sealant adds weight, and it is rotational weight a long way from the hub. Yup. BicycleRollingResistance. com tests have shown that 30 ml of sealant requires an additional 1 watt at 23 mph on a 700 x 25. You'll get that watt back in reduced buzz and fatigue.

One other factor that needs to be mentioned is that rims, wheels, tires and frames have all been evolving quickly in reaction to disc brakes. Don't buy a new frame for the disc brakes. Buy a new frame for the benefits that come with disc brakes.

"Disc brakes aren't cool because of the stopping power they provide," says Pantone. "They are cool because of what it allows us as a wheel manufacturer to create. The SES AR Series of wheels would have never been imagined in a rim brake world. There just wasn't clearance available in a rim brake constrained frame. The amazing thing is that with this new wheel technology we get the best of everything: world-class aerodynamics, cross wind stability, lower rolling resistance, better cornering traction, all while riding in more comfort and confidence. Road riding has never been this fun."



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THE POWER OF BICYCLES"

CYCLING UTAH

RACE RESULTS



Three Peaks Classic LCup, Intermoun Cedar City, UT, May 18, 2019
Lilf Shredders [9 and Under]
1. MASH THOMPSON 02:53.38
2. LUXTON RICH 03:01.47
3. MCKAY HOLM 03:02.95
4. RYKER FRANK TEN2S Racing 03:14.26
5. MIKAH THOMPSON Bike Fix 03:17.57
Shredders Rows (10:12)

5. MIKAH THOMPSON BIKE Fix 03:17.57
Shredders Boys [10-12]
1. DAVID HARRISON 19:14.29
2. KADE IOHISON 20:09.15
3. CHASE BACON Velolove Elite 20:12.81
4. SAM RAINER 20:19.34
5. ISAAC LOWRY Maybird Reys-Psych 20:31.20
Shredders Girls [10-12]
1. LAURA STEWART 22:51.57
2. ELLIE HORTINI Impact Devo p/b Bountiful Bicycle 23:46.39
3. CALLA BEYKIRCH 23:46.61
4. SADIE HOLM 24:10.47
JH BOYS (FGRE 8 or Younger)

4. SADIE HOLM 24. 10.47
JH Boys [Grade 8 or Younger]
1. JAXON MARSHALL Fezzari Factory Racing
34:59.80
2. JAXSON WEAVER Rouleur Devo p/b DNA

36:35.42 3. HADDEN BEYKIRCH 38:29.09

4. ANDREW BURTON 39:45.42

5. LUKE SKOUSEN 40:16.87
JH Girls [Grade 8 or Younger]
1. EMMA CALLAHAN 46:24.94
2. RACHEL MOTT 51:16.91
3. BROOKLYN SHALLENBERGER Draper Park Middle

School 1:17:25.06

JV Boys
1. LUKE ANDERSON Fezzari Factory Racing
1:02:58.08

2. ELIJAH TOPPER Team Portal 1:03:08.35 3. TYLER YOUNG Summit Bike Club 1:06:09.10 4. JOSH KAELBERER Maybird Reyes-Psych

1.06:12.10 5. ISAAC HORTIN ImpactDevo p/b Bountiful Bicycle 1:06:12.72

JV Girls
1. AUNIKA KEMP 1:18:26.80
2. KAMBER SASSER Fezzari Factory Racing

1:20:56.95 3. SAIGE LAWRENCE Rouleur Devo p/b DNA 1:22:39.08 1:22:39.08

4. AVERY WALLIN ImpactDevo p/b Bountiful Bicycle 1:24:28.61

5. ANNA NIELSON 1:44:34.48

Varsity Boys
1. CARTER ANDERSON Spry Cycles 1:26:53.46
2. JAXON COLES ImpactDevo p/b Bountiful Bicycle 2. JAXON COLES Impactive op to booking and 1:27:56.46
3. PORTER MITCHELL Spry Cycles 1:30:28.77
4. AUSTIN JONAS Spry Cycles 1:31:15.42
5. AIDAN DEAN 1:31:39.52
Varsity Girls
1. HEATHER GILLESPIE 1:15:03.60

2. ALISHA BACON Velolove Elite 1:19:20.39 3. MIA MENLOVE 1:22:43.03

3. MIA MENLUVE 1:22:43.U5 Novice Men 1. BRIAN TRITLE 1:15:08.21 2. RICHARD MCCANN 1:16:23.48 3. JASON VANDERWARF 1:17:19.55 4. CHAD DUNBAR Rouleur Devo p/b DNA 1-18-40.83

5. ALEJANDRO RUIZ 1:21:20.08

Novice Women 1. ERICA ROGERS 48:03.14 2. TESSA WHATLEY Maybird Reyes-Psych 49:05.46 3. KATIE RAINER 51:11.94 4. CHRISSIE OWEN 58:53.92

5. RACHELLE SUAREZ 1:04:26.05

Sport Women
1. HEATHER RAMSDELL 1:23:16.58
2. STACEY NOBLE 1:24:52.81
3. TARA FERGUSON 1:25:37.10
4. ELIZABETH ROOKLIDGE 1:27:21.02

5. MEGAN BRADLEY Rouleur Devo p/b DNA

1:29:50.39 6. DIANE LIDDELL Rouleur Devo p/b DNA 1:31:54.73

7. DANIFI I F DECARO 1:49:16.45

Freshman/Sophomore Boys
1. ETHAN ALTAMIRANO Rouleur Devo p/b DNA

1:06:15.54
2. RUSH PETERSON 1:06:42.00
3. JACKSON SORENSEN Team Portal 1:08:05.81
4. JAXON WIGGINS Bike fix 1:09:10.64
5. ANDREW SCHAELLING ImpactDevo p/b

Bountiful Bicycle 1:09:12.24

Doublinu bocycle 1:397:2.24
Freshman/Sophomore Girls
1. TESSA LIDDELL Rouleur Devo p/b DNA
1:21:46.22
2. ABBY LOWRY Maybird Reyes-Psych 1:27:43.08
3. JESSICA LINDSEY 1:40:23.20
4. NATALLE DECARD 1:58:08.85
5. EMBOY DBC45.

5. EMERY PEASE Ten23 Racing 2:01:14.59
6. ELLIE CAMPBELL 2:22:50.61
5port Men Open
1. RYAN KEATING 1:11:32.24
2. TYLER FRANKE 1:11:35.23

3. CAMERON ANDERSON University of Utah

3. CAMERON ANDERSON University of Utah
1:15:30.20
4. TREVOR GRAY'SON 1:17-48.69
5. SHANE CHRISTENSEN Team Red Rock 1:21:04.05
6. KELBY CALDWELL 1:34-43.39
5port Men [33-49]
1. MARK MENIOVE 1:09-48.59
2. JERAMIC THOMPSON 1:11:15.01
3. DALE HORBA 1:11:16.53
4. DAN DRAPER Maybird Reyes-Psych 1:11:49.87
5. JONATHAN LIDDELL Rouleur Devo p/b DNA
1:13-05.17

1:13:05.17 **Sport Men [50+]** 1. GREGG BROMKA PEARL IZUMI 1:16:31.41 2. STEVE FOX 1:16:53.67 3. AARON MULLUNS Team Red Rock 1:17:39.17 4. JIM OWEN 1:22:07.16 5. WILLIAM EDWARDS 1:22:28.39

5. WILLIAM EUWARD 1:22:28.39
Expert Men Open
1. RYAN HONEA 1:31:32.40
2. JUE DRAPER Maybird Reyes-Psych 1:32:08.10
3. JON HOUK Red Rock Bicycle 1:33:41.13
4. ERIC NOBLE Bingham Cyclery Peak Fasteners
1:38:41.97

5. TOMMY FENDLER Summit Bike Club 1:42:13.96 Expert Men [40-49]
1. SETH BRADLEY Rouleur Devo p/b DNA

1:36:04.74 2. TYLER KNUDSEN 1:36:08.75 3. ERIC LANDON 1:36:17.29

4. MATT HUNT Spry Cycles 1:36:40.42

5. BRYAN GILLESPIE 1:37:20.59

Expert Men [50-59]
1. CHRISTOPH HEINRICH Kuhl Cycling 1:31:37.99
2. BILL HARRIS Maybird Reyes-Psych 1:34:53.01 2. BILL HARRIS Maybird Reyes-Psych 1:34:53.01 3. REED TOPHAM Bingham Cyclery Peak Fasteners

1:34:36.32 4. MIKE HILEMAN 1:35:32.59 5. BOB SAFFELL Bingham Cyclery Peak Fasteners 1:37:14.00

Expert Men [60+]

1. DAVE MENDENHALL Team Red Rock 1:16:19.72 RYAN SPAINHOWER Team Red Rock 1:18:52.95 3. RICK MORRIS Bingham Cyclery Peak Fasteners

1:19:40.51 4. DENNY TYNAN Stay Park City Cycling Storm

Cycles 1:20:42.99 5. CRAIG WILLIAMS Bingham Cyclery Peak Fasteners 1:21:22.20 6. RANDY BANALES 1:23:47.37

Expert Women
1. PATTY MURPHY 1:16:34.79

2. KELLIE OLIVER Red Rock Bicycle 1:24:26.12 3. KRISTI MCILMOIL 1:29:45.67

Elite Men
1. JULES GOGUELY 1:53:01.28

2. ANDREW CUNIVERS JOY LYCIES 153:53:7/0 3. JEFF BENDER KAIH Cycling 153:44.38 4. MATTHEW TURNER Summit Bike Club 15:50.65 5. CHRIS HOLLEY KAIH Cycling 1:59-01.34 6. THOMAS BENDER Kuhl Cycling 1:59-01.34 7. ANDREW DRAPER Maybird Reyes-Psych 1:59:09.37

8. JOSH WOLFE Red Rock Bicycle 2:01:51.77

9. KYLER GIBB Rapid Cycling 2:06:01.01 10. STEVE CARWILE Bingham Cyclery Peak Fasteners 2:08:45.16 Elite Women 1. NATALIE QUINN ImpactDevo p/b Bountiful

1. NAJALIE QUINN ImpactDevo p/b Bountiful Bicycle 1:41:24.92 2. MEGHAN SHERIDAN Bingham Cyclery Peak Fasteners 1:44:19.83 3. NANCY RUSSELL 1:44:21.31 4. KC HOLLEY Kuhl Cycling 1:44:28.26 5. ERIKA POWERS 1:51:09.45 6. SPRING BASTOW Stay Park City Cycling

Singlespeed
1. DANIEL NELSON Racers Cycle 1:42:17.65

Wasatch 50, Intermountain Cup, Heber, UT,

Wasatch 50, Intermountain Lup, Heuer, v., June 8, 2019
Elite Men
1. DREW FREK KUHL Santa Cruz GoRide 3:11:24.08
2. JULES GOGUELY Summit Bike Club 3:11:28.64
3. SAM SWEETSER Cole Sport 3:12:29.04
4. MATTHEW TUNNER Summit Bike Club 3:18:48.61
5. GEOFFREY MONTAGUE Specifix 3:18:49.13
Elite Women
1. CAEDRAN HARVEY Fitzgeralds Bicycles
243-48.17

3:43:48.17 2. MEGHAN SHERIDAN Bingham Cyclery Peak Fasteners 3:53:36.30
3. KC HOLLFY KILD (yding 4:09:25.73
4. SHIREY LEYDSMAN Red Bock Bicyde 4:25:54.51
5. NAMCY RUSSELL TOSHHyperthreads 4:28:19.17
Expert Women Full
1. HATITE ANISOM Velo Love 4:30:05.89
2. RRIN SWEETSE Park City Bike Racing 4:35:24.69
3. JODY YARBROUGH TOSH Hyperthreads
4:46:03.11

4:46:03.11 4. KELLIE OLIVER Red Rock Bicycle 5:02:53.15 5. ALLY KEENAN Red Rock Bicycle 5:07:55.02 6. KRISTI MCILMOIL 5:25:15.40

6. KNISTI MCLIMOIL 5:25:15.40 Expert Men Open Full 1. RYAN HONEA 3:37:02.59 2. ERIC NOBLE Bingham Cyclery Peak Fasteners 3:51:52.13 3. MICHAEL WALKER 3:54:14.52 4. LUKE COLLINGS 3:54:58.38

. MICHAEL NUNEZ 3:55:12.50

Expert Men 40-49 Full
1. DAN MAHLUM 3:33:39.87
2. MARK ESPLIN 3:37:33.21
3. CHARLES JENKINS 3:37:53.47
4. JACOB HOLLANDER 3:39:25.05 . NATE MARINE Plan 7 DS 3:44:21.02

Expert Men 50-59 Full
1. CARY SMITH 3:26:57.16
2. REED TOPHAM Bingham Cyclery Peak Fasteners

2. REED TOPHAM Bingham Cyclery Peak Fasteners 3:46:49.76 3. MATT GROWLEY QQQQ Racing 3:47:54.96 4. ANDY COMPAS Velo Love 3:51:34.38 5. BILL HARRIS Maybind Reyes-Psych 3:54:54.73 Expert Men 60+ Full 1. JOHN LAUCK Bountful Bicycle Racing p/b Nate Wade Subaru 4:02:40.02 2. DWIGHT HIBON 4:30:09.58 3. LAWRENCE WOOLSON Bingham Cyclery Peak Fasteners 4:45:58.76

Fasteners 4:45:58.76 4. LARRY TUCKER 5:00:59.54 5. RYAN SPAINHOWER Team Red Rock 5:17:37.39 6. CRAIG WILLIAMS Bingham Cyclery Peak Fasteners 5:25:30.09

Fasteners 5:25:30.09

Sport Men Open Full

1. KEATON LARRABEE Kuhl Cycling 3:48:52.35

2. PARKE TAYLOR 3:57:59.73

3. DAN EVANS 3:58:42.05

4. JACKSON GOEDN 4:07:36.29

5. Tallen Voth 4:10:40.88

Sport Men 40+ Full

Sport Men 40+ Full

J. JOSHUA BOND Johnson Elite Orthodontics
3:56:18.23

2. MK MORTENSEN 4:14:29.25

3. NATHAN SMITH Velo Love 4:17:56.91

4. MIKE TURNER Summit Bike Club 4:19:17.83

5. PETER YABBROUGH TOSH Hyperthreads

4:19:23.94 Singlespeed Full I. MILLARD ALLEN Scheels 3:44:39.50 2. COREY LARRABEE Kuhl Cycling 3:49:21.66 3. SHANE HORTON 4:00:49.67

4. JAMEN BENNION 4:15:20.43 Sport Women Half

1. ASHLEE CRESSWELL 2:25:35.19

2. HEATHER RAMSDELL 2:32:25.66

2. HEALTER KAMSDELL 2:32:23.00 Sport Men Open Half 1. MALACHI ARTICE The Hub Bicycles 1:53:47.85 2. ROBERT SORENSON 2:01:55.10 3. CAMERON ANDERSON University of Utah

::03:17.96 I. PAUL FRANDSEN Team I Hate Cancer 2:08:43.73 I. ASHTON HEITZ 2:12:13.67 I. NATHAN SMITH 2:15:22.29

7. STEPHEN WEAVER 2:43:46.97 8. RANDY GARCIA 4:01:25.85 Sport Men 40-49 Half 1. JASON SCARBROUGH 2:01:39.77 2. BRADLEY NICKELL Summit Bike Club 2:06:23.47 3. STEVEN WEAVER 2:06:59.61

5. BRIAN AVERY 2:37:02.66 Sport Men 50+ Half 1. BRIAN RESSA 2:01:20.29 2. COURT WINEGAR 2:17:31.68 3. DENNY TYNAN Stay PC Cycling Storm Cycles

. JOHN KRAUSE 2:22:04.8

4. BOGDAN BALASA <u>UtahMountainBiking.com</u> :31:37.31 STAN RFAGI FY 2:53:28.04

unior Boys . THOMAS KRAUSE Barries Ski and Sports 1:50:18.08 2. TY DOWDLE 1:54:12.79 3. TANNER RICKS Rouleur Devo p/b DNA 1:54:13.31 4. MADDUX LEONARD Summit Bike Club :59:09.54 . MONTE MCDONALD RED BURRitO Racing

Junior Girls
1. JANE HAIGHT Summit Bike Club 2:24:43.05
2. CLAIRE SCARBROUGH 2:27:08.20 Road



Utah State Time Trial Championship, UCA Series, Rush Valley, Utah, June 15, 2019 Junior Men 14 & Under

0:18:58 2 Thor Eckert 0:23:59 **Junior Men 15-16** 1 Carter Baldwin EPIC 0:31:42 2 Joshua Gilbert FFKR Archite Cat 4/5 Men

1 Adrienne Steinhorst 0:32:14

1 Adrenne Steinhorst US:2:14
Open Men 65+
1 Ravell Call Bountiful Mazda Cycling Team
0:29:18 Open
2 Larry Peterson Endurance360 0:29:22 Open
3 Ken Louder VeloSport Racing 0:29:40 Open
4 Steve Moss Endurance 360 0:32:27 Open
5 Lang Ken Li December 20:40 (In Medice 1)
1 Lang Ken Li December 20:40 (In Medice 1)
1 Lang Ken Li December 20:40 (In Medice 1)
1 Lang Ken Li December 20:40 (In Medice 1)
1 Lang Ken Li December 20:40 (In Medice 1)
1 Lang Ken Li December 20:40 (In Medice 1)
1 Lang Ken Li December 20:40 (In Medice 1)
1 Lang Ken Li December 20:40 (In Medice 1)
1 Lang Ken Li 5 Henry Ebell Porcupine Racing/City Works

0:39:23 Open
6 jim demet 0:51:33 Open
Open Women 45+
Kelly McPheson Zone Five Racing 0:36:33
Open Women 55+
1 Denise Higgioson Nebo Peaks Cycles 0:31:31
2 Jo Garuccio Hangar 15 0:37:13

- Change & Disc 0:27:

2.10 Garuccio Hangar I Su 9:7:13 Cat 5 Men 1 Matthew Clark Advanced Spine & Disc 0:27:00 2 Tommy Anderson Plan7 0:29:54 3 Kevin Hashimoto 0:29:59 4 Scott Baldwin EPIC 0:31:26 5 Brian Resa PorcupineCityworks Cycling 0:32:50 6 Justin Lizama 0:33:56

Open Men 1 Justin Wagner Johnson Elite Orthodontics 0:40:43 2 Alex Whitney Ski City Cycling 0:49:09 3 Lance Gamero Zone Five Racing 1:01:06

Cat 4 Men

Cat 4 Men
1 Anthony Lemon 0:43:02
2 Brad Montierth 0:44:29
3 Chris Frampton Nebo peaks Racing 0:46:25
4 Kristopher Mahoney Zone Five Racing 0:54:55
5 Jamie Ziegler Porcupine/Cityworks Cycling
Team 1:01:42

Tandem Men 1 Keith Norris Bountiful Mazda Cycling Team 0:41:50 1 Brad Perry Bountiful Mazda Cycling Team 0 0.41:50 1 Brad Perry Bountiful Mazda Cycling Team 0:41:50 Open Men 35-39 1 Nathan Manwaring Johnson Elite Orthodontics

0:51:16 **Open Men 40-44** 1 Matthew Wikstrom 0:41:04

1 Matthew Wikstrom 0:41:0 2 Eric Jensen 0:46:01 **Open Men 45-49** 1 Kevin Gibson ICE 0:42:19

1 Revin Gisson I.E. U4.2:19
2 Jared Kirby Bountiful Mazda Cycling Team
0:45;23

Open Men 50-54
1 Ken Morris 0:41:31
2 Vigen Sarkisian Armenia-Porcupine 0:41:46
3 brent cannon Team Elevate 0:41:53
4 Stephen Beager Porcupi

5 breint callion leaf revaler V-1353 4 Stephen Rogers Porcupine 0:42:08 5 Jeffrey Eckert Elko Velo 0:45:18 6 Brian Meacham Contender 0:52:54 7 kevin zollinger Zone Five Racing 1:48:55 Open Men 55-59 1 Mark Schaefer 0:41:00

1 Mark Schaefer 0:41:00
2 Paul Hughes Velosport Racing 0:42:22
3 IOUS RIEL Hangar 15 Bicycles 0:44:49
0pen Men 60:06-64
1 Mark Zimbelman Volo Cycling Clothing 0:41:18
2 Andres Maricq 0:44:10
3 Dirk Cowley Velo Sport Racing Team 0:44:47
4 Norm Frye 0:45:11
5 Jeff Clawson Hangar 15 Bicycles 0:46:46
6 Bob Wynalek Contender 0:49:45
Cat 1/2 Men
1 Spencer Johnson Johnson Elite Orthodontics
0:49:49

0:49:49 2 Bonn Turkington Hangar 15 0:50:04 3 Erik Brockhoff Cicada Racing Inc. 0:50:13 4 Robert Smallman Hangar 15 0:50:39 5 Griffin Park 0:50:42 6 Viggo Moore Society Cycles Racing 0:51:07

Troy Tomkinson Zone Five Racing 0:49:53 2 Nathan Spratt Ascent Cycling p/b RB Health 0:50:27

3 Scott Miller LiVeWell p/b Harristone 0:53:32 4 Devin Smith Bountiful Mazda Cycling Team 5 Christian Koi Moreno Society Cycles 1:04:26

Porcupine Hill Climb, UCA Series, Salt Lake City, Utah, 18th Annual, June 22, 2019 Place, Name, Team, Time Cat 3 Men

Cat 3 Men
1 Luke Gangi-Wellman Ascent Cycling p/b RB
Health 1:01:56
2 Tommy Moncur 1:02:03
3 Ryder Jordin Hangar 15 1:02:03
4 Nathan Spratt Ascent Cycling p/b RB Health
1:07-51

1-02-51
5 Lance Heaton FKR Velosport racing 1:07:06
Cat 4 Men
1 Anthony Lemon 1:03:21
2 Ben Raybould 1:04:59
3 Tim Frost 1:05:20
4 Morten Pedersen Mi Duole 1:06:00
5 Matthew McGarry 1:06:08
Cat 5 Men
1 Brennon Peterson 1:03:47
2 Aleksander Hansen 1:04:06
3 Gregory Bets 53y Park City Cycling 1:04:47
4 Erme Catino Plan7 DS 1:04:55
Nell Lande SPCC 1:05:21

4 Erine Cattlo Flant V5 1:04:35 S Neil Lande SPCC 1:05:21 Pro/1/2/3 Men 1 Zach Calton 0:59:20 2 Griffin Park Hangar 15 0:59:20 3 Taylor Edwards Zone Five Racing 0:59:21 4 Joe Goettl Above and Beyond Cancer p/b

Sch 0:59:35 5 Samuel Dearden Zone Five Racing 0:59:50 Citizen Women 1 Abbie Spencer 1:21:12 2 Mary Beacco 1:29:14 3 Laura Prussin 1:39:20 4 Chrissy Fairbanks 1:42:50 5 Shelley Miller 2:06:02 6 Pauline Higgins 2:07:57 Citizen Men Under 20 1 Nick Morgan 1:07:33

Citizen Men 20-25 1 Michael Walker 1:10:36 2 Casey Ross 1:17:17 3 Will Hess 1:24:50 Citizen Men 31-35 1 Bartek Ksok 1:13:39 2 Pascal Goffin 1:21:32

3 Christopher Collard 1:42:08 3 Christopher Collard 1:42:08
Citizen Men 36-40
1 Andrew McCloskey 1:07:42
2 Sean Quill 1:18:53
3 Corey Unger 1:21:32
4 Jin Zhang 1:24:27
5 David Fuhrman 1:28:30 6 Jonathan Stoddard 1:31:09 7 Clark Davis 1:38:18 8 Jason George 2:20:22 Citizen Men 41-45

1 Bradley Nickell 1:27:40

3 Ryan warner 1:49:25 4 Tony Brown 1:53:46 Citizen Men 46-50 1 Jay Simpson 1:29:47 2 Steve Maisch 1:30:13 Citizen Men 51-55

2 Colin Jones 1:31:21

Citizen Men 56-60 1 Michael Johnson 1:17:16 2 mark mueller 1:38:38 3 Mark Skidmore 1:59:40 Citizen Men 61-65 2 Alan Jarrett 1:32:14 3 Bob Greer 1:43:03

> Continued on page 15

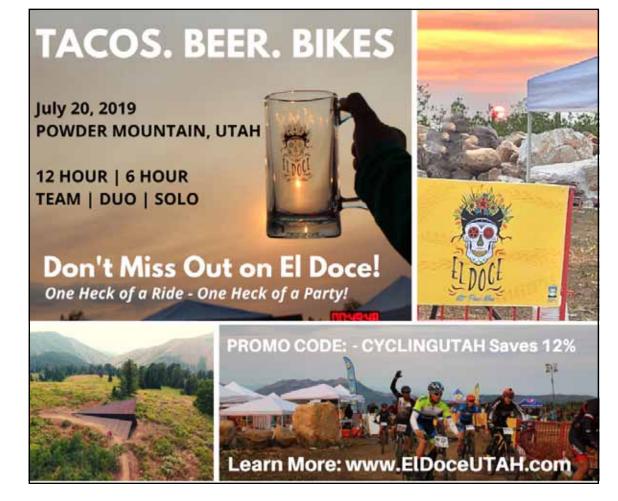




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Results - Continued from page 13

4 Thomas Miller 2:11:18 5 Kenneth Picillo 2:15:27 **Citizen Men Over 65** 1 Steve Swanson 2:09:53 **Junior Boys 12-14** 1 Isaac Tuckett 0:24:00

Javere awarsoni (2075)
Junior Boys 12-74
I Isaac Iuckett 02-400
Junior Boys 13-74
I Isaac Iuckett 02-400
Junior Boys 13-74
I Isaac Iuckett 02-400
Junior Boys 13-74
I Zach Despain LHM Cycling 1-08-31
Zachre Badwin EPK: 1:11-31
3 Thomas Baldwin EPK: 1:11-32
3 Thomas Baldwin EPK: 1:11-32
5 Hale Nickell Summit Bike Club 1:24-55
5 Hale Nickell Summit Bike Club 1:29-39
Master Men 35-1
I Rathan Mannvaring Johnson Elite Orthodontics 1:01:53
2 Matthew Mikstorm 1:02-17
3 Itoy Ibonalisson America Pice 37
3 Itoy

4 Mark Messick Bountiful Mazda 1:13:23 5 Andres Maricq 1:14:15 Master Men 65+ 1 Ravell Call Bountiful Mazda Cycling Team 1:19:43 2 dwight Hibdon Stay Park City Cycling (SPCC) 1:28:09 ne Tvler Zanconato Racing 1:11:05

1 Adrenne lyfer Zanconato Räding 1:11:2 2 heidi madsen 1:11:06 3 Ashley Kline Zone Five Racing 1:18:02 4 Amy Heaton 1:19:13 5 Adrienne Steinhorst 1:23:51 Open Master Women 35-49 11:2 Agking Jone Five Racing 1:17:14 2 Kristin Anderson Mi Duole 1:21:32 3 Elizabeth Kuhni 1:24:40 4 Colleen Neider 1:26:46 5 Michelle Andrus Nebo Peaks Cycles Racing 1:29:04

5 Michelle Andrus Nebo Peaks Cycles Racing 1:25
Open Master Women 50-59
1 Alison Fyre Sid Gtyy Gill 1:14:03
2 Rozanne Toly 1:16:00
3 Benize Higgston Nebo Peaks Cycles 1:18:51
4 Lisa Hizkerald Kuhl (yching 1:49:52
Open Master Women 60+
1 Laura Howat Kuhl Cycling Tam 1:23:15
2 Cathleen Wilde Feam Endurance 360 1:33:29
Pro/1/2/3 Women
Marci Kimball 1:10:49
2 Hannah Finchamp Clif Pro Team 1:12:47
3 Anne Perry Bingham Cyclery Peak Fasteners 1:
4 Nicole Tittensor Jans Park City/Scott 1:17:41
5 Eleise Hinton Zone Five Racing 1:19:40

5 Eleise Hinton Zone Five Racing 1:19:40



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ROAD RIDING

5 More Great Northern Utah Century Rides



A scene from the Eden to Bear Lake ride. Photo by David Collins

By David Collins

Ride a 100 Miles or More in One Day - Entry Points Within 60 Miles of Salt Lake City

(This article is the second part of a series, to see the first, checkout the 2019 Early Spring / March issue of Cycling West)

Northern Utah is blessed with iconic geography, famous resorts and gentrified mountain towns. 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 of year to ride most of these routes but depending on your skills and equipment, you might be able to ride nearly year round. 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 more of northern Utah's great century rides. 1. Eden to Bear Lake

Route: Eden, Huntsville, Monte Cristo, Woodruff, Randolph, Garden City

102 Miles

Terrain: Alpine terrain marked by multiple climbs and descents including miles of riding higher than 9,000 ft. above sea level.

What to See: Mountains (Wasatch and Monte Cristo ranges); high mountain meadows loaded with wildlife and colorful wildflowers; distant vistas and repeating mountain ranges layered on the horizon; rural farm towns; ranchlands; barns and out buildings; hiking and snowmobiling trailheads; a ride along one of the most beautiful lakes in the western United States; Bear Lake is a blue marble plopped down in the middle of a memorable valley, surrounded by alpine mountains. Nothing quite like it.

Selfies and Photo Ops: Eastern rim of Pineview Reservoir with the collection of Snowbasin Ski Resort's peaks in the distance; an archway of deer and elk antlers in the front yard of a local rancher (at the turn-off for Causey Dam, across the street from Sill's Cafe); river side stops with dramatic foothills and cliffs throughout the first canyon entry (about miles 8-12), high mountain vistas on top of Monte Cristo (9,000+ ft.), smiley barn just outside of Randolph on the west side of Hwy 16, the miles along the southern and southwestern shoreline of Bear Lake from Laketown to

Wildlife: Elk, deer, birds of prey, buzzards, fox, coyotes, beaver, trophy fish, black bears, badgers, jackrabbits, raccoons and little ground scurriers.

Best Post-Ride Eats: Cody's Gastro Garage in Garden City. A converted mechanic's garage (complete with a couple of hot rods on lifts inside the restaurant). Open year round and a great place to tuck into two or three pounds of wings (be sure to get the raspberry chipotle sauce for the wings – the area is famous for mountain raspberry farms). If you do this ride in reverse and end up in Eden, grub-up at Carlos and Harley's Fresh-Mex Cantina. It's loaded with mountain vibe, delicious chow and chilled drinks for every fancy.

Still Have Legs, Lungs and Sunlight? Turn east on Hwy 30 at Sage Creek Junction and follow the road to Cokeville Wyoming. The road skirts Cokeville Meadows National Wildlife Refuge for miles. It's a 70 mile round trip detour all the way to Cokeville and back, but you can bite off as much as you want to chew.

Note: The road through the Monte Cristo Mountains is closed during winter months and although snowmobiles often gather at the entry gate to explore the area, cyclists should not be tempted to cross through the closed gate since the passage is often dangerous and/or impassable for bicycle travel. Also, cell coverage is not available for about 30-35 miles (from about halfway to Causey Dam from Eden, through Monte Cristo, until the final descent into Woodruff).

2. Park City and the High Uintas

Route: Park City, Deer Mountain, Hideout, Kamas, Mirror Lake Highway past Iron Mine Mountain, Upper Provo Falls, Bald Mountain, Mirror Lake and back. Riders looking for a one-way adventure may continue on past Mirror Lake and



Bald Mountain Summit - a scene from the Park City and the High Uintas ride. Photo by Scott Collins

finish in Evanston, Wyoming. 100 miles

Terrain: Alpine terrain marked by multiple climbs and descents. Ride begins at 7,000 ft. above sea level and peaks out at 10,759 ft. above sea level on the highest paved road in Utah. The ride features 7,500 ft. of high altitude ascent.

Wildlife: Elk, deer, moose, birds of prey, buzzards, ducks, geese, fox, coyotes, beaver, trophy fish, black bears, mountain lions, badgers, porcupines, snakes, jackrabbits, raccoons, mountain goats, pica, and other little ground grounders.

Best Post-Ride Eats: Freshies in Park City. The owners are nationally known for their lobster rolls (yep, award winning lobster in Utah). They are made with lobster tail and knuckle claws flown in from New England. These rolls compare favorably to my favorite lobster pound in Trenton, Maine. Oh, and don't miss the blueberry pie – it's made with those little tiny wild blueberries like they serve in the best bakeries in Bar Harbor.

Still have Legs, Lungs and Sunlight? Take a detour through Heber City, home of the Heber Valley Airshow and Heber Valley Railroad (a heritage railroad with two 1907 Baldwin steam locomotives). While you're there, checkout Midway (right next door) and soak your bones in the 90 degree waters of a geo-thermal caldera, but you may not have the will to return to the saddle afterwards. That's okay, get a room at The Homestead Resort and finish your ride the next day. The detour adds approximately 40 miles.

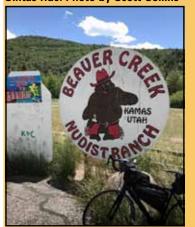
What to see: Mountains (Wasatch and Uinta ranges—Uinta range is a subrange of the Rocky Mountains and is unusual for being the highest range in the contiguous United States running east to west); Jordanelle State Park and reservoir; world-class fly fishing Provo River; high mountain meadows loaded with wildlife and colorful wildflowers; distant vistas and repeating mountain range: layered on the horizon; Upper Provo Falls; Mirror Lake, a high mountain lake stocked with rainbow, brook and tiger trout and named for the near-perfect reflection of surrounding mountains and trees; rural farm towns; ranchlands; barns and out buildings; hiking and snowmobiling trailheads.

Selfies and Photo Ops: Tranquil Silver Creek ponds along the Historic Union Pacific Rail Trail (plenty of wildlife activity in the early morn-





Bald Mountain on the horizon - a scene from the Park City and the High **Uintas ride. Photo by Scott Collins**



Beaver Creek Nudist Ranch - from the Park City and the High Uintas ride. Photo by Scott Collins

ing hours); Park City Ice Arena and Sports Complex; Northern rim of Jordanelle Reservoir with a collection of Deer Valley Ski Resort's alpine peaks and trails in the distance (be sure to look behind you as you climb past Jordanelle in the early morning hours, especially just before dawn); Beaver Creek Nudist Ranch road sign - about 30 years ago somebody added "Nudist Ranch" on the bottom of the Beaver Creek sign); the Provo River flowing alongside the Mirror Lake Highway climb including Upper Provo Falls; Lilly Lake; the 'SUMMIT 10,759 FT" sign; Bald Mountain and Mirror Lake.

Note: Cell coverage is not available past Kamas. Also, Mirror Lake Highway, is closed during winter months. Check the local weather forecast before you ride and be prepared for quickly changing condi-

3. Over the Border

Route: Ogden, Brigham City, Corrine, Tremonton, Riverside, Collinston, Petersburo, Newton, Trenton, with quick detour to Clarkston and back, Cornish, Preston—the first town in Idaho after crossing the border (one way).

101 miles

Terrain: Early route through city suburbs, long streaky roads lined by regal mountains, rural valleys, mountain pass, historic river sites, farmlands.

What to See: Historic Bear River City (home to first recorded white man discovery of the Great Salt Lake, although it was thought to be the Pacific Ocean); defunct U and I sugar factory; old stomping grounds of famous mountain men and fur trappers; mountains and valleys typical of the intermountain region; big game; farmers working their craft (or silent fields in the off-season with farm machines parked and waitinglivestock wandering nearby, wondering when the next feed is scheduled). As you pedal by, try your best/loudest



A scene from the Over the Border ride. Photo by David Collins

mooo, whinnie or bray, see if you can get livestock to respond.

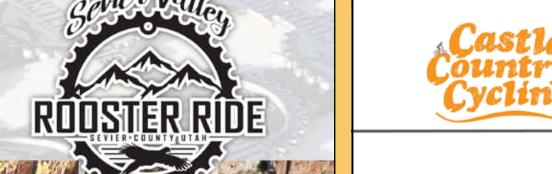
Selfies and Photo Ops: Martin Harris (early senior Mormon leader) gravesite in Clarkston; Bear River City historical marker featuring mountain man Jim Bridger story; old Bernard Mason and Co. Grocer façade on Main Street in Bear River City; U and I Sugar mural in Garland; the gap in distant mountains as you head east toward the mountain pass a few miles after the turn in Riverside; Welcome to Idaho sign; quaint store fronts and buildings featured in

Napoleon Dynamite (the lead character is depicted in the film as being from Preston and most of the movie was shot in Preston).

Wildlife: Elk, deer, black bear (although remote chance to see bears close to the road), birds of prey, beaver, muskrat, waterfowl, otters, snakes, fox, coyote.

Best Post-Ride Eats: It's an Idaho farm community but you can find

Continued on page 18





Aug. 17, 2019

2019 Cycle Events

3rd annual, 63 mile gravel ride through the plateau's of Carbon county with over 5,000' of elevation change. In conjunction with Helper Arts & Film Festival.



Sept. 14, 2019

Road bike ride up and back 9 mile canyon in Carbon County. Start will have a full escort to honor our country's uniformed personnel.

Details and registration @ castlecountrycycling.com





5 More Utah Century Rides -**Continued from page 17**

Brigham City (rather than slipping over through Corrine before heading north again) you'll cover fewer miles and see fabulous mountains



A Brigham City scene from the Over the Border ride. Photo by David Collins

a pretty decent pizza at Sporty's on Main Street in Preston. They are cyclist friendly and are anxious to fill your belly with all things pizza. They're generous with toppings--just tell 'em to cover it with meats and stuff. You might be surprised how good a post ride pie can be chased by a cold Mountain Dew or two and accompanied with some greens.

Still Have Legs, Lungs and Sunlight? Head 60 miles north after a brief stop in Preston and finish your long day at Lava Hot Springs Resort. The healing waters of Lava will be a perfect way to celebrate your brevet. Congratulations, you are now an informal randonneur plus.

Note: If you ride due north from

up-close and you'll pass by Call's Fort Monument, an important roadside landmark related to early Utah

4. Riding the Shelves

Route: Payson to Richfield (one 101 miles

Terrain: Rolling plains from shelf to shelf to shelf, you get the

What to See: Lavender fields (stunning color near Mona if you ride when the lavender is in bloom); Mount Nebo, the highest peak in



A scene from the Riding the Shelves ride. Photo by David Collins

The Wasatch; tiny quaint townships including Mona, Levan and Salina; long stretches of semi-arid rolling plains through huge swaths of BLM lands; valley after valley lined with mountains running north and south all the way to your destination; rural homesteads and old pioneer buildings slowly crumbling under the bright sunlight (seems like this place has 365 days of blue skies each year, surely that's an exaggeration, but it probably won't be difficult to find a day drenched with sunshine); windswept vistas; tempting turns into feeder canyons and periodic arroyos.

Selfies and Photo Ops: Historical public square tile display in Gunnison; lavender fields near Mona (especially during bloom season); long empty road looking north with Mount Nebo on the horizon and the road disappearing into infinity; dilapidating pioneer era out buildings strewn along the way; Famous Mom's Café mural in Salina; Welcome to Mona sign with elk and tree silhouette (north entry into town).

Wildlife: Rabbits, coons, deer and elk, snakes and lizards, birds of prey, waterfowl, and buzzards.

Best Post-Ride Eats: Sagebrush Grill on Main Street in Richfield. Get the House Blackened Ribeye with roasted garlic bleu cheese butter and have them top it off with a scoop of blue crab if it's in season. Best proteins in the region.

Still have Legs, Lungs and Sunlight? Turn east at Gunnison and ride to Sterling, a fabulous 14 mile detour featuring memorable geology, water pockets, and farmlands.

Note: Pay attention to the local wind forecast. Steady winds may be relatively safe but sometimes parts of the ride can whip up gusts that may prevent safe passage, especially if they are crosswinds.

5. Rockets and Cattle

water strips throughout the bird refuge; Rattlesnake Pass; NASA and USAF rockets; roadside cattle who seem to have a knack for photobombing; Welcome to Howell sign on the northern end of town and the Bernard Hansen and Co. Grocery storefront in Bear River City (see Still Have Legs section below).

Wildlife: Migratory birds, birds of prey, coyotes, deer, rattlesnakes and various little furry fellows.

Best Post-Ride Eats: Maddox in Brigham City. Famous fried chicken (on my top five list for best fried chicken in America) and they serve delicious steaks in a casual ranch style setting. Be sure to get a piece of banana cream pie - a delicious finisher and a house specialty.

Still Have Legs, Lungs and Sunlight? Turn north at Corinne and ride to Bear River City (total ten mile detour there and back to route).



A scene from the Rockets and Cattle ride. Photo by David Collins

Route: Brigham City, Corrine, Howell, Snowville (and back). 104 miles

Terrain: Mostly flats, some rolling hills, one minor mountain pass

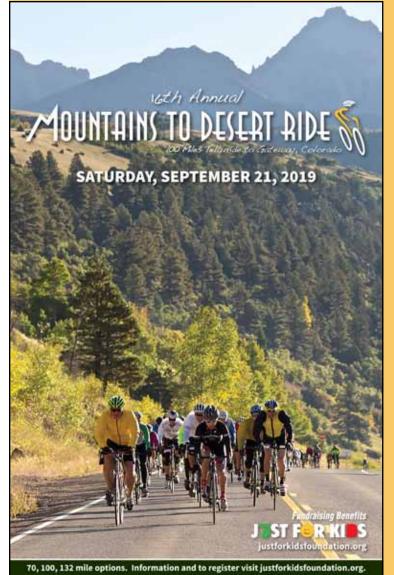
What to See: Horizons loaded with mountains and hills including the Wasatch, Promontory, Blue Spring and Hansel Mountains; wetlands and the Bear River Migratory Bird Refuge; long stretches of grazing cattle and farmlands; Howell (tiny cowboy town); Snowville township (named after early Mormon leader Lorenzo Snow); Rocket Garden at Northrop Grumman's base (rocket display is free to the public and includes a space shuttle booster and patriot missile).

Selfies and Photo Ops: Roadside

To settle a wager, old west mountain man Jim Bridger floated down the Bear River in a bull boat to discover its outlet. His 1824 journey was the first recorded white man discovery of the Great Salt Lake. His termination point is nearby the small town. While you're there, check out the old storefront of the Bernard Hansen and Co. Grocery stand before it's gone. It still stands proudly in the afternoon sun but appears to be on its last legs –looks like it belongs in a ghost town.

Note: Part of the ride is on Interstate 84, which has generously wide shoulders and is usually clear of debris, stickers etc.

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













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Poison Spider Bicycles

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The Bike Shoppe

4390 Washington Blvd., Ogden, UT 84403 (801) 476-1600 thebikeshoppe.com

Salt Cycles

2073 E. 9400 S., Sandy, UT 84093 (801) 943-8502 saltcycles.com

Sports Den

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TOUR DE FRANCE

Milestones: 100 Years of the Maillot Jaune



Eugène Christophe sporting the first maillot jaune, 1919 Tour de France. Photo by Unknown

did not officially end until the Treaty of Versailles was signed, the French army only demobilized soldiers over the age of 30 over the winter. Younger soldiers were kept in service in case the armistice fell apart and fighting resumed. While this did not happen, by the time the Tour did start on June 29, 1919, there were only 67 entries; 43 professional riders and 24 *isolés* (unsponsored amateur riders), almost all of whom were over the age of 30.

France was devastated during the war, especially in the North where much of the fighting had been concentrated. The 1919 Tour avoided the worst of the battle-scarred regions, unlike the ill-fated Circuit des Champs de Bataille (Tour of the Battlefields) whose solitary edition happened just a few months earlier in April 1919. However, by the summer of 1919 road conditions were still not ideal for a bicycle race. When the race reached Paris on July 27, only 11 riders remained, 10 of whom were professionals. Of these, Frenchman Paul Duboc was later disqualified

well known for his tragicomic experiences in the pre-war Tours de France of 1912 and 1913, but 1919 sealed his place in Tour de France history.

A scandal-ridden race in 1904 had threatened to derail the legitimacy of the Tour de France, so from 1905 through 1912 in an effort to reduce cheating by the riders, the Tour was scored on points instead of time.

In 1912, Christophe won three consecutive stages in the mountains opening up quite a large time gap to his rivals, most notably the Belgian Odile Defraye. Defraye was primarily known for his sprint, but he was able to limit his time losses in the mountains. Christophe, on the other hand, did not have a strong sprint and would generally finish further down the order on the flat stages when several riders came in at the same time.

By the end of the 1912 Tour Christophe had the lowest overall time, but because the Tour was scored on points, the overall victory went to his Belgian rival. This was the last year overall victory in the

By Steven Sheffield

2019 marks a number of milestones for the Tour de France. It is the 30th anniversary of Greg LeMond's 58-second defeat of Laurent Fignon in the final time trial on the Champs-Élysées to win the 1989 Tour by 8 seconds, the slimmest margin in the history of the Tour de France.

It is also the 50th anniversary of Eddy Merckx's first of five Tour de France victories in 1969. In his début appearance, Merckx took the first 6 of his 34 stage wins and wore the *maillot jaune* as leader of the race for 18 stages in the process. By the time the race finished in Paris 3 weeks later, Merckx had also clinched the Points and King of the Mountains competitions on his way to an overwhelming 17'54" victory over second-place finisher Roger Pingeon, with third-place finisher Raymond Poulidor at 22'13".

Most importantly, 2019 also marks the 100th anniversary of the introduction of the *maillot jaune*, the yellow jersey, to signify the leader of the race, and that is a story in itself.

The 1919 Tour de France, which had been suspended from 1915 to 1918 due to The Great War, was announced in *L'Auto* in November 1918, just days after the Armistice bringing a halt to fighting was signed; however the Treaty of Versailles, officially ending the war was not subsequently signed until June 28, 1919, just one day before the start of the Tour.

Many of the pre-war stars of the Tour de France were killed in the fighting. Luxembourger François Faber, the winner of the 1909 Tour, joined the French Foreign Legion and was killed during the Battle of Artois in 1915. Octave Lapize, winner of the 1910 Tour, became a fighter pilot during the war, and was shot down in July 1917, subsequently dying from his injuries in hospital. Lucien Petit-Breton, winner of the 1907 and 1908 editions of the Tour was killed in December 1917 while driving for the French Army. In total, over 60 professional riders, on both sides, were killed during the course of the war.

While the Armistice did bring a cessation to hostilities, since the war



Eugene Christophe, July 1, 1925 on the montée d'Aubisque in the Tour de France. This was his last Tour at age 40. He finished 18th. Photo by Agence Rol, Source gallica.bnf.fr - National Library of France.



for accepting a ride in a car early in the race.

Many stars of the peloton who had survived the war were not able to survive the brutal conditions of the race, abandoning along the way. Riders dropping out included the French Pélissier brothers, Henri and Francis; the Belgian Buysse brothers, Lucien and Marcel; and the Belgian winner of the 1913 and 1914 editions of the Tour, Philippe Thys. All of the amateur riders, save one, also dropped out of the event along the way.

Jules Nempon, the last remaining *isolé*, thus earned the honor of a 10th place finish as well as taking the prize for being the *lanterne rouge*, the last rider in the process. Henri Pélissier would eventually go on to win the Tour de France in 1923, while Lucien Buysse would do the same in 1926.

Amongst the 10 official finishers was the Frenchman Eugène Christophe. Christophe was already

Tour was decided on points, although the competition was reintroduced in 1953 as a secondary classification.

In the 1913 Tour de France. Christophe's fork broke while descending the Col du Tourmalet as the leader on the road, after he was hit by a race vehicle. In those early races, riders were responsible for carrying out all repairs on their own. except at a few officially designated checkpoints. Since Christophe was not near one of these checkpoints, he was forced to hike 10km down the mountain to the village of Ste-Marie-de-Campan followed by one of the race commissaires.

He then had to find a blacksmith with a working forge, and repair his own fork, then climb back up the mountain to the site of his mishap to resume his race nearly 4 hours later. Adding insult to injury, he was fined an additional 10 minutes by the commissaire for allowing a village boy to operate the bellows on the forge while he conducted his repairs.

Christophe ultimately finished the 1913 Tour in 7th place, a little over 14 hours behind the winner, Philippe Thys.

By Stage 10 of the 1919 Tour, Christophe was once again the general classification leader of the Tour de France. However, spectators and the press had problems distinguishing one rider from another on the road, as most were wearing the grey woolen jerseys of La Sportive, a conglomeration of bicycle manufacturers whose businesses survived the war. Until this point, the leader of the race was designated by wearing a small green armband, which could easily be missed in a fast-moving peloton, especially in wet and muddy conditions.

Members of the press suggested to Henri Desgrange, *L'Auto*'s publisher and organizer of the Tour, that the general classification leader be given a special jersey to wear so that he could be easily picked out of a group of riders. Desgrange approved of the idea, and a yellow jersey was found and given to Christophe to wear starting with Stage 11 on July 19; whether the color of the jersey was inspired by the yellow paper on which *L'Auto* was printed, or was simply the only color available due to postwar shortages is up for debate.

Eugène Christophe, for his part, was initially none too pleased about being asked to wear the yellow jersey, claiming that he was mocked by the other riders for looking like a canary.

Unfortunately for Christophe, he would not be able to wear the yellow jersey into Paris. On the penultimate Stage 14, on July 25 on cobbled roads near Valenciennes, he once again broke his fork. This time, he only had to travel one kilometer to find a bike shop with a forge, but as in 1913 he had to conduct his own repairs, losing about 2.5 hours in the process to stage and eventual overall winner Firmin Lambot. Christophe ultimately finished the 1919 Tour de France in third place.

Christophe's story captured the imaginations of *L'Auto*'s readership, and Henri Desgrange launched a subscription to raise money to award him for his perseverance; ultimately Christophe's prize of 13,310 francs was nearly triple the 5,000 francs awarded to Firmin Lambot for winning the overall race.

Sadly, Christophe's bad luck would con-

10

Jules Nempon (FRA)

tinue, and in 1922, once again he was forced to hike out of the mountains, this time off the Col du Galibier, with a broken fork. In 11 total participations in the Tour, Eugène Christophe would finish a total of 8 times including his final attempt in 1925 at the age of 40, spending a total of 13 days in yellow in 1919 and 1922. He would finish twice on the final podium, in 1912 and 1919, but never as the overall winner.

Nonetheless, the rider who was mocked for looking like a canary had the honor of wearing the first official *maillot jaune* in the history of the Tour de France, which is still one of the sport's most coveted prizes 100 years later.

For more on the 1919 Tour, We Rode All Day: The Story of the 1919 Tour de France, by Gareth Cartman is a great book. Imagined and told from the perspectives of the riders and organizers, this is not a typical historical recap of the race, but rather attempts to take the reader into the minds of those who made the event special. 236 pages.

Another great read on the impact the Great War had on pro cycling, is *The Shattered Peloton:* The Devastating Impact of World War I on the Tour de France, by Graham Healy. 240 pages.

Celebrating the $Maillot\ Jaune$ at the 2019 Tour de France

The 2019 Tour de France starts on Saturday, July 6, 2019 in Brussels, Belgium to commemorate the 50th anniversary of Eddy Merckx's first participation and victory. The anniversary of the *maillot jaune* will be celebrated in Pau on July 19, 100 years to the day after the first *maillot jaune* was awarded to Eugène Christophe.

Throughout this year's race, an individual jersey design will be awarded to the general classification leader featuring an appropriate image for that day's stage. The jersey issued after Stage 1 (to be worn on Stage 2) will feature the Atomium, to commemorate the race start in Brussels. Stage 2's jersey will feature Eddy Merckx, in honor of the 50th anniversary of his victory in 1969. The jersey to be worn during the Stage 13 time trial memorializes Eugène Christophe, the first wearer of the maillot jaune in 1919. The final jersey issued after Stage 20 will feature Paris's iconic Arc de Triomphe on the Champs-Élysées, which has hosted the grand finale of the Tour de France every year since 1975.



L'Auto map cover from the 2014 Tour de France. Image in Public Domain, from David Ramsey Map Collection, reprinted under Creative Commons License.

TOUR DE FRANCE

Tour

By Steven Sheffield

Tour de France.

Prologue.

The clock ticks.

Visions of heroes. Le favori porte le numéro cinquante-et-un, comme Merckx en 1969.

Speedsters hiding behind a train, waiting, waiting, waiting.
Sprint!

Post up, arms aloft.

Maillot vert.

Breakaway glory, or hopes dashed until the next stage?

Dossard treize à l'envers pour la bonne chance.

Mountains loom, peloton climbs, eagles fly.

Tourmalet.

Sweat drips, sun beats down, lungs burst, heart pumps, legs spin.

Ventoux, tragic memories of Simpson.

Seconds gained. Minutes lost.

Screaming descents, Alps and Pyrenees.

Chute au peloton!

L'Autobus, struggling to finish, only to fight another day.

Les grimpeurs attaquent avec leurs rêves de pois rouges.

Galibier. Souvenir Desgrange, Dutch Corner, l'Alpe d'Huez.

Contre-le-montre.
Cinq, quatre, trois, deux, et aller.
Tic-tac, tic-tac.

Paris, aux Champs-Élysées, enfin, le maillot jaune.

+ 21h 44' 12"

1919 Tour de France Final General Classification Rider Time Rank Category 231h 07' 15" Firmin Lambot (BEL) A 2 Jean Alavoine (FRA) + 1h 42′ 54″ Α 3 Eugène Christophe (FRA) + 2h 26' 31" Α 4 + 2h 52' 15" Léon Scieur (BEL) Α Honoré Barthélemy (FRA) 5 + 4h 14' 22" A Jacques Coomans (BEL) 6 Α + 15h 21' 34" 7 Luigi Lucotti (ITA) + 16h 01' 12" Α 8 Joseph Van Daele (BEL) Α + 18h 23' 02" 9 + 20h 29' 01" Alfred Steux (BEL) Α

В



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Commuter Column -Continued from page 4

eral Missoula is a bike crazy town, thus explaining the large number of bike commuters in town?

A.S.: There were some great T-shirts printed by the long-gone (but justly famous) Braxton Bike Shop that said, "Missoula, Montana: The Bicycle Town," and that's about right. There's a real culture of cycling and bike commuting here, even if the infrastructure hasn't quite kept up. No one bats an eye at people with ski goggles, puffy coats, and studded tires leaning into the wind during a January blizzard on the way to work.

CW: I used to have one of those t-shirts. I purchased it from (sadly gone) Sam Braxton. He was tremendously helpful during my first cross-country ride in 1975.

CW: Missoula has a decent climate, but on average it is colder than Salt Lake City. What are some of your cold weather gear that you recommend? Are the roads fairly well maintained for commuting? Do you have winter specific and summer specific tires?

A.S.: I finally broke down and bought studded tires this winter, but I was a little more skittish than usual coming off a broken collarbone last fall. You can usually slip and slide on regular rubber, but I can't deny that the studs are nice. I swear by Bar Mitts for warm hands (and the ability to wear thin gloves for better feel at the controls) and a merino Buff for a little face protection when the windchill really plummets. Missoula is not known for its incredible road maintenance, so having good lights and riding with some authority is helpful when you're forced farther into the travel lanes than you might prefer.

CW: I have read all of your bike reviews in Adventure Cyclist magazine. What is your current commuting bike? What would you like to the number of commuter bikes I have as your current commuting have seen during the several visbike?

A.S.: My do-it-all bike is a Soma Wolverine, which I've had for a few years. I did some commuting this winter on a Salsa Mukluk fat bike too, which is not fast, but was pretty fun. I really like the Wolverine for commuting and general "all-road" riding, plus a bit of touring. I run



Alex Strickland's Soma Wolverine commuter bike. Photo by Alex Strickland

40-47mm tires depending on the season and leave fenders on most of the year. It's set up as a 1x10, though I keep a double crankset and front derailleur in the parts bin for steeper touring trips. The de-icer in Missoula absolutely eats drivetrain components, so the most important piece of winter commuting gear I have is probably one of those little pump garden sprayers that I fill with hot water and rinse the bike once or twice a week to prolong the inevitable.

Of course, one way to solve that is with a belt drive. I did spend a little time this winter on a belt-driven, Pinion gearbox bike from Priority Cycles. My wife's commuter has a belt and an 8-speed Shimano Alfine hub. I've long seen the advantages of a more sealed system for commuting (or more). The Alfine line is pretty affordable and great for commuting, but not up to loaded touring. A Rohloff hub has more range and is incredibly robust, but costs more than many bikes. The Pinion has some advantages, such as moving the weight of an internally geared system to the bottom bracket area instead of the rear axle, but because of its shape can't be retrofitted on an existing bike. Still, that Priority left an impression and could easily pull double duty as a commuter and touring bike. As gearboxes become more common, it's an intriguing option for a lot of different riding styles.

CW: I am always amazed by its to the ACA headquarters. What amenities does the ACA provide for employees?

A.S.: There is some peer pressure to commute by bike! I would say in spring, summer, and fall, it's 85 or 90 percent and in winter it drops down to 25 percent or so. Though many people just swap their bikes

for snow boots and walk. We've got a great secure courtyard here at the office for bike parking and enough covered spots for most people to get under a roof in the rain. We've got work stands and tools for quick fixes and showers for those who are working harder or getting in bigger rides on the way in or during lunch.

CW: The Adventure Cycling Association has a number of mapped routes that run through Missoula or are close to Missoula. (TransAmerica, Great Divide, Northern Tier, Great Parks North) Is there a fairly active touring group in Missoula that goes out on overnighters or short tours?

A.S.: Weeknight overnights are definitely an occupational hazard. There's a great local group called Pedal Missoula (URL) that gets out a lot, as well as a less formal group led by our magazine staff writer that practices "burritopacking," which is exactly what you think it is! Plus, we see about 1,200 cyclists at Adventure Cycling headquarters every summer who stop in during their ride on one of our routes.

CW: Alex, I wish to thank you for taking time off from your May issue to do the commuter column. I think the readers of Cycling West learned quite a bit from the column. If you are in Salt Lake City, I would be happy to go for a ride on our bike friendly streets that you seem to miss, though you have the bike trail to Hamilton that is awesome to ride.

For more information on Adventure Cycling, visit adventurecycling.org.

If you have a suggestion for a commuter profile, especially from Idaho, Montana, Nevada, Wyoming, W. CO, and N. AZ, have a commuter question, or other comments, please send it to lou@cyclingutah.com

Study: Sharrows Don't Appear to Increase Bike Safety

Will sharrows reduce the chances of getting doored? The best place to look, one study found, is in Chicago, where the city actually examined the extent of dooring in 2010. The study was just accepted for publication this

One reason for sharrows is to encourage cyclists to move out of dooring range. The researchers compared crash data on Chicago streets with sharrows to those on streets with marked bike lanes and those with nothing special for bikes.

Sharrows didn't seem to help much. The authors realize they couldn't determine why, but found areas "that had sharrows installed experienced less than desirable safety outcomes...." They couldn't say why for sure but suggest that sharrows may "provide a false sense of security to bicyclists' since bike lanes provide dedicated space and cyclists know to look out if there's no marking. Sharrows may also attract inexperienced cyclists.

See N.N. Ferenchak, W.E. Marshall, Advancing Healthy Cities Through Safer Cycling: An Examination of Shared Lane Markings, International Journal of Transportation Science and Technology (2019), doi: https://doi. org/10.1016/j.ijtst.2018.12.003

-Charles Pekow

Bikes Are Faster for Most Short City Trips

Urban transit frameworks need to include bicycling, the Paris-based International Transport Forum warns planners. "For trips of 15 minutes... the bicycle performs better in most cities" than autos or public transit in most instances, based on research in Europe. The study includes time spent getting to your vehicle and finding a parking space as part of transit time.

Bikesharing, e-bikes, and scooters also be figured into the equations, says Benchmarking Accessibility in Cities: Measuring the Impact of Proximity and Transport, the forum's recent guide for urban planners.

In the typical European city, you could take your choice of visiting any of 400,000 people with a bike ride of half an hour or less, says the guide (https://www.itf-oecd.org/sites/default/files/docs/accessibility-proximitytransport-performance.pdf).

The study didn't include walking. But it found that 97 percent of people in European cities live within a 15-minute bike ride of a park. The study assumed a steady ride of 16 km/hr (about 10 mph).

-Charles Pekow

SAFE Streets Act May Improve Bike Safety **Funding**

Ideas are beginning to come in for reauthorization of federal surface transportation law. The current statute, the Fixing America's Surface Transportation (FAST) Act technically expires at the end of Fiscal Year 2020. But if history is a guide, current law may wind up getting temporarily extended a year or two.

But sometimes small pieces of legislation get put in the hopper to give Congress something to think about and perhaps fold into the major reauthorization. The latest idea that could affect bicycle safety is called the Safe And Friendly for the Environment Streets Act or the SAFE Streets Act (H.R. 3040) introduced by Rep. Julia Brownley (D-CA) with two cosponsors (https://www.congress.gov/bill/116th-congress/house-bill/3040/text).

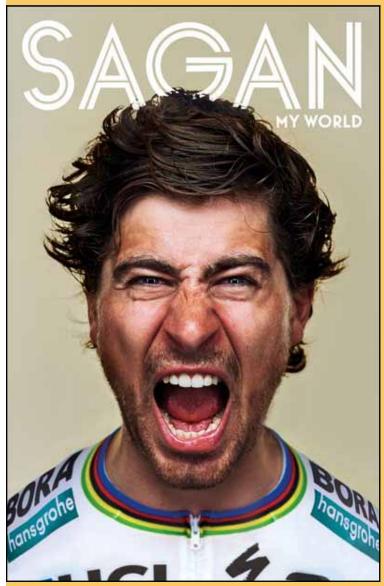
The bill would not add any safety money but would alter the formula to direct more federal funding to areas with high levels of bicycle and pedestrian fatalities. (The legislation uses the term "vulnerable users;" which also includes those riding scooters, e-bikes, wheelchairs, etc. For every planning area with a bike and pedestrian fatality rate of at least 1.5 per 100,000 residents, states and metropolitan planning organizations receiving Highway Safety Improvement Grants would get a guaranteed share of

The bill doesn't specify that the grantees would have to use the money for cycling safety, though. It was referred to the Transportation and Infrastructure Subcommittee on Highways and Transit.

-Charles Pekow

BOOK REVIEW

Peter Sagan's My World is a Great Read for Bike Racing Fans!



Peter Sagan's My World is a great book for bike racing fans.

By David Ward

Peter Sagan's book, My World, is a great read for a bicycle racing fan. It is interesting because of the insight into and story of Sagan's life, but was really enjoyable for the professional bike racing context in which it is set

and on which it focuses.

I expect there will be a lot of different takes on this book. It effectively covers a lot of themes and territory in a relatively short number of pages. Well, 293 pages, but large print and wide line spacing. But my take is this: It is a great book because of the excitement it generates and

14,130 JULY 27™ BOB COOK MEMORIAL MT. EVANS HILL CLIMB 28 MILES TO **IDAHO SPRINGS GREATNESS** TO MOUNT EVANS bicyclerace.com **MOUNT EVANS, COLORADO**

gence exhibited as he relates his story of the racing his book describes.

It is divided into three parts, each one titled for one of his three consecutive world championship road race victories (Richmond, Doha, and Bergin), the only man to have accomplished that feat. It ends with an epilogue describing his victory in the 2018 Paris-Roubaix classic. Written with co-author John Deering, who of course did most of the actual writing, the book reads quickly and smoothly, and in an entertaining manner that makes it hard to put down. Or, as in my case, hit the pause button, since I actually listened to most of the book (thanks to my subscription to Audible.com) while riding my own bike, no less.

In reading this book, you get the sense at how well grounded Sagan is. Two themes running through the book bring this out. He emphasizes the idea that for each race there are "a hundred different stories", and his is only one of them. He is often asked about planning and strategy for a race, and he is quite open about the fact that, while a plan is made, it rarely plays out that way. Rather, a race is a fluid, living thing in which you have to be alert and able to react. He is honest that winning often comes down to good luck. He is keen to point out that each rider has his own story about how each race played out.

Early in his career, Sagan adopted (from his perception of Australians) the mantra, "Why so serious?", the second theme illustrating how grounded he is. This is referred to repeatedly throughout the book. It is a theme that has served him well. I recall how, during a year with Tinkoff he kept placing second in so many important races, and even came under criticism from his team owner, Oleg Tinkoff who threatened to negotiate his contract down. During this period, I remember Sagan making comments that reflected his fall back on this attitude. Nevertheless, he does make clear in his book how this stretch was so frustrating to him. While sitting in second place in the green points jersey standings in the Tour de France during this stretch, he says, "I was thinking of getting a new jersey made. Most second places. The brown jersey, maybe."

And speaking of Oleg Tinkoff, it was fascinating to read Sagan's account of riding on Oleg's team. I suspect many people are like me, with a not very favorable view of the man. But Sagan, while speaking frankly of Tinkoff, also speaks positively overall of him. What Sagan seemed to appreciate most about Γinkoff was his frankness. If he v happy with you, he told you. If he was upset with you, he told you, and then he was over it. "You were shit today, Peter. But you tried, so f____ it, let's go eat. Do you fancy caviar" He summarizes Tinkoff with these words, "As you can imagine, his capacity to offend is limitless, but he is also fantastic, engaging, and provocative company."

Sagan makes clear that he recognizes bike racing as entertainment. Those who have followed him since

Sagan's thoughtfulness and intelli- he burst onto the pro racing scene, which is most of us pro cycling fans, know what an entertainer he is. He describes throughout the book his efforts to embrace this role.

> Sagan also spends time describing a number of his adversaries, quickly making clear that he mostly knows them as cyclists. He discusses their styles and strengths, particularly the sprinters whom of course he knows best because they are the ones he mostly competes against. But it is impressive is that he never speaks ill of anyone. He praises and complements certain riders, and is muted and restrained on the things he might be inclined to criticize. He would clearly have liked Mark Cavendish to come to his defense following Cavendish's spectacular crash during the finish line sprint into Vittel during the 2017 Tour de France for which Sagan was blamed and criticized, and then tossed from the Tour. In the end, it was a bad decision, and most of us came to recognize that. On Cavendish's failure to speak up. Sagan says, "I was really hoping that Mark might go on Twitter to tell the world that it was a bit of joke, but that was his decision to make. Not mine, and I respect that. It would also have obviously been in opposition to his team's position, which is never a good place to be."

> Finally, one race that epitomizes Sagan for me was stage 11 of the 2016 Tour de France from Carcasonne to Montpelier. Battered by crosswinds toward the end of the stage and the peloton forming into echelons, Sagan made certain to stay at the front. With 11 kilometers to go and feeling good, he pushed the pace

and, joined by his teammate, Maciej Bodnar, opened a small gap.

Another alert leader also staying close to the front, Chris Froome, saw the gap form and Sagan at the lead. He bridged, as then did Geraint Thomas. "I thought at first he was trying to close me down, which would be fair enough. But a quick look and a word between us established that we had seen the same opportunity: 'Let's do it'". As Sagan explains, [W]e slipped into team trial mode immediately. . . . We smashed it for 10 kilometers . . . [W]hen that break is comprised of the race leader, the points leader, and two of the strongest teammates . . . good luck." Sagan won and Froome took second and gained precious bonus seconds.

This win illustrates intelligent racing, good preparation and talent which allowed Sagan and Froome to be in key places at a critical time, and luck in their favor with crosswinds battering and splitting any possible chase. I remember watching this stage and how exciting it was. This is Sagan, and pro racing, at its finest.

I really enjoyed this book, as will any fan of professional road racing. It provided a small view into Sagan's personal life, a detailed view into his professional racing life, an understanding of his personal and inner character, and exciting tales of professional bike racing.

My World by Peter Sagan

Hardcover with two 8-page color photo sections.

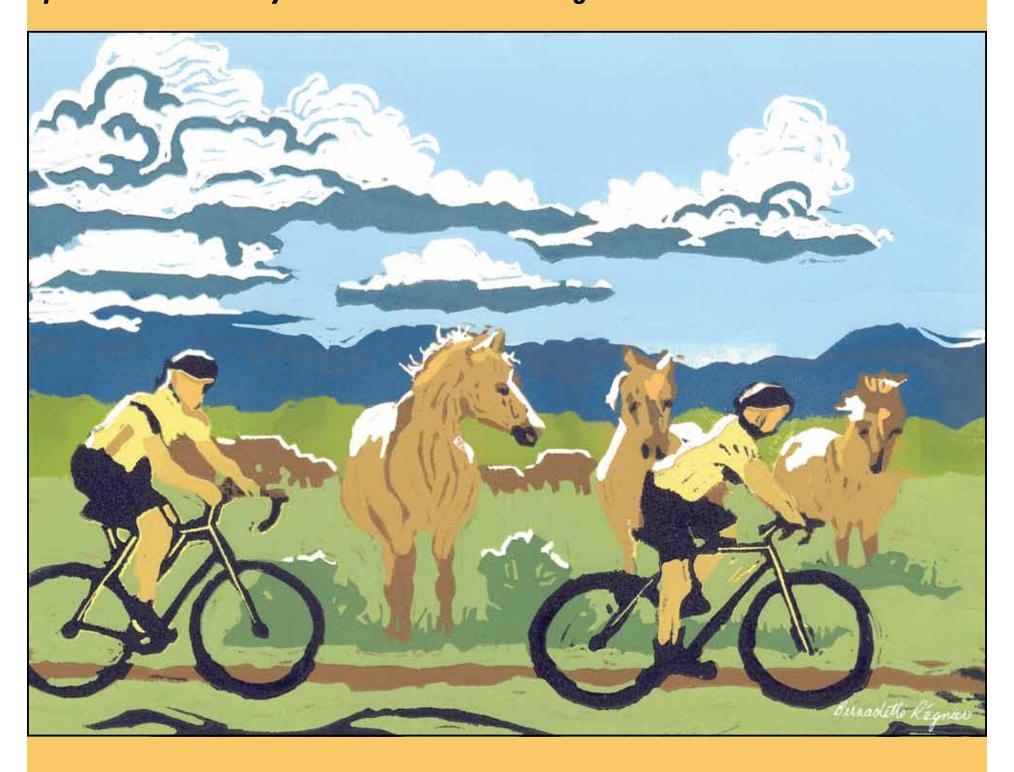
6" x 9", 320 pp., \$24.95, 9781937715946

Velopress, Boulder, Colorado,



BICYCLE ART

Open Road - The Bicycle Art of Bernadette Regnier



Artist: Bernadette Regnier

Title: Open Road **Medium: Linocut**

Artist Bio:

Bernadette Regnier's first lan- ied watercolor, acrylic and oil paint-

guage is ART. She grew up on a farm along the front range of the Rocky

Mountains near Longmont, Colorado. Expressing herself through art started at an early age and continued as she pursued her degree in agriculture at the University of Northern Colorado where she studing and continued while completing a degree in agronomy at Colorado State University studying fiber arts, printmaking and figure drawing.

Regnier's art reflects the land she has lived and traveled in. As an

agronomist she traveled throughout the United States, Canada, Chile, Australia and Mexico. As a student of art she visited Great Britain, Arts Center in Idaho Falls. Regnier's France

and China. After working in Colorado, Montana and Idaho as a

agronomist and part-time artist, she now enjoys being a full-time artist and part-time agronomist with a printmaking studio at the Willard

passion is expressing her love of the earth and all its beings through art.

Originals and prints available in The Art Museum gift shop (theartmuseum.org)





ELECTRIC BIKES

Ebikes: Studies Look at Reducing Pollution; Getting More People to Ride and Farther; and Exercise

By Charles Pekow

E-bikes make urban air clearer by getting people out of their cars. But less clear is if making e-bikes more affordable will expand their use. So conclude a pair of studies from an ongoing e-bike research project at the Transportation Research and Education Center (TREC) at Portland State University in Oregon.

TREC and other research institutions are collaborating on the Light Electric Vehicle Education and Research (LEVER) Initiative, which is studying all aspects of the use of e-bikes from policies to impacts to getting people to use them.

Cities around the world in recent years have added to bicycle infrastructure for, among other reasons, the need to reduce smog by moving people out of their autos. And despite some success, the level of bicycling has only gone up so much and may have come close to peaking. E-bikes could increase the level of biking and reduce the level of carbon emissions both by getting more people onto bikes and by encouraging bicyclists to go further, suggests TREC's recent white paper The E-Bike Potential: Estimating the Effect of E-bikes On Person Miles Traveled and Greenhouse Gas Emissions (https://ppms.trec. pdx.edu/media/project_files/E-bike_ <u>jHFUiVl.pdf</u>).

TREC, naturally, did its research in Portland, Oregon. It concluded that the "strategy of increasing e-bike mode share within a given region can...be used confidently as a tool to help meet that region's carbon emission reduction goals." If 14-15 percent of trips were on bikes or e-bikes, emissions could drop 11 percent, the study estimates.

How to Get More People on E-Bikes

That begs the question of how to get people on e-bikes. Another TREC study examined efforts to do that. How E-Bike Incentive Programs are Used to Expand the Market (https://ppms.trec.pdx.edu/media/project_files/E-bike_Incentives_Paper_05_15_19_Final_1.pdf) looked at incentive programs to get people to use them. Results came back mixed and inconclusive.

An experiment in Switzerland that gave 1,800 people free use of an e-bike for two weeks on the condition they not drive their cars found that 27 percent of them liked their trial two-wheelers so much that they bought one. A program in Holland in 2013 paid people per mile ridden on an e-bike. It increased use for sure, but only about half of the extra miles came at the expense of auto trips and it's not clear to what degree people continued riding e-bikes once the trial ended.

Several other programs in Great Britain and the United States showed that giving people access to an e-bike for a limited period even without compensating them will encourage some to buy one, because they've had a cost-free positive experience. A problem, though was that e-bikes tend to cost more than people wanted to spend.

Would rebates work? Programs in Vietnam and California found that waiving the tax proved a better incentive than offering buyers a rebate equal to the tax.

Gas Emissions (https://ppms.trec.
pdx.edu/media/project_files/E-bike
Potential Paper 05 15 19 Final
jHFUiVl.pdf).

TREC, naturally, did its research in Portland, Oregon. It concluded that the "strategy of increasing e-bike mode share within a given

Employers and communities have tried everything from discounts to cheap loans, government subsidies and employer subsidies.

The Cycle to Work program in Britain allows employers to write off the cost of e-bikes that they loan to employees to commute to work.

Incentives work better with some employers than others. Live Electric offered a discount program to Utah state employees and employees of Rocky Mountain Power in Utah starting last fall. TREC reports that the University of Utah eagerly promoted the program and got a good response but other agencies didn't sell as many as they didn't promote it as well

People bought about 400 e-bikes in Boulder County, CO in a program that called on the vendors

to offer discounts in return for the county government marketing the offer. But the program only worked for so long. Vendors quit when sales slowed.

TREC researchers acknowledge that they couldn't determine the long-term effects of e-bike incentives, nor the relationship between the size of the incentive to the cost of the bikes.

And what's next for LEVER? Consortium members are working on a project called Novel Approaches to Model Travel Behavior and Sustainability Impacts of E-Bike Use. They are looking for volunteer e-bike users to participate in a year-long study that will "leverage smartphones to conduct ad-hoc travel surveys to supplement the passive data collection and, using machine learning algorithms, create the largest and richest dataset to support the growth of e-bike use as a transportation option."

Participants must already own an e-bike. If you're interested in participating or want more data, go to https://docs.google.com/forms/d/e/1FAIpQLSfZv-aBiZUWRLEtiW6ZzcPXy-Ik-OIpc8pw9gf7Rg98BbF_w/view-form.

Do E-Bikers Get More Exercise? And in a continent that you can't get to from America by e-bike, researchers wanted to examine whether riding one will result in a net increase or decrease in physical activity. The answer, as you might have expected, depends on whether you switch to an e-bike from a regular bike or from an auto. The study looked at 10,000 e-bikers in seven European cities.

The study reports "e-bike use leads to substantial increases in physical activity in e-bikers switching from private motorized vehicle and public transport, while net losses in physical activity in e-bikers switching from cycling were much less due to increases in overall travel distance."

But e-bkers rode longer distances than conventional bikers, and thus used more pedal strokes. But the research didn't explain to what degree e-bikers were former conventional cyclists who switched to longer rides vs. those who didn't bike before

See Castro, Alberto, et al. "Physical activity of electric bicycle users compared to conventional bicycle users and noncyclists: Insights based on health and transport data from an online survey in seven European cities." Transportation Research Interdisciplinary Perspectives (2019): 100017., https://doi.org/10.1016/j.trip.2019.100017.

ADVOCACY

Bike Utah Executive Director Stepping Down at the End of the Summer; Search for New Executive Director Open



Phil Sarnoff has been the executive director of Bike Utah since 2014. Photo courtesy Bike Utah

By Phil Sarnoff

After five and a half years in the position, I will be stepping down as Executive Director later this summer. My wife has accepted a position out of state and we will be moving in the coming months.

Serving as Bike Utah's Executive Director has truly been my honor and I couldn't be more proud of our progress.

We have come a long way in the last five years. Together we have:

- Grown from an organization of one full-time staff member to seven full-time employees, allowing us to expand our reach across Utah
- Educated more than 9,000 children around the state through the Youth BEST Program
- \bullet Increased the percentage of Wasatch Front communities with Bicycle Master Plans from 13% to 63%
- Launched the 1,000 Miles Campaign with the Governor to build 1,000 miles of new family-friendly bike lanes, paths, and trails by 2027
- Engaged thousands of mountain bikers through the Mid Week MTB Series
- Passed numerous laws to improve bicycle safety and increase funding for bicycle infrastructure
- Put countless communities on track for building more bike lanes, paths, and trails for transportation and recreation

It has never been an easy road (or path or trail), but it has been much easier knowing that thousands of people around Utah are supporting our efforts. The organization is in great hands with an outstanding board of directors and a phenomenal staff team.

We still have a long way to go until everyone can ride regardless of age, ability, or income and we need your help to make sure that all of our current efforts stay on track.

I have one important request as we move forward in making Utah a better place to ride. We are opening up the search for a new Executive Director and there are numerous qualified, passionate candidates out there that will take Bike Utah's efforts to the next level. Help us find those great people by sharing our posting and referring any great candidates.

The position description can be found at <u>bikeutah.org</u>. The application deadline is July 14, 2019.

Thank you again for all of the support and for helping to make Utah a better place to ride.

Sincerely,

Phil Sarnoff

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WESTERN STATES

CALENDAR OF EVENTS

Utah BMX

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

<u>Adv</u>ocacy

Bike Utah — UT, Utah's Statewide Advocacy Group., Phil Sarnoff, 385-831-1515, <u>psarnoff@bikeutah.org</u>, <u>bikeutah.org</u>

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 \$LC Transportation Division Conference room., Salt Lake City Transportation , 801-535-630, bikeslc@slc_gov.com, bikeslc.com

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

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

painways.org

Mooseknuckler Alliance — St. George, UT,
We accept all types and styles of riders;
most importantly we want people to ride
their bilkes 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, 435632-8215, 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) — Sait 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 1-80 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 bicycle-friendly community. Heather Skabelund, 971-404-1557, bikeprovo@gmall.com, Aaron Skabelund, 385-207-6879, a.skabelund@gmail.com, bikeprovo.org

Dixie Trails and Mountain Bike Advocacy — St. George, UT, Cimarron 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, southernutah-bicycle@gmail.com, southernutahbicycleal-liance.org

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

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

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

Statewide bicycle advocacy organization, Bob Beane, 623-252-0931, cazbike@cazbike.org, cazbike.org

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

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

Bike Walk Montana — Helena, MT, Statewide bicycle advocacy organization, Taylor Lonsdale, 406-449-2787, <u>bznbybike@gmail.com</u>, <u>bikewalkmontana.org</u>

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 appropriate information.

Let us know about any corrections to existing listings!

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

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

org, tytap.org, tetonbiketest.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 Bivd, 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, noemail@cyclingutah.com, facebook.com/graups/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, 80:688-7268, heatpolocompany@gmail.com, facebook.com/groups/189631497724953/, heatpoly@gmail.com/sacebook.com/groups/189631497724953/, heatpoly@gmail.com/sacebook.com/groups/189631497724953/

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, ro

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

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

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

August 31-September 1, 2019 — Outside Bike & Brew Festival, Santa Fe, NM, There are mountain and road rides, skill clinics, a Festival Expo and bike art show, bike demos, poker ride, beer dinners, concerts, movies and more!, Tim Fowler, 505-209-5760, tim@ outsidesantafe.com, outsidesantafe.com

September 9-13, 2019 — University of Utah Bike Week, Salt Lake City, UT, A week of education and encouragement for bloyclists at the University of Utah, Ginger Cannon, 801-581-7505, ginger.cannon@utah.edu, sustainability.utah.edu/ubikeweek

September 22, 2019 — World Car Free Day, UT, Ride your bike and leave the car at home!, None, noemail@cyclingutah.com,

Mountain Bike

Tours and Festivals

July 7-August 16, 2019 — Glacier National Park Bike Tour, Whitefish, MT, 7/7-12; 7/14-19; 7/21-7/26; 7/28-8/2; 8/4-9; 8/11-16. Options for cyclists of all abilities. Ride the Going to the Sun Road! Big climbs and bonus mileage options available., John Humphries, 970-728-5891. info@lizardheadcyclingguides.com, lizardheadcyclingauides.com

July 13, 2019 — Wildflower Trailfest, Snowbasin, UT, A non-competifitive, women only mountain bike ride. All ages and levels welcome. Come join us for a day of fun on Powder Mountain!, Nick Bowsher, 801-610-9422, info@wildfloweroutdoor.com, wildfloweroutdoor.com

July 21, 2019 — Wydaho 100 Gravel Ride, Jackson, WY, From the foothills of the Teton Range, looking into the depths of Wilderness to the Big Hole Mountains, featuring some of the best gravel this Eastern Idaho has to offer, this route completes a 360-degree circumnavigation of Teton Valley! The road surface is predominately gravel and dirt ranging between steep mountain and rutted farm roads. Bring your gravel bike or any bike for that matter. Self-supported, Filtzgeralds's , 307-201-5453, info@fitzgeraldsbicycles.com, fitzgeraldsbicycles.com

bicycles.com, fitzgeraldsbicycles.com

August 3, 2019 — South Boundary Big Ride,
Angel Fire, NM, The South Boundary BigRide
is an absolutely stunning 40 mile mostly
singletrack ride from Angel Fire Resort to
Taos Youth and Family Center on the South
Boundary Trail. The South Boundary trail is
arguably the best ride in New Mexico and
probably one of the top rides in the whole
country with beautiful high alpine views and
amazing aspen forests. If will be a perfect
warm up for those training for Leadville,
as the course tops out at nearly 11,000
feetl, Seth Bush, 505-554-0059, ElCapitan@
ZiaRides.com, ziarides.com

August 10-11, 2019 — Trek Ditt Series Mountain

August 10-11, 2019 — Trek Dirt Series Mountain Bike Camp, Park City, UT, Women's Mountain Bike Camp, Park City, UT, 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., Cynthiol Chung, 604-484-6238 (Canada), registeria dirtseries.com, Emily Neuman, 604-484-6238, info@dirtseries.com, Elli Petersille, elli@dirtseries.com, dirtseries.com

August 16-18, 2019 — Outerbike Summer in Crested Butte, Crested Butte, CO, An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos, shuttles, lunch, beer, and admission to parties and films, at Crested Butte Mountain Resort, Mark Sevenoff, 800-845-2453, 435-259-8732, outerbike@westernspirit.com.outerbike.com

August 17-18, 2019 — VIDA MTB Series: Snowmass Bike Park, VIDA MTB Series: Flagship Clinics, Snowmass Village, CO, Women's mountain bike skills clinic, Rachel Gottfried, 949-677-6809, info@vidamtb.com, vidamtb.com

August 22-25, 2019 — Jurassic Classic Mountain Bike Festival, Lander, WY, Mountain bike Festival in Lander, WY. Demos, shuttles, clinics, group rides, parties, live music, film fest, beer, food trucks, and raffles! All skill levels welcome. Nyssa, fart@landercycling.org, Tony Ferlisi, landercycling@gmail.com, Mike Dicken, 307-332-2926, lurassicclassicfest@gmail.com, jurassicclassicfest.com, landercycling.org

August 24, 2019 — York 38 Special, York, MT, Mountain blke rides of either 38 or 76 miles of breathtaking scenery through the Big Belt Mountains, gaining 3,000 vertical feet from lowest point, 6 aid stations. Starts at York Fire Station 7:00 – 9:00 am; Splitt of 76 starts at 6:30 am, gravel roads and Forest Service roads, Rita Naylor, 406-475-3085, rbnmontana@gmail.com, york38special.org

August 30-September 2, 2019 — Wydaho Rendezvous Teton Mountain Bike Festival, Teton Valley, WY/ID, 10th annual hosted at Grand Targhee Resort. Come enjoy endless miles of epic singletrack, lift-served downhill, dirt jump and freeride. Wydaho Rendezvous Bike Festival supports Teton Valley Trails and Pathways tytap.org. Includes 2019 demos, group rides, skills clinics, shenanigans, kids



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activities, music and libations, TVTAP, 208-201-1622, info@tetonbikefest.org, Devin Dwyer, 208-201-1622, devin@etonbikefest. org, tetonbikefest.org, grandfarghee.com

September 7-8, 2019 — VIDA MTB Series: Purgatory, VIDA MTB Series Flagship Clinics, Purgatory, CO, Women's mountain bike skills clinic, Rachel Gottfried, 949-677-6809, info@ vidamtb.com, vidamtb.com

September 7, 2019 — Shred Charity MTB Ride, Draper, UT, Held at Corner Canyon, With the great trail network of Corner Canyon open to us courtesy of Draper City it's sure to be a blast! 100%of the proceeds go to Wheels 4 Life. Prizes donated for top finishers in various categories including fastest segments, longest distance, most vertical and more!, Sam Buckmiller, sam.buckmiller@gmail.com, facebook.com/rideshredut

September 13-15, 2019 — Northstar Freeride Festival, Truckee, CA, Held at Northstar Resort. Join us for the Northstar Free-Ride Festival September 13-15, 2019 as The Village comes alive with over 90 blike, accessory and apparel vendors. Talk to the experts, demo the bikes, test the accessories, try on apparel and get insider tips. There will also be races, clinics, kid's activities, live music, pub crawls, wine walks and retail discounts all weekend long!, Jack Morrissey, 949-226-5799, jack.morrissey@Emeraldexpo.com, interbike.com/events/northstar-free-ride-festival/

ride-festival/

September 20-22, 2019 — Salida Bike Fest, Salida, CO, A 4 day festival celebrating blcycles of all kindsi Various groups in Salida have tearmed up to create and promote unique and fun bike events throughout the week. Free group rides, bike-related travelogue, the chainless race, a kick-off party at Soulcraft Brewing with live music, a bike parade, the Banana Belt Mountain Bike Race sponsored by Absolute Bikes, the 20th Annual Monarch Crest Crank and much more!, Monica Gutierrez, 719-539-6738, director@alliancechaffee.org, Lanette Hartmann, salidaraces@gmail.com, salidabikefest.com

September 21-22, 2019 — Trek Dirt Series Mountain Bike Camp, Angel Fire, NM, Co-ed 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. Cynthia Chung, 604-484-6238 (Canada), register@dirtseries.com, Elli Petersilie, elli@dirtseries.com, dirtseries.com

September 21, 2019 — Banana Belt Mountain Bike Race, Sallda, CO, This classic race leads racers south out of town up a 3,000ft climb to the Rainbow frail, across the front of Methodist Mountain and back down to town, Monica Gutierrez, 719-539-6738, director@alliancechaffee.org, monarchcestcapk.com

September 22 — Monarch Crest Crank, Salida, CO, A mountain bike event along one of the top mountain bike trails in the nation. The Crest Crank will be the final day of Salida Bike Fest, which includes several events for cyclists of all abilities and their families. End Bike Fest weekend with us for this bucket list ride followed by an after party at Riverside Park open for Crest Crank cyclists and the public. Your entry fee will include the ride, a guide, breakfast snacks, a shuttle to and from downtown Salida, and an after party in Riverside Park, featuring live music, free lunch, libations, a goodle bag, silent auction, and more. Entry fee and individual fundraising efforts will raise money for The Alliance, a nonprofit organization with a mission to empower individuals beyond domestic and sexual violence. Monica Gutlerrez, 719-539-6738, director@alliancechaffee.org, Becky Rupp, crestcrank@gmail.com,monarcharetesterank.com

September 27-29, 2019 — Albuquerque MTB Festival, Albuquerque, NM, 12 hour race, 2 hour race, and weekend long mito festival, Seth Bush, 505-554-0059, ElCapitan@ ZiaRides.com, zianides.com

September 28, 2019 — VIDA MTB Series: Golden Giddyup, VIDA MTB Series , Golden, CO, Women's mountain bike skills clinic, Rachel Gottfried, 949-677-6809, info@vidamtb.com, vidamtb.com

September 28-29, 2019 — 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 idders. Skill instruction ranges from basic front wheel lifts and switchback turns to technical climbs, descents, drops, jumps and more., Cynthia Chung, 604-484-6238 (Canada), register@dirtseries.com, Elli Petersilie, elli@dirtseries.com, dirtseries.com

October 4-6, 2019 — 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@westernsplift.com, outerbike.com

October 5-6, 2019 — 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. Cynthia Chung, 604-484-6238 (Canada), register@

dirtseries.com, Elli Petersille, elli@dirtseries.com, dirtseries.com

October 5-6, 2019 — October Trek, Welser, ID, 2 day mountain bike gravel ride, 86 mile rails-to-trails conversion trail from New Meadows to Welser, Idaho. Supported ride with meals and camping., Craig Kjar, 208-571-7447, 208-253-4433, octobertrek@gmail.com, welserrivertrail.org/octobertrek.html, kotaho.com/octobertrekinformation/

October 19, 2019 — VIDA MTB Series: Valmont Bike Park, VIDA MTB Series Flagship Clinics, Boulder, CO, Women's mountain bike skills clinic, Rachel Gottfried, 949-677-6809, info@ vidamtb.com, vidamtb.com

October 24-27, 2019 — Moab Ho-Down Mountain Bike Festival & Film Fest, Moab, UT, 14th Annual - Mountain bike festival with dual stage enduro race, group shuttle rides, bike films, townie tour with poker run, dirf jump comp and costume party! The festival is a fundraiser for local trails and the bike park!, Tracy Bentley, 435-259-4688, info@chilebikes.com, moabhodown.com, billebikes.com,

November 8-10, 2019 — Roam Bike Fest, Sedona, AZ, Roam Bike Fest is a three day gathering (aka party) of female riders, influencers, and play makers all here for one purpose: to have a ridiculously fun weekend exploring, learning, and shredding trail in a world-class riding destination. No pandering, no skills clinics, just plain unsucky fun., Ash Bocast, 530-521-8913, hello@thisisroam.com, roambikefest.com, thisisroam.com

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

Utah Weekly MTB

Race Series

April 24-August 7, 2019 — Weekly Race Series, WRS, Sundance, Wasatch County, UT, Wednesday nights, May -Aug. Venue alternates between Wasatch County sites and Sundance, 6:30 pm. Prompt start time. Pros/Experts 1 hr race time. Sports 50mins, Beginners 30-40mins, Tyson Apostol, 435-200-3239 (Wasatch), 801-223-4849 (Sundance), races@euclidoutdoors.com, John Woodruff, 801-223-4044, 801-223-4849, johnw@sundance_utah.com, Josey Apostol, 435-200-3239 (Wasatch), 801-223-4849 (Sundance), races@weeklyraceseries.com, weeklyraceseries.com

April 30-August 27, 2019 — Mid-Week Mountain Bike Race Series, Wasatch Front, Wasatch Back, Salt Lake Valley, UT, Tuesday nights, starting April 301 2019's season features 8 XC races, 4 Mini Enduro races, and 1 Women's Mini Enduro. Fun, competitive mountain bike racing for all ages and abilities. Each XC race features a free kids' racel, Phil Sarnoff, 385-831-1515, psarnoff@bikeutah.org, Jackie Baker, 385-831-1515, inf0@midweekmtb.com, midweekmtb.com

June 12-August 28, 2019 — Mt. Ogden Midweek Race Series, Snowbasin Resort, UT, Courses change every two weeks. Courses set the prior weekend for pre riding. Fun races, great prizes. Registration-5pm-6:30pm at Grizzly Center, Race Start: promptly at 6:30. Cash and prizes each week. Beg, sport, expert, pro classes. No race June 6th and July 3rd, Tim Eastley, 801-620-1000, 801-620-1045, teastley@snowbasin.com, snowbasin.com/mTogdenraceseries

Regional Weekly

MTB Race Series

May 14-August 20, 2019 — Gallatin Valley Summer Series, Bozeman, MT, Weekly series that includes road races, time trials, criteriums, mountain bike races and more, Alex Lussier, Lussiera@hotmail.com, Phill Rotherman, phill@rotheonst.com, Mollie McKiernan, mollie.mckiernan@gmail.com, Patrick Wessel, patrickwessel@yahoo.com, callatinyalleybicyclechib. ac

June 18-July 23, 2019 — Laramie Mountain Bike Series, Laramie, WY, Tuesdays. Local mountain bike series, great for riders of any age and ability. Starts at Happy Jack Trailhead at 6:00 p.m. Food and fun await at each finish line. Medicine Bow National Forest, Niesey Heckart, 307-761-1741, niesey@laramieracing.com, laramieracing.com

July 10-August 7, 2019 — Ten Dollar Downhill, Whiterish, MT, Wednesday downhill, Josh Knight, 406-862-2900, Info@skiwhitefish.com, skiwhitefish.com/events

July 11-August 8, 2019 — Thursday Night Race Series, Whitefish, MT, cross country series, Josh Knight, 406-862-2900, info@skiwhitefish. com, sklwhitefish.com/events

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Utah Mountain

Bike and Gravel

Racing

July 13, 2019 — 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, tush-arcrusher.com

July 20, 2019 — El Doce at Pow Mow, Powder Mountain - Eden, UT, 12/6 Hour Mountain Bike Race at Powder Mountain, Utah. Solo, Duo and 3-4 Person Teams. 12 Mile lap, 1200' vertical per lap, 12 hours. Limited to 400 riders. Jenny Scothern, 801-399-1773, jenny@goalfoundation.com, Clairesse Miljour, 801-399-1773, claire@goalfoundation.com, eldoceut.com

August 2-3, 2019 — Abajo (Blue Mountain)
Enduro, Monticello, UT, Two day, three stage
race in the Abajo Mountains by Monticello
Utah. Stage 1 starts at 3:00 PM on Friday.
A shuttle will be provided from the end
of each stage to the start of the following course or to the parking area for the
stage. Stages announced May 2019, Dustin
Randall, 435-590-2741, info@roamutah.com,
roamutah.com/abajoenduro

August 10, 2019 — North Fork Punisher ICup, Intermountain Cup, Liberty, UT, XC race, Distance: 7-28 miles, Elevation Gain: 1,307 lap, Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, Darren Goff, 801-896-8244, Info@intermountaincup.com, intermountaincup.com

August 17-18, 2019 — Flyin' Brian Downhill and Dark Hollow Super D, Go-Ride Gravity Series, Brian Head, UT, Practice opens on Friday, August 12 at noon. The downhill is on Saturday, August 13. Dark Hollow Super D is on Sunday, August 14., Ron Lindley, 801-375-3231, info@utahdh.org, go-ride.com, utahdh.org

August 17, 2019 — Cedar City Fire Road 100 Gravel Grinder, Cedar City, UT, 100K or 60K options - with over 80% dirtl Chip timed. Prizes for top finishers., Deborah Bowling, 818-889-2453, embassy@planetultra.com, gravelgrinder.com

gravelgrinder.com

August 17, 2019 — Dirty Arts Gravel Grinder Fondo, Helper, UT, The Fondo is a 62 mile ride on pavement, gravel and dirt roads. The route takes you through central Carbon County exploring some high desert vistas and the foothills of the Manti La-Sal mountains. 5,000° of climbing and 5,000° of descending consisting of 2 main long climbs with plenty of short climbs. Enjoy the Helper Arts & Film Festival afterwards for food, drink and fun, if you have the strength. Start: Historic Conoco Station, Mark Jesperson, 435-637-2453, mark@castlecountrycycling.com, Ed Malmgren, 435-637-2453, ed@castlecountrycycling.com, castlecountrycycling.com, castleco

August 17, 2019 — Eagle Point Mini Enduro, Beaver, UT, 3 stage enduro mtb race total of about 7 miles with 692' ascent and 1037' decent. Course opens at 8:00 am for pre ride and first racer on course at 10:00 am. Lane Tucker, 435-438-3019, 435-438-3700, info@SkiEaglePoint.com, eaglepointresort.com/blog/archive/201807/eagle-pointmini-enduro-2018

August 17-October 19, 2019 — Utah High School Cycling League, Utah High School Cycling League, Utah High School Cycling League Race Series, Various Locations, UT, Utah High School Cycling League is an interscholastic mountain blike race series that offers racers from 7th grade to 12th grade. We offer 4 races for each of our three Regions and one State Champs event. Utah league races are the culmination of months of fun and practice on school-based mountain blike teams all over the state. Grades 7-12 participate in Individual categories and include both individual and team scoring. Join or start a team in your area. The Utah League has 3000+students on 90+ teams across the state participating. Lori Harward, 801-502-8516, 801-885-6884, lori@ulahmib.org, Brooke Howard, 385-227-5741, brooke@ulahmib.org, utahmitb.org

August 31, 2019 — 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, thepcpp.com

September 14, 2019 — Kokopelli 100, Moab, UT, 103.6 mile, point to point mountain bike race from the Colorado border to Moab, Solo riders, or 8 person teams., Mark Jensen, 503-970-1215, mark@kokopelli100.com, kokopelli100.com

September 15, 2019 — Tour des Suds, Park City, UT, 7-mile mountain blke climb from City Park, to the top of Guardsman Pass with a 2,700ft elevation gain., Ginger Ries, 435-649-6839, ginger@mountaintrails.org, mountaintrails.org

September 28, 2019 — Antelope Island 50K MTB Race, Antelope Island, UT, 5th 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

enduraevents.com

September 28, 2019 — Eden Epic, Eden, UT, On the trails above beautiful Ogden Valley, the Eden Epic is a truly "epic" mountain bike adventure. With a focus more on the adventure than the finishing times, this is an epic adventure that has a place for those looking to push themselves. , Clay Christensen, 801-234-0399, info@enduranceutah.com, edenepic.com

October 14-15, 2019 — Huntsman World Senior Games Mountain Biking, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, 435-674-0550, <u>hwsg@senior-</u>

October 25, 2019 — Red Bull Rampage, Virgin, UT, Downhill, slopestyle and freeride MTB athletes will converge on the demanding terrain of Virgin, Utah to compete for glory in one of the biggest tests of skill and guts in the world. 14th annual, Red Bull, 310-393-4647, noemali@cyclingutah.com, Chris Worden, 310-393-4647, chris.worden@us.redbull.com, redbull.com/us/en/blke/events

November 2-3, 2019 — 25 Hours of Frog Hollow. Frog Hollow Endurance Series, Hurricane, UT, Held Sat 10 am to Sun 10 am with the bonusdouble 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

Regional Mountain

Bike and Gravel

Racing

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

and Beyond

July 7, 2019 — Silver Rush 50, Leadville Race Series, Leadville, CO, At 10,000-12,500 feet above sea level, this challenging 50 mile out-and-back course takes racers through the historic mining district on Leadville's East side. This race is known for its long, lung-burning climbs and rocky, steep terrain. Solo or Tandem 50m. Leadville Trail 100 Qualiffer, Paul Anderson, 719-219-9364, panderson4@ lifetimefitness.com, leadvilleraceseries.com

July 13, 2019 — Tahoe Trail 100, Leadville Race Series, Northstar, CA, Ride 50K or 100K of rocky summits, breathtaking pine forests and beautiful Lake Tahoe views. 100K riders can qualify for the Leadville Trail 100 MTB, Josh Colley, 719-219-9357, youphoriacontact@gmail.com, Todd Jackson, 530-546-1019, todd@blgblueadventure.com, tahoetrailmtb.com, youphoriaproductions.com

July 13, 2019 — Enduro Pescado Whitefish Enduro, Montana Enduro Series, Whitefish, MT, Montana Enduro Series, contact@montanaenduro.com, Christine Wike, christine@montanablcycleguild.org, montanaenduro.com

July 13, 2019 — Breckenridge 100, Postponed until 2020, RME, Breckenridge, CO, Colorado's premier off-road endurance race, the 13th annual BRECK 100, climbs 13,719 feet over 100 miles. Not quite ready for the Ultra 100? Challenge your abilities and ride the B-68 Marathon, the B-32 XC, or enter a two or three-person relay team. Colorado State Marathon Championship, Thane Wright, 970-401-1422, tanoricardo@





AUGUST 17-18

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- yahoo.com, rockymountainendurance.
- July 13, 2019 Philipsburg 46, Western Montana Trail Series, Philipsburg, MT, Cross country race., Ben Horan, 312-502-5997, bfh-
- July 13, 2019 Brundage Mountain Cross Country, Knobby Tire Series, McCall, ID Cross country and endurance mtb race on Sunday, Alex Phipps, 208-841-4120, alex 01 phipps@gmail.com, knobbytireseries.com
- July 13, 2019 Big Mountain Enduro, Big Mountain Enduro Series, Winter Park, CO, 3-4 stages enduro, Brandon Ontiveros, bran-
- July 14, 2019 Victor Gravel Grinder, Tour of Colorado Series, Victor, CO, The Victor Gold Rush is an epic gravel challenge in the heart of the Rockies with nearly 9000 ft of climbing and incredible views. Start and finish in downtown Victor! 93.3 miles, Andy Bohlmann, 719-428-5807, 719-651-1677. info@tourofcolorado.com, tourofcolorado
- uly 20-21, 2019 Steamboat Springs Enduru, Revolution Enduro Series, Steamboat Springs, CO, Saturday racing will start with a shuttle ride to access new never raced trails for 3-4 Stages in the back country. Sunday August 19, will be three Stages with lift and pedal transfers at the Steamboat Bike Park and Forest Service trail system, David Scully, 970-846-5012, david@evolutionenduro.com, country trails and process the steamboat Bike Park and Forest Service trail system, David Scully, 970-846-5012, david@evolutionenduro.com, countributionenduro.com July 20-21, 2019 — Steamboat Springs Enduro
- July 23-28, 2019 USA Cycling Mountain Bike National Championships, Winter Park CO, Chuck Hodge, 719-434-4200, chodge@ usacycling.org, usacycling.org
- July 26-28, 2019 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.
- July 27, 2019 Laramie Range Epic, Laramie WY, The Laramie Range Epic (Formerly the Laramie Enduro) will have two course options, 30/60ish milés. 80% singletrack from smooth and flowy to steep and technical Choose the One & Done to do one lap, or the Laramie Range Epic to do two laps. Aid stations with fresh food, water and perfor mance nutrition. Legendary after-party with live music, awards, cash pay-outs, raffle music, awards, cash pay-outs, raffle, refreshments and warm, fresh food! Limited on-course camping and room specials, Dewey Gallegos, 307-742-5533, raced
- July 27, 2019 Butte 100 Races, Butte, MT, Continental Divide Trail, Single Track, Big Sky Country, 100 and 50 mile options, and a Sorini 25 mile option. 13th Annual, Stephanie Sorini, 406-490-7632, stephaniesorini@
- July 27, 2019 Whit Henry Memorial Galena uly 27, 2019 — Whit Henry Memorial Galena Grinder, Knobby Tire Series, Galena Lodge, ID, XC/Marathon, 22.5 mile loop with 50% single track, start/finish at 7,000 feet with total gain of 3200 in one loop, open category (for racers who choose not to purchase a license) held for the marathon, which is 22.5 mile loops. Alex Phipps, 208-841-4120, alex-010 phipps@amail.com, knobbytireseries.com 01phipps@gmail.com, knobbytireseries.com
- July 27, 2019 Lone Peak's Revenge Big Sky Enduro, Montana Enduro Series, Big Sky, MT, Montana Enduro Series , <u>contact@montanaenduro.com</u>, Christine Wike, <u>christine@montanabicyclegulid.org</u>, <u>montanaenduro.com</u>, <u>montanabicyclegulid.org</u>
- July 27, 2019 Big Mountain Enduro, Big Mountain Enduro Series, Telluride, CO, 3-4 stages enduro, stages will be broken up across the box canyon, mixing bike park and backcountry terrain. Competitors will experience a wide range of trails in Telluride, from 1,000 feet of hard hitting downhill in the Mountain Village Bike Park, to arduous climbs and technical turns on the historic mining paths., Brandon Ontiveros, brandon@bigmountainenduro.com, bigmountainenduro.com, bigmountai
- **ly 27, 2019 Telluride 100 Mountain Bike Race**, Telluride, CO, 100 mile mtb race Tobin , 970-417-1751, tobin@behling.com,
- July 28, 2019 Oak Flats MTB Race, New Mexico Off Road Series, Albequerque, NM,

- fast and flowy course, Jan Bear, 505-670-4665, janbea@gmail.com, Par , 505-730-2615, parmenides.orpinel@amail.com nmors.org, oakflatsmtb.com
- August 1-4, 2019 Downieville Classic. Lost ugust 1-4, 2019 — Downieville Classic, Lost Sierra Triple Crown, Downieville, CA, All mountain, cross country, and downhill races, Live music, premium beer, food vendors and anall-weekend mainstreet industry expo top of expo top off the event, mountain bike festival, Greg Williams, Willie@sierratrails.org
- August 2-4, 2019 NW Cup Downhill Series,
 Northwest Cup Downhill Series, Kellogg, ID,
 Downhill race. Held at Silver Mountain Bike
 Park. Friday will be open practice. Saturday
 will be split practice by category. Pro/
 JuniorX seeding Saturday evening. Sunday
 racing all categories, Scott Tucker, 360-7974288. Scott@nwcup.com. nwcup.com
- 4288, scottlemecup.com, nwcup.com

 August 3, 2019 Pierre's Hole MTB Race,
 National Ultra Endurance Series, Alta, WY,
 11th Annual! Staging begins at the Grand
 Targhee Resort, ample lodging and amenities available. 100 consists of 33-mile loop,
 each lap features approx. 4,000 ft climbing
 on single and double-track trails. The race
 course is on an IMBA Epic trails at Grand
 Targhee. Total elevation for the 100 mile
 race is approx. 13,000 ft. 100 mile (3 laps),
 100km (2 laps), 50km (1 lap) events. The 100
 mile race is part of the NUE Series and the
 100 k is a new NUE marathon series race,
 Andy Williams, 800-TARGHEE ext. 1309, awilllams@grandtarghee.com, grandtarghee. <u>øgranatarghee.com</u>, grandtarghee <u>pierres</u>-hole-50-100-mountain-bike
- August 3-4, 2019 -- Pomerelle Pounder DH, Go-Ride Gravity Series, Albion, ID, Two USAC sanctioned downhill races in two days. Ron Lindley, 801-375-3231, info@utahdh.org, Darren Lightfield, 208-608-6444, wildrockiesemail@yahoo.com, go-ride.com, utahdh.org
- August 3, 2019 South Boundary Big Ride el Fire, NM, 40 mile singletrack rad Seth Bush, 505-554-0059, <u>ElCa</u>
- ZiaRides.com, ziarides.com

 August 3, 2019 Joe Cosley Pancake Ride

 Gravel Grinder, Whitefish, MT, The Uff da

 184 rolls out to about 184 miles with 18k of
 climbing and descending. The route is a
 loop, with an aid station at about mile 40,
 100, 150, and a convenience store at mile
 60. The route rolls over mixed surfaces. 90%
 dirt and 10% chipseal/pavement. Roads are
 a combination of Forest Service, Montana
 Dept. of Resources, BLM and County,
 Dirt roads are improved and suitable for
 2 wheel drive vehicles. Paved roads are,
 well paved. All roads are open to general
 vehicle traffic, Route: https://ridewithgps.
 com/routes/29517384, Brad Lamson, joe@
 pancakeride.com, pancakeride.com

 August 3, 2019 Egale Enduro. Revolution
- pancakeride.com, pancakeride.com

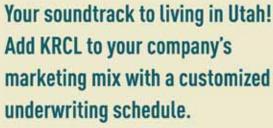
 August 3, 2019 Eagle Enduro, Revolution Enduro Series, Eagle, CO, Stop 4 at Eagle CO is the series Finale for the 2019 Revolution Enduro. This new venue for the series will be a big one day back country race venturing up into the high country with both technical and high speed courses! We're excited to serve up new trails to the Colorado enduro racing scene. Look for course maps to be released in July., David Scully, 970-846-5012, david@evolutionenduro.com, revolutionenduro.com
- August 3-4, 2019 Big Mountain Enduro, Big Mountain Enduro Series, Big Sky, MT, 3-4 stages enduro, Big Sky Resort has more than 50 miles of hiking and biking trails, with more than 40 miles dedicated to mountain biking. Brandon Ontiveros, <u>brandon@bigmou</u>tainenduro.com, <u>bigmountainenduro.com</u>
- August 4, 2019 Race Montana Triathlon, Great Falls, MT, Electric City Water Park, Olympic and Sprint distances, youth short and long courses, Ron Ray, info@racemt.com, racemt.com/event/race-montana-triathlon, racemtri.com
- August 10, 2019 Leadville Trail 100, Leadville ugust 10, 2019 — Leadville Iraii 100, Leadville Race Series, Leadville, CO, Leadville Trail 100 is one of the most notorious and challenging bike races in the world. 100 mile outand-back. Paul Anderson, 719-219-9364, panderson4@ilfetimefitness.com, leadville-
- August 10, 2019 Steamboat Stinger, Mountain Town Challenge Series, Steamboat Springs, CO. Beginning at 8:00am at the Howelsen Hill Ski Area in the heart of Steamboat Springs. The course takes a 50 mile singletrack detour into the beautiful backcountry of Routt County with a total of roughly 3,500ft elevation gain before returning to the transition/finish area. Solo and duo team options available, Nate

- Bird, 866-464-6639, nate@honeystinger.com, Jordan Edwards, 866-464-6639, steamboatstinger@honeystinger.com, com/steamboatstinger.html
- August 10, 2019 Tamarack Twister, Knobby ugust 10, 2019 — Iamarack Iwister, Knobby Tire Series, Donnelly, ID, Cross country and enduro race on Sunday at a beautiful venue. Cross County race, Fast and flowy, Alex Phipps, 208-841-4120, <u>alex01 phipps@</u> gmail.com, knobbytireseries.com
- August 16-17, 2019 Ruby Mountain Relay, Wells, NV, 184 mile relay gravel grinder, Robert Johnson, 775-340-5943, 801-718-0557, rubymountainrelay@gmail.com, rubymoun-
- August 17-18, 2019 Big Mountain Enduro/ Enduro World Series Aspen Snowmass, Big Mountain Enduro Series, Aspen Snowmass, CO, Aspen Snowmass will host the BME Finals for 2018. The two-day event will blend bless efflued in the services bived with high altitude riding adventures mixed with some of the biggest descents and best riding in the area. , Brandon Ontiveros, <u>gmountainenduro.com, big-</u>
- August 17-18, 2019 12 and 24 Hours of Flathead, Kalispell, MT, A non-profit race to provide awareness and adaptive equipprovide awareness and adaptive equipment to individuals living with paralysis and other life altering disabilities. Race features both bicycle and hand cycle courses. Held in Herron Park., Tia Celentano, 406-261-1769, info@24hoursofflathead.org, 24hoursofflathead.org, facebook. org, <u>24hoursofflathea</u>c com/24HoursOfFlathead
- August 18, 2019 Palisades Gravel Fondo Held c Jackson', WY, Held at Palisades Reservoir, 25 mlles from Jackson, 60 and 100 mille options, Palisades Reservoir is in a scenic valley with forested hillsides rising from the water to the towering snowcapped mountains which form the background and has about 70 miles of shoreline., Forest Dramis, jacksonholecycling@gmail.com, jhcycling.org
- August 18, 2019 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,
- August 23-25, 2019 NW Cup Downhill Series, Northwest Cup Downhill Series, Whitefish, MT Downhill race. Held at Whitefish Bike Park Friday will be open practice. Saturday will be split practice by category. Pro/JuniorX seeding Saturday evening. Sunday racing all categories, Scott Tucker, 360-797-4288,
- August 24-25, 2019 Grand Targhee Enduro ugust 24-25, 2019 — Grand Targhee Enduro, Montana Enduro Series, Grand Targhee, WY, There's some seriously fun trails at Wyoming's Grand Targhee Resort, so we're going to race 'em. It's going to be a weekend long celebration of the Tetons., Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, Montana Enduro Series, contact@montanaenduro.com, Christine, Wilke, christine@montanaenduro.com, Christine, montanaenduro.com, grandtarghee.com
- August 24, 2019 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 exhilicarding (and challagains) places of shall track ide 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 regular friendly works and flux roads. ing a family-friendly venue and fun race for children and adults., Natalie Osborne, 907-223-0858, natalie@bigskybiggie.com,
- August 24, 2019 Lake City Alpine 50, Lake City, CO, This lung-busting race will take you by the iconic Lake San Cristobal before yoù by the iconic Läke San Cristobal before climbing through the alpine tundra to the two of the highest passes in Colorado: Cinnamon Pass (12,640 feet) and Engineer 7,500 feet of climbing through some of the most incredible sections of the San Juan Mountains. This is a USA Cycling sanctioned event. benefit the Town of Lake City and the Lake Fork Valley Conservancy. Michael Fleishman, mike@iakecityalpine50.com, lakecityalpine50.com
- August 24, 2019 Salt River Challenge, Alpine, WY, A one-day challenging race course in Wyoming's incredible backcountry, Taunya Lofgran, 801-671-9798, saltrivermtb@gmail.
- August 29-September 1, 2019 Rebecca's Private Idaho Gravel Grinder and Festival

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- Ketchum, ID, Lifestyle, mountain bike and outdoor festival staged in beautiful Sun Valley, Idaho over Labor Day Weekend. Valley, Idano over Labor Day Weekend.
 The cornerstone of the two-day event is a
 100-mile Gravel Grinder (or 50-mile option)
 mountain bike race & ride in the scenic
 Pioneer Mountains of Central Idaho, with
 renown mountain bike champion and
 endurance athlete Rebecca Rusch. The weekend activities are centered around giving back to Rebecca's favorite local, national and global cycling charities. Join the "Queen of Pain" on this beautiful route that ends in a great down-home party with food, festivities, music, and libations. Colleen Quindlen, 254-541-9661, colleen@
- September 1, 2019 Royal 50 Mountain Bike Race, Canon City, CO, The Royal 50 takes place on a challenging singletrack course overlooking the famed Royal Gorge. Multiple distances options, including 20 or 50 miles. Elevation gains of over 1,000 or 2,000 feet (depending on course), Ashlee Sack, 719-248-6376, coordinator@joinFAR.org, royal50.com, joinfar.org
- September 1, 2019 Powderhorn Enduro, Revolution Enduro Series, Powderhorn, CO, one day, lift service race, David Scully, 970-846-5012, adavid@revolutionenduro.com.
- September 1, 2019 Signal Peak Challenge MTB Race, New Mexico Off Road Series, Silver City, NM, 12, 25, and 31 mile races, Jan Bear, 505-670-4665, janbea@gmail.com, Martyn Pearson, 575-654-3966,
- September 7, 2019 Barn Burner 104, Leadville Race Series, Flagstaff, AZ, 104 mile mountain bike race, Solo, Duo, Tearns, 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 7, 2019 Wyo 131 Gravel Grinder, Wyoming Gravel Grinder Series, Lander, WY, Wyoming's premier gravel race! A 131 mile race that starts and finishes in beautiful Lander Wyoming. Race through sagebrush desert to alpine forests, along the historic Oregon Trail, and Atlantic City mining district., Tony Ferlisi, <u>landercycling(com</u>, Mike Dicken, 307-332-2926) sicclassicfest@gmail.com, Scott Van Orman, 307-349-4987, wyo131gravel@gmail.com,
- September 7, 2019 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
- September 14, 2019 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
- September 14-15, 2019 Two Moon 24, Glendo, WY, 24 hour race on the trails of Glendo State Park in eastern Wyoming. 9.5 mille loop; approximately 10 laps possible. Fun time all night with hot breakfast served Sunday morning!, Niesey Heckart, 307-761-1741 piesey@largmierge.go.go.m. twomp-1741, <u>niesey@laramieracing.c</u> <u>oon24.com</u>, <u>laramieracing.com</u>
- September 15, 2019 Junior Enduro, Revolution Enduro Series, Crested Butte, CO, For ages 10-17, David Scully, 970-846-<u>@revolutionenduro.com</u>, <u>revolu</u>
- September 15, 2019 Battle of the Gravel, Savery, WY, South of Rawlings, WY, The race will start and finish at the Little Snake River Museum. Riders will start between 7 and 9 am and return to a BBQ, band and brews on the grounds of the Museum. 95 miles, Kimberly Coats, 307-383-7778, 530-744-8773, teamrwandacycling@gmail.com,
- September 15, 2019 Double Dip Downhill, Whitefish, MT, Josh Knight, 406-862-2900, info@skiwhitefish.com, skiwhitefish.com/

- September 15, 2019 Sunrise Ski Resort Enduro, Sunrise Ski Resort, AZ, MBAA, 480-442-4229, racing@mbaa.net, mbaa.net
- September 15, 2019 High Desert Screamer MTB Race. New Mexico Off Road Series, Gallup, NM, Takes place on the High Desert Trail System, a series of loops on the pristine mesas overlooking Gallup. The course is primarily single-track, hard packed clay interspersed with slick rock, small climbs and technical sections, Jan Bear, 505-670-4665, janbea@gmail.com, Andy Stravers, 505-862-2442, SquashBiossomClassic@gmail.com, mors.org
- September 21-22, 2019 Rendezvous Enduro, Montana Enduro Series, Teton Village, WY, Montana Enduro Series , contact@mon-tanaenduro.com, Christine Wike, christine@
- September 22, 2019 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, hornyt-
- September 28, 2019 JayP's Backyard Gravel Pursuit, JayP's Backyard Series, Island Park/West Yellowstone, ID, 60 or 120 miles near Yellowstone National Park on Forest Service roads. It's an incredible time of year to be in this area and visit YNP!, Jay Petervary, 307-413-2248, <u>[aypetervary@gmail.com</u>, gravelpursult.com
- September 28, 2019 Grinduro, Lost Sierra Triple Crown, 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. Greg Williams, willie@sierratralis.org, grinduro.com ails.org, grinduro.com
- September 28-30, 2019 12 Hour of Albuquerque Race and MTB Festival, Albuquerque, NM, The weekend will be full of activities with the anchor event being the 12 Hours of Albuquerque from 7am to 7pm on Saturday. The course for the 12 Hours of Albuquerque is 11+ miles of fast, fun, occasionally technical, but mostly flowy single-track in the beautiful pine forests above Albuquerque, Seth Bush, 505-554-0059 ElCapitan@ZiaRides.com, ziarides.com
- September 28-29, 2019 Flagstaff Enduro, Flagstaff, AZ, MBAA , 480-442-4229, racing@ mbaa.net, mbaa.net
- October 4-6, 2019 Monarch Crest Enduro ctober 4-6, 2019 — Monarch Crest Enduro, Rocky Mountain Enduro Series, Salida, CO, 5 stage epic backcountry enduro in the San Isabel and Gunnison National Forests., Keith Darner, 719-221-1251, keith@chocolatebunnyproductions.com, chocolatebunnyproductions.com,
- October 5, 2019 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@ rides.com
- October 5, 2019 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 ground! Course terrain also includes short climbs, flats, sandy arroyes and sharp corners. , Jan Bear, 505-670-4665, lanbea@gmail.com, Leslie Mueller, 505-599-1184, Imueller@imth.org, tmtn.org/277/Road-Apple-Rally, mmors.org It has since become a bicycle only race Road-Apple-Rally, nmo
- October 5-6, 2019 Glorieta Cyclocross Glorieta, NM, New Mexico-El Paso Regional XC Championship, Glorieta Camps, Jan



Details at KRCL.org







Bear, 505-670-4665, janbea@gmail.com,

October 12, 2019 — 6 Hours of Disco, Anaconda, MT, Held at Discovery Ski Area, A lap format race lastling 6 hours plus one lap. It will start and end in front of Discovery Ski Lodge. Finishers with the most laps wins, Finishers with the same number of laps will then go by time (or first over the start finish line). Brian Cyr. 406-563-5538 ext. 15, info@anacondatralisociety.com, anacondatralisociety.com/6-bours-of-disco//

October 13, 2019 — Prescott Enduro, Prescott, AZ, MBAA , 480-442-4229, racing@mbaa. net, mbaa.net

October 18-20, 2019 — USA Cycling Collegiate Mountain Bike National Championships, Durango, CO, Collegiate National Championships and Montana High School Championships, Chuck Hodge, 719-434-4200, chodge@usacvcling.org, Chad Sperry, chad@gorge.net, Ben Horan, 312-502-5997, bfhoran@gmail.com, usacycling.org

October 26, 2019 — 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, info@mangledmomentum.com, prescott6er.com

Coth, plesconoer.com

October 26, 2019 — Mount Lemmon Gravel
Grinder, Oracle, AZ, 3rd Annual, 40, 50, 60
mile options on the back gravel roads of
Mt. Lemmon with elevation gains ranging
from 3,000 to 8,000ft. Begins at 7 a.m. at
the YMCA - Triangle Y Ranch just north of
Tucson on the "backside" of the Santa
Catalina Mountains., John McCarrell, 615636-4828, john@mtlemmongravelgrinder.com,
mtlemmongravelgrinder.com

October 27, 2019 — Kingman Enduro, Kingman, AZ, MBAA , 480-442-4229, racing@ mbaa.net, mbaa.net

November 2, 2019 — Showdown at Usery Pass, Phoenix, AZ, 8 hour cross country race on an 11 mile loop, solo, duo, quad, and relay options, free kids races, Two Wheel Jones , events@twowheeljones.com, mesablkerace.net

November 8-10, 2019 — Bootleg Canyon Gravity and Demo Fest, DVO Suspension, Alchemy Bikes, Trucker Co, Boulder City, NV., Please join us at our 6th annual Bootleg Canyon Gravity Fest. Expect more shuttles, more group rides, more demos, product demos, huck and bunny hop contests, daily happy hour and free camping!, Downhill Mike, 518-524-9805, info@downhillmike.com, downhillmike.com

November 16, 2019 — 12 Hours of Fury, Fountain Hills, AZ, 12 Hours of Fury will fest 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, jeremy@4peaksracing.com/events/12-hours-of-fury-2017

December 7, 2019 — Dawn to Dusk, 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, zlarides.com/event-register/dawn-dusk-arizona

January 4, 2020 — 6 Hours in the Papago powered by SRAM. Tempe, AZ, 6 hours in the Papago will test you like never before. Get ready for a highly entertaining course to kick off your racing season. Ride solo, with a friend or on a team to tackle this looped course in Tempe's infamous Papago Park to rack up as many laps as possible., Jeff Frost, 928-380-0633, canisbleu@gmail.com, 12hoursinthepapago.com

Utah Weekly

Road Race Series

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

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

DLD (DMV) Criterium — Utah Crit Series, West Valley City, UT, Weekly Training Crit at the Driver's Training Center, 4700S. 2780W., A 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, utaritseries@gmail.com, utahcritseries.com

Emigration Canyon Hillclimb Series — Utah Crit Series, Sait Lake City, UT, Starts north of Zoo 7.4 miles to top of Emigration. First rider off at 6:30. Every other Thursday April through August, Marek Shon, 801-209-2479, utcritseries@gmall.com, utahcritseries.com Logan Race Club Thursday Night Time Trial Series — Logan, UT, Thursdays. IT series consisting of 18 races on five difference courses, with weekly and end-of-series prizes. Check the website for the location of the weekly course. Stephen Clyde, 435-750-8785, swc@mdsc.com, Ben Kofeod, benhkof@holtmail.com, Travis Dunn, travis.dunn@usu.edu, loganraceclub.org

Utah Road Racing

July 6, 2019 — Rush Valley Road Race, UCA Series, Rush Valley, UT, Marek Shon, 801-209-2479, <u>utciftseries@gmail.com</u>, <u>race2wheels.</u> com

July 13, 2019 — Cache Gran Fondo, UCI Gran Fondo World Series, USA AND Gran Fondo National Series, Logan, UT, 8th annual, Beginning in 2019, the Cache Gran Fondo has been chosen as an UCI World Championship Qualifier, and riders of all abilities invited. 38, 50, 70 and 112-mile courses follow a fun, mostly-flat scenic route through Northern and Cache Valley, UT with a challenging hill in each. The finish is a festival on a closed-off city-block in down-town Logan including race prizes, (UCI winners jersey and medal), recreational rider prizes, finisher medals, and unique jerseys at cost. 25% of UCI racers in 16 age categories qualify for UCI World Championships, Troy Oldham, 435-764-2979, oldhamtroy@gmail.com,

July 20, 2019 — Iron Lung Race, Salt Lake City, UT, 40, 80, or 100 mile options out and back starting in Huntsville with a solid climb up Old Snowbasin Road, down Trappers Loop, through Morgan and out to the top of Big Mountain. Challenging climbing, with plenty of rollers and flats to recover. Utah Triple Crank qualifier, along with LOTOJA and Kokopelli Relay., Michelle Lyman, 801-941-5526, info@ironlungride.com, ironlungride.com

July 20, 2019 — The Salt Lake Criterium, USA Crits Series, Salt Lake City, UT, Professional and amateur categories, expo and morel Benefits the Utah Food Bank, Eric Gardiner, 801-660-9173, ericgardiner@gmail.com, saltlakecriterium.com

July 26-27, 2019 — Saints to Sinners Bike Relay,
Salt Lake City, UT, Fundraiser relay road race
from Salt Lake to Las Vegas. Over 500 miles
with elevations from 1500 to 10500 feet.
Race in teams through the night, fundraiser
event for ALS/Lou Gehrig's Diseases., Steven
Tew, 801-822-4870, Steven@SaintstoSinners.
com, Chad Neusmeyer, 801-856-7018,
chad@saintstosinners.com, SaintstoSinners.
com

July 27, 2019 — Ophir Road Race, UCA Series Ophir, UT, 19-68 Mile courses from Ophir Canyon to Dugway and looping back for a solid uphill finish., Jared Eborn, 801-599-9268 |ared@extramileracing.com, extramileracing.com,

August 3, 2019 — Goshen Circuit Race, UCA Series, Goshen, UT, 5.7 mile loop with a couple of punchy rollers and about 375 feet of up and down each lap on paved farm roads in southern Utah County, Jared Eborn, 801-599-9268, jared@extramileracing.com, extramileracing.com

August 12-18, 2019 — Larry H. Miller Tour of Utah, Various, UT, The Tour of Utah is a UCI 2.HC sanctioned stage race for the top men's teams in the world. As America's Toughest Stage Race, the race covers more than 500 miles across Utah, and 52,000 feet of climbing. It is broadcast worldwide on Tour Tracker and is free for spectators., Larry H. Miller Tour of Utah, 801-325-7000, info@tourofutah.com. tourofutah.com

August 17, 2019 — Utah Tour de Donut, Highland, UT, 12th Annual event - Most fun you'll have on a bike. Three 7-mile laps, eat donuts to reduce your time. Starts at 8:00 am., Glenn Smith, 801-477-5214, info@utahtourdedonut.org, utahtourdedonut.org

August 17, 2019 — Wildflower Hill Climb, Mountain Green, UT, Timed 5.5 mile climb during the 65 mile course option in this women-only cycling event. Nick Bowsher, 801-610-9422, Info@wildfloweroutdoor.com, wildfloweroutdoor.com

WildToWerouTaoor.com

August 17, 2019 — The Ultimate Challenge Presented by University of Utah Health Care, Salt Lake City, UT, A Gran Fondo hosted by the Larry H. Miller Tour of Utah. Riders will follow the Tour of Utah's Queen Stage route before the pros start, with the same climbs and high altitude finish. This ride has earned the title of "America's Toughest One Day Cycling Adventure" and for this year will feature timing on the final climb up Little Cottonwood Canyon, Larry H. Miller Tour of Utah , 801-325-7000, info@tourofutah.com, tourofutah.com

August 23-26, 2019 — Hoodoo 500, Planet Ultra Grand Slam Endurance Series, St. George, UT, 500 mile loop race through Southern Utah. Non-stop or stage race, solo and relay team divisions. 300 mile option as well., Deborah Bowling, 818-889-2453, embassy@planetultra.com, Hoodoo500.

August 31, 2019 — West Mountain Road Race, UCA Series, Benjamin, UT, 100 Miles of roling terrain around West Mountain in Utlah County, Jared Eborn, 801-599-9288, Jared@extramileracing.com.extramileracing.co

September 7, 2019 — LOTOJA Classic Road Race, Logan, UT, 37th Annual, 1 day, 3 states, 200-plus mile road race from Logan, UT to Jackson Hole, WY, Brent Chambers, 801-546-0090, info@lotoja.com, lotoja.com

October 8-11, 2019 — Huntsman World Senior Games Cycling, 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, hwsq@seniorgames.net, seniorgames.net

October 12, 2019 — City Creek Bike Sprint, Salt Lake City, UT, Race starts at the mouth of City Creek Canyon and finishes at Rotary Park where we will have awards, food, music and fun, James Zwick, 801-870-4578, sports@sports-am.com, sports-am.com

Regional Weekly

Road Race Series

May 14-July 16, 2019 — Expo Idaho SWICA Criterium Series, SWICA Criterium Series, SWICA Criterium Series, Boise, ID, Local training crit series at Expo Idaho West lot (Glenwood Street south of Hawks Stadium). Tuesdays except June 4 and June 21, Kurt Holzer, 208-890-3118, Idahobikeracing@yahoo.com, Kevin Spiegel, Idahobikeracing@gmail.com, Idahobikeracing.org

macing.org

May 15-August 14, 2019 — ICE BAR Time Trial/
Hillclimb Series, ICE BAR Series, Pocatello, ID, Flat time trials: Start at Rainbow Road, 6.2m(10k). Scoring is best 2 of 4 times., May 15 at 6:30 pm, 7:00 pm, June 12, July 10 and July 31 Hill Climbs: Park at Cherry Springs, Crystal start at Cherry Springs, Crystal start at Cherry Springs and Scout start at bottom of Scout Min Rd. Scoring is best Crystal plus best Scout Min Rd. Scoring is best 2 plus best Scout Min Rd. Scoring is best 2 plus best 2 plus best Scout Min Rd. Scoring is best 2 plus best 2 plus

Regional Road Racing

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

and Beyond

July 4-7, 2019 — Northwest Tandem Rally, Boise, ID, We have two group rides planned and several social functions, 4 days of tandem ridesl, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

July 6, 2019 — Twin Falls Criterium, SWICA, Twin Falls, ID, Idaho State Criterium Championships, Rick Greenawald, 208-316-6176, greenawald@cableone.net, Idahobikeracina.ora, tfoldfowncrif.com

July 7, 2019 — Sunshine Pass Hill Climb, Boulder, CO, 3000 feet in 9.8 miles including 3 miles of hard pack ditt., Barry Lee, 720-244-8228, 720-409-7048, blee1216@icloud. com, sanitascycling.com

July 12, 2019 — Chrono Kristin Armstrong Time Trial, Pro Road Tour, Boise, ID, UCI 1.2 men's, women's time trial, Mike Cooley, 208-343-3782, mcooley@georgescycles. com, georgescycles.com, chronokristi-

July 13, 2019 — ASWB Twillight Criterium, USA Crits, Boise, ID, 33rd Annual, Pro Road Tour, races for all categories, and race under the lights for the pros., Mlke Cooley, 208-343-3782, mcooley@georgescycles.com, boisetwillightcriferium.com

July 14, 2019 — Double Eagle Time Trial Series, Albequerque, NM, 20k, Phil Neis, EchelonRace@gmail.com, echelonracingfeam.com, nmbra.org

July 17-20, 2019 — Southeast Idaho Senior Games, Pocatello, ID, Scout Mountain Hill Climb, Criterium, 10k Time Trial and 20k Road Race, 5k Time Trial, 40k Road Race, Dana Olson, 208-233-2034, 208-317-3918, southeastidahoseniorgames@gmail.com, seldahoseniorgames.org

July 21, 2019 — Bill McLain Memorial - Sandia Crest Road Race, Albequerque, NM, 27 or 57 miles, Randy Corcoran, 505-440-0603, randycorcoran12@gmail.com, nmcycling.



July 27, 2019 — Targhee Hill Climb, Driggs, ID, Wyoming State Hill Climb Championships. Day 1 - Targhee Hill Climb. Day 2 - Teton Pass Hill Climb. Compete in one or both. To be scored for the State Champs you must race both days. Winners based on combined times. Time trial starts at 10 am with 30 second intervals. Starts at Peaked Sports in Driggs, climbs Ski Hill Road and ends half a mile from the Grand Targhee Resort. The course covers 12 miles and 2,200 vertical feet. Awards, Raffle and results 1 pm at Peaked Sports. Net proceeds benefit Teton Valley Trails and Pathways., Dick Weinbrandt, 208-354-2354, peaked@ silvestar.com, Forest Dramis, jacksonholecycling@gmail.com, peakedsports.com, ihcycling.org

July 27, 2019 — Bob Cook Memorial Mount Evans Hill Climb, Colorado Summit Cycling Series, Idaho Springs, CO, 53rd annual, This is an arduous 27 mile bloycle race and gran fondo that ends on the highest paved road in the United States to the summit of Mount Evans at 14,130°, 6000 feet elevation gain, Jennifer Barbour, 303-503-4016, executing teamevergreen.org, Kim Nordquist, 303-249-6168, director@blcyclerace.com, bicyclerace.com, feamevergreen.org

July 27, 2019 — Double Eagle Time Trial Series, Albequerque, NM, 20k, Phil Neis, EchelonRace@gmail.com, team.com, nmbra.org

team.com, nmbra.org

July 28, 2019 — Teton Pass Hill Climb, Wilson, WY, Wyoming State Hill Climb Championships. Day 1 - Targhee Hill Climb. Day 2 - Teton Pass Hill Climb. Compete in one or both. To be scored for the State Champs you must race both days. Winners based on combined times.9:15 AM road race (4.7 miles, 2284 ft. vertical), 21st Anniversary, this year held on Old Pass Road instead of the highway! No cars, no brake dust, just peace and quiet for you to enjoy your suffering!, Dick Weinbrandt, 208-354-2354, peaked@silverstar.com, Forest Dramis, jacksonholecycling@gmall.com, jhcycling.

July 28, 2019 — Tour de Los Alamos, Los Alamos, NM, 47th Annual, road race, 27 mile circuit, 27-81 miles, Cyndi , <u>cyndi@</u> <u>launchendurance.us</u>, <u>tdlabikerace.org</u>

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August 3-4, 2019 — Idaho Senior Games, Kuna, ID, 5k and 10K Time Trials both at 9 a.m. date cooresponds to order of listing, 20 K Aug 5 and 40 K Aug 4 Road Races at 10 a.m., qualifying year for 2019 National Senior Games. Held at S. Cole Road & Hubbard/10 Mile Creek Rd., Mike Thorton, 208-861-8000, idahoseniorgamesinfo@gmail.com, Frank Gilbert, 208-853-1964, frank@georgescycles.com, idahoseniorgames.org

August 4, 2019 — Arizona State Time Trial 20K Championships, Picacho, AZ, Arizona State Individual Time trial, 20K. Course out & back, flat, first ride start 6:30 AM, rider go off in 30 seconds intervals. USA Cycling State awards., Joey Luliano, Biuliano88@gmail. com, tucsonmasters.org, azcycling.org

August 8-11, 2019 — USA Cycling Masters Road National Championships, Colorado Springs, CO, Chuck Hodge, 719-434-4200, chodge@usacycling.org, usacycling.org

August 10, 2019 — Lamoille Canyon Hill Climb, Lamoille, NV, 13th annual. Road Race hill climb, 12 miles, 3000ft hill climb in Ruby Mountains. Race starts at 9am. Post event picnic and awards in Lamoille Grove, 11:30am, Gayle Hughes, 775-753-7789, 775-934-4532, nvelkovelo@gmail.com, elkovelo.com

August 10, 2019 — Pikes Peak Hill Climb, Colorado Summit Cycling Series, Colorado Springs, CO, The start line is located at 9,390 ft./2.862 m and the finish line is 156 turns, 12.42 ml./20 km, later, with an average grade of 7%, and a gain in altitude of 4,725 ft./1.440 m, to conclude at 14,115 ft./4,302m. It will be held in conjunction with The Broadmoor Pikes Peak Cycling Hill Climb gran fondo fun ride, The Sports Corp. 719-634-7333. info@rhesportscorp.org. Jeff Mosher, 719-634-7333 Ext 1005, leff@rhesportscorp.org. usaacycling.org, PikesPeakCyclingHillClimb.org

August 17, 2019 — Bogus Basin Hill Climb, Boise, ID, 42nd Annual, Mike Cooley, 208-





- 343-3782, <u>mcooley@georgescycles.com</u>,
- August 18, 2019 Double Eagle Time Trial Series, Albequerque, NM, 20k, Phil Neis, EchelonRace@gmail.com, echelonracing-team.com, nmbra.org
- August 24, 2019 Las Campanas Classic Road Race, Santa Fe, NM, New Mexico Regional Road Race Championships, 8.8 mile circuit, 17-70 miles, Tom Egelhoff, 505-995-3612, tegelhoff@clubic.com, nmbra.org, newmexicosportsonline.com
- September 1, 2019 Kitt Peak Time Trial, Tucson, AZ, 11.6 mile hill climb time trial up Kitt Peak, 3400' vertical., Donald Melhado, 520-325-7978, dmelhado@cox.net, azcycling.org, saguarovelo.org
- September 8-14, 2019 World Human Powered Speed Challenge (WHPSC), Battle Mountain, NV, 20th annual hosted by the HPVA. Current record is 89-59 mph. Classes: Men's, Women's, Juniors in Open, Multitrack, 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.org
- September 13-15, 2019 Silver State 508, Reno, NV, 36th Annual, Founded by John Marino in 1983 and recognized as "The Toughest 48 hours in Sport," This 508-mile bicycle race is revered the world over for its epic mountain climbs, stark desert scenery, desolate roads, and its reputation as one of the toughest but most graftifying endurance challenges available, bar none. Solo supported, randonneur, two-person relay, and four-person relay divisions. The Silver State 508 is a Race Across AMerica (RAAM) Qualifier, which traverses Highway 50, the Loneliest Road in America., Robert Panzera, 1917-543-2670, tobert@ccsd.com, Jo Panzera, lo@ccsd.com, the508.com
- September 15, 2019 Mt. Graham Hill Climb, Safford, AZ, 8 am, mass start, Nippy Feldhake III, 520-747-2544 , nippy-mr-smarty-pants@ juno.com, azcycling.org
- September 28, 2019 Bear Lake Monster Cross, St. Charles, UT/ID, A Dirt Fondo along the back roads of the Bear Lake Valley. Starting and finishing at St. Charles, Idaho, the race fours the foothills and backcountry of the Bear Lake Valley with approximately 70 miles of alit and gravel and just enough pavement to get you where you're going. A cut off exists for those looking for closer to 60 miles. Cyclocross or Mountain Bikes are your best options. Race it, idde it, love it., Jared Eborn, 801-599-9268, jared@extramileracing.com. racebearliake.com
- September 28, 2019 Man vs Machine, Williams, AZ, The Grand Canyon Railway, in partnership with Grand Canyon Racing, will fire up its steam engine 4960 a 310-ton behemoth built in 1923 to take on hundreds of intrepid bicyclists on a 53-mile course that will climb 2,023 feet starting at the South Rim of the Grand Canyon to iconic Williams, AZ, finishing on historic route 66, PJ Borman, 602-296-8313, info@grandcanyonracing.com, grandcanyonracing.com
- October 5-6, 2019 Nevada Senior Games, Las Vegas, NV, Cycling competition for age groups: 50-94. 5 and 10k time trials, 20 and 40k road races, 1-15 & Us-93, 10 miles north of Las Vegas, Tim Jones, 702-994-6205, Itjones@cox.net, senioragmes.net

Utah Road Touring and

Gran Fondos

- July 12, 2019 Antelope by Moonlight Bike Ride, Antelope Island, UT, 26th Annual, 10pm. Open to participants of all ages and starts at the Antelope Island's White Rock Bay. The half way point is the historic Fielding Garr Ranch where refreshments are served. The entire route is 24 miles on an asphalt road., Neka Roundy, 801-451-3286, 801-451-3282, neka@co.davis.ut.us, daviscountyutah.gov, antelopebymoonlight.com
- July 13, 2019 Cache Gran Fondo, UCI Gran Fondo World Series, USA AND Gran Fondo National Series, Logan, UT, 8th annual, Beginning in 2019, the Cache Gran Fondo has been chosen as an UCI World Championship Qualifier, and riders of all abilities invited. 38, 50, 70 and 112-mile courses follow a fun, mostly-flat scenic route through Northern and Cache Valley, UT

- with a challenging hill in each. The finish is a festival on a closed-off city-block in downtown Logan including race prizes, (UCI winners jersey and medal), recreational rider prizes, finisher medals, and unique jerseys at cost. 25% of UCI racers in 16 age categories qualify for UCI World Championships., Troy Oldham, 435-764-2979, aldhamtroy@gmail.com., cachegranfondo.com
- July 20, 2019 Pedal Away Parkinson's, Kaysville, UT, The 13th Annual 10 mile family fun ride begins at 8 am at Galley Park in Kaysville. All proceeds benefit the Utah Chapter of the American Parkinson Disease Association., Rebecca Starks, 801-585-2354, mwparkinson@utah.edu, pedalawayparkinsons.com
- July 20, 2019 Desperado Duel, Panguitch UT, Come and experience the flattest and best 100 mile course and 50 mile option we have also added a grueling 150 mile option for those training for the big 209 in September. Enjoy the scenery and virtually no traffic. Desperado Duel is one of the best Gran Fondos in Utah., Joey Dye, 435-674 3185, joey@redrockblcycle.com, Margaret Gibson, 435-229-6251, margaret@redrockblcycle.com, ridesouthernutah.com
- July 20, 2019 Iron Lung Ride, Huntsville, UT, 40, 80, or 100 mile options out and back starting in Huntsville with a solid climb up Old Snowbasin Road, down Trappers Loop, through Morgan and out to the top of Big Mountain. Challenging climbing, with plenty of rollers and flats to recover. Utah Triple Crank qualifier, along with LOTOJA and Kokopelli Relay., Michelle Lyman, 801-941-5526, into@ironlungiide.com, ironlungiide.com
- July 24, 2019 South Sevier Ram Ride, Monroe, UT, 15 miles, 38 miles, and a metric Century, Start time is 7:00 a.m. Start & Finish location is Monroe Fire Station, Heather Newby, 435-201-0138, Heather N@jonesanddemille.com, facebook.com/ssramride
- July 26-27, 2019 Saints to Sinners Bike Relay, Salt Lake City, UT, Fundraiser relay road race from Salt Lake to Las Vegas. Over 500 miles with elevations from 1500 to 10500 feet. Race in teams through the night, fundraiser event for ALS/Lou Gehrig's Disease. Steven Tew, 801-822-4870, Steven@SaintstoSinners.com, Chad Neusmeyer, 801-856-7018, chad@saintstosinners.com, SaintstoSinners.com
- July 28, 2019 Fiesta Days 50 Blue Haven Half Century, Spanish Fork, UT, Provides support for fallen police officers families. For the third year, in conjunction with Spanish Fork Fiesta Days, Blue Haven has organized a 50 mile bike ride and a 10 mile family fun ride with proceeds going to the Spanish Fork Police Department and to the Blue Haven Foundation. The 50 mile timed event will be routed from the South parking lot of Spanish Fork High School around West Mountain and back., Blue Haven Foundation, raceentry.com/race-reviews/fiesta-days-50blue-haven-half-century
- August 3, 2019 CF Cycle For Life, Coalville/ Morgan, UT, Fully supported, beautiful ride with five route options - 20.40, 60, 80 and 100 miles. All funds raised go to the Cystic Fibrosis Foundation., Laura Hadley, 801-352, 2335, 801-558-8310, |hadley@cff.org, 92th Balli, 801-532-2335, |pballi@cff.org, fightcf. cff.org
- August 3, 2019 Punisher Ride, Powder Mountain, UT, 116 Miles and 11,000 feet of climbing. Starts in Eden and finishes at Powder Mountain. Yep, it's gonna hurt., Jared Ebonn, 801-599-2268, [ared@extramileracing.com, extramileracing.com].
- August 10, 2019 Ride for the Kids, Syracuse, UT, 100% of monies raised go to the MAKE-A-WISH UTAH FOUNDATION. Ride to Antelope Island. Ride options: 25/50/100 miles, depending on skill level of the rider. Ride times available at www.rcwilley.com/ride Ride begins at Syracuse RC Willey, 1693 W. 2700 S. Syracuse, UT. Breakfast, lunch and drinks will be provided. Tons of prizes given away in raffle., Devin Kingsbury, 801-663-3267, devin.kingsbury@rcwilley.com Brent Jones, 801-774-2801, 801-645-0247, brent.
- August 10, 2019 Metro Salt Lake Brevet Series, Salt Lake Randonneurs Brevet Series, Salt Lake City, UT, Self-supported ride up Emigration Canyon, along the Wasatch Front and out to Antelope Island. 100, 200 km (65 to 125 mile) options. A brevet (bruh vay) is a timed ultra distance event, Richard Sturn, 435-462-2266, iichard@eggear.com, saltlakerandos.org

- August 17, 2019 The Ultimate Challenge Presented by University of Utah Health Care, Salt Lake City, UT, A Gran Fondo hosted by the Larry H. Miller Tour of Utah. Riders will follow the Tour of Utah's Queen Stage route before the pros start, with the same climbs and high altitude finish. This ride has earned the title of "America's Toughest One Day Cycling Adventure" and for this year will feature timing on the final climb up Little Cottonwood Canyon, Larry H. Miller Tour of Utah , 801-325-7000, info@tourofutah.com, tourofutah.com
- August 17, 2019 Wildflower Pedalfest, Morgan, UT, A non-competitive, women only road bike ride. All ages and levels welcome. The 65 mile course option has a timed hill climb with prizes., Nick Bowsher, 801-610-9422, Info@wildfloweroutdoor.com, wildfloweroutdoor.com
- August 17, 2019 To the Moon and Back Century Ride, Tabiona, UT, Come and enjoy the High Uintas. There are four ride options: 150 miles, Century, 75, 50, and 25 mile. All 4 rides will cover the back roads of Duchesna County that has very minimal traffic. Free overnight camping is available. The ride will be based out of Tabiona, Utah. Elevations from 6,522 to 8,150. This ride is fully supported by providing lunch and dinner. All proceeds will go to the Rapha House & Operation Underground Railroad, non-profit organizations that help rescue children from trafficking and sexual exploitation. Karen Redden, 435-828-0467, roxyredden@gmail.com, tothemoonandback-events.com
- August 23-25, 2019 Haute Route Utah, Cedar City, UT, Three-day social/competitive event (2 road stages, 1 hill-climb) featuring timed-segment racing, pro-level mechanical and nutritional support, post-stage massages, rider bilefings and great food., Gretchen Brett, 719-287-8489, contact.northamerica@hauteroute.org, Micah Rice, micah.rice@ocgroup.com, hauteroute.org
- August 24, 2019 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 LoToJal, Bob Jardine, 435-713-0288, 435-757-2889, info@CacheValleyCentury.com, Sammie Macfarlane, 435-713-0288, Sammie@cgadventures.org, CJ Sherlock, 435-713-0288, 435-757-2889, info@cacheValleyCentury.com, CacheValleyCentury.com.
- August 24, 2019 Summit Challenge, Park City, UT, Riders of all ages and abilities will hit the pavement for a 100, 80, 50 or 16-mile road ride event in support of the National Ability Center's mission. All three fully-supported routes of this event follow paved roads in and around the beautiful Park City mountainside. This exciting event promises to serve up a challenge for a wide range of cycling levels and abilities. And don't forget all Summit Challenge tiders who have a disability can register and ride for free! The 100 ride goes through the prestigious Wolf Creek Ranch property which is usually closed off to road bikers. Enjoy a ride length of your choice and end up back at the National Ability Center for food, drinks and music. Tommy Youngblood, 435-649-3991, 435-200-0990, events@discovernac.org, Whitney Thompson, 435-649-3991, whitney/discovernac.org, summitchallenge100.org, discovernac.org, summitchallenge100.org, discovernac.org, summitchallenge100.org, discovernac.org
- ernac.org

 August 24, 2019 Sevier Valley Rooster Ride, Richfield, UT, Sevier County in conjunction with Sevier County Trail Days is presenting a 33, 55, or 100 mile bike ride thru scenic Central Utah. Event will be chipped, with fully stocked rest stops, great swag and lunch. Metal and Tee Shirt provided. 33 mile option has a 800 ft gain, 1,163 ft gain for the 55 mile option, and 4,061 ft for the 100 mile option. Chad McWilliams, 435-89-0457, 435-421-2743, cmcwilliams@sevier.utah.gov, trailedysutah.com/sv-rooster-ride/
- September 8-14, 2019 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 14, 2019 Wonder Woman Ride, Payson, UT, Join us for the 10th 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 Thuston, 801-318-1420, wonderwomanride@gmail.com, Carolina Herrin, herrin.carolina@gmail.com, wonderwomanride.com

- September 14, 2019 9.90:Road.Pedal, Scofield, UT, Mark Jesperson, 435-637-2453, mark@castlecountrycycling.com, Ed Malmgren, 435-637-2453, ed@castlecountrycycling.com, castlecountrycycling.com, castlecountrycycling.com,
- September 20-21, 2019 Bike the Bear Century, Garden City, UT, 100 and 50 miles. Begins at Raspberry Square in Garden City, UT. Ride around the scenic Bear Lake loop on the Utah/Idaho borderl, Nelson Palmer, 435-760-6901, 801-479-5460 , nrpalmer@comcast.net, Tom Jensen, 801-475-7488, tom.jensen@scouting.org, trappertrails.org/bike
- September 20-21, 2019 Salt to Saint Relay, Salt Lake City, UT, 420 mile relay race from Salt Lake City to \$1. 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-tosaint.com
- September 21-22, 2019 Moab Century Tour, Moab, UT, The Moab Century Tour sends riders across Moab's unique topography of mountain passes, canyons, and the mighty Colorado River. From gaining elevation into the La Sal Mountains (including "The Big Nasty!"), to carving down red rock canyons, and finishing along the Colorado River, this event has landscape worth training for! Live music, beverages, great food await you at the post-ride party. Join us in September when temperatures cool down, the fall foliage comes alive, and cyclists from across the country unite in red rock country to experience awe-inspiring landscapes. An annual fundraiser to benefit cancer survivorship programs, your registration includes a donation to Moab Healthcare Foundation. Groups use the event to inspire fundraising for large and small foundations. Ask how your beneficiary can participate, Beth Logan, 435-260-8889, 435-260-2334, info@
- September 21, 2019 Goldilocks Utah, Goldilocks Bike Ride, Provo, UT, Goldilocks is a women only bike ride, with a gorgeous route starting at Utah State Park and beautiful fall weather! With 100, 80, 60, 40, and 20 mile route options, Goldilocks has a route that is "just right" for everyone!, Randy Gibb, 801-222-9577, randy@goldilocksride.com, goldilocksride.com/gsl
- September 21, 2019 Wheels of Justice, Ain't No Mountain High Enough, Sandy, UT, 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 challenging one-day bike rides in Utah! Raises money to prevent childhood trauma and abuse, Greg Hoole, 801-272-7556, gregh@teamwheelsofjustice.org, aintnomountain-highenough.org
- October 19, 2019 SoJo Marathon Bike Tour, tentative date, SoJo Race Series, South Jordan, UT, SoJo isn't just for runners! Our non-competitive Bike Tour offers a beautiful ride that begins in Daybreak and continues along the Oquirrh Mountains before winding through Herriman and South Jordan, Janell Payne, 801-253-5203, ext 1411, jpayne@sjc.utah.gov, SoJoMarathon.com
- October 26, 2019 Fall Tour de \$t. 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@redrockblcycle.com, Margaret Gibson, 435-229-6251, margaret@redrockblcycle.com, Ryan Gurr, info@spingeeks.com, ridesouthernutah.com

Regional Road Touring

and Gran Fondos
ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

and Beyond

- July 13-20, 2019 Ride Idaho, Boise, ID, 7-Day fully supported, noncompetitive roadbike tour with SAG support, mechanics, showers, beer garden, entertainment, 355 miles of spectacular scenery. Tent and Porter Service available. Boise to Boise, 355 miles, to Idaho City, Lowman, Parma, Walter's Ferry, and more., Earl Grief, 208-890-4434, earlef@cableone.net. idelation.org
- July 13, 2019 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, Jennifer Barbour, 303-503-4616, executive teamevergreen.org, Kim Nordquist, 303-249-6168, kim@friplebypass.org, triplebypass.org
- July 14-19, 2019 Tour de Wyoming, Thermopolis, WY, 23rd 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
- cyclewyoming.org, tourdewyoming.org

 July 14, 2019 Gran Fondo Hincapie Boise,
 Boise, ID, 80, 50, 15 miles, The Medio and
 Gran routes both feature ditr road sections—the Medio for about five miles, and
 the Gran for approximately 20 miles, including a dirt KOM up Jackass Gulch. If you've
 never ridden on gravel before, no fear. Most
 cyclists find a nice comfort level after just a
 few minutes of riding on this surface. Our
 route planners have partnered with local
 riders to identify the safest and most scenic
 ditr troads. All of these roads are in fantastic
 shape and have a predominantly flat elevation profile., Hincapie , 866-359-4796, info@
 hincapiesports.com,
- July 20, 2019 Pepsi Cola Taylor House Benefit Century Ride, Flagstaff, AZ, Benefit ride in the high-altitude cool pines of Northern Arizona. There are 32, 50, 63, and 100 mile route options., Anthony Quintile, 928-779-5969, flagstaff@absolutebikes.net, Ashley Hammarstrom, 877-527-5291, Ashley. hammarstrom@nahealth.com, absolutebikes.net/taylor
- July 20, 2019 Tour de Steamboat, Steamboat Springs, CO, An annual bicycle event that brings together 1,200 cyclists for a one-day ride through beautiful Northwest Colorado. We host four different road ride routes—26, 46, 66 and 116 miles—something for riders of all ages and abilities and new this year, a 100 mile (TBD) gravel route. We are a non-competitive event, and participants are encouraged to ride at their own pace and enjoy the majestic scenery in our part of the world! We offer superb aid stations, support, and end of the ride barbecue and beer garden with local microbrews. All proceeds from the Tour de Steamboat go directly to our local beneficiary non-profits., Katie Lindquist, 970-846-9206, info@tourdesteamboat.com, Tourdesteamboat.com
- July 21, 2019 Cycle Magic Valley, Twin Falls, ID, A 12, 30, 62, or 100 mile bicycle ride for all levels. There is a family friendly 12 mile route that takes you out to Meander Point. The 30 mile route heads out west, north of Filer. The metric century route takes you down into Melon Valley and the challenging century route takes you down into Melon Valley.





Hagerman, out to the windmills and back! The ride is fully supported with a barbecue at the finish line. Tech t-shirts for all participants., Denise Alexander, dalexander@filertel.com, maytec.org

- July 27, 2019 Fondo on the Palouse, Moscow, ID, Starting at 7:00AM in Moscow, pick from 3 courses (2x, 15, 50, 100 miles) that build on themselves to provide a touring experience of the Palouse as its communities celebrate along the way., T-Jay Clevenger, 208-882-0703, fondopalouse@gmail.com, fondopalouse.org
- fondopalouse.org

 August 3, 2019 Copper Triangle Alpine
 Classic, Copper Mountain, CO, 12th Annual.
 The Copper Triangle has long been considered one of Colorado's classic alpine road ides. Graced with breathtaking scenery, gorgeous roads and three challenging climbs, the ride exemplifies cycling in the Colorado Rockies. The course is 78 miles, with an elevation gain of almost 6,000 feet over three mountain passes. Scott Olmsted, info@coppertriangle.com, Scott Olmsted, info@coppertriangle.com, Scott Olmsted, info@coppertriangle.com, amanda@clippedinevents.com, coppertriangle.com

 August 3, 2019 Tour de Ria Regr. WIN Real
- August 3, 2019 Tour de Big Bear, WIN Real Estate Group, Sariol Legal, Sports in Science, Big Bear Lake, CA, 10th Anniversary Edition, Southern California's favorite ridel Features legendary aid stations, beautiful mountain scenery and spectacular summer weather. With 25, 50, 70, 106 and 109 mile courses, there's a route for every cycling enthusiastl, Chris Barnes, 951-970-6720, 909-878-0707, bigbearcycling@gmail.com, tourdebigbear.com, bigbearcycling.com
- August 10, 2019 Le Tour de Koocanusa, Libby, MT, Fully supported 83 or 44 mile bike ride which tours the breathtaking shoreline of Lake Koocanusa. Ride finishes with a Blues Festival Finale. Fundraiser for Search & Rescue. Starts at 8 am., Dejon Raines, 406-291-3635, dejonraines@hotmail.com, Pam Boyke, 406-293-3556, info@letourdekoocanusa.com, letourdekoocanusa.com, letourdekoocanusa.com
- nusa.com, letourdekoocanusa.com

 August 10-11, 2019 Bike MS Wyoming's Bighorn Country Classic, Bike MS, Sheridan, WY, Bike MS has become a rallying point of the MS movement creating a community of shared commitment determined to end MS. Bike MS is a weekend that allows people to come together and celebrate being part of a movement by and for the 400,000 Americans living with MS. This two-day, fully supported ride covers rolling plains, mountain climbs, scenic vistas, and historic towns including Buffalo, Story, Big Horn, Ranchester, Dayton and many more! We offer a challenge for novice and experienced cyclists alike. A lexis Johnson, 303-698-5403, alexis.bradley@nmss.org, Molly palmer, 307-433-8644, 855-372-1331, molly.palmer@nmss.org, bikemswyoming.org
- August 10, 2019 Four Peaks Gran Fondo, Pocatello, ID, One Day: 82 miles, Four Peaks: 7800ft total elevation gain. Climb the 4 peaks of the Portneuf Valley; Crystal, Scout Mountain, Pebble Creek, Buckskin. The hill climb portions are timed with tilming chips. Downhill portions are not timed. Cumulative climb times will be combined to determine rank. Ride 1-4 peaks as you wish, Danielle Bagley, 208-339-2043, barriesevents@gmail.com, David George, 208-317-2225,
- August 10, 2019 The Broadmoor Pikes Peak Cycling Hill Climb, Colorado Springs, CO, This is an epic hill climb on Pikes Peak America's Mountain, starting at 9,390 feet and finishing 12.42 miles later at 14,115 feet. There is a timed race and gran fondo, with waves starting at 6:15 am. 4725 feet of elevation gain. The Sports Corp., 719-634-7333, info@thesportscorp.org, Jeff Mosher, 719-634-7333 Ext 1005, jeff@thesportscorp.org, PikesPeakCyclingHillClimb.org
- August 17, 2019 HeART of Idaho Century Ride, Idaho Falls, ID, 25, 62, and 100 mile options. Entry fees cover entry, t-shirts, fully stocked rest stops, and post ride BBQ. Route is flat to rolling, easy to moderate difficulty. Benefit for the Art Museum of Eastern Idaho., Miyai Griggs, 208-524-7777, 208-766-6485, mabe@theartmuseum.org, theartmuseum.org/Century.htm
- August 17, 2019 Venus de Miles, Longmont, CO, Venus de Miles is for all skill levels and features courses to accommodate any active woman – whether this is your first

athletic event or your hundredth. Choose among a rolling 32-mile course, a 64-mile metric century, and a 100-mile century course. All courses go through beautiful Boulder County, Fundraiser for Greenhouse Scholars, Greenhouse Scholars, 303-459-5473, venus@greenhousescholars.org, venus@miles.com/colorado/

- August 18-24, 2019 Yellowstone National Park Bike Tour, Belgrade, MT, Experience the world's first national park! 7-Day tour includes 6 nights lodging/meals, guide service, entrance fees, daily lunch en route, and more!, John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, lizardheadcyclingguides.com
- August 24, 2019 Tour de Fox, Santa Rosa, CA, 4 course options, 70.2-mille, 52.4-mile, 34.5-mille or 10.7-mille ride. Raises funds for Parkinson's research and the Michael J. Fox Foundation, Bike Monkey, info@bikemonkey.net, fruckeedirffondo.com
- September 1, 2019 West Elik Bicycle Classic, Gunnison, CO, 34-46 mile north rim Black Canyon, 52 mile Raghorn, or 134 mile West Elik Bicycle Classic routes options available. This ride is fully supported with optional fundraising to help stop type 1 diabetes by donations to research and treatment. Bikes and Books for Kids will also benefit. Gran Fondo., Jeff Hillis, p2pcycling@gmail.com, westelkbicycleclassic.com, p2pcolorado.com
- September 7, 2019 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 7, 2019 American Diabetes Association's Tour de Cure Colorado, Parker, CO, Tour de Cure is an incredible experience for cyclists, runners, walkers, and extreme ninjasl 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 5K Walk/Run, 20K Ride, 50K Ride, 100 Mile Century Ride, and Xtreme Obstacle Course, Lindsay, Mark, Megan, Sasha, 720-855-1102 x7010, LPhelan@diabetes.org, MTaylor@diabetes.org, MTaylor@diabetes.org, MTaylor@diabetes.org, MTaylor@diabetes.org, MTaylor@diabetes.org, allabetes.org/coloradotourdecure
- September 8, 2019 Tour de Tahoe Bike Big Blue, Lake Tahoe, NV, 17th 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, bikethewest.com
- September 13-14, 2019 Grind de Galena, Pocatello, ID, 100 miles, 2 day group ride, Danielle Bagley, 208-339-2043, <u>barriesev-</u> ents@gmall.com, <u>barriessports.com</u>
- ents@gmail.com, barriessports.com

 September 13-15, 2019 Pedal the Plains, Klowa, CO, PTP will take cyclists through the host communities of Holly, Lamar, Springfield. Celebrates the agricultural rost 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 serving community meals composed of locally sourced food. Also includes the Great Mustang Gravel 100 80% on packed diff 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 support of the Colorado FFA Foundation in support of the Colorado FFA Foundation and Colorado 4-H., Delidre Moynihan, 303-954-6704, dmoynihan@denverpost.com, ride-therockies.com
- September 15, 2019 Edible Pedal 100, Carson City, NV, 10 mile, 32 mile, 50 mile, 74 mile and Nevada 150K ride options, Start: Bowers Mansion Regional Park, Washoe Valley, NV. Challenging course, fully equipped ride stops, SAG, water bottle, maps, post ride BBQ, priceless views, camaraderie and an unbeatable sense of accomplishment., Don Iddings, 775-393-9158, ide@ediblepedal100.org, ediblepedal100.org

September 21, 2019 — Tour de Vineyards, Palisade, CO, Come join this 25-mile ride through Colorado's Wine County just prior to the Colorado Mountain Winefest., Scott Olmsted., scottyo@clippedinevents.com Amanda Knutson, 515-681-6036, amanda@clippedinevents.com, tourdevineyards.com

- September 21, 2019 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@justforkidsfoundation.org, justforkidsfoundation.org/sign-up-to-fide
- September 22-28, 2019 OATBRAN, Lake Tahoe, NV, 28th 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
- September 22, 2019 Gran Fondo Taos-Mora-Angel Fire, Taos, NM, 8:00 am start. 105, 84, or 46 milles. Five aid stations. Beautiful scenery. Ride for tun, ride for time; all riders welcome! Proceeds from this event will go to the Taos Sports Alliance, whose goal is bringing more sporting opportunities to Taos County youth. Start/finish for all three distances is at the Taos Youth and Family Center, 407 Paseo del Canon East, Taos NM, 87571, Registration: newmexicosportsonline.com/Cycling/GRANDFONDO-Taos,-Mora,-Angel-Firel-2018/67872, Jennifer Buntz, 505-306-1443, dukecitywheelmen@gmail.com, taossportsalliance.com, dukecitywheelmen.org
- September 27-29, 2019 Haute Route San Francisco, San Francisco, CA, In one of the most visited and beautiful cities in the world, the three timed and ranked stages including iconic views of the Golden Gate Bridge, a climb to East Peak in Marin County and an ascent to the landmark Mt. Diablo, where the summit view encompasses 80,000 square miles of California., Gretchen Brett, 719-287-8489, contact.northamerica@ hauteroute.org, Micah Rice, micah.rice@ocgroup.com, hauteroute.org
- September 28, 2019 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
- September 28, 2019 ICON Eyecare Tour of the Moon, Grand Junction, CO, 6th Anniversary Metrlic Century or Classic 41 mile loop over the beautiful canyons of the Colorado National Monument made famous by the Coors Classic and American Flyer movie, Scott Olmsted, 303-282-9015, info@tourofthemoon.com, Amanda Knutson, 515-681-6036, amanda@clippedinevents.com, lourofthemoon.com
- October 5, 2019 West Yellowstone Old Faithful Cycling Tour, West Yellowstone, MT, West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk, majestic bison, gurgling geysers, and steaming hot pots, supported ride., Toni, 406-646-7701, 307-899-3367, westyellowstonecycletour@gmail.com, cycleyellowstone.com
- October 5, 2019 Pink Ribbon Tour, Pocatello, ID, A road cycling event 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 85, miles, Bruce Wayne, 208-851-2329, traskb1@yahoo.com, pinkribbontour.org
- October 5, 2019 Levi's Gran Fondo, Santa Rosa, CA, 8.8 to 117 mile options, Raises money for Kings Ridge Foundation to help at risk youth., Bike Monkey , into@bikemonkey. net, truckeedirtfondo.com
- October 12, 2019 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 end!, Dawn Andone, 775-728-8101, cathedralgorge vc@lcturbonet.com, park-toparkpedal.com, lincolncountlynevada.
- October 19, 2019 Gila Monster Gran Fondo, Silver City, NM, With three distances to choose from, everyone can find their challenge. Gran Fondo 115 miles, Gough Park, Silver City 8:00am. Medio Fondo 78 miles, Gough Park, Silver City 8:00am. Nano Fondo 40 miles, Camp Thunderbird, HWY 35 10:00 am., Jack Brennan, 575-590-2612, brennan5231@comcast.net, touroffhegila.com
- October 19, 2019 Solvang Autumn Double Century and Double Metric Century, Solvang, CA, 200 miles or 200 kilometers in Southern CA's most scenic and popular cycling region. A perfect first time double century. 100 mile option too., Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetullfra.com
- October 26, 2019 Goldilocks Vegas, Goldilocks Bike Ride, Las Vegas, NV, The only women exclusive ride event in Nevada. Cyclists can choose from a 20, 40, 60, 80, and 100 mile ride all featuring downhill, flat, and rolling terrain in Red Rock Canyon. , Randy Gibb, 801-222-9577, randy@goldi-

Send your feedback and letters to the editor to: dave@cyclingutah.com

locksride.com, goldilocksride.com/events/glv

- November 9, 2019 Ride 2 Recovery Honor Ride Las Vegas, Honor Ride, Las Vegas, NV, Starts and rides down Las Vegas Boulevard with a full escort down the strip! 2 routes will be available with the longer heading out towards Henderson., Jack Shepard, 818-888-7091 Ext. 106, info@projecthero.org, 12r.convio.net/site/IR?fr_id=1361&pg=entry
- November 23, 2019 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

Multisport Races

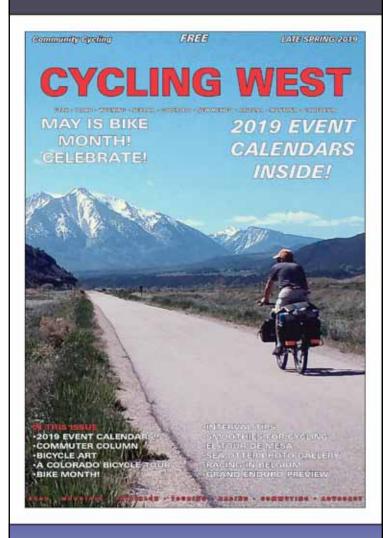
- July 6, 2019 Cache Valley Super Sprint Triathlon, Logan, UT, Held at the Logan Aquatic Center. This race is a great pool triathlon with a 500 meter serpentine swim, 12.4 Mile bike on the Mendon Road which is a flat straight paved road out along farm lands, 3.1 Mile Run on the Logan River Trail under a canopy of trees. For those racers who want to do it Olympic style they will do it twice in an F1 format., Joe Coles, 801-335-4940, Joe@onhillevents.com, cvsst.com, onhillevents.com
- July 12-13, 2019 San Rafael Classic Triathlon, Huntington, UT, Huntington State Park, Olympic distance tri, Olympic team relay, Sprint Tri, Sprint team relay, spring swim/blke duathlon, sprint bike/run duathlon, youth tri. Friday night activities offer live music during the pasta dinner. Body marking and packet pickup available Friday night. Camping available. Reservations necessary to ensure campsite. Held on a closed course. Special parts and awards will be issued to the athletes, Wade Allinson, 435-609-3126, allinson/20armail.com. sprintfaeclassic.com
- July 13, 2019 Echo Triathlon, TriUtah Points Series, Coalville, UT, Warm July temperatures, a scenic ride in Utah's unique Echo Canyon,

and a run on the Historic Rail Trail makes for the perfect event for both seasoned athletes and beginners. 600 rider cap., Brogg Sterrett, 702-401-6044, race@triutah.com, triutah.com

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- July 13, 2019 West Yellowstone Mountain Bike Biathlon, West Yellowstone, MT, Match class division for experienced biathletes and a Sport class for novices that includes a safety clinic and loaner rifles. All racers must provide their own mountain bike and wear a helmet, Toni, 406-646-7701, info@skirunbikemt.com, skirunbikemt.com, rendezvousskitralis.com/events
- July 14, 2019 Boulder Peak Triathlon, Boulder, CO, Sprint and Olympic distances, at Boulder Reservoir, Triathlon, Duathlon, Aquabike, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.co
- July 20, 2019 XTERRA Mountain Championship, XTERRA America Tour, Avon, CO, The last of four regionals in the XTERRA America Tour, featuring sprint and championship distance off-road triathlon options, Raena Cassidy, 877-751-8880, info@xterraplanet.com, xterrabeavercreek.com
- July 20-21, 2019 Donner Lake Triathlon, Truckee, CA, Kids TRI, Sprint TRI, Half TRI, AquaBike, Olympic TRI, Todd Jackson, 530-546-1019, todd@bigblueadventure.com, Klley McInroy, klley@bigblueadventure.com, bigblueadventure.com, donnerlaketri.com
- July 20, 2019 Mt. Pleasant City Triathlon, Mt. Pleasant, UT, Sprint Triathlon (3.1 mile run/12.1 mile bike/300 yard swim), Mt Pleasant Aquatic Center , Brittany Adams, 435-462-1333, pool@mtpleasantcity.com, mtpleasantcity.com
- July 21, 2019 Tri Boulder, BBSC Twin Tri Series, Boulder, CO, One of the fastest growing triathlons in Colorado. Challenge yourself at mile high elevation, Sprint, Olympic, and Half distances., Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@
- July 21, 2019 Valley Girl Triathlon, Liberty Lake, WA, Sprint, Olympic distances, and duathlon, Marla Emde, 509-953-9924, 509-

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939-0552, <u>marla@emdesports.com</u>, <u>emdesports.com</u>

July 27, 2019 — Burley Idaho Lions Spudman Triathlon, Burley, ID, The race starts at 7 am with the world's fastest 1.5K swim (current-aided) then a 40K Bike and 10K run., Cade Richman, info@spudman.org, spudman.org

July 28, 2019 — Steamboat Lake Triathlon, Steamboat Lake, CO, Sprint Distance Triathlon, Aquabike, & Stand-Up Paddle-Board Options at Steamboat Lake, Lance Panigutti, 303-408-1195, <u>lance@withoutlimits.co</u>

August 9, 2019 — The Lunatic Triathlon, Helper, UT, Held under the Full Moon! Choose between a Klds Triathlon, Sk Run, Run-Bike Duathlon, Mini-Sprint Triathlon, Sprint Triathlon, Unicycle Triathlon or an off-road singletrack course, Scott Merrell, 435-650-0345, scott@lunatictriathlon.com, lunatictriathlon.com

August 10, 2019 — Jordanelle Triathlon, TriUtah Points Series, Park City, UT, 21st annual, Enjoy everything from the wildlife and board walks on the river bottoms in Rock Cliff Recreation Area at Jordanelle to the local country backdrop of the towns of Francis and Woodland., Brogg Sterrett, 702-401-6044, race@flutah.com, tflutah.com

August 10, 2019 — XTERRA Indian Peaks, XTERRA America Tour, Eldora, CO, time trial start on a chilly 1000 meter swim, followed by a 600 meter run to the transition area, a very hilly but beautiful 22km bike ride on the roads and single track of the Eldora Nordic Center, and finally a 7km run on the eastern trails of the Eldora Nordic Center, Paul Karlsson, 303-960-8129, info@digdeepsports.com, digdeepsports.com

August 10, 2019 — Kids Tri Harder, Idaho Falls, ID, 13 and under kids triathlon, Michael Hayes, 208-521-2243, michael@pb-performance.com, idahofallsidaho.gov/638/Kids-Triathlon

August 10, 2019 — Rexburg Youth Triathlon, Rexburg, ID, at Riverside Park, Two skill level categories for 5-12 year olds, Bob Yeatman, 208-359-3020, 208-716-1349, boby@rexburg.org, Jeff Crowther, 208-372-2395, jeff.crowther@rexburg.org, rexburgraces.com/youth_triathlon/

August 11, 2019 — Steamboat Triathlon, Steamboat Springs, CO, Sprint and Olympic distances, at Lake Catamount, Triathlon, Duathlon, Aquabike, Lance Panigutti, 303-408-1195, [ance@withoutlimits.com, without-limits.co

August 17, 2019 — TriathaMom, Riverton, UT, Women only triathlon at the Riverton Country Pool. 300 yard swim, 12 mile bike ride, and 5k run. Carnival style cheering section provided for families of participants., Cody Ford, 801-558-2503, 801-432-0511, cody@ustrisports.com, Aly Brooks, alybrooks@gmail.com, gotfiathamom.com

August 17, 2019 — XTERRA Lake Tahoe, XTERRA America, Incline Village, NV, XTERRA, Sprint, and Duathlon. Course Distance: Full Course: 2X 750 meter swim laps with a 50 meter beach run, 22 mile bike, 6 mile run. Bike Tunnel Creek, and then onto the Flume Trail, which overlooks Lake Tahoe to the Tahoe Rim Trail. Both the Short and Long course complete the 22 mile bike, approximately 4000 feet of climbing. The trail running course is relatively flat, fast and scenic, Todd Jackson, 530-546-1019, toda@bigblueadventure.com, kiley McInroy, kiley@bigblueadventure.com, bigblueadventure.com/event/xterra-lake-tahoe/, xterraplanet.com

August 17, 2019 — Polson Triathlon, Polson, MT, Olympic Distance Triathlon. 1.5 km, two-lap triangular swim in Flathead Lake. 40km bike, loop course through the valley southwest of Polson. 10km run single loop course through scenic Polson., Matt Seeley, 406-871-0216, 406-883-9264, seeleyspeedwagon@gmail.com, polsontriathlon.com

August 17, 2019 — Stansbury Days Triathlon, Stansbury Park, UT, Sprint triathlon, unofficial distances: Swim 500m, Bike 20k, Run 5k. Stat 7 AM. Swim is open water in Stansbury Lake, starts at Stansbury Park Club House, Elliot Morris, 801-647-8383, emorris53@hotmail.com, Hillary Luke, 435-840-3290, Hillary Luke@yahoo.com, stansburydaystri.com

August 18, 2019 — XTERRA Wild Ride Mountain Triathlon (American Tour Points), XTERRA America / Wild Rockles Series, McCall, ID, Ponderosa State Park at Payette Lake, 3/4-mile swim, a 18.5-mile mountain bike and a 6.2-mile trail run, mass start at 9 am in the Park and the finish line festivities begin at noon with the racer feed and music. Klastriathlon (tentative) to follow-2 different lengths, 13 and under., Darren Lightfield, 208-608-6444, wildrocklesemail@yahoo.com, wildrocklesracing.com, xterraplanet.com

August 18, 2019 — Outdoor Divas Triathlon, Longmont, CO, Union Reservoir, Sprint, women only triathlon, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, without-

August 24, 2019 — Boulder Sunset Triathlon, Boulder, CO, Scenic course, sweet swag and all for a good causel Includes olympic, sprint, duathlon, Aquablke, 10k, and 5k, Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com

August 24, 2019 — Race on the Rock, Rock Springs, WY, The 6th Race on the Rock hosts Olympic, Sprint, and a possible long course Triathlon. Specialty and youth divisions at Flaming Gorge Reservoir., Traci Ciepiela, 307-922-1840, tciepiela/23@yahoo.com, raceontherack weebly.com

August 25-26, 2019 — Lake Tahoe Triathlon, Tahoma, CA, Kids TRI, Sprint TRI, Half TRI, AquaBike, Olympic TRI, Duathlon. Held at Ed Z'berg Sugar Pine Point State Park, Todd Jackson, 530-546-1019, todd@bigblueadventure.com, Kiley McInroy, kiley@bigblueadventure.com, bigblueadventure.com

September 2, 2019 — South Davis Labor Day Triathlon, South Davis Racing Series, Bountiful, UT, Start at 8:00 am, Swim 350 yds; Bike 12.02 mi; Run 5k, relay: Split the Sprint between 2-3 racers, Novice: Swim 150 yds; Bike 2.5 mi; Run 1.5 miNovices start at: 8:45amLocation: South Davis Recreation Center; 550 N 200 W, John Miller, 801-298-6220, john@southdavisrecreation.com, Cindy Hunt, 801-298-6220, cindy@southdavisrecreation.com, southdavisrecreation.com, s

September 7, 2019 — Salem Spring Triathlon, RACE TRI, Salem, UT, Utah Triathlon State Championships, 800 meter swim, 12.5 mille bike, and 3.1 mille run triathlon course, spectator friendly park and race venue, Race shirts and finisher medals., Aaron Shamy, 801-358-1411, info@racetri.com, racetri.com

September 7-8, 2019 — XTERRA USA/Pan American Championship and XTERRA Utah Sprint Race, 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@Ateriaplanet.com, xterraplanet.com, xterraplanet.com

September 7, 2019 — Brine Man Triathlon, TirlUtah Points Series, Syracuse, UT, 4th annual. This event not only boasts a spectator friendly swim, a bike course you've only dreamt of and a fast/ flat run, but this year it's also the home of the first ever Olympic Course Utah State Triathlon Championship. Sprint, Olympic, and Long Courses, Brogg Sterrett, 702-401-6044, race@triutah.com, triutah.com

September 7-8, 2019 — XTERRA Fruita Triathlon and Deset's Edge Triathlon Festival, XTERRA America Tour, Fruita, CO, The Deset's Edge Tri Festival brings you two days of racing, a weekend of camping with other

ROAD RIDING

Tips for Cycling So that Drivers Notice You

By Utah Department of Public Safety

Utah is a wonderful place to enjoy the outdoors, especially on a bike. Now that summer is in full swing plenty of cyclists are out regularly enjoying all the beauty Utah has to offer. One of the greatest challenges faced by cyclists is being seen and recognized by drivers. So here are a few tips and tricks to get drivers to notice you and share the road.

Tip 1: At Dawn, dusk, and dark, Use reflective gear – especially below the waist

If you want drivers to see you wear reflective gear. And make sure you wear enough reflective gear. The small reflective piping found on most athletic garments is not enough to make a difference. The more reflective you can become the better.

If you want drivers to recognize you as a cyclist, wear reflective gear on your shoes, around your ankles or wear full reflective leg coverings. By incorporating reflective gear below the knee you highlight the movement of cycling or the up-down motion of cycling. This motion is much more likely to grab the attention of the driver, alerting

triathletes and their fans, and a fun end to the Colorado Tri Season. Desert's Edge weekend includes your choice of XTERRA Sprint (not eligible for points) or XTERRA Tri on Saturday, your choice of Sprint or Olympic distance road tri's on Sunday!, John Klish, 970-744-4450, madness@madracingcolorado.com, DesertsEdgeTri.com, madracingcolorado.com

September 14, 2019 — 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 rockles. 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, bearlakebrawl.com, onhillevents.com

September 14, 2019 — Tahoe Big Blue Adventure Race, 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, pigblueadventure.com, greattrailfrace.com

September 15, 2019 — Harvest Moon Triathlon, Boulder, CO, Long course, at Boulder Reservoir, Triathlon, Duathlon, Aquabike, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.co

September 21, 2019 — Kokopelli Triathlon, BBSC Triathlon Series, Hurricane, UT, This family-friendly event at Sand Hollow Reservoir has something for everyone! Featuring a Sprint, Olympic, Duathlon, Aquabike,10k and 5k distances., Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com

September 22, 2019 — Oktoberfest Triathlon, Longmont, CO, Union Reservoir, Sprint, Lance Panigutti, 303-408-1195, Jance@withoutlimits.com, withoutlimits.co



that driver to your presence. The road is full of lights: street lights, reflective signs, other cars, motor-cycles. Too often drivers see a light in the distance but can't recognize what that light means until the object is quite close. By utilizing both light and motion you actually communicate, "cyclist here, please share the road."

Tip 2: Wear fluorescents in the daytime

Research has shown that drivers consistently recognize fluorescent colors faster, more consistently and from farther away than standard colors. So when picking cycling gear go for fluorescents. There isn't any research pointing to which fluorescent color is best, so you're on your own there. However, fluorescent orange is always a good pick because drivers already associate that color with caution.

Tip 3: Use lights always

Utah law states that any cyclist riding during dawn, dusk or dark is required to have a white headlight, red tail light or reflector, and side reflectors (41-6a-1114). But remember these are the minimum requirements. You can use lights both day and night. You can also get creative with lights. For example,

putting small lights on the back or front of your shoe will, like the reflective gear, highlight the motion of cycling.

Summer 2019

Tip 4: Use bike boxes when

The concept of Bike Boxes is being used nationally as well as right here in Utah. Bike Boxes can be found in downtown Salt Lake City and this summer UDOT has adapted them to improve safety in Utah County. Bike Boxes provide a safe and visible way for cyclists to stay ahead of queuing traffic at a red light. The newest Bike Boxes in the state are located in Utah County on Redwood Road at the Pioneer Crossing and 2100 North intersections. To learn how they work visit udot.utah.gov/go/bikebox.

Tip 5: Educate others

A large percentage of crashes can be avoided if motorists and cyclists look out for each other. When riding in groups or with friends encourage others to ride safely. Also teach other riders how to make themselves more visible to drivers. If you see unsafe behavior among fellow cyclists make sure to address it and educate friends and family, especially those who may not ride, on how to share the road with cyclists.

October 5, 2019 — Las Vegas Triathlon, BBSC Double Down Series, Boulder City, NV, The Las Vegas Triathlon is turning 21 this year, so we're going to party! Featuring a Half, Olympic, Sprint, Duathlon, Aquabike, and 10k, 5k, Boulder Beach, Lake Mead, Craig Towler, 318-518-7303, info@bbsctrl.com, Michelle Lund, michelle@bbsctrl.com, bbsctrl.com

October 5, 2019 — Nevada Senior Games Triathlon, Las Vegas, NV, The sprint race of the Las Vegas Triathlon is Nevada's qualifying event to the 2019 National Senior Games for triathletes ages 50 or better, Boulder Beach, Lake Mead N. R. A., Tim Jones, 702-994-6205, Itjones@cox.net, Bonnie Parish-Kell, 702-373-5293 , bparrishkell@slowpokedivas.com, NevadaSeniorGames.com

October 12, 2019 — Huntsman World Senior Games Triathlon, St. George, UT, Triathlon. Must be 50 years or older. 450 Meter Outdoor Swirn, 20K Bike, 5K Run. It's the best little triathlon in the world., Kyle Case, 800-562-1268, 435-674-0550, https://www.hwsg@seniorgames.net, seniorgames.net

October 26, 2019 — Southern Utah Triathlon, Hurricane, UT, Sprint and Olympic. Held at Quall 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 26, 2019 — Pumpkinman Triathlon, BBSC Double Down Series, Boulder City, NV, Point-to-point race begins in Lake Mead National Recreation Area and ends in Boulder City, with Sprint, Olympic, Aquabike, 10k, and 5k; costumes welcomel, Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com/pumpkinman

November 2, 2019 — Telos Turkey Triathlon & 5K, T3TRI EVENTS, Orem, UT, Splash distance triathlon which includes a 5K Run, 12 Mile Bike, and 350 Meter Swim in that order. Located at the Orem Rec Center, 665 W Center Street, Shaun Christian, 801-769-3576, 801-678-4032, shaun@t3triathlon.com, Parker Goodwin, 801-769-3576, parker@d3triathlon.com, 13triathlon.com







BIKE FIT

A Guide to Cycling Shoes



John Higgins measuring feet for cycling shoes. Photo by Derek Israelsen

By John Higgins

Your cycling shoes are a major player in 2 out of the 5 direct contact points you have to your bicycle, and therefore merit careful consideration in their selection to suit both your feet (pun intended) and the style of cycling you do.

The purpose of cycling shoes is to efficiently transfer force to the pedals while at the same time supporting your feet appropriately and distributing (rather than concentrating) the pressure your feet experience, as well as being practical for the totality of your cycling experience. Other than cycling, this may entail walking your bike, negotiating stairways, or frequent stops. In next month's article I'll explore pedal systems, as the selection of a pedal system has direct influence on cycling shoe selection and vice versa.

Numb feet, hot feet, pressure points, blisters and other discomforts could be symptoms that your shoe choice needs re-evaluating, but the total interface of foot, sock, insole, shoe and cleat choice and position, and well as saddle height (too high can cause feet issues) should be considered as well.

In this article I'll take a brief look at: the types of cycling shoes; what they are used for; a few things about your feet that may influence your choice; salient features, and how to buy them.

Type of Shoes

Cycling shoes fall into 3 broad categories based on intended use and pedal system:

- 1. Flat: for use on "flat" pedals which relies on direct foot pressure and sole friction. No "cleat" is attached to the sole of the shoe. The shoes will be somewhat stiffer than regular running / gym/training shoes, but do not have a fully rigid sole and will exhibit good toe flex for normal walking.
- 2. Mountain: for use in situations when off bike walking is expected, so the outsole features lugs for traction, and the cleat that attaches to the pedal is recessed flush with the lugs. As well as mountain bikers this style of shoe is also a popular choice for commuters and tourers who are on and off the bike regularly. Shoe stiffness will vary from semi flexible for more casual use to race-stiff where the emphasis is on light, strong, and stiff for competition with little off-bike functionality.
- Road: these shoes have a rigid sole with minimal traction and the elevated cleat under the forefoot makes

walking awkward in a reversed stiletto kind of way. Intended for riding only, not perambulating. Triathlon shoes are modified road shoes with fewer straps and increased ventilation designed for ease of on bike entry when pre-attached to the pedals, to save seconds in the transition zone.

Functional Considerations

- 1. Efficient power transfer: in general you want as much of your energy expenditure as possible to provide productive forward motion, and not have it lost in the transition from body to bike via a floppy, flexible shoe. This is why most cycling shoes have a rigid sole. You don't require the flex needed for walking or running because cycling is not a natural foot activity but relies on the conversion of biomechanical energy into mechanical energy.
- 2. Pedal Cleat attachment options: there are 3 main types and some variations, the choice of which will dictate your pedal options.
 - a. Flat (no cleat)
- b. 2 hole side by side (common for mountain bike, commuter bike and spin bike pedals)
- c. 3 hole triangular pattern (common for road bike pedal systems)
- d. 4 hole rectangular pattern (specific to the Speedplay brand of road pedal systems)
- e. 2 hole / 3 hole combination (have it both ways your choice)
- 3. Off bike practicality: a dedicated and devoted road cyclist will minimize the amount of off bike walking they need to do in their cycling shoes, because its awkward to walk in road shoes and accelerates wear on the cleats. But if you need or want the versatility to do a bit of walking around in your cycling shoes because you are commuting, gravel, or mountain biking and may have "hike-a-bike" sections to contend with, a lugged outsole will be desirable. Commuters with frequent stop signs or traffic signals requiring frequent cleat disengagement and foot down time or stairs and elevators to negotiate need to think about ease of pedal engagement when getting going again, as well as traction when walking.
- 4. Fit. There is tradition and there is reality. Tradition says your cycling shoes should be narrow and tight. Reality says your shoes should be comfortable and functional. Let's go with reality. Comfortable doesn't mean big and sloppy. Cycling shoes should be snug (not tight), both

around the heel and side to side at the wideset points of your forefoot, without creating unnecessary pinching and side compression. They should offer ease of adjustment to tighten or loosen the shoes depending on your insoles and sock thickness, and to accommodate any foot swelling in hot weather. The shape of the shoe should accommodate your foot shape, rather than the other way around, and you should have a little bit of toe clearance at the front, but not as much as is needed in walking or running shoes. In summary, they should feel like a nice fitting glove on your feet: not too tight, not to big. Just right. But maybe you have hardto-fit-feet, which leads to...

Feet Considerations

Most cycling shoes will fit most people, but if you are reading this it could be because you are an exception, and there are a lot of exceptions which may be due to:

- Width. If you have narrow (A, B) or wide (E+) feet, particularly 2E or above then finding well fitting cycling shoes can be a challenge, but let me assure you they do exist. Shoes that are too narrow or mismatched in shape to your feet can be a contributor to foot numbness.
- Volume. This is how much 3D space your feet take up. Low volume feet are often narrow and flat, and high volume feet are high,wide, and bulky, at least for cramming in cycling shoes. Some brands and models do a much better job than others of scaling up or down to suit your feet.
- Bunions. If you have them you'll know it the first metatarsal head is displaced outwards which presents as a big bulge on the side of the big toe ball of the foot. Bunions can also occur on the little toe side. Bunions make otherwise normal width feet present as wide, and need accommodating for either in the width of the shoe or in stretching the shoe to create some extra space.
- Feet length discrepancy. A half size difference between left and right is normal; a full size difference is common. More than that and you may be a candidate for a different shoe size for each foot unless an appropriate insole keeps the length discrepancy in check.

Shoe Features

Let's take a brief tour through some of the key features and materials of a cycling shoe.

- 1. Outsole. i.e the bottom. Usually nylon on lower priced shoes and composite (carbon fiber and resin) on higher price models. Stiffer is better will be the marketing tag line but this depends on the application. There can be issues with shoes that are too stiff for your feet. Flat shoes will have a grippy rubber outsole, and mountain bike shoes will have nylon or rubber lugs and possibly toe spikes, all for traction when walking or running off the bike.
- 2. Cleat bolt pattern. As previously discussed, there are 2, 3, 4 or combo holes for different type of pedal systems.
- 3. Uppers. Genuine leather (yes, still an option), synthetic leather (most common) or one of the above plus mesh. Genuine leather is long lasting with care, will mold more to your feet, and can be stretched to accommodate bunions. Synthetic leather is cheaper but not as mal-



A classic bunion. Photo by John Higgins

leable. Mesh is more breathable, and can be integrated with stretch panels to accommodate bunions or wide feet, but may lack durability.

- 4. Closures. How you do them up. Lace is back in vogue. Velcro straps are common. Boa closures (ratcheting lace system) have largely replaced ratcheting strap systems. Many shoes will feature some combination of closures. Personal preference and ease of adjusting tension over the top of your feet are what you want to think about, and whether you can do that on the move. Yes with boa closures, no with normal laceup. In between with Velcro.
- 5. Last and Width. The shape and width of the shoe where your foot contacts it. Feet are different shapes. Some are widest in the forefoot, some are widest at the mid-foot. Some are narrow. Having a shoe that conforms to your feet instead of expecting your feet to conform to the shoes will result in a happier cyclist.
 - 6. Other Features
 - a. Color options
- b. Heat moldable forefoot to suit different widths
- c. Heat moldable heel counter to snug the heel

Buying Cycling Shoes

The most common buying mistakes I see are cyclist's settling for shoes that are too narrow, or addressing that by upsizing to get more width. The latter is the obvious workaround when you can't seem to find what you really need, but has downstroke consequences as this often makes it harder to position the cleats in a suitable position relative to your foot structure. Another common error is expecting them to feel like running shoes. They wont. Don't test them by walking around, as your heel is going to be leveraged out of the shoe due to the rigid sole. To choose a shoe consider these factors.

- 1. Function for the intended cycling use and purpose
 - 2. Fit for your feet
- 3. Features materials, closure system, color
- 4. Price that you are willing to pay to achieve the above 3.

Note that choosing a brand first, or what the pro's are wearing, or what the gear magazines are reviewing (on behalf of paying advertisers) do not feature in the selection criteria! The best cycling shoes for you could be ones you haven't heard of yet.

Try them on if possible. Feel for snugness, not tightness. Check for toe clearance. Test out the closure

system. Use the sort of sock that you would use for riding. Do you have custom insoles that need to go in the shoes? Remove the stock insoles and try yours out in the shoes. I recently solved a "shoes too tight" issue by discovering and removing a second set of insoles that were in the shoes!

Where to buy

Bike shops: If you have average, easy to fit feet with no special needs, your local bike or outdoor equipment store will likely have a range of brands, models and price points with something to check all your boxes. You will rarely encounter wide models on offer in a bike shop, just the most heavily marketed brands like Shimano, Pearl Izumi, Fizik and Garneau, along with bike house brands like Bontrager (Trek), Scott and Specialized.

Online: if you already have shoes that work, and you just need to replace them, and you are shopping for the best deal, you will usually (but not always) find what you need online.

Specialty suppliers: If you are a skier with hard to fit feet you wouldn't go anywhere other than a well regarded ski boot fitter to get your ski boots. Fitting cycling shoes doesn't require the same experience and art but some bike fitters like myself see a lot of cyclist's feet, hear about a wide range of feet issues, and work hard to resolve these. As well as setting or adjusting cleat position this may involve recommending a different cycling shoe and often times an insole as well. Recently someone who found their way to me after doing the rounds of bike shops and podiatrists said "I should have come here first!"

If you have struggled to find well fitting and suitable cycling shoes, know that there are options available that should work for you, and that sometimes it is not just the shoe but other elements of the foot-pedal interface that may be causing problems.

In full disclosure I am a dealer for Lake Cycling Shoes, Rocket7 custom shoes and G8 Performance insoles, and I have selected these brands because they give me the ability to help solve foot related cycling issues. Other bike fitters may use and recommend other brands that they have found work well.

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

BICYCLE TOURING

Adventure Cycling Leadership Training Course Teaches People to Guide Bike Tours



The 2019 ACA LTC participants. Photo by Barbara Wade

By Chris Blinzinger

John and I have been touring together for almost 5 years and in that time we have enjoyed taking other people with us on our adventures. We have not necessarily been Tour Leaders, but have gone on trips with people of varying degrees of touring experience. We are certainly not world travelers but have had the opportunity to tour in semi-extreme, semi-remote areas in the deserts and mountains of the West. When planning trips, we throw out an invitation for anyone interested in accompanying us.

We have thrown around the idea of creating a touring company to accomplish a couple objectives. 1. To provide an opportunity for interested touring-minded people to have a supported/guided tour. 2. To use it as an opportunity to spend more time on our passion of bike touring and share it with others. I spotted the Leadership Training Course (LTC) (https://www.adventurecycling.org/ guided-tours/educational-tours/) on the Adventure Cycling tour page https://www.adventurecycling.org/ guided-tours/ and sent it to John for consideration about doing it. We agreed that it may offer some information about how to conduct a guided tour and another benefit was that it was a requirement to become an Adventure Cycling tour leader. We decided to do it and registered for the course in Denver scheduled for June 6-9, 2019.

We decided to use the train again to get us and our bikes to Denver and back. We had used it before and it is convenient when using to bike roll-on service for \$20 each way. Before the LTC we received maps and information about the tour how to prepare, what to bring and some of the expectations of the participants. All participants were included in a Google email group so introductions and coordination were facilitated easily. It's interesting how reading the introductions prior to meeting participants offers one perception and then when meeting reality, perceptions change. We boarded the train in Salt Lake City at 3:30 AM on the day of our departure.

I was excited for the views

through the mountains. When we rode back from Grand Junction two years ago we departed in the evening and did not have much daylight as darkness quickly set in after or departure. The train is very comfortable and the seats are wide and recline to facilitate sleeping. We both slept well until the sun was up. We were just coming out of Price Canyon when I stirred enough to look out the window. The train has an observation car where seats are not assigned and it's a first come first served. It was a great car with big windows and great views. We stopped in Glenwood Springs and Winter Park long enough to get out

and stretch the legs. These were designated smoke breaks as the other stops were not long enough to get off the train. Between Grand Junction and Denver, there are 28 tunnels that the train goes through. The longest is 6 miles long. The mountain views are awesome. There are areas with no other access than the Train in steep canyons with raging rivers at the bottom. The train is slow and if you're in a hurry, it may not be the best option but for some time away and enjoying the journey rather than the destination, it is a good option. The train does not have Wi-Fi. Cell service is spotty in the remote areas of the mountains on the route. For those who can't tolerate not being connected, it may not be a good

We arrived in Denver in the evening and quickly found the Cherry Creek bike path downtown that would lead us the 15 miles out to our Campground at Cherry Creek State Park. The path is great and pretty much follows the creek for most of the way. It is signed well and had we printed the map sent in the email from ACA, we may have had an easier time knowing whether to say right or left at the forks. One minor detour for a couple miles was easily signed and no problem. We arrived on Wednesday evening and the course did not start until the following late afternoon so we met a few other early arrivals and quickly

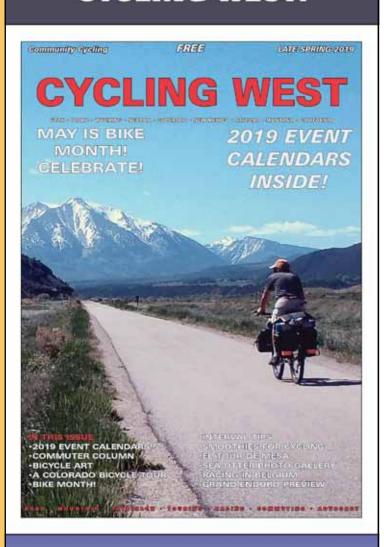
set up camp at the group site as darkness was falling fast. John carries a pocket projector and a few movies on his tablet and always game to set up his small screen and show a biking movie. He uses a folded piece of corrugated plastic that levels out the ground below his air pad that doubles as a small movie screen.

The following day we rode around the park with Becca from Kansas City, one of the early arriving LTC participants. The weather was nice and typical for this year's ongoing Spring weather. Riding required as least bringing an extra layer. Cherry Creek State Park is large with a big lake and walk/bike paths that go all the way around and marina, swim beach, huge dog park and bird viewing area. It is in the Southeast area of Metro Denver.

We greeted participants as they

arrived and set up camp. Participants represented the states: SC, NC, D.C., NY, MO, MI, OH, CA, UT, TX, CO, OR, WY, IL. The course started at 16:00 with intro from course director Lynn and the three other leaders then all participants introduced themselves. It was great to see likeminded tourers and we were excited for the coming days. This course was designed to be run like a regular ACA tour without all the cycling miles. We were quickly split into four groups and assigned a leader. This allowed us to have a 4:1 participant-leader ratio and allowed for an excellent span of control. Some meetings were everyone (all 17) while others were the smaller groups. We were assigned chores that all selfsupported tours include like cooking and food buying responsibilities. We would all have to ride to the store and

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The group camp at Cherry Creek. Photo by Chris Blinzinger

buy food to stay within the budget and cook for the group. This is how it works on ACA self-supported tours. Each participant carries a portion of the "Group Gear" that includes small stoves, fuel bottles, utensils, French press (perhaps the most important) and a few other items.

When considering self-supported tours, I imagined that everyone would carry their own stove and pots. Not on ACA tours. Each participant is asked to leave 20% space available in their bags to carry a portion of the Group Gear. This makes total sense. John and I may have too much duplication when we tour together, but I also call it redundancy. Either way, each participant must carry some of the gear. Two people assigned for dinner and two for breakfast/lunch. Meals are included in the cost of the tour.

The participants in our LTC came from varying backgrounds and touring experience. Several had done cross country tours, some had never carried their own gear, and some had only done self-supported while others rode pedal assist bikes. There are so many variables with bike touring gear and experience. They all seem to work and I think whatever your preference, you can make it work one way or another. Learning the ACA way of doing business and company concepts were helpful. Not just from a bike touring perspective, but from a Leadership professional development perspective. Have you ever been on a tour and run into trouble. Whether it is with gear, weather or a conflict between people, we've all experienced it. How do you get through it and resolve it? John and I had a guy on one of our trips bail after the third day. This was another reason we wanted to participate, to know what we could do to avoid it happening again or avoid it in the



first place. We participated in Role Plays. For me, most these have been less than helpful in training throughout my life so I was not looking forward to them. I was surprised how helpful they were. We were given scenarios (each that has occurred on a previous ACA tour) and had to work through it using the concepts of leadership and ACA procedures to resolve them. They were very realistic and helpful. I appreciated the diversity of our group with the single "Bike Touring" interest in common.

Breakfast was a 7 and class started at 8. We were usually done by 15:30 in the afternoon to give those responsible time for shopping and meal prep. One valuable tool when "Hangry" occurs is to tell people to eat. Number one rule for food is quantity. Have plenty to feed hungry cyclists. What do you cook for a 16 member cycling group? Whatever you are good at. One Leader suggested to have one solid recipe. There is a recipe book (I think it can be found on their website) that can provide good menu items but food is a plenty on ACA bike tours. I believe them when they say food is plentiful.

One of the main principles for an ACA tour leader is the Hands-Off principle. This means to make important decisions when they are necessary but to not micromanage



The Safety Triangle is a helpful addition to any bike touring setup. Photo by Chris Blinzinger

the tour. This is meant to allow each cyclist to "Ride their own ride" and prevent each leader from getting unnecessarily bogged down details. I like this principle and believe it is my style.

Communication is important while touring with another or others. A golden rule is to wear a helmet whilst on the bike and...wear a reflective triangle (provided with cost of tour) that can be worn around the waist or strapped to the rear rack. This can be left roadside when someone is off the course. This lets the sweeper know that someone has stopped. They carry a few extra just in case. I like this idea as John and I ride together but the whole concept of leaving something on the side of the road if you've pulled off is a great communication tool.

We did not have much bike riding opportunity although the time spent in the course was valuable. I enjoyed meeting and working with all the participants and hope to see them again on rode in the future. I am better for participating and looking



The ride home from Denver to Salt Lake City. Photo by Chris Blinzinger

forward to a self-supported ACA tour next year. I am interested in becoming an ACA tour leader and perhaps I will have the opportunity someday. I have looked at and considered an ACA tour in the past but was uncertain of its value, now I have a new perspective and look forward participating because of the diverse likeminded cyclists and doing it in a part of the country away from home. John and I were put in separate groups during the week to which John said "I'm glad we didn't spend a lot of time together". His point, to which I agreed is that we had an opportunity to spend time and mingle with bike tourists from around the country. We took full advantage of that.

We stayed an extra night and left early Monday morning. It was great to leave having developed friendships over the week with people I hope to see somewhere down the road. The train was several hours late and the ride home was long. I sleep fine in a tent but the train is slow and it turned into a very long day. I arrived home with many plans percolating about when and where to take the next tour. Looks like Idaho Hot Springs in the Fall, but my desire to tour other regions of the country can be accomplished on my own or with an ACA tour. Bike touring is my hobby, I will always dream of far off lands but there is so much to

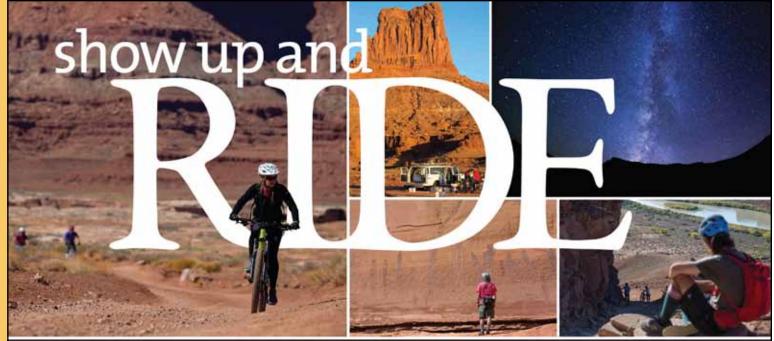
see right here in the good ole USA? I will continue to work on becoming an ACA tour leader.

Whether you are interested in leading tours on your own or for ACA, the LTC can be valuable to understand the importance of group dynamics and give new perspective on tour leader responsibilities. LTC's are offered each year around the country.

Becoming a Adventure Cycling Association Tour Leader

From the ACA website, the first step to becoming a tour leader is to take the Leadership Training Course as described above. Additionally, tour leaders must take CPR and have a First Aid Certification. Tour leaders need a recommendation from the LTC, followed by a phone interview. The next step is to staff or co-lead an ACA tour, followed by becoming an independent tour leader. For more information, see: https://www.adventurecycling.org/guided-tours/become-a-tour-leader/

Chris Blinzinger is an avid cyclist, commuter and tourer. He is a member of the Provo Bike Committee and advocate for active transportation. He tours with friends and family and hopes to ride back to his home state of Indiana in the near future.



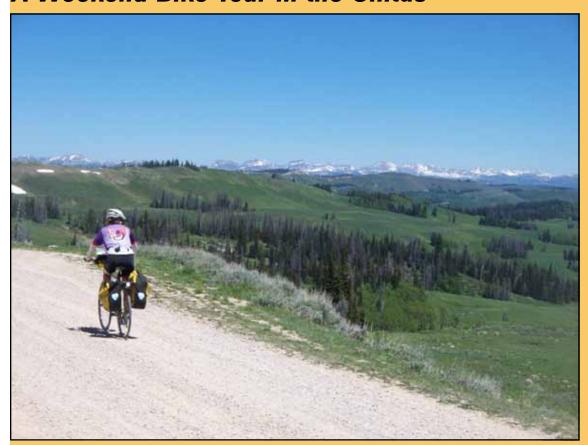
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BIKEPACKING

A Weekend Bike Tour in the Uintas



Some great views of the highest Uintas in the distance on the Currant Creek road. Photo by Tom Diegel

By Tom Diegel

While it's easy to think about far-flung places like Europe for bike tours or time-intensive big trips like the Great Divide for bikepacking adventures, it's good to keep in mind that there are fantastic paved and dirt road combos near Salt Lake City, Utah that offer up fantastic tours for quick weekends or three-day outings. From the West Desert in the spring and the fall to the higher altitude (and therefore cooler) Wasatch Plateau and the Uintas there are lots of options. And thus it was in the heat of the summer that we cooked up a super-scenic yet simply-local tour through the Western Uintas last year that's perfect for the new generation of gravel bikes.

Mirror Lake Highway and Wolf Creek pass are both well know to local cyclists as fantastic road climbs, but what's lesser known is that they can be easily connected by a wellmaintained gravel road "through" Soapstone Basin (I'll get to that later) and once over Wolf Creek, the adventures can just keep going.

Our weekend tour started in Kamas and had the familiar spin up the first few miles of the Mirror Lake Highway. However, about where the winter gate is and the pave-

ment starts to pitch upward, we took the right onto the Soapstone Basin road. I had sorta thought that a road going through a thing called a "basin" would be fairly flat, but it turns out that Soapstone is a pretty healthy climb up and out of the Provo river canyon to a pass between it and the South Fork Provo, where the Wolf Creek highway is. The gravel road climb and descent was the first good test of our tire choice: doing a paved/ dirt road combo is always a little tricky to plan for in terms of tires in that there's going to be a compromise. Either you are humming along somewhat annoyingly for many miles on pavement with the knobbies that you brought to march through the gravel, or you're spinning out, sinking in, or flatting with too-skinny or too-slick tires on the gravel but blissfully zipping along on the roads. With the new generation of "gravel bikes" this is less of an issue, but still, as Burke Swindlehurst points out in his description of his epic Crusher in the Tushar, at some point your tire/ bike choice will feel wrong, and you just gotta be okay with that.

In this case we anticipated that we'd be on gravel for about 25-30 miles and on pavement for 85-100 miles, so we opted for pretty roadfriendly tires.

A ways up the Soapstone Basin

climb suddenly we saw a couple of cyclists coming at us, which was pretty surprising: we weren't on the roads, and we weren't on singletrack, and those are the two venues that Utah riders ride! But again, Gravel Bikes are changing that, and these two were a couple of 60ish guys on Gravelers doing a smaller, but similarly-proportioned day ride (Kamas-Wolf Creek-Soapstone-Mirror Lake-Kamas) and they were so stoked; "We have always been roadies but we realized how many gravel roads are in Utah and these things open up a whole new world!" Until, that is, they saw us with our light overnight gear, and realized that the ability to do weekends or more on both surfaces opened up an even-bigger world of covering that many more wild miles. It's not often that a coupla roadies on expensive carbon bikes are obviously envious of a couple of old steel bikes, but these guys were, and as we parted ways we realized that those guys would be buying the gear to take their bikes on overnights by the end of the summer.

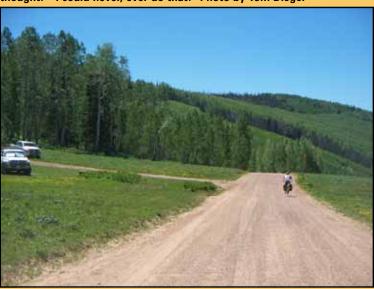
The riding over the Soapstone pass was great; the Uintas seem to be characterized by a wide band of aspens and pines that goes up to about 8500 feet, and then it transitions to nice open meadows. If you head for the cooler hills over the



Hard to convey in a pic looking back, but this is pretty steep...and the the gravel was a little soft for our tires. On the Currant Creek road. Photo by Tom Diegel



As I chugged past on my bike, I'm sure that we both had the exact same thought: "I could never, ever do that!" Photo by Tom Diegel



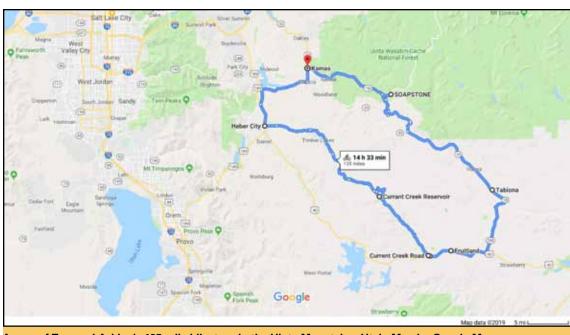
backroads Uintas. the Note white F750's; the official of the Utah "camper." vehicle **Photo by Tom Diegel**

weekends and are on gravel roads, you'll undoubtedly see a fair number of internal combustion-propelled Utahns camping, and for our tour over a hot weekend, a lot of folks had

escaped to the Uintas for a weekend of "camping". As an example, we passed one guy who was just sitting out in front of his RV in a lawn chair in the full midday sun by himself,



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This descent in to the Heber Valley would make for an incredible road bike climb as well; 5000 feet, almost no cars... Photo by Tom Diegel

A map of Tom and Ashley's 135 mile bike tour in the Uinta Mountains, Utah. Map by Google Maps



An hour east of Park City, or down in the mesas of southern Utah? Nice to have both on a weekend Uintas tour. Photo by Tom Diegel



We found ourselves in a great, dispersed, creekside campsite shaded by willows and cottonwoods by Currant Creek. Photo by Tom Diegel



In the morning we had a nice spin up the paved Currant Creek road. Photo by Tom Diegel



Great views west to the backside of the Wasatch on this descent into the Heber Valley. Photo by Tom Diegel in front of a fire-less fire, listen- nice pedaling.

butter-smooth pavement than snake the butter-smooth pavement that the butter-smooth pavement than snake the butter-smooth pavement that s

in front of a fire-less fire, listening to classic rock turned up loud enough to drown out the generator that was cranking out the power to turn up his stereo, and staring at us as we chugged by him up the hill. There's no doubt the both he and I had exactly the same thought as we looked at each other: "I could never, ever do that!"

After cresting the "basin" (pass) we did a bit of a descent down to the highway, where we turned left and climbed the last couple of familiar road miles to Wolf Creek Pass. Many folks from Salt Lake and Park City get to the 10,000 foot pass and turn about, since the ride from PC, Kamas, or Francis to the pass is a healthy ride round trip itself. But on a weekend adventure we were able to carry on, and the 10 mile descent down the backside is equally great and took us into the agricultural community of Tabiona and the Duschene river valley. Though it's close to our home, this area was new territory to us, and we realized that the terrain out there was more akin to southern Utah than the more-lush west side of the Uintas. That desert-type scenery is great, but it also meant that we needed to go another 30 miles to get to decent camping. But the day's moderate distance meant that was fine at that point, as it was swift and

The only mild annoyance of this loop was a few miles on Highway 40. This major conduit from Summit County to points east is a bit busy, but it has a pretty wide shoulder and the buzz of traffic only lasts for a few miles before the quiet conduit of the Currant Creek valley turns off to the north, complete with a "watch for bicycles" sign right at the start. Currant Creek is headed by a dam, so there's almost always water in it, and after traversing the arid desert we found ourselves a great, dispersed, creekside campsite shaded by willows and cottonwoods. The soak in the cool creek was a welcome relief

from the 70-odd mile day.

On Sunday morning we had a nice spin up the paved Currant Creek road, which was traffic-free aside from the occasional campers heading back out to get to church. Soon enough - as we anticipated - the road turned to gravel and we started a long grind up to another 10,000 foot pass that had some steep sections, but of course that resulted in more great views of the high Uintas in the distance.

We anticipated more gravel for the 5000 foot plunge down to Heber City, but were surprised to find – just a mile or so below the pass – the surface of Forest Road 083 turned to

butter-smooth pavement than snaked its way down a sublime descent through the aspens, now with the views encompassing the Wasatch Back and the Timpanogos massif. We rolled into Heber City with wellwarmed brakes and turned right on highway 40, where we realized that the highway had a huge traffic jam due to a constriction to one lane. Doing a not-very-good-job of keeping the smug look off our faces, we spun past hundreds of virtuallyparked cars to our turn onto Highway 32 that goes up and over the small pass above Jordanelle reservoir and back to the familiar roads between Francis and Kamas, for another manageable 65 mile day.

Getting out of town on an impromptu weekend adventure? Check. Great, new riding terrain? Check. Riding our bikes all day for 2 days? Check. Nice riverside camping? Check. Starting only an hour from the Salt Lake Valley? check. Another awesome bike tour! Check!

This would be a lonnggg day ride for the strong, but a much more approachable one day gravel-pavement combo is the Kamas/Soapstone/ Wolf Creek/Francis loop at 44 miles. Another longer day ride would be go to south/west from Wolf Creek pass on the gravel FR 054 to that great FR 083 paved descent.

THE ATHLETE'S KITCHEN

Sports Nutrition Myths: Busted!

By Nancy Clark MS, RD, CSSD

Keeping up with the latest science-based sports nutrition recommendations is a challenge. We are constantly bombarded with media messages touting the next miracle sports food or supplement that will enhance athletic performance, promote fat loss, build muscle, and help you be a super-athlete. At this year's Annual Meeting of the American College of Sports Medicine (www. acsm.org), a sports nutrition mythbusters session sponsored by the global network of Professionals In Nutrition for Exercise and Sport (www.PINESNutrition.org) featured experts who resolved confusion with science-based research.

Myth: Protein supplements build bigger muscles.

Protein needs for a 150-pound (68 kg) athlete average about 110 to 150 grams of protein per day. (More precisely, 0.7 to 1.0 g pro/lb. body weight/day; 1.6 to 2.2 g pro/ kg./day) Hungry athletes can easily consume this amount from standard meals. Yet, many athletes believe they need extra protein. They consume protein shakes and bars in addition to protein-laden meals. They are unlikely to see any additional benefits from this higher-than-needed protein intake. Resistance exercise is a far more potent way to increase muscle size and strength than any protein supplement.

Myth: Eating just before bedtime makes an athlete fat.

While it is true the body responds differently to the same meal eaten at 9:00 a.m., 5:00 pm, or 1:00 a.m., an athlete will not "get fat" by eating at night. The main problem with nighttime eating relates to the ease of over-eating while lounging around

and watching TV. When your brain is tired from having made endless decisions all day, you can easily decide to eat more food than required.

That said, bedtime carbohydrates to refuel depleted muscles and bedtime protein to build and repair muscles can optimize recovery after a day of hard training or competing. For body builders and others who want to optimize muscle growth, eating about 40 grams of protein before bed provides an extended flow of amino acids needed to build muscle. (This bedtime snack has not been linked with fat gain). Cottage cheese, anyone?

Myth: A gluten-free diet cures athletes' gut problems.

If you have celiac disease (as verified by blood tests), your gut will indeed feel better if you avoid wheat and other gluten-containing foods. However, very few gut issues for non-celiac athletes are related to gluten. FODMAPs (Fermentable Oligo-, Di-, Mono-saccharides and Polyols) are often the culprit. These are types of hard-for-some-people-to-digest carbohydrates found in commonly eaten foods such as wheat, apples, onion, garlic, and milk. For example, the di-saccharide lactose (a kind of sugar found in milk) creates gut turmoil in people who are lactose intolerant. The poorly digested and absorbed lactose creates gas, bloat and diarrhea.

For certain athletes, a low FODMAP diet two or three days before a competition or long training session can help curb intestinal distress. If you live in fear of undesired pit stops, a consultation with your sports dietitian to learn more about a short-term FODMAP reduction diet is worth considering.

Myth: Athletes should avoid caffeine because of its diuretic

effect

With caffeinated beverages, the diuretic effect might be 1.2 ml. excess fluid lost per mg. of caffeine. That means, if you were to drink a small mug (7 oz./200 ml.) of coffee that contains 125 milligrams of caffeine, you might lose about 150 ml. water through excess urine loss. But you'd still have 50 ml. fluid to hydrate your body-and likely more if you drink coffee regularly. Athletes who regularly consume caffeine habituate and experience less of a diuretic effect. In general, most caffeinated beverages contribute to a positive fluid balance; avoiding them on the basis of their caffeine content is not justified.

Myth: Athletes should be wary of creatine because it is bad for kidneys.

Creatine is sometimes used by athletes who want to bulk up. It allows muscles to recover faster from, let's say, lifting weights, so the athlete can do more reps and gain strength. A review of 21 studies that assessed kidney function with creatine doses ranging from 2 to 30 grams a day for up to five and a half years indicates creatine is safe for young healthy athletes as well as for elderly people. Even the most recent studies using sophisticated methods to assess renal function support creatine supplements as being well tolerated and not related to kidney dysfunction.

Myth: The vegan diet fails to support optimal performance in athletes.

Without a doubt, vegan athletes can —and do—excel in sport. Just Google vegan athletes; you'll find an impressive list that includes Olympians and professional athletes from many sports (including football, basketball, tennis, rowing,

snow boarding, running, soccer, plus more.)

The key to consuming an effective vegan sports diet is to include adequate leucine, the essential amino acid that triggers muscles to grow. The richest sources of leucine are found in animal foods, such as eggs, dairy, fish, and meats. If you swap animal proteins for plant proteins, you reduce your leucine intake by about 50%. For athletes, consuming 2.5 grams of leucine every 3 to 4 hours during the day optimizes muscular development. This means vegan athletes need to eat adequate nuts, soy foods, lentils, beans and other plant proteins regularly at every meal and snack.

Most athletes can consume adequate leucine, but some don't

because they skip meals and fail to plan a balanced vegan menu. Vegan athletes who are restricting food intake to lose undesired body fat need to be particularly vigilant to consume an effective sports diet.

Nancy Clark, MS, RD counsels both casual and competitive athletes at her office in Newton, MA (617-795-1875). The newest 6th edition of her best selling Sports Nutrition Guidebook is being released in July 2019. For information about readymade handouts and PowerPoint presentations, visit www.NancyClarkRD.com. For her popular online workshop, see www.NutritionSportsExerciseCEUs.com.





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in the second half of the pack and

BICYCLE TOURING

Crossing Baja



Jay Hudson with his sister Deena after the Tecate - Ensenada Bike Ride in 1986. Photo courtesy Jay Hudson

By Jay Hudson

The 1986 Tecate-Ensenada Bike Ride

All six thousand, plus, of us, had bicycles. That's where the similarity ended. We were jammed together in the center of Tecate, Mexico just down the street from the sponsoring Tecate brewery in May, 1986. We were waiting for the gun to sound sending us pedaling seventy five miles on our way south to Ensenada. They issued us a map and "suggestions" to take two water bottles for drinking and for "sprinkling on head." I carried fruit, a tire pump, patches, tire irons, wrench, a spare spoke, helmet and sun screen. It was May and the weather promised to be over 90 F and a road with many long climbs. Some of us were in shape and some not. We were sartorially correct and most of us were no more than a 7 on a scale of 1-10 in our riding experience. We were almost all white, tanned, tall and short, gloved and bare handed. Some of us were excited, others restrained. Some were out to break records. I was out to survive to the finish. Relatives waited in Ensenada for me and I was convinced that while I was sweltering on the upgrades, they were sitting in the shade sipping cool ones.

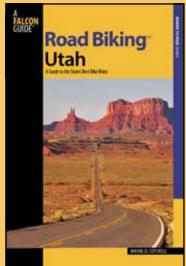
We were told that there would be plenty of water at the top of the first and substantial small mountain. Our map showed an additional ten watering stations along the route. We were told that there would be firstaid vehicles patrolling the road and trucks to scoop up those who gave out, for whatever reason. We felt strong, confident and convinced that with all the support, we should complete the route in about five hours. Gonzo riders would be much faster. We were not told that by the end of the day, first-aid personnel would be overwhelmed by riders who went down and suffered road rash, heat exhaustion, broken bones, torn muscles, dislocations. We were not told that more than half the starters would be piled into trucks because of equipment failures, fatigue, defeatism, and

The gun sounded in a morning getting hotter by the minute. My buddy Mike Woolman, and I were

as we picked up speed to hit the hill, the crowd was so close together that even here, bikes got tangled and riders went down. The first hill was long and as the pack unwound, the line was shoulder to shoulder with the more powerful riders working their way to the left to pass the slow but steady masses. We fell into a rhythm using every gear we had. When Mike and I reached the first water station, all 5,000 gallons of support water was gone. It was obvious that riders guzzled and poured water over their hot heads without regard to the masses still working their way up the mountain. Five thousand gallons simply disappeared. Thousands of us were forced to continue with little reserves in our bottles hoping that a resupply was available at the next station. We left the summit hot and a bit

angry but knowing it would be rolling hills for a couple of hours and then a long downhill into a valley for the next water station. The downhill would be a chance to relax, let the wind cool us and enjoy the scenery. What we found on the downhill was scattered broken bike parts and water bottles strewn on the road making fast riding all the more hazardous. Riders were sitting and lying beside the road next to broken bikes nursing wounds and waiting to be scooped up by the trucks. Mike and I stopped to assist one fellow who was covered with road rash and in pain. Mike, being a physician, diagnosed the fellow with a broken collar bone but he could provide no medical assistance. We resumed our downhill plunge dodging debris and broken bodies most of who got themselves in trouble simply by letting it all hang out on the downhill.

At the top of the next hill, I broke a spoke and Mike was forced to say goodbye. I spent some time replacing the spoke and resumed the ride not looking forward to at least fifty miles of hot effort without a buddy and knowing I was probably now accident prone. At the next station I found no water and the only shade thrown by the one tree taken by stretched out riders. I crawled under an old rusted truck and stared up at the worn out radiator. At least it was shade and a couple of minutes rest would do me well. When I crawled out, I found I had a flat tire



and the tire rim so hot I burned my hands fixing the tube. I pulled up my socks and hit the road a very discouraged rider. I passed another truck full of defeated bikers heading back to Tecate and this energized me. Mile after mile I was getting closer to Guadalupe where many years before, Barbara and I used to visit the Russians who moved there to escape the revolution in 1917. It was there that we joined in Sunday services in the flat roofed rectangular building they used as their Russian Orthodox Church. It was there that I was asked to talk to the congregation not knowing Russian or Spanish and the audience not knowing English. It was there that we ate borscht in a private home and enjoyed Sunday with resting farmers. It was there that I hoped I would find water and it was there that I should be able to smell the ocean and enjoy its cooling breeze so many miles from its Pacific shore.

It was getting late when I went through Guadalupe where I filled my water bottles and wondered what my sister was thinking as so many riders had already passed the finish line. Would she think that I was one of the defeated that had been scooped up with the thousands and returned to Tecate? After another half hour, I could feel the breeze from the ocean and smell the salt. It both lifted my

sprit and put some spunk in my legs. I was going to make it. I came up on another rider and we talked which lifted my spirits even further. I picked up the pace the closer I got to the ocean and when the road met the ocean highway to Ensenada I felt like I could roar into town; almost. I crossed the finish line in a bit over 7 hours which was slow but I felt I could justifiably chalk it up to some problems. I had finished, avoiding the sweeper, the lumbering truck that returned so many to Tecate in ignominious defeat. My sister Deena was still waiting at the finish line and she hugged me as though I had just ridden around the world. I found Mike and his wife Marsha in a restaurant and we all ordered Mexican with a race sponsored Tecate beer chaser while reliving the race with stories and laughter.

There was a hiatus in the race shortly after my experience, but it is back and as adventurous as ever. I do wish that hydration packs and evaporative cooling bandanas were available in 1986. They would have made a significant difference.

I still have the map with all the water stops listed. All the water stops without the promised water.

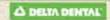
For more information on the ride, now called the Baja Bike Race, visit: bajabikerace.com



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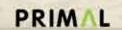


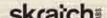


















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