BIKE MONTH
May is Bike Month in the West!

By Dave Iltis

What better time to ride your bike than May! And May is Bike Month! The League of American Bicyclists established May as Bike Month in 1956, and for the last 63 years, America has celebrated the bike with festivals, rides, Open Streets, Cyclofemme rides, Bike to Work Day, Bike to School Day, Bike Parties, Commuter Pit Stops, Bike Swaps, and more. And, somberly recognized our fallen cyclists with the Ride of Silence (for local rides on May 16, see rideofsilence.org).

Cycling West compiles as many Bike Month events that we know of in Utah, Idaho, Nevada, Montana, and Arizona. This year, we present 42 events for your cycling enjoyment.

Ride your bike to save the earth, for better health for you, for competition, and for the simple joy of pedaling.

Continued on page 5
**COMMUTER COLUMN**

**Tips for Bike Commuting**

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By Kira Maicke

"'Tis the season to get excited about commuting! With temperatures rising, and National Bike to Work Day coming up on May 18, here are a few tips for planning a safe, fun commute.

**Prep Your Gear:**
Aside from your typical repair items, (tubes, tire levers, multi tool, CO2 / frame pump, patches) you will want to ensure your lights are charged. I like having a bright red blinking tail light, and a higher lumen front light. When it comes to the morning, the more likely you are to rely on the light to brightly illuminate your path. You’ll appreciate that bright path to assist you in navigating around those trim bending pot holes! For those who commute to and from school and work throughout the winter, often times in the dark, a bright front light is even more important. Since you typically have to leave earlier on a bike than in a car, I like to set out my clothes and shoes the night before, to simplify my morning routine. The easier it is to get going in the morning, the more likely you will stick with commuting. (The previous advice may not be as relevant for morning people, but if you’re anything like me, the easier it is to roll out of bed and onto my bike, the better!) Springtime offers additional clothing challenges due to the drastic changes in temperature. Layer in the morning with a light jacket that is easy to pack up for your warmer ride home. In terms of clothing, visibility is key. Many clothing companies offer photo reflective jackets and accessories to make riders more visible to cars in darker lighting. There are also many options available for reflective velcro straps to wrap around ankles and arms, and tape to add to helmets.

**Know Your Route:**
When you need to get to where you’re going by a certain time (work, school, etc.), it is important to plan out a safe and predictable route. Before I commuted for the first time on a work day, I took a trial ride on Saturday to familiarize myself with the route I had planned to take. If you tend to be directionally challenged like me, another great option is to mount your phone on the handlebars of your bike and use GPS. Google Maps has a bike setting that typically plans its bike routes using bike paths and low traffic roads. I maintained my initial route religiously for a few weeks, then began exploring alternative paths on my way home, to learn more about the city and find the quietest, safest roads. Even the most carefully planned predictable route can be derailed by a flat tire, train crossing, or unusually heavy traffic, so I leave an extra 15 minutes early just in case.

**Follow The Rules:**
As riders, we are required to follow the rules of the road. This means making full stops at stop signs and red lights, yielding to pedestrians, and signaling. While this is not only necessary and courteous to other vehicles, behaving in a predictable and respectful way will also help keep you safe. Riders should signal to alert changes in direction, and these changes should be carried out in a confident and predictable manner. When changing lanes, be sure to allow plenty of space to move gradually, versus drastically cutting across multiple lanes of traffic. It is illegal, and often more dangerous, to ride on the sidewalk. Cars are not looking for bikes on sidewalks, and many collisions occur when a car turns right, while the rider continues straight. By following the rules of the road, we not only gain the respect of drivers and pedestrians, we are also staying as safe as possible.

**Enjoy The Ride!**
Once you get into the groove, commuting can be addicting! Especially in the warmer months, I challenge myself to see how little I can carry. Make a goal to take your bike on trips under five miles, turn a commute home from work into a group ride to get dinner, or just get some training miles in! One of the best parts about commuting is how easy it is to change up the ride, adding small adventures to the start and finish of your day. Have fun, and stay safe!

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**UN Declares June 3rd as World Bicycle Day**

The United Nations has declared June 3rd as International World Bicycle Day, by adopting a resolution on April 12th 2018, during the 72nd Regular Session of the UN General Assembly, in New York City.

The resolution was adopted by a consensus of 193 member states. The declaration invites all Member States and relevant stakeholders to celebrate and promote awareness of the World Bicycle Day. The declaration encourages Member States to observe the day as a particular attention to the bicycle as a cross-cutting development strategy and to include the bicycle in international, regional, national and subnational development policies and programmes. H.E. Ambassador, Akoostok Ateave, Permanent Representative of Turkmenistan to the United Nations, introduced the draft resolution, co-sponsored by 56 countries, to the General Assembly for the vote. The Assembly adopted the resolution, declaring June 3rd as World Bicycle Day.

The World Cycling Alliance (WCA) and the European Cyclists’ Federation (ECF) welcome this resolution adopted by the UNGA, after having campaigned for a UN designated World Bicycle Day since 2016. WCA and ECF Secretary General Dr. Bernhard Ensink states “Cycling is a source for social, economic and environmental benefits – and it is bringing people together. WCA and ECF are extremely happy with this declaration. This UN declaration is an acknowledgment of the contribution of cycling to the sustainable development goals (SDGs).” WCA and ECF delivered a document to the UN in 2015 in which it is shown that cycling delivers directly on at least 12 of the 17 SDGs, titled “Cycling Delivers on the Global Goals!”

WCA and ECF acknowledge the extraordinary work of Leszek Sibilski, Professor of Sociology at Montgomery College, Maryland, US and his students campaigning for #WorldBicycleDay.

WCA will hold its next Annual General Meeting on the 11th June 2018 in Rio de Janeiro, Brazil, the day before ECF’s flagship conference Velocity 2018 Rio kicks off. The WCA will celebrate in Rio the UN resolution on the World Bicycle Day! June3WorldBicycleDay

For more information, see the World Cycling Alliance website at
wca.com

The full resolution is here: https://ecf.com/sites/ecf.com/files/72-1-L-33_World%20Bicycle%20Day.pdf

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Cycling West Bike Month Calendar! (continued from page 3)

May is Bike Month! See you out there!

We present a calendar of regional events below:

March 30-November 17 — Pedal Provo Ghost Tours. Utah Bike Month, Provo, UT. The ride around Provo shopping at various haunted locations around the city. At each location, you four guide will tell you a story that actually happened so that you get to know some of Provo’s history. And yes, it is true — Provo does have a little heightened in the process. Derek Horsen, 801-484-4128, thia.stringham@slcgov.com.

April 30 – Bike Bash. Utah Bike Month, Salt Lake City, UT. A four-hour guided bike ride and BBQ at SLC’s best bike shop, and a chance to socialize. BBQ starting 9:00 AM, (Provo City’s breakfast station will be open at 6:30 AM for early bird riders.) Pick up at St. George Bicycle Collective, 70 W St. George Blvd., St. George, UT. 9:00 AM. (George Bicycle Collective, 70 W St. George Blvd., St. George, UT, 801-574-9304, judith@bicyclecollective.org).

May 1 – Bike to Work Day in Provo City. Utah Bike Month, Provo, UT. Provo Bicycle Collective will start hosting the bike stations located throughout the city and hang out new breakfast stations and other needs to people who bike by 7:00 – 10:00 AM. Provo City’s breakfast stations will be open at 8:00 AM for easy bird riders.) Pick up some breakfast and coffee, get to know your fellow commuters, have your bike tuned up for a bit of romance, and connect with the other members of this great community. Morning commute, Provo Bicycle Collective, 9 pm, Aaron Mayo. 435-374-8076, info@biketreasurervalley.org.

May 1 — Bike to Work Day in Provo City. Utah Bike Month, Provo, UT. Bike to Work Day in Provo City. Meet at the new Jordan River Bridge in Salt Lake City, UT, Provo Bicycle Collective, 9 pm, Aaron Mayo. 435-374-8076, info@biketreasurervalley.org.

May 1 – Bike to Work and School Week. Utah Bike Month, Everywhere, UT. A day to climb out of your car and onto your bike to work or school. Walk or bike to your workplace or school. Local runners, yoga instructors, cyclists, and others will share experiences to make more people aware of how path ways available to travelers throughout the Weber County area can sometimes provide more convenient access to those businesses. Noon to 8 pm, Bountiful Town Square, bike trails, bike rental, and food, Bountiful Town Square, 801-896-7800, michael.staten@slcgov.com.

May 1 — Bike to Work Day. Utah Bike Month, Everywhere, UT. A day to climb out of your car and onto your bike to work. This is the day to check out the many bike routes, and special events that will make this day a great. This day is the opening of the Wasatch Front, UT, Join us to celebrate over 120 miles of safe, connected, and separated multi-use trails linking Ogden and Salt Lake City, UT. Bike Month, Flagstaff, AZ, Bike to work, bike to school, bike to work and play day with Mayor & Council, 11:00 AM – 2 PM, Board of Education, 1100 City Ave., Flagstaff, AZ, 801-535-6630, bikeutah.org.

May 1 — Bike to Work Day. Utah Bike Month, Springville City, UT, Provo Bicycle Collective, 9 pm, Aaron Mayo. 435-374-8076, info@biketreasurervalley.org.

May 1 — Bike Month Kick Off. Utah Bike Month, Everywhere, UT. A day to climb out of your car and onto your bike to work or school. Walk or bike to your workplace or school. Local runners, yoga instructors, cyclists, and others will share experiences to make more people aware of how path ways available to travelers throughout the Weber County area can sometimes provide more convenient access to those businesses. Noon to 8 pm, Bountiful Town Square, bike trails, bike rental, and food, Bountiful Town Square, 801-896-7800, michael.staten@slcgov.com.

May 2 — Lunch Outside. Utah Bike Month, St. George, UT, 11:00 AM, Second Thursday, real food, and socialize. Weekly ride and picnic starting this at the St. George Bicycle Collective, 10 S. St. George Blvd., St. George, UT. Meet at 12PM, roll out 12:10 PM, 12 miles, 15 mph, easy, coffee and lunch brought by our members, bring your own lunch, water, bike repair tools, etc. Judith Rognli, 435-574-9304, judith@bicyclecollective.org.

May 2 — Bike Month Kick Off. Utah Bike Month, Salt Lake City, UT, Grab your family, friends, and neighbors and pedal over to Memorial Park, 3001 Center St. on Saturday, May 26th from 11:00 am – 1:00 pm. You’ll want to bring your bikes, helmets and training wheels for kids for some fun cycling festivities your whole family will enjoy. Aspen Bicycle, 801-207-6879, www.aspenbicycle.com.

June 2 — Golden Spoke. Utah Bike Month, Provo, UT. Join us to celebrate over 100 miles of safe, connected, and separated multi-use trails linking Ogden and Provo, by bike, and pedal, and roll! We will have a bike-themed family-friendly event! This free event includes; two simultaneous group bike rides, which will begin at Beginners Ridge in Ogden Canyon and travel south (about 47 miles), and 801-763-7863, pedalprovo@gmail.com.

June 4 — Rockin’ Cafe. Utah Bike Month, Salt Lake City, UT. Bike Week is the best way to start your biking season. Enjoy a great little bike event that will have a lot of fun and excitement. Ubuntu Cafe, 150 S 400 West, Salt Lake City, UT, 801-589-2686,odesk@bikewashoe.org.

June 8 — Bike Month Kick-Off! Utah Bike Month, Provo, UT. Grab your family, friends, and neighbors and pedal over to Memorial Park, 3001 Center St. on Saturday, May 26th from 11:00 am – 1:00 pm. You’ll want to bring your bikes, helmets and training wheels for kids for some fun cycling festivities your whole family will enjoy. Aspens Bicycle, 801-207-6879, www.aspenbicycle.com.

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Sticking To It

By Kelly McPherson

Cycling is a tough sport. It isn’t super beginner friendly. You either win or you don’t. You either get dropped and ride alone or you don’t. There isn’t much reward for not winning as badly as you did last time. Attrition is high as people leave for a variety of reasons ranging from injuries, life situations or just plain couldn’t handle getting dropped. . . again. Unfortunately, the only way to really get good at something is to make sticking to it a consistent habit. Whether it is getting in your miles, that next interval, hanging onto someone’s wheel or even getting to the finish line, to be successful you have got to be consistently sticking to it. If you are ever, and we all do sometimes, considering quitting, below are some things to take into consideration.

1. What is the worst thing that could happen? When thinking about quitting, think about the worst thing that could happen if you stick with it and the worst thing that could happen if you don’t. Can you handle those consequences? If you keep riding while you aren’t feeling good, will you get sick? Is that ok? Maybe it is if you are riding in one of your target races. Maybe it isn’t if the training plan calls for a few easy miles. In the first case, you need to decide what is worse, not finishing the race or getting sick. In the second case, you need to decide what is worse not getting the planned miles in to post on Strava or getting too sick to ride a more key workout later in the week.

I was riding Tour de Park City several years ago and I got to a climb that was completely demoralizing. I had never been a good climber. It was hot and I was out of water and I didn’t know where the top of the climb was. I ended up flapping about a mile from the top and heading back. By the time I got to my car, I was completely frustrated with myself for quitting. This was a turning point for me. Now, when I am tempted to quit a climb, I remember this frustration and it becomes the worst thing that could happen if I quit. Most of the time, now, I choose to continue on.

2. Find your why. Why are you doing this sport, this race, this workout, this interval? Finding and tuning into a good reason why you are doing what you are doing is important. Is this workout key to being ready for a target race? Is finishing this race something important to you? Will hanging onto that wheel, right now, be important?

It is also important to find a reason that doesn’t have anything to do with anything you can’t control if you want to stick to it for the long haul. Be warned that if you are working to win the next race or to beat that crazy fast person, that will keep you motivated until you win or you beat that person or you get too old or too tired for it to remain a possibility. Then you will likely quit unless you find a more sustaining why.

My whys are deeply personal, almost spiritual. I don’t ride to win, which is a good thing as I can count on one hand how many times in the last four years of racing that I haven’t been dead last. I do see progress, though. My consistent training is starting to pay off. I was only last by 9 minutes at my last race instead of 20-30. Progress! That’s another “why” to stick to it!

3. Remember that quitting can become a habit. Whatever you do over and over will become habit. If you quit once, it will be easier to quit again the next time and the next time until quitting becomes your normal. The sticking-to-it habit is a little harder to form because it often hurts. Giving up a quitting habit takes time and effort, but it is well worth it.

For me quitting hanging onto the group and allowing myself to drop has become a quitting habit. I get nervous in the group, and even though I really want to be there, I end up dropping and riding alone because it is more comfortable. I have recently identified this as a bad habit and am working on fixing it. It will take some time and a lot of hard work, but I will stick to it. For now, if anyone sees me actually riding in the group, know that I have been making countless successful decisions to stay there.

4. Make your choice and own it. Don’t let quitting just happen. Don’t just stop training, because you can’t seem to get out anymore. Don’t just quit an interval because it hurts. Make it a choice and then own your choice. If you are choosing to continue training, choose that and make a plan to make it happen. If you are choosing to quit an interval, know why this is the best choice for you and don’t regret it.

Many years ago, I had to make a choice about whether or not to continue in triathlon. I had an injury and the doctor had told me to never run again. He told me that if I continued to run, I would need additional surgery and then I wouldn’t likely be able to swim or cycle either. So, for me, choosing to quit triathlon was the better choice. Choosing to stick with it would mean that I would be done with all sport and my health would likely deteriorate rapidly due to the inactivity. In this case, I didn’t feel that the worst thing that could happen was worth the consequences and so I chose to quit. At the same time, I chose to start cycling.

If you ask any successful person in any field, not just athletics, what the secret to their success is, they will likely tell you that it is some variation on not quitting and consistently sticking to the behaviors and habits that lead to success. Yes, you might be gifted and have immediate success, but without consistently making choices to keep working, you aren’t likely to be performing long term. The best thing to quit is quitting!

Kelly is a 40+ cyclist who lives in South Jordan UT with her husband of 27 years and 5 kids. She has a BS in Health Education from the University of Utah and loves to stay healthy and fit and take as many people with her as she can.

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I enjoyed reading Dave Ward’s recollections of the early years of Cycling Utah (in the March 2018 issue). Once we had a hard copy of our ideas in hand to show the cycling community, the magazine gained traction and we were in business. But getting the idea of Cycling Utah to an actual printed edition entailed many details. What would be our format? What type faces would we use? What would be our advertising rate? How would we distribute the product? Where will it be printed? Just to name a few. We spent months discussing all the details.

As with any printed media, overhead can be high. Relying upon my nearly 20 years of newspaper experience we were able to do our own design and production “in house.” Desktop publishing was still in its infancy but we were able to do it all on my Mac Classic. The day we went from paste-up to digital was cause for celebration, at least for me.

Thank you Quark Express, Adobe Photoshop and Illustrator. Along the way we received much help and advice from our friends at the Tooeele Transcript. We couldn’t have progressed without their valuable support.

Speaking of support, we would be remiss not to thank those advertisers who took a chance to spend some of their hard-earned dollars on our fledgling publication.

I went to my friends Robin and Bill Groff at Rim Cyclery (and probably bought them a six-pack for their shop refrigerator) asking for their support, which they enthusiastically provided. Dave and I had worked closely with the owners of Fishers Cyclery while we served as presidents of Utah Premier racing team and they too came on board.

Rod Golson must have felt sorry for breaking our legs during our years of racing against him and advertised with us from the start. As did Joel Bingham up in Sunset. I only remember seeing Joel at the starting line at races. More friends — Chuck Collins, Al Kolendo and John Pos — came forward with support from the Bicycle Racing Association of Utah. Sugarhouse fixture, Bicycle Center, came in on the ground floor as did Kaibab Mountain/Desert Bike Tour company. Del Brown, USCF District Director, was the first event advertiser for the Tour of St. George stage race.

Last but not least were those businesses listed in our Bicycle Shop Directory. We always thought this directory was a great source of information for consumers and an inexpensive way for shops to advertise. Thanks to all for the years of support.

Since retiring from Cycling Utah and the Deseret News and moving to sunny St. George, I haven’t kept up with the racing scene. But I do cherish the memories of all the different bicycling events that we covered.

Much of it is a blur now but for me there are a few highlights to bring into focus.

Top of the heap was our interview of Greg LeMond in March 1996. He came to Salt Lake City for the grand opening of Braegger’s Bagels in Bountiful of which he was an investor. After signing autographs and shaking hands with fans, we followed him into the kitchen to talk while he had a bagel sandwich and soup. You’d have never known he was three-time Tour de France winner and twice World Champion as we talked at the table. He was just one of the guys that day. What a great memory. (Available online here: https://collections.lib.utah.edu/details?id=785907#contents)

Utah is a pretty small cycling market as compared to California or Colorado, but a Utahn has competed in the Tour de France. Marty Jimison plunged into European bicycle racing by moving to France to get noticed. He was rewarded with a pro contract with WordPerfect. He later joined US Postal Service. Marty was also named to the 1993 US National team. He invited me into his home on two occasions for very insightful interviews.

In our second issue I interviewed another national and world champion, Jeff Ogstuthoe. Jeff would wear the world champion jersey for the 1993 mountain bike racing season while riding for Specialized. The World Championships were held in Bromont, Quebec in 1992. Pretty heady stuff for a 16-year-old junior. Jeff later required heart surgery to repair a valve.

One of my favorite articles was about friend and teammate Jeff Rogers, owner of Rogue Custom Bicycles. I enjoyed spending time in his basement workshop taking photos of him brazing a steel frame. He was beginning to work with titanium before he suddenly passed away in 2003 while riding his bicycle in South Dakota. His cover photo hangs in my workshop as a reminder of his passion and creativity for the sport we love. Rest in peace Jeff. You are remembered.

Finally, I attended a fun evening at Wild Rose to hear master frame builder Albert Eisentraut speak about the bike building biz. A true artist in steel, Eisentraut jokingly said “I built bikes for people 25 years ago and they’re still riding them. They don’t buy new ones. It’s bad for business.” Well, Albert, I bought one of those 25-year-old bikes and don’t plan to sell it anytime soon. Job well done.

And one last thank you to Dave Bills for keeping the flame burning at Cycling Utah. Dave has brought the magazine into the 21st century by way of the internet. Happy trails.

Bob Truelsen was one of the two founders of Cycling Utah, along with David Ward, and editor from 1993 to 2000.

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Three-time Tour de France winner Greg LeMond with Cycling Utah editor Bob Truelsen during an interview with the cycling star. Photo by Cycling Utah

Bob Truelsen (left) and David Ward founded Cycling Utah in 1993. Photo courtesy Bob Truelsen
ELECTRIC BIKES

A Guide to Buying an Electric Bike

By Joey Geurts and Duane Schaffer

Electric bikes, also known as e-bikes, are rising in popularity with approximately 7% of US bike sales last year. They are a great way to get around town and can make the commute to work or to the grocery store just a little bit easier. They don’t eliminate exercise, you just get there a little faster and a little easier. There are many reasons to get an ebike, and along with that, many decisions that go into purchasing one. Cycling West asked Blue Monkey Bicycles, an all electric bicycle retailer located in Murray, Utah to go over the reasons for purchasing an ebike, the types of bikes available, and the considerations for what type of bike to buy, and how much to spend.

Why should you get an electric bike? Why should you get one even if you own other bicycles?

When a person gets on an ebike for the first time, there is an inevitable smile that crosses their lips. The bicycle is arguably the most incredible invention ever but when you mix it with modern technology that helps propel you faster and further, it creates a sensation like no other. If you already own and ride traditional bicycles, an ebike is a natural step to relying on your car even less. Your commute becomes quicker and less sweat inducing and that trip to the grocery store becomes a fun activity. The extra speed and help of the motor allows you to carry those groceries and leave your car in the garage one more time.

What do you look for when shopping for an ebike?

Shopping for an ebike can be daunting. They are becoming more accepted and new brands are popping up constantly. Now the big names in the bicycling world are offering ebikes and made popular by Bosch, Yamaha and Brose. A torque based pedal assist that works as a reward system. The motor only gives back what you put into it to help you out, so you are still getting the cardio and heart rate exercise aspect of traditional cycling, you are just able to go faster and further. Couple this with the balance of the weight of the motor down low and squarely in the middle, and you will feel like a natural on one of these. Ebikes like this appeal great to commuters and mountain bikers, which is why so many commuting and mountain

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A Bosch mid-drive road e-bike. Photo by Duane Schaffer

A Yamaha mid-drive. Photo by Mikey Geurts

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ebikes are mid drive. Oh, another good thing about mid drives is traditional wheel sets. No need to unplug a motor cable to change a tire.

Another common set up is what’s called the hub drive (motor is in the hub of the wheel, usually but not always in the rear). This has a kind of rear-wheel-drive get-up-and-go feeling. This is for the person that wants to have fun on the weekend, and may not necessarily want to pedal a lot. These bikes typically have a throttle and are a real kick to ride around. This setup is for someone that wants to really feel what its like to ride something, go fast off the line, or even those that want to take it easy or rehabilitate. Some people just like the concept of the bike and how it feels.

Some people just like the concept of the bike and how it feels.

Are there other kinds?
Every kind of cycling is now represented with ebikes. Just like conventional bicycles, you have cargo ebikes, fat tire ebikes, e-trikes, hard-tail and full suspension mountain bikes, commuter and even electric drop bar road bikes. The list goes on and on. There are also electric vehicles that blur the line between bicycle and scooter. High speed ebikes are commercially available but they are only allowed off road. You’ll find that the most common ebikes comply with Utah law which states that any bike up to a 750 watt motor and a 28 mph top speed is considered a bicycle and can be ridden where regular bicycles are allowed.

So how long do the batteries last?
Great question. It all varies and depends on many factors. The easy answer is a good quality ebike should be able to go at least 30 miles of full assist riding on a full charge. All the ones we carry at our store do. You may see many brands advertise insane numbers like +100 miles on a charge, but what they don’t tell you unless you follow the little asterisk is that many times those numbers are created using low level modes of pedal assist like “eco” mode and lot’s of pedaling on flat ground. A best case scenario, We range test every brand and model that comes through our store on full assist or throttle, trying to eat the most battery so you can have an idea what you can expect under extreme conditions. We would rather under promise and over deliver I guess.

Now if you’re asking about the life of the battery itself, that can vary on how you treat it. Bring the battery indoors like a laptop or cell phone when you charge it. Don’t let the battery sit in the cold winter garage or in the hot sun during the day. This will help insuffice that you get years of usage from your battery and really protect your investment. You can ride in any temperature but just make sure that you store the battery above 40 degrees. They prefer that. Today’s Lithium Ion batteries can be charged at any time and for any amount of time. You don’t need to drain them fully like the old NiCads. Generally, a battery will get to 80% charge from empty in an hour and a half and then another 3 hours or so will build up a charge for distance. Batteries are usually completely charged in 4-5 hours.

How much should you spend?
Again, this comes down to what fits your individual needs best. There are ebikes for well over $10,000 all the way down to less than $1,000. On average, most customers usually end up deciding on something in the $2,500-$3,500 range. Does that mean a $1,500 e-bike is terrible? Not necessarily. It just might be stripped down or have lesser components, but if there are things you don’t need for your ride (like a rear suspension for a commuter) then don’t pay for it. The good news for the consumer, as with any electric product, is that battery prices are indeed coming down. A couple years ago, we couldn’t find anything we liked under $2000. Now there are several bikes in that price range that meet our approval. Keep in mind though: You get what you pay for with ebikes. By the time you add a lithium ion battery, motor, controller, and a quality company to back it up, you will be going well north of $1000. Add in quality bike components and you can see how costs will start climbing. When speaking of lower priced ebikes something will always be sacrificed.

Anything else to add?
Ebikes can help existing riders go faster and further than traditional bikes and use their car less but ebikes provide another benefit that helps the whole cycling community - bringing more people to the wonderful world of cycling. The more people out riding bicycles, the more bicycles will be taken seriously as a viable transportation option. If bikes are seen as transportation, more infrastructure will be approved and society’s grasp on the car will lessen a bit. Ultimately, the more active a society, the healthier it will be. We appreciate this chance to talk about ebikes. We’re making a difference one ebike rider at a time.
The Rudy Project Boost 01 is both aero and comfortable for racing and everyday riding. Photo by Chuck Collins

By Chuck Collins

The Rudy Project Boost 01 Aero helmet is the first modern aero-style helmet that I’ve ever worn for regular riding around. Almost thirty years ago, I had a Giro aero helmet. In its day, it was cutting edge, had a big fin, and of course, faster - laughing out loud. But it would be silly to ride around town with the big fin, though occasionally, someone would and the word ridiculous would come to mind.

Fast forward to present day, yes, I’ve been riding around town and country wearing the Rudy Project Boost 01, with the detachable shield installed. Surprisingly, the shield is not too dark for wearing glasses as well. As important, there is no feeling of claustrophobia. The Boost 01 definitely has a modern look.

Fit
In the Boost 01, I have not experienced any discomfort wearing the main-port fittings in place. Rudy Project does offer insect shields for other helmets in their line-up for everyday riding. But are you noticeably more aerodynamic and thus faster? As I do not have a wind-tunnel at my disposal, I do not have the means to quantify the parasite drag of the Boost 01. Does the Boost 01 improve laminar flow over a non-aero helmet, effectively reducing the size of the barn door? My experience, subjective mind you, is yes. The Boost 01 in my experience seems to reduce parasite drag. Parasite drag becomes more prevalent at the square of the increase in one’s velocity per a blocking surface area - i.e. the proverbial barn door. Want the math? See: http://bit.ly/2EugcyG

Why might this matter? Well, as a bike racer or time-trialer, every incremental improvement in efficiency saves you energy. It might matter, provided you’re not bleeding energy throughout an event like riding on the front for no good reason. That little bit of energy conservation might prolong a bonk. Or the tiny aero advantage might allow you to cover a gap, or over forty kilometers, maybe save a handful of seconds that helps you crush your PR.

For more on Rudy Project, see: https://www.rudyprojectusa.com

GEAR PICKS

Rudy Project Boost 01 Aero Helmet Review

The Rudy Project Boost 01 is both aero and comfortable for racing and everyday riding. Photo by Chuck Collins

Accessory Features
The Boost 01 comes with a snap in opaque neutral swing poly-shield that pivots from a hinge on the poly-plastic visor mount bracket. The shield installs intuitively by placing the lateral hooks into slots on the helmet and then snapping the center clasp. The Boost 01 comes with two main-port fittings, one solid, and one perforated for cooling and also acts as a bug screen. The Boost 01 comes with a fine helmet bag.

Ventilation
I have yet to wear the helmet in very hot conditions, but I’m going to guess that the air-flow has been optimized as it was pretty easy for the bee I encountered to enter the main front port without the perforated main-port fittings in place. Rudy Project has proven its utility that one’s performance idealism that I never had in my expectation. I can not definitively confirm my experience, but for me, it’s just that all of your other incremental inefficiencies add up.

One might also consider an aero-helmet as cheap speed relative to buying expensive carbon and aero wheels or an aero-frameset, or in the other technologies like ceramic bearings, super lubricants, ovalized spokes, laminar-flow clothing, etc.

Conclusion
The Rudy Project Boost 01 Aero-helmet has proven its utility that speed specialists will appreciate. And finally, the Boost 01 supports the fragile ego of this old bike racer that still wants to hold on to performance idealism that I never had in the first place. That said, even though I’ve never had an engine, I’m faster for it while wearing the Boost 01.

For more on Rudy Project, see: https://www.rudyprojectusa.com

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COACHING

Using Bike Races For Training

By Sarah Kaufmann

Before you begin a new cycling season, it is a good practice to plan out your goal events or races and take the time to organize your calendar and prioritize these events with A/B/C (or 1/2/3) designation. You will probably only have a few ‘A’ races, a handful of ‘B’ races and mostly ‘C’ races. It can be a little difficult to prioritize your events this way; of course we want to be fast for all of them! Unfortunately it is not physiologically possible to carry our best fitness through an entire season. I will save for another article how to plan a periodized season of macro and micro training cycles. But suffice to say, prioritizing your season around certain high and low priority races will allow you to carry your best fitness for your biggest goals and utilize other events as key training sessions to build toward those goals.

There are different schools of thought around how to approach training races. I prefer to send athletes into training races or events with some rest but not tapered or peaked. I choose to do this for a couple of reasons. While there are some benefits to racing at the end of a training block with tired legs in order to squeeze out the last available bit of work, I find that depending on an athlete’s capacity for training (and outside/life stress), it can flirt dangerously close with overtraining. Especially as it gets deeper into the season and cumulative training load is high. Additionally, with even a couple days of light riding to rest the legs, an athlete will be able to dig a little deeper in a training race and, as a result, get a little more out of the event from a training perspective.

Training races are great tools for getting the most out of yourself. Most people can find a little more in the tank when there are other people around. For that reason, sometimes a hard group ride or ride with fast friends can offer the same benefit. That outside stimulus pulls a little more out of us than we can often pull out on our own.

For a training race to make sense within the greater picture of a macro cycle or season of training, it does not need to be the exact type of race or event as the ‘A’ priority goal. The more similar it is, the more effective it will be in priming the athlete for their bigger goals. But many different types of events can be worked into a training plan to be beneficial. The key is placing them strategically as tuners of specific types of fitness (endurance, top end, etc.). So a longer race will address endurance/tempo fitness for a micro cycle of training; a shorter more intense race will address top end for a given period. Of course, these also need to be worked into the larger context of where an athlete is in their season.

Training races can also be great simply to practice execution. For example, in long races, an athlete will need to have a fueling and pacing strategy. These are really difficult to nail first time (or 100th time!). I usually have a strategic briefing session with my athletes before an event to hammer out the execution details. But there is no substitute for actually doing it. While your belly might be very happy eating certain foods on long training rides, it might completely revolt at the same foods at the higher intensity or longer duration of a race. You won’t know until you get out there and try it. Better to learn these things in a training race or event than your ‘A’ priority goal.

For those newer to racing, training races are also a great opportunity to get comfortable in race situations and develop your pre-race routine. As with execution, our brains often don’t work as well with the nerves, excitement and fatigue of race situations. The more comfortable and used to race situations that you are, the more likely you will be to think clearly and execute your plan as well as pull off smart strategic moves.

Racing and training are a balancing act, it’s all a learning process and unique for each person. Once you let go of the desire to carry peak fitness all year, you will reach new highs for your biggest goals. Periodized training is all about creating and timing those highs. Racing strategically within your training can be very effective to that end!

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

The Bicycle Art of Richard Vroom

Rich Vroom is a watercolor artist based in Salt Lake City, Utah. His studio is in Sugarhouse where he teaches classes, paints, and bike races. He also teaches at the University of Utah.

Prints are available for purchase from Richard. Contact him at richvroom@msn.com.

Follow Rich on Instagram @richvroom or on Facebook: Rich Vroom Watercolors.
**MAY 2018**

**CYCLING UTAH**

**RACE RESULTS**

6 Hours of Fing Hallow, Frog Hollow, Wideawake, Virginia, VA

**1st Place, Group B**

- **Name:** Joe Kurmaskie
  - **Time:** 6:00:00

**2nd Place, Group B**

- **Name:** Scott Wilson
  - **Time:** 6:01:00

**3rd Place, Group B**

- **Name:** John A. Koudlkl
  - **Time:** 6:02:00

**4th Place, Group B**

- **Name:** Bill Cullen
  - **Time:** 6:03:00

**5th Place, Group B**

- **Name:** Dan Kelly
  - **Time:** 6:04:00

**Pro Men 1 /2/3**

- **1st Place:** Michael Wilson
  - **Time:** 1:57:00

- **2nd Place:** Paul Hughes
  - **Time:** 1:58:00

- **3rd Place:** Erik Harrington
  - **Time:** 1:59:00

**Cat 4 Men**

- **1st Place:** Ben Stevenson
  - **Time:** 1:48:00

- **2nd Place:** Viggo Moore
  - **Time:** 1:49:00

- **3rd Place:** Hans van der Ven
  - **Time:** 1:50:00

**Cat 3/4 Men**

- **1st Place:** Troy Tomkinson
  - **Time:** 1:47:00

- **2nd Place:** Andy Smith
  - **Time:** 1:48:00

- **3rd Place:** Peter Yarbrough
  - **Time:** 1:49:00

**Junior Women**

- **1st Place:** Back Hunter
  - **Time:** 1:57:00

- **2nd Place:** Ashley Eppley
  - **Time:** 1:58:00

- **3rd Place:** Amanda Moore
  - **Time:** 1:59:00

**Junior Men**

- **1st Place:** Justin Lindine
  - **Time:** 2:00:00

- **2nd Place:** Will Kelsay
  - **Time:** 2:01:00

- **3rd Place:** Charles Palmer
  - **Time:** 2:02:00

**Expert Men 40-49**

- **1st Place:** Kyle Fosselman
  - **Time:** 1:43:00

- **2nd Place:** Jared Millington
  - **Time:** 1:44:00

- **3rd Place:** Ryan Keating
  - **Time:** 1:45:00

**Open Expert Men**

- **1st Place:** Bryan Washburn
  - **Time:** 1:35:00

- **2nd Place:** Rich Urello
  - **Time:** 1:36:00

- **3rd Place:** Denmark Jensen
  - **Time:** 1:37:00

**Expert Men 60+**

- **1st Place:** Michael McDonald
  - **Time:** 1:28:00

- **2nd Place:** Erik Harrington
  - **Time:** 1:29:00

- **3rd Place:** Andrew Bedell
  - **Time:** 1:30:00

**Masters Men 45-99**

- **1st Place:** Robert Squire
  - **Time:** 1:33:00

- **2nd Place:** Tim Frost
  - **Time:** 1:34:00

- **3rd Place:** Jordan Jensen
  - **Time:** 1:35:00

**Masters Men 50-99**

- **1st Place:** Morgan Speicher
  - **Time:** 1:28:00

- **2nd Place:** Erik Harrington
  - **Time:** 1:29:00

- **3rd Place:** Morgan Speicher
  - **Time:** 1:30:00

**Masters Men 55-99**

- **1st Place:** Darin Boyd
  - **Time:** 1:25:00

- **2nd Place:** Aaron Jeffrey
  - **Time:** 1:26:00

- **3rd Place:** Kevin Gibson
  - **Time:** 1:27:00

**Masters Men 60+**

- **1st Place:** Darrick Maxfield
  - **Time:** 1:17:00

- **2nd Place:** Michael McDonald
  - **Time:** 1:18:00

- **3rd Place:** Andrew Bedell
  - **Time:** 1:19:00

**Road Racing**

East Canyon Cycles Road Race, SLC Saturday, June 2, 2018

- **1st Place:** Titus Washington
  - **Time:** 2:00:00

- **2nd Place:** Jason Highsmith
  - **Time:** 2:01:00

- **3rd Place:** John Whalen
  - **Time:** 2:02:00

**MTB RIDE PREVIEW**

Golden Spoke Ride to be Held June 2, 2018 - Will Celebrate Over 100 Miles of Continuous Paved Pathways on the Wasatch Front

The Golden Spoke Ride will be held on June 2, 2018 in celebration of the opening of the new Jordan River Parkway bridge at 200 S in Salt Lake City, and hence the completion of over 100 miles of continuous pathways from Provo to Ogden, Utah.

The Wasatch Front Regional Council, in partnership with the Utah Department of Transportation; Utah Transit Authority; Bike Utah; Jordan River Commission; Mountain Association of Governments; Utah Department of Health; Utah Governor’s Office of Outdoor Recreation; and Davis, Salt Lake, and Utah Counties, invites cyclists to participate in a group bike ride and family-friendly event to celebrate the completion of the Golden Spoke network.

The Golden Spoke consists of over 100 miles of safe, separated, and connected multi-use trails, including Ogden River Parkway, Denver and Rio Grande Western Rail Trail (funded gap), Legacy Trail, Jordan River Trail, Murdoch Canal Trail, and Provo River Parkway, and links Ogden and Provo.

This free event includes two simultaneous group bike rides. One ride begins at 8:30am at Ogden Canyon and travels south (approximately 47 miles), while a second ride begins at Bridal Veil Falls in Provo Canyon and travels north (approximately 57 miles). The two group bike rides will converge in the center of the connected trails at the new Jordan River Bridge in Salt Lake City. Community members will have the opportunity to join at multiple points along the trails for a shorter ride, run, or walk. Additionally, there will be community events hosted along the way, as well as a celebration at the Fisher Mansion in Salt Lake City, which will include guest speakers and family-friendly activities.

The group bike rides and event are free, but registration is requested. To register and for additional information, please visit gspokeduke.org. For questions or interest in planning a community event, please contact Scott Cooper at coopel3-363-4250 or shoshone. wric.org.

**Date**

Saturday, June 2, 2018

**Tentative Times/Places**

Bridal Veil Falls, Provo Canyon - 6:45 am Group ride begins at Rainbow Gardens in Ogden Canyon

Bridal Veil Falls - 12:30 pm Celebration event begins at the Fisher Mansion (1206 West 200 South, Salt Lake City) - 1:30 pm Estimated arrival time of group rides at the Jordan River Bridge in Salt Lake City
**ARIZONA**

<table>
<thead>
<tr>
<th>Flagstaff</th>
<th>Absolute Bikes</th>
<th>202 East Route 89</th>
<th>Flagstaff, AZ 86001</th>
<th>928-284-1424</th>
<th>flagstaffbikes.com</th>
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<tr>
<td>Sedona</td>
<td>Absolutely Bikes</td>
<td>8101 Highway 170 Suite D</td>
<td>Village of Oak Creek</td>
<td>Sedona, AZ 86035</td>
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<th>Fruita</th>
<th>Colorado Backcountry Biker</th>
<th>101 S Park Square</th>
<th>Fruita, CO 81521</th>
<th>970-828-1520</th>
<th>coloradobackcountrybiker.com</th>
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<tr>
<td>Over the Edge Sports</td>
<td>303 W Hwy 34</td>
<td>Fruita, CO 81521</td>
<td>2098-284-2912</td>
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<td>ElementsBicycles.com</td>
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**IDAHO**

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<th>Idaho Backcountry Biker</th>
<th>159 E Main</th>
<th>Fruitland, ID 83616</th>
<th>208-734-1319</th>
<th>fruitlandbikes.com</th>
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<tr>
<td>Idaho Falls</td>
<td>Idaho Backcountry Biker</td>
<td>1345 Bonneville Ave</td>
<td>Idaho Falls, ID 83402</td>
<td>208-357-9109</td>
<td>ridesalmon.com</td>
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**NEVADA**

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<tr>
<th>Boulder City</th>
<th>All Mountain Cyclery</th>
<th>1501 N Nevada Ave</th>
<th>Boulder City, NV 89005</th>
<th>702-386-5981</th>
<th>alldowntherecycles.com</th>
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<tr>
<td>Las Vegas</td>
<td>Giant Las Vegas</td>
<td>3615 S. GoldFIELD</td>
<td>Las Vegas, NV 89117</td>
<td>702-482-2401</td>
<td>giantlasvegas.com</td>
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<tr>
<td>Las Vegas</td>
<td>Henderson Bicycle</td>
<td>1545 S. Las Vegas Blvd</td>
<td>Las Vegas, NV 89157</td>
<td>702-482-2401</td>
<td>hendersonbikes.com</td>
</tr>
</tbody>
</table>

**MISSOURI**

| Branson | Ironman Bicycles | 1542 Fillmore St | Branson, MO 65616 | 417-334-1313 | ironmanbicycles.com |

**NEVADA**

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<thead>
<tr>
<th>Carson City</th>
<th>High Sierra Cycle</th>
<th>1230 Ida Lane</th>
<th>Carson City, NV 89701</th>
<th>775-882-5467</th>
<th>highsierracycles.com</th>
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<tbody>
<tr>
<td>Reno</td>
<td>North Reno Cycle</td>
<td>500 S. Hwy 89</td>
<td>Reno, NV 89512</td>
<td>775-327-9191</td>
<td>northrenocycles.com</td>
</tr>
<tr>
<td>Reno</td>
<td>Cherrywood Cycle</td>
<td>115 13th Ave South</td>
<td>Reno, NV 89501</td>
<td>775-327-9191</td>
<td>cherrywoodcycles.com</td>
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</table>

**UTAH**

| Ogden | North Ogden Cycle | 208-357-9109 | Ogden, UT 84404 | 801-214-0954 | utahbicyclelawyers.com |

**WASHINGTON**

| Seattle | Cycle House | 312 S. 3rd Street | Seattle, WA 98104 | 206-324-2441 | cyclehouse.com |

**WYOMING**

<table>
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<tr>
<th>Jackson</th>
<th>Jackson Area</th>
<th>10575 Discovery Dr</th>
<th>Jackson, WY 83001</th>
<th>702-844-2453</th>
<th>epicelevationsports.com</th>
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<tr>
<td>Teton Village</td>
<td>Teton Village Sports</td>
<td>1017 North 13th Street</td>
<td>Ketchum, ID 83340</td>
<td>208-726-4512</td>
<td>rideeastside.com</td>
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Ambitious plans have a way of falling through. Work gets in the way, resolve weakens, and friends bail. But occasionally the stars align and a great idea materializes, and what started out as a casual discussion bloomed into a full-on road trip to Squamish, British Columbia with seven friends. One might wonder what would possess someone to drive sixteen hours to ride bikes when we have so many good trails right here in Utah, but once you’ve ridden Jacob’s Ladder and Rush for the umpteenth time, you begin to long for something completely different. Plus, the stories of Squamish and Whistler B.C. are legendary. Loamy dirt that never gets muddy or dusty, granite peaks adorned in glaciers in all direction, and some of the steepest and most challenging terrain in the world. We had to see it for ourselves.

After doing some research we determined that June and September are the best times of year to go because there’s more moisture to keep the trail conditions perfect; we opted for September because the high terrain would be open. The weeks leading up to our departure were worrying, though. Forest fires ravaged the Pacific Northwest (PNW), and reports were that Whistler was blown-out, dusty dry and that the air was full of smoke. Then the Deer Valley Enduro Cup ran two weeks before we planned to leave, and we told everyone “Don’t get hurt! Squamish!” at which point Steve proceeded to knock himself out at the bottom of NCS (the only upside of which was briefly forgetting Trump was president), and Sam hurt his shoulder re-running the same stage after Steve’s crash halted the race.

Two weeks later, though, Steve was given the clear to ride again, and the forecast was looking favorable with rain in B.C., so Steve, Bryson and I loaded up Jon’s truck with our bikes, made a final stop at Go-Ride for last minute supplies, and hit the road. Sam, a confirmed “van guy,” would drive up in his van, and Piper and Brett would both be flying in a couple days later. The drive through Idaho, Oregon, and Washington was unsettling. A thick haze of smoke permeated the air, and the sun shown red during the midday hours. But as we reached Bellingham, Washington a sweet, light rain was falling, clearing the air and perfecting the dirt, so we decided to pull off the highway and ride bikes. Within the first few feet of trail at Galbraith Mountain we were all ecstatic to be riding in the PNW; it was raining yet the dirt was hard and tacky, the trails were brilliantly sculpted for flow and speed but with enough intervals of rooty, rocky tech to keep you on your toes. Steve, recovering from a concussion, hadn’t been on a bike for two weeks since the crash, and Piper, his wife, instructed him not to “send it.” But when you’re feeling the flow, you can’t help but send it, and that’s exactly we did.

At the bottom of our last descent, the clouds cleared and the sun came out revealing pine-covered mountains rising out of the mist and Bellingham Bay in the distance. This was going to be a good trip. A few hours later we pulled into our Airbnb in Squamish, a cozy place with coffee and bike shops within walking distance, and some of Squamish’s best trails within riding distance. Heading into the Squamish forest for the first time was like entering the forests of Endor, so green with moss and fern and still glistening from the recent rain. We started with a lap down Half Nelson, a fun flow trail that was a little worse for wear after a long dry summer. Nevertheless we all high fived at the bottom, blown away

By Eric Kramer

Bryson Deppe and Steven Sadler dropping a granite slab with Squamish and Howe Sound in the distance. Photo by Eric Kramer

Eric Kramer, Sam Fox, Bryson Deppe, and Steven Sadler getting in all the riding they can before the sun sets. Photo by Jonathan Cracroft
by the quality of the trail. Our real initiation happened later that afternoon when we met up with Sam’s buddy, “Angry Jon,” an American expat who somehow managed to get himself a job at the one tiny college in a town known the world over for incredible biking and skiing. Word was Angry Jon had only skipped riding seven days that entire year, and those were due to his bike being in the shop. He doesn’t Strava or Instagram; for him riding a bike isn’t about getting likes or KOMs, but is as core to his existence as breathing. I imagine he devoted himself to his scholarly field with the same intensity, landing him a great job in one of the most coveted places you could imagine for a mountain biker.

Angry Jon and his buddy Tim and loaded our bikes into the back of their decades old trucks into homemade racks made from 2x4s. Blasting up gravel roads at ludicrous speeds, my bike nearly fell out of the rack and off the truck, so Angry Jon had to gun it even more to catch up with Tim so we could yell at him to stop. The trailhead was nothing more than an easily-missed entrance into the thick forest. This trail is not on Trailforks, and it probably didn’t even exist a few months earlier. Dropping in we discovered a whole new definition of steep. Your tires are desperately searching for grip in the soft loam, brakes begin to fade, and you realize that gravity is no longer your friend but your constant enemy who would rather see you lose control and tumble down the mountain.

And then there were the granite slabs. The closest thing we have to granite slabs is the sandstone terrain in Moab, yet these are more intimidating than anything I’ve seen there. They tend to be steeper and longer, but you have more grip. They’re usually incorporated into the trail in a way that there’s no ride-around. Angry Jon did his best to prepare us newbs for this novel surface by telling us to grab as much front brake as our forearms could muster, and this is counter-intuitive to most riders who’ve been told over and over that too much front brake results in OTBs. Yet the approach worked: our tires held fast despite the fact that I squeezed my front brake so hard my forearms started to cramp.

It doesn’t take long in Squamish to find your limits, though. Angry Jon warned us that a particular chute had taken out many of the best local riders, but I was feeling confident and decided to give it a go. Within seconds I was over the bars going end-over-end while my bike tomahawk-ed down the trail. Later on, after too long a break and idle chit-chat, Sam coined the phrase “less talk more tomahawk-ing!”

For most of my 25+ years of riding, I’ve relied on a good dose of speed to carry me through sketchy sections of trail. But in Squamish the terrain is so steep and unforgiving that the smarter approach is to go in slow with as much control as possible. You have to alter your thinking and turn off the Strava in your brain and realize that going fast isn’t the only measure of riding ability. When it comes to difficulty, every trail in B.C. is rated below an equivalent trail in Utah, so a “blue” trail in B.C. is similar in difficulty to a “black” trail in Utah, and a double black trail in Squamish is more difficult than just about anything we have here. Forget about going fast – riding and surviving the trails here is the ultimate rush.

The steepness doesn’t just apply to the descents. The Canadians are a hardy people and they don’t worry themselves with manageable grades for mountain bikes. Straight up the mountain is the most direct route, so that’s the one they take. For our next ride with him there would be no shuttling and surely we would redeem ourselves by showing him how riders from the high elevation state of Utah can climb. When we met up with Angry Jon and his buddy Phil for another ride, both of them had their jerseys off with their helmets strapped to their bars. We were all thinking how undignified that was, but half way into the climb we started to understand. We kept up pretty well until about half way up an old mining road, when we hit a wall. The road
Angry Jon remarked that when you went straight up and the surface was full of loose rocks, I was determined not to walk, but after spinning out with my heart rate well beyond the lactate threshold, I gave up and watched Angry Jon and Phil ride away from me. When I finally made it to the top, I was so drenched with sweat from the deceptively humid air that even the contents of my hip pack were soaked. To add a little salt to my wounded ego, I was so drenched with sweat from the contents of my hip pack were soaked.

Eric Kramer testing the limits of grip on a Squamish slab. Photo by Jonathan Cracroft

To add a little salt to my wounded ego, Angry Jon remarked that when you see the locals doing something, you should probably do it too. Yeah, he was probably right on this one.

As the week progressed we gained confidence, but our bodies struggled to adapt to the fact that we were doing two big rides every day. We kept it up, though, and by mid-week we rode Top of the World in Whistler, followed by Khyber, Middle of Nowhere, Kashmir, and Kush. This was the most unreeling technical terrain I have ever ridden with mile after mile of steep, rooty drops and thousands of feet of descending. My arms were failing me and with every g-out my chest came closer to colliding with my handlebars. So the next day we only did one easy ride and spent the rest of the day at a mountain lake cliff diving, swimming, and relaxing with some cold beers.

The rest was much needed because the next morning we would ride into the Mystic and Lord of the Squirrels, a 22-mile, 4500-foot climb into the high alpine of B.C. It’s easy to mistake Into the Mystic as the B.C. equivalent of Park City’s Armstrong trail (after all it’s a similar machine cut wide format trail), but I was quickly reminded as I Eagle’d out into my easiest gear: everything in B.C. is a lot steeper. But the effort was worth it as a couple hours later we entered the most magical zone of granite, glistening alpine lakes and a 360-degree panorama of distant peaks and glaciers. The Lord of the Squirrels descent is only rated as a blue trail, but in Utah it would easily be a black or double black. It’s fairly technical, and dropping 3000 feet in four miles resulted in jello legs at the bottom. From there we decided to be prudent and take the easiest way back, but the double black “AC/DC” trail looked like too much fun, so we dropped it and found even more steep terrain with rock slabs.

After years of riding the hardest trails in Utah, I started to feel pretty confident in my abilities, but Squamish was an awakening to just how demanding trails can be. We all came back sore and scratched up after years of riding the hardest trails in Utah, I started to feel pretty confident in my abilities, but Squamish was an awakening to just how demanding trails can be. We all came back sore and scratched up in one piece, (although Brett the bee harasser came back with about a dozen bee stings) and with the most satisfying feeling that we went to Squamish and Whistler and gave it our all. The steepness—both up and down, the soft loamy dirt, roots, and rock slabs are what make B.C. trails unique, but we actually have pockets of terrain in Utah that share a lot of these features, and I hope we can learn from the British Columbians and emulate their trails here. In Utah it seems like most of the trails are machine-cut sidewalks, but in B.C., even the XC trails are technical, and the number of double black trails that can work you is mind-blowing. We tried to ride as much as we could, but we barely scratched the surface. And that’s why we’ll be going back this summer, with a little more experience and confidence to take it up to the next level. Riding in B.C. is humbling. There are so many trails and so many of them are harder than anything we have here, but spending time there will make you a better rider, and I came back to Utah with more confidence to ride trails and features that used to scare me.

Tips for planning a trip to BC

Do a thorough tune-up on your bike beforehand and replace anything worn past 50% and put some fresh rubber on for maximum grip. Replace your cables and housing as the B.C. moisture will bond with the months of built-up Utah dust and ruin your shifting.

Bleed your brakes—you’ll want them to be performing at their best on the steeps.

Take as many spares ( detalleur hangers, tires, cables, etc.) as you can as everything is a lot more expensive up there.

Take a bike stand and tools if possible, because you’ll end up doing a lot of work on your bike.

Train for it like you are training for a week long mtb race—you’ll want to ride as much as you possibly can, and your body will be the limiting factor.

Take the biggest bike that still climbs decently, as everything is steep and gnarly and a slack bike with big, grippy tires will make it more rideable; it’s also not a bad idea to go with a smaller chaining because the climbs are so steep.

Get as much local knowledge as you can: Angry Jon took us on trails we never would have found and gave us advice on which trails ride and in what order and direction to ride them.

Eric Kramer has been mountain biking for over 25 years, and moved to Utah from Ohio to ride is bike on actual mountains. When he’s not riding, talking about riding, writing about riding or taking pictures of riding, you might find him making software in his day job.

Brett Scottorth, Bryson Deppe, Eric Kramer, Piper Sadler, Sam Fox, and Steven Sadler are riders for the HIGHLINERS mtb team, a mountain bike team focused on enduro, community, and good times.

For more information about the HIGHLINERS mtb Team visit www.highlinersmtb.com, www.instagram.com/highlinersmtb or www.facebook.com/HighlinersMTB.

HIGHLINERS mtb partners:

Go-Ride Bike Shop: www.go-ride.com
Kind Snacks: www.kindsnacks.com
Dakine: www.dakine.com
Smith Optics: www.smithoptics.com
Rotor: www.rotorbike.com
TOUR OF CALIFORNIA

World’s Top Teams Set to Compete in Amgen Tour of California Mens’ and Women’s Races in May

Mark Cavendish, one of the world’s premier sprinters, is slated to race the 2018 Tour of California announced AEG, owner and presenter of the 13th annual race. The 2018 edition of America’s premier cycling stage race for men will cover 645 miles of roadways, highways and coastlines during seven stages from Long Beach to Sacramento May 13-19 while the Amgen Tour of California Women’s Race empowered with SRAM, showcasing the world’s best women cyclists, will run concurrently May 17-19, covering upward of 187 miles over three stages.

The annual professional cycling events are the only U.S. races on UCI WorldTour calendar and continue to attract some of the most renowned cyclists and teams in the world, including UCI’s top-five ranked men’s WorldTour teams at the conclusion of the 2017 season: 2018 AMGEN TOUR OF CALIFORNIA TEAMS (MEN)

Confirmed to compete (17)

AG2R La Mondiale (FRA)
BMC Racing Team (USA)
BORA-hansgrohe (GER)
Hagens Berman Axeon Cycling Team (USA)
Holowesko Citadel p/b Arapahoe Resources (USA)
Mitchelton-SCOTT (AUS)
Quick-Step Floors (BEL)
Rally Cycling (USA)
Team Dimension Data (RSA)
Team EF Education First-Drapac p/b Cannondale (USA)
Team KATUSHA ALPECIN (SUI)
Team LottoNL-Jumbo (NED)
Team Sky (GBR)
Team Sunweb (GER)
Trek-Segafredo (USA)
UEA Team Emirates (UAE)
UnitedHealthcare Pro Cycling Team (USA)

The Amgen Tour of California attracts top talent, and comes at an important time in our season it’s the most prestigious race in America, and also serves as a stepping stone to hone our racing lineup and form for the Tour de France in July, said KATUSHA ALPECIN Team Director Dmitry Konyshev.

In addition to the powerhouse sprinters previously announced Peter Sagan (BORA-hansgrohe), Marcel Kittel (KATUSHA ALPECIN), Mark Cavendish (Team Dimension Data), the 2018 Amgen Tour of California will feature a world-class peloton of World and National Champions, Olympic medalists and Tour de France veteran cyclists including:

Sagan’s teammate Rafal Majka, who holds three Tour de France stage wins and two King of the Mountain titles there, as well as a Stage 2 win at the 2017 California race
Tony Gallopin (AG2R La Mondiale), a 2014 Tour de France stage winner, who claimed the Yellow Jersey for a day
Sacramento, Calif.-area resident Nielson Powless (LottoNL-Jumbo), the 2016 Amgen Tour of California Best Young Rider
American all-rounder Ian Boswell (KATUSHA ALPECIN), who placed 5th overall in last year’s race
Northern California rider Peter Stetina (Trek-Segafredo), who placed 2nd on the Gibraltar stage in 2016
Young Australian sprinter Caleb Ewan (Mitchelton-SCOTT), who placed 2nd at the recent Milan San Remo classic

“This is a critical race for our team and our partners. With the UCI WorldTour race designation, it was important that we upgrade to Pro Continental in order to remain eligible for America’s biggest race. California has always been a showcase for the future of American cycling, like last year, our athletes are training hard to take on the world’s best cyclists and have an impact in this year’s edition, said Managing Director Charles Aaron, Rally Cycling, whose team animated the 2017 Amgen Tour of California with relentless attacking and aggressive style that netted two-stage victories.

AMGEN TOUR OF CALIFORNIA WOMEN’S RACE EMPOWERED WITH SRAM TEAMS

Confirmed to compete (15):

Astana Women’s Team (KAZ)
BiPro (ITA)
CANYON//SRAM Racing (GER)
Hagens Berman Super命名 Pro Cycling (USA)
Mexican National Team (MEX)
Rally Cycling (USA)
Swafort/Agoilo Cycling Pro Team (MEX)
Team Ililminate (USA)
Team Sunweb (NED)
Team TIBCO-Silicon Valley Bank (USA)
Trek Drops (GBR)
TWENTY20 Pro Cycling p/b Sho-Air (USA)
UnitedHealthcare Pro Cycling Team (USA)
USA Cycling National Team (USA)
WiggleHigh5 Pro Cycling (GBR)

The Amgen Tour of California has long been dedicated to elevating women’s cycling. It’s a special race that attracts the highest level of competition and is a major focus on our calendar every year, said Ronny Lautke, Team Manager, Canyon/ SRAM.

Three of the current top-five UCI ranked teams will compete in the three-day women’s competition, which will kick off May 17 in Elk Grove, Calif. UnitedHealthcare’s Katie Hall (Oakland, Calif.), who claimed Stage 2 last year in South Lake Tahoe, is expected to return to the world-class peloton, as is three-time National Champion and 2016 race champion Megan Guarnier (San Mateo, Calif.) with the USA Cycling National Team. Canyon/SRAM is likely to mount an early race favorite Kasia Niewiadoma, who is stacking up early season results, and Ventura, Calif. native Alexis Ryan. Phenomen Chlo Dygert is likely to race with TWENTY20 Pro Cycling p/b Sho-Air along with San Diego native Jennifer Valente, who together won silver in the 2016 Olympic team pursuit. Tustin, Calif.-based Coryn Rivera (Team Sunweb), who blazed to a Stage 3 victory last year, plans to return on the heels of her historic Tour of Flanders win earlier this spring.

“The team and I had some great results at the Amgen Tour of California last year and we will be back this year looking to build on that it’s a fun race in beautiful locations, plus holds a lot of personal meaning for me being in my home state and country,” said Southern California native Coryn Rivera.

Presented by Visit California, a visual overview of the men’s and women’s courses is viewable at www.amgentourofcalifornia.com/2018-route-overview.
US National cross-country champion Kate Courtney, leads Chloe Woodruff on the brutally steep climb in the women’s pro XC race. Courtney finished the race in 2nd place, after Annika Langvad; and Woodruff finished in 5th place. Photo by Photo-John.

Cycling West photographer Photo-John took a trip to the Subaru Sea Otter Classic from April 14-19, 2018. The annual bike festival draws over 9000 athletes and 72000 fans each year to the Laguna Seca Recreation Area in Monterey, California. The festival features road and mountain bike races, kids activities, bicycle trials, vendor tents, new bike announcements, and even electric bike racing. Over 500 exhibitors display bike products from over 900 brands in the expo. The Sea Otter is billed as the world’s largest cycling festival.

Cycling West presents a gallery of the festival by Photo John. For more of his great work, see Photo-John.net.

Duncan Shaw, co-founder of the Drop and Roll trials show, along with Danny MacAskill, performing before a huge and enthusiastic crowd on Saturday afternoon. Photo by Photo-John.

Trials superstar Danny MacAskill, working an adoring crowd during his Drop and Roll trials show at the Sea Otter Classic. Note the brand new carbon Santa Cruz signature trials bike he’s riding. Photo by Photo-John.

The head-to-head gravity racing in dual slalom makes it one of, if not the most popular spectator event at the Sea Otter Classic. Here we see Cannondale enduro pro Matt Simmonds leading Giant pro and former BMX racer Mike Day on one of the beautifully sculpted berms on the top half of the course. Photo by Photo-John.

The start of the pro men’s cross-country short track race, on Saturday morning. Photo by Photo-John.
The Angry Singlespeeder, a.k.a Kurt Gensheimer, and friend, hanging with the Sea Otter. Photo by Photo-John.

Sea Otter has become one of the bike industry’s favorite places to launch new bikes and other cycling-related products. Here, Tyler Cloward shows off the new Signal Peak 29er/27.5-plus bike Fezzari unveiled at this year’s Sea Otter Classic. Photo by Photo-John.

Looking down on the 2018 Sea Otter Classic exhibitor area from high up on the cross-country race course. Road, mountain or e-bike - there was pretty much something for everyone at this year’s Sea Otter Classic. Photo by Photo-John.

This was the biggest year ever for Sea Otter spectators, attendees and exhibitors. This is just a small part of the infield area of the racetrack where bike manufacturers and other exhibitors showed off their wares. Photo by Photo-John.

Unknown rider on one of the big jumps at top of the downhill course during Thursday evening’s DH practice session. Photo by Photo-John.

Road racing on the world-famous Laguna Seca racetrack. Photo by Photo-John.

The Angry Singlespeeder, a.k.a Kurt Gensheimer, and friend, hanging with the Sea Otter. Photo by Photo-John.
EBike Survey: People Ride Farther, More Often, and Carry More Cargo

By Charles Pekow

Let's face it: electric bicycles have become a significant part of the cycling community, both for transportation and recreation. But research into who rides them and their effect on the bicycle business is lacking. In an attempt to partially fix this lack of knowledge, researchers at the National Institute for Transportation & Communities at Portland State University in Oregon surveyed owners five years ago. To see what has changed since then, they released a follow-up this March.

They found not much has changed since 2013 in terms of why people buy e-bikes: they're easier to ride than standard bikes, especially when climbing hills and they cut automobile trips. And yes, more people can ride bikes, go for longer distances and carry more cargo (including children) than on standard bikes, the research found. The survey, however, was done disproportionately in the Portland area and the sample wasn't random. About 70 percent of respondents were male and almost all of them rode a standard bicycle before buying an e-bike; only about seven percent stated the first bike they bought as an adult included a motor.

The authors suggest that use of e-bikes could reduce smog and energy use, since many riders use them in lieu of driving an auto. "The majority of the utilitarian trips (i.e., errands and commutes) being made by e-bike are replacing motor vehicle trips, which signifies an impressive decrease in vehicle miles traveled," the report says. "I am 63 years old and have had 3 knee surgeries and cardiac bypass. Having an e-bike enables me to ride more often than I would on my regular bike," one respondent noted.

Many owners also said they felt safer on an e-bike than on a conventional bicycle, but it's not clear if safety was a major factor in determining whether to buy one. E-bike riders are more inclined to take indirect routes to stay off major roads, can accelerate more quickly to get through intersections and can go faster than other cyclists, improving safety or the perception thereof. The downside, however, lies the fact that motorists may misjudge their speed. Safety remains an open question, the report notes.

Americans aren't pedaling to the e-bike stores with the same speed as Asians. Americans bought between 200,000 and 250,000 e-bikes in 2006, but by then 200 million had been sold in China. The study didn't conclude in what parts of the USA e-bikes were most popular but they seemed more common in major cities, particularly Los Angeles and hilly San Francisco.

On difference over time between the two surveys (which are not completely comparable as they used different methodology) is that now people are more likely to buy e-bikes rather than conversion kits for standard bikes. But communities will need to deal with code and policy questions. Are e-bikes considered bicycles or motorized vehicles? Should they be allowed on sidewalks or recreational trails. (The U.S. Forest Service is dealing with the question of allowing them on mountain bike trails). The authors concluded that e-bikes can go a long way to encourage longer and more bike trips. But first, they say, "they will not be met to their full potential in the absence of policies and regulations which support and protect the use of e-bikes."

CDC Recommends Bicycling Infrastructure for Better Public Health

By Charles Pellow

Small infrastructure improvements — or starting with them — can make a big difference in getting people out on bikes. Just combine land use with active transportation planning elements, suggests a federal panel. The Community Preventive Services Task Force of the Centers for Disease Control & Prevention suggests communities use environment approaches that combine one or more interventions to improve transportation systems (activity-friendly routes) with one or more land use and community design interventions (everyday destinations) to increase physical activity.

The task force recommends in a recent brochure building bicycle infrastructure that will keep cyclists away from autos and make it easy to cross streets. Factor this into planning of places that get a lot of daily use, such as schools, parks, health care facilities, grocery stores, etc.

The task force compiled a chart of all sizes across the United States that successfully combined design of activity-friendly routes with everyday destinations. Only two of the eight, however, specifically included bicycle infrastructure as a major element.

Atlanta produced the most comprehensive project of the eight with its BeltLine converting former rail lines to various uses. It will eventually encompass 22 miles of trails connecting 45 neighborhoods.

And Houghton, MI, a rural community in the upper peninsula, wanted to improve access to its waterfront. The effort included buying abandoned industrial waterfront property and converting it into parks with bike paths and extending the paths to downtown and residential areas.

The task force looked at 90 studies to draw its conclusion and says that small infrastructure improvements — or starting with them — can make a big difference in getting people out on bikes. Just combine land use with active transportation planning elements, suggests a federal panel. The Community Preventive Services Task Force of the Centers for Disease Control & Prevention suggests communities use environment approaches that combine one or more interventions to improve transportation systems (activity-friendly routes) with one or more land use and community design interventions (everyday destinations) to increase physical activity.

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Utah BMX


Legacy BMX — Farrington, UT, Indoor bike riding at the Legacy Events Center 131 South 1100 West, Farrington, UT. Practice Wednesday 6:30, 8:30, 9:30. Contact Tom, 801-209-7190, or email to tom@bikelegacy.com.

Bike Advocacy

Bike Utah, 801-546-3490, www.bikeutah.org, Bike Advocacy for the Whole State. Bike Utah is a member of the Western States Bicycle Coalition.

Bike Month, Salt Lake City, UT, Designed to encourage people in bicycling and physical activity. The event will temporarily open a route of city streets exclusively for walking, bicycling, and other forms of active transportation. For the day, streets will be closed to vehicle traffic in 34 neighborhoods throughout the city.

Bike Month, Salt Lake City, UT, 7 a.m.-9 a.m. Morning commuter pit stops throughout Salt Lake City on popular bicycle routes. Snacks, safety info, bike maps. See Salt Lake City Transportation, 801-585-6430, www.saltlakecity.org/tran.
May 17, 2018 — St. George Bike Month MBT • Contact: Southern Utah Bicycle Club, 435-717-4959. Events are on the third Friday of each month. Highlights include: May 18: Bike to Work Day, May 26: SLUG Cat Bicycle Scavenger Hunt, June 2: National Trails Day, June 9-10: Bike Prom, June 16: Becker’s Little Brown Bike, June 16-17: Shredordie Bike Festival, June 23: Gourmet Gravel Grinder. For more information, visit bicycleutah.com or call 435-644-3735.

May 18, 2018 — Bike to Work Day, Salt Lake City. Utah Bike Club, 435-932-0900. Bike to Work Day is an annual celebration that encourages business and community members to establish or improve a culture of commuting by bike to their jobs and schools. Participants can sign up at saltlakecitybikeclub.com. Meet at 7 a.m. at Pete’s City Cycles (3512 S 400 W) to bike to the Salt Lake City Council. Riders can also meet at 5:30 a.m. at Rice Creek Elementary School (3820 S 1500 W) to bike to the Utah State Capitol. Participants can also bike to various other locations throughout the Salt Lake area. For more information, visit utahbikeclub.org.

May 19, 2018 — Big Day of Cycling, Salt Lake City. 8 a.m. at Salt Lake City City Hall. Visit saltlakecitybikeclub.com for details.

May 20, 2018 — Garfield County Bike Month, Grinta Camps, Steamboat Springs. Meet at 9 a.m. at Grinta Camps. Bike ride to Springdale-Grinta Camps trailhead to ride the Springdale-Grinta Camps Trail. For more information, visit grita.com or call 435-644-3735.

May 21, 2018 — Bike to Work Day, Logan. Bike to Work Day encourages business and community members of Logan to bike to their jobs and schools. Participants can sign up at logancity.com. Meet at 8 a.m. at Southmont Elementary School to bike to the Logan City Council. Participants can also bike to various other locations throughout the Logan area. For more information, visit logancity.com.

May 22, 2018 — Bike to Work Day, Ogden. Meet at 8 a.m. at the Ogden City Council to bike to the Ogden City Council. Participants can also bike to various other locations throughout the Ogden area. For more information, visit ogden.org.

May 23, 2018 — Bike to Work Day, Provo, UT. Meet at 8 a.m. at the Provo City Council to bike to the Provo City Council. Participants can also bike to various other locations throughout the Provo area. For more information, visit provo.org.

May 24, 2018 — St. George Bike Month MBT • Contact: Southern Utah Bicycle Club, 435-717-4959. Events are on the third Friday of each month. Highlights include: May 18: Bike to Work Day, May 26: SLUG Cat Bicycle Scavenger Hunt, June 2: National Trails Day, June 9-10: Bike Prom, June 16: Becker’s Little Brown Bike, June 16-17: Shredordie Bike Festival, June 23: Gourmet Gravel Grinder. For more information, visit bicycleutah.com or call 435-644-3735.

May 25, 2018 — Flagstaff Bike to Work and School Week. Bike to Flagstaff. AZ or bike to Flagstaff. AZ to work or school. For more information, visit mountaintrails.org.

May 26, 2018 — SLUG Cat Bicycle Scavenger Hunt. Meet 9:30 a.m. at the Ogden City Council to bike to the Ogden City Council. For more information, visit slugmagazine.com.

May 26-27, 2018 — Bike to Work Day, Utah. Bike to Work Day encourages business and community members of Utah to bike to their jobs and schools. Participants can sign up at utahbikeclub.org. Meet at 8 a.m. at the Salt Lake City City Hall to bike to the Salt Lake City Council. Participants can also bike to various other locations throughout the Utah area. For more information, visit utahbikeclub.org.

May 27, 2018 — Bike to Work Day, Provo. Meet at 8 a.m. at the Provo City Council to bike to the Provo City Council. Participants can also bike to various other locations throughout the Provo area. For more information, visit provo.org.

May 28-31, 2018 — MECCA Spring MTB Festival. Beaver Dam State Park, NV, Ride the Loop created by the connection of the Watchman, Iron Mountain, and Bonneville Shoreline Trail. Rod Kramer, 801-393-2304, a.skabelund@gmail.com. For more information, visit meccamountainbikes.com.


June 2, 2018 — VIDA MBT Series: Bike to Work Day, Salt Lake City. Meet at 8 a.m. at the Salt Lake City City Hall to bike to the Salt Lake City Council. Participants can also bike to various other locations throughout the Salt Lake area. For more information, visit utahbikeclub.org.

June 2-3, 2018 — 6th Annual, PA's Day Off Gravel Grinder. Beaver Dam State Park, NV, Bike the Loop created by the connection of the Watchman, Iron Mountain, and Bonneville Shoreline Trail. Rod Kramer, 801-393-2304, a.skabelund@gmail.com. For more information, visit meccamountainbikes.com.

June 8, 2018 — National Trails Day, Salt Lake City. Love the Park, Luv the Trail Foundation, 801-941-5000, info@lovethepark.com. For more information, visit loveythepark.com.

June 8-9, 2018 — Bike to Work Day, Logan. Meet at 8 a.m. at Southmont Elementary School to bike to the Logan City Council. Participants can also bike to various other locations throughout the Logan area. For more information, visit logancity.com.

June 9, 2018 — Bike Prom. Utah Bike Month. Meet at 6 p.m. at the Salt Lake City City Hall. BLMU will host a costumed bike ride. For more information, visit saltlakecitybikeclub.com. Meet at 6 p.m. at the Salt Lake City City Hall. BLMU will host a costumed bike ride. For more information, visit saltlakecitybikeclub.com.
May 5-2028 — 10th Annual Mountain Bike Race Series, Grand Targhee Resort, WY.

May 7-2028 — 5/7-32nd Mountain Bike Classic, Alpinestars, Boulder, CO. The race features a 95-mile course that covers trails around the Boulder Reservoir, including the Rocky Flats Trail, Continental Divide Trail, and Big Sur Trail.

May 1-2028 — Rocky Mountain Bike Race Series, Fort Collins, CO. The series consists of six races throughout the summer, with distances ranging from 15 to 50 miles.

May 1-2028 — May 2028 — 10th Annual Mountain Bike Race Series, Grand Targhee Resort, WY.

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October 19-20, 2018 — Utah High School Cycling League Central Region Race #3, Beartrap, UT, Utah league rides are the culmination of months of fun and practice on school-based mountain bike teams all over the state. Grades 7-12 participate in individual and team scoring. Join or start a team in your area. Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org.

October 15-21, 2018 — Crested Butte, CO, Fruita, CO, Big Park City, UT, Emmett, ID, Cheyenne, WY. Working head and tail light and helmet in good condition. Appropriate attire and food, as each team will be provided with full camping gear on their own private island. Brookes, 802.858.1297.

October 19-20, 2018 — Utah High School Cycling League Central Region Race #2, Utah league rides are the culmination of months of fun and practice on school-based mountain bike teams all over the state. Grades 7-12 participate in individual and team scoring. Join or start a team in your area. Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org.

October 19-20, 2018 — Utah High School Cycling League Central Region Race #1, Utah league rides are the culmination of months of fun and practice on school-based mountain bike teams all over the state. Grades 7-12 participate in individual and team scoring. Join or start a team in your area. Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org.

October 22, 2018 — Utah High School Cycling League South Region Race #3, Utah league rides are the culmination of months of fun and practice on school-based mountain bike teams all over the state. Grades 7-12 participate in individual and team scoring. Join or start a team in your area. Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org.

October 26, 2018 — Utah High School Cycling League South Region Race #2, Utah league rides are the culmination of months of fun and practice on school-based mountain bike teams all over the state. Grades 7-12 participate in individual and team scoring. Join or start a team in your area. Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org.

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October 6, 2018 — Utah High School Cycling League North Region Race #4, Utah league rides are the culmination of months of fun and practice on school-based mountain bike teams all over the state. Grades 7-12 participate in individual and team scoring. Join or start a team in your area. Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org.

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October 16-18, 2018 — Hunterdon World Senior Games Millstone Borough, 125 Cherry Street, Millstone, NJ 08535. Bike the route using an upright or recumbent bike. The town of Millstone has 300+ students in Grades 7-12. Contact: Jon Christensen, 800.740.2512.

October 16-18, 2018 — Antelope Island 50K MTB Race, Antelope Island, UT. Antelope 50K Mountain Bike Race will be held at Antelope Island State Park, 505 North 3000 West, 84037. The course is 30 miles long. Start times are 8am, 9am, 10am, 11am, 12pm, 1pm, and 2pm. There is an MTB race, Antelope 40K MTB Race, Antelope 20K MTB Race, Antelope 10K MTB Race, Antelope 5K MTB Race. Each race will include both individual and team scoring. Contact: 801-858-8588.

October 6-8, 2018 — Utah High School Cycling League South Region Race #2, Utah league rides are the culmination of months of fun and practice on school-based mountain bike teams all over the state. Grades 7-12 participate in individual and team scoring. Join or start a team in your area. Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org.

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October 31-1, 2018 — 2018 crusher Invitational mountain bike race, Antelope Island State Park, Utah. There will be 3 race distances, 10 mile race, 24 hour race, and 3 day backcountry race entailing upwards of 100 miles. Lace up or join one of the many teams. Contact: jason@utahmtb.org.
**Utah Weekly Road Race Series**

**Rocky Mountain Racersors Series** - Uta Colle, West, Taylour City, UT, 05:55 AM, Tuesday 28, August 2018 - 30 laps, 100 miles, at the Summit of Bear Lake. Riders will start at 9:45 AM, at the speed of 8 mph, and will join at the finish line. The course is located at MT 685 and 704.

**August 11, 2018 — Bear Lake Classic Individual Hill Climb** - Uta Colle, Soldier Summit, UT, 10:00 AM, Tuesday 14, August 2018 - 30 laps, 70 miles, at Soldier Summit. The course is located at MT 685 and 704.

**Utah Road Racing**

May 6, 2018 — Antelope Island Classic U.C. A.S. - Antelope Island, UT, 08:00 AM, Saturday 19, May 2018 - 10 laps, 100 miles, at Antelope Island. The course is located at MT 780 and 780.

May 11, 2018 — Bear Lake Classic Individual Hill Climb - Uta Colle, Soldier Summit, UT, 10:00 AM, Saturday 26, May 2018 - 30 laps, 70 miles, at Soldier Summit. The course is located at MT 685 and 704.

May 13, 2018 — Bear Lake Classic Circuit Climb U.C. A.S. - Uta Colle, Soldier Summit, UT, 08:00 AM, Saturday 02, June 2018 - 5 laps, 25 miles, at Soldier Summit. The course is located at MT 685 and 704.

May 18-19, 2018 — Ironman 70.3 World Championship - St. George, UT, 06:30 AM, Sunday 20, May 2018 - 140.6 miles, including 26.2 miles. The course is located at MT 780 and 780.

June 2, 2018 — Porcupine Hill Climb U.C. A.S. - Utah County, UT, 10:00 AM, Sunday 10, June 2018 - 30 laps, 70 miles, at Utah County. The course is located at MT 780 and 780.

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July 6-8, 2018 — Breck Bike Rally, Breck, CO, 100-mile race with 5,000 feet of elevation gain, 566.6 miles, multiple start times, free entry and fun for all ages. The course is located at MT 780 and 780.

June 16, 2018 — Adventure Bear Climb U.C. A.S. - Utah County, UT, 10:00 AM, Sunday 02, June 2018 - 30 laps, 70 miles, at Utah County. The course is located at MT 780 and 780.
May 2018

May 4, 2018 — FrontRunner Metric Century Ride. Salt Lake City. Utah. The Salt Lake City PTO joins FrontRunner to bring the Salt Lake City FrontRunner Metric Century Ride. It is a fully supported ride with rest stops, on-road support, and a festive rural route.

May 4-8, 2018 — Coast to Coast Bicycle Classic. From San Diego, CA to St. George, UT. The ride is fully supported with options for riders of all abilities. The ride is fully supported with food, water, and rest stops.

May 8, 2018 — Wasatch Front Series. Salt Lake City, UT. Self-supported ride. The ride offers a variety of options. A 65-mile ride or a 35-mile ride. The ride is fully supported.

May 10, 2018 — Ogden Marathon Sunrise Ride. Ogden, UT. Lightning McQueen ride. Salt Lake City, UT. Self-supported ride. The ride offers a variety of options. A 13-mile, 26-mile, or 50-mile ride. The ride is fully supported.

May 20, 2018 — Springville to Nephi. 100 miles. Self-supported ride. The ride offers a variety of options. A 30-mile, 50-mile, or 100-mile ride. The ride is fully supported.

June 6, 2018 — Heart of Utah Series. Salt Lake City, UT. Self-supported ride. The ride offers a variety of options. A 50-mile, 100-mile, or 150-mile ride. The ride is fully supported.

June 24-25, 2018 — Ride MS: Hammer Down Bike Ride. Logan, UT. The ride is a fundraising event to support people with MS. The ride offers a variety of options. A 30-mile, 60-mile, or 100-mile ride. The ride is fully supported.

July 2018 — Salt Lake City, UT. Scenic ride. The ride offers a variety of options. A 10-mile, 20-mile, or 30-mile ride. The ride is fully supported.

June 19, 2018 — BCC SuperSeries, Salt Lake City, UT. Self-supported ride. The ride offers a variety of options. A 10-mile, 20-mile, or 30-mile ride. The ride is fully supported.

July 28, 2018 — BCC SuperSeries, Salt Lake City, UT. Self-supported ride. The ride offers a variety of options. A 10-mile, 20-mile, or 30-mile ride. The ride is fully supported.
May 19, 2018 — Ride for the Pass, Aspen, CO. 100 and 50 mile ride options. Register by June 1 at ridefortheaspentour.com. $50 entry fee.

May 26 – September 16, 2018 — White River Snowmobile Club (WESC) Snowmobile Raffle. Snowmobile Raffle to be held on the Irwin Ice Cap at the WESC Snowmobile Clubhouse at the end of the season. 10 tickets for only $200. Log on to wesc-snowmobile.com for more information.

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Lake Tahoe Bike Festival, June 2-3, 2018 — Lake Tahoe Bike Festival is Jan 15-20, 2018 — Zephyr Tours to Oregon Bike Tour, June 13-17, 2018 — West Coast Classic Bike Tour, June 21-22, 2018 — The California Bike Race, July 7-9, 2018 — Freedom Bike Race, July 21, 2018 — Cycle Magic Valley, August 4-11, 2018 — Ride Idaho, August 10-16, 2018 — Bike the Silver Valley, August 17-19, 2018 — Bike the Snake River Valley, August 24-25, 2018 — Bike the Oregon Coast, August 30-September 1, 2018 — Colorado Triathlon, September 7-15, 2018 — Bike the Silver Valley, September 22-23, 2018 — Bike the Snake River Valley, September 29-30, 2018 — Bike the Oregon Coast, October 6-8, 2018 — Bike the Silver Valley, October 13-14, 2018 — Bike the Snake River Valley, October 19-21, 2018 — Bike the Oregon Coast, November 3-5, 2018 — Bike the Silver Valley, November 10-12, 2018 — Bike the Snake River Valley, November 17-18, 2018 — Bike the Oregon Coast. Please check the website for more information on all the events listed above.
ADVOCACY
Salt Lake County Advocacy News
By Marcus Keller

In our monthly meeting, UDOT Active Transportation manager Heidi Goedhart put forth a new initiative to encourage people to adopt a more active lifestyle in Utah. Move Utah is the new program, created from the Road Respect program, aims at getting people, especially families, to get out and move, whether by bicycle or on foot. Among its initiatives is to emphasize integrated transportation planning, identify the benefits of health and activity, improve the quality of life for the community, enhance law enforcement through education, and encourage respect between roadway users. Move Utah aims to be an excellent resource for communities to implement active transportation plans, be a visible advocate for the public.

With the return of warmer weather, UDOT is hoping you the reason to encourage your family for a bicycle outing. Or invite a friend or two for a group bicycle ride. Or look for bikes for groups on platforms, such as Facebook and MeetUp. And I would like to inform you that there are some fun activities coming up in the month of May.

On May 19, the annual Pedalpalooza will be held at Butterfield Park (612 West Butlerfield Park) in Herriman. There will be safety checks on both bikes and helmets, children’s bike rodeo, helmet decorating, and raffle drawings for prizes including bikes and scooters for children. More information can be found at http://pedalpalooza.com.

On June 2, the Wasatch Front Regional Council will hold the first annual Bike to Work Day event. This will start with two separate group rides, one starting at Rainbow Gardens near Ogden Canyon, while the second will start at Bridal Veil Falls in Provo Canyon. The two rides will converge and meet up at Fisherman's Park and then go on to Jordan River Parkway for festivities there. Both the group rides and celebration activities are free to join, but you must register first. If you find out more at http://wfr.org/programs/active-transportation/bike-to-work-day.html.

And if you want to raise money for charity and ride your bike, you’re in luck. Great Cycle Challenge USA returns and you have the opportunity to ride and raise money for the Children’s Cancer Research Fund (CCRF) during the month of June. You can organize a team to log your miles together and send your mileage from your fitness app of choice. In addition, there is an opportunity for prizes, including a bike giveaway. Check it out at http://greatcyclechallenge.com/ and register today.

Also, if you know someone who doesn’t know how to ride a bike, you can inform them about the Bike Ambassador program for adults on how to ride a bicycle. And have started hosting classes on bike maintenance. Each class covers a different topic, from fixing a flat tire to basic bike maintenance. You can find out more on the Salt Lake County Bike Ambassadors’ Facebook page at https://www.facebook.com/saltlakecountybikeambassadors.org/active-transportation/bicycle-ambassador-program/. If you need to fix your bike, these are your resources.

And, as always, the Salt Lake County Bicycle Advisory Committee meet every second Wednesday of each month in Room N2-800, at the County Government Center (2001 S. State St.), beginning at 5:30 pm. You can contact us at sloon.amb@ycl.gov. Check them out on Twitter, and on Facebook.

Let’s start riding!

June 24, 2018 — Ironman 70.3 Cuer D’Alene
Cuer D’Alene, ID, Begins with a 1.2 mile swim in Lake Coeur d’Alene. A 56.5 mile windin- ging bike course follows with the run loop along the shores of the lake to finish. IRC race stars.
June 30, 2018 — Lookout Mountain Triathlon
Golden, CO, 525 Yard Swim. 10 Mile Bike, 5K Run. IRC race stars.
July 7, 2018 — Cache Valley Super Sprint Triathlon
Logan, UT, A 150 yard swim, 10 mile mountain bike, and 4 mile run IRC race stars.
July 14, 2018 — Echo Triathlon
Hilgard Point Series, Cottonwood, UT, JOIN us for one of Utah’s most scenic triathlons! Join us for swim, race through a field of flowers, then sprint for the finish line with the best mountain bike course in the state. IRC race stars.
July 21, 2018 — Xterra Lake Tahoe
Xterra America, Incline Village, NV, Xterra, Sprint and Duathlon. Course includes 1.5 mile swim, 40K bike, and a 10K run IRC race stars.
July 28, 2018 — Wasatch 70.3 Triathlon
Xterra America, University of Utah, Xterra, Olympic, Sprint, and Duathlon. Course includes 1.2 mile swim, 56 mile bike, and a 10K run IRC race stars.
August 4, 2018 — Great Snake River Triathlon
South Fork, ID, Olympic and Sprint Triathlons, Course Distance: Full Course: 1.2 mile swim, 56 mile bike, 11 mile run IRC race stars.
August 11, 2018 — The Cranky Lady
Boulder, CO, Triathlon, Olympic Triathlon, Triathlon, Half Ironman, Ironman, 5K Run IRC race stars.
August 18, 2018 — Stansbury Days Triathlon
Stansbury Park, UT, Sprint triathlon, unfinished distances.
August 19, 2018 — Xterra Wild Ride Mountain Triathlon (Season Tour Points, Park City, UT, Enjoy everything Utah has to offer with 750m swim, 20K bike, and 5K run IRC race stars.
September 1, 2018 — XTERRA Triathlon
Xterra America, Ironman 70.3 Triathlon, Course Distance: Full Course: 1.2 mile swim, 56 mile bike, and a 10K run IRC race stars.
September 8-9, 2018 — XTERRA Fruita Triathlon
Xterra America, Mountain Bike Triathlon, Course Distance: Olympic, Sprint, Half Ironman, Ironman 70.3, Course Distance: 2-Lap 12 mile mountain bike, and finishes at 5K IRC race stars.
September 15, 2018 — Bear Lake Brawl Triathlon
Burton, UT, at Riverside Park, Two skill level events for adults. IRC race stars.
September 22, 2018 — XTERRA Utah
Xterra America, Olympic Triathlon, Triathlon, Half Ironman, Ironman, 5K Run IRC race stars.
September 29, 2018 — Nevada Senior Games
Las Vegas, NV, Triathlon distance options: Sprint, Olympic, Half Ironman, Ironman, 5K Run IRC race stars.
October 6, 2018 — Pumpkinman Triathlon
Laketown, UT, Sprint, Olympic, Half 70, Full 140, Course Distance: Full Course: 1.2 mile swim, 56 mile bike, 11 mile run IRC race stars.
October 13, 2018 — Huntsman World Senior Games
Salt Lake City, UT, Triathlon distance options: Sprint, Olympic, Half Ironman, Ironman, 5K Run IRC race stars.
October 20, 2018 — Pumpkinman Triathlon
Laketown, UT, Sprint, Olympic, Half Ironman, Ironman, 5K Run IRC race stars.
November 3, 2018 — Talus Technology Triathlon & 5K Run
Logan, UT, Sprint and Olympic 5K and 10K IRC race stars.
November 11, 2018 — XTERRA Las Vegas Triathlon & 1/2 Marathon
Las Vegas, NV, Triathlon distance options: Sprint, Olympic, Half Ironman, Ironman, 5K Run IRC race stars.
November 25, 2018 — Kids Tri Harder
Yuba State Park, UT, 1K kids triathlon IRC race stars.
December 20, 2018 — Salt Lake City Sprint Triathlon
Salt Lake City, UT, Sprint triathlon, unfinished distances.

Lou at the location that inspired the Monte Dolack painting, Going to the Sun Highway, Glacier National Park. Photo by Julie Melini

Bicycle touring is an enjoyable part of my cycling life going back to 1971. However, beginning with my 1973 ride across the United States, bicycle touring became, and still is, the pinnacle of fun on a bike. With 9 months of lifetime bike travel (plus another 9 months of backpacking that includes the Appalachian Trail) I am still a “rookie” compared to some of my friends and acquaintances. I will include the advice from Park City resident Rusty Gardner who has ridden across the U.S. 3 times, a ride on the Pacific Coast and numerous other rides including 2 with me that have totaled about 10,000 miles. Rusty has also hiked the Appalachian Trail 3 times and the Pacific Crest trail once. This year I will make my second crossing of the U.S. (Julie’s first) on the TransAmerica route mapped by the Adventure Cycling Association (ACA).

Planning a Tour

Available time, desired destinations, physical capability, goals and travel time to and from your desired ride are the initial decisions one needs to make to start a ride. These considerations alone could make for a book chapter. In 1975 I had no clue what I was doing nor did anyone else at that time. I quit my job as a tax auditor for the state of New Jersey, flew to Seattle with my 40-lb. “Hobo” and began a journey with the goal of riding back to my home. We did not know how long it would take, how far we could travel each day, nor where we would sleep each night among a host of other uncertainties. We picked up state maps at each border.

Now with Julie as my riding buddy I know how far we can travel each day and plan our distances roughly around that. I utilize ACA maps whenever possible for planning. Knowing where campgrounds, grocery stores and other amenities are located make our rides more efficient. (If you are going to Europe consider looking at EuroVelo routes.) With over 46,000 miles of mapped routes, utilizing maps from the ACA maps is a great source of information. On the other hand, I’ve spoken to a few travelers that don’t use them “as they take the adventure out of the tour”. Personally I want my tours to be vacations. I tell people that if the tour becomes an “adventure” it is due to my failure to plan and execute. I only create a general plan of our trips, detailing our days as we travel. For example, a 16 day tour becomes 4-4-4 day tours with the upcoming 4 days having more detailed planning. Julie and I ride with 4 sets of fresh bike shorts so that every 3-4 days is a “short” travel day in order to do laundry, check and clean the bikes, rest our legs, and whatever else is needed or desired.

All That Weight

There are plenty of cyclists terri- fied by “carrying all of that weight” a fear I have heard multiple times. It isn’t that bad. One can ride with a loaded touring bike 60-80% of the distance compared to a recreational ride on their much lighter road bike. Go for a day ride with all of your gear to determine how far you can travel with a loaded touring bike.

Getting dinner ready at Shady Oaks campground; or Not So Shady Oaks Campground. Photo by Julie Melini

Different Types of Tours

An overnight bike tour is another way to experience touring. There are many ways to do a tour, and each person should determine which way suits him, her or we. Some like Julie and I primarily cycle a year for own food and are fully self-sufficient. Others may do a “credit card” tour, staying in motels and eating out. Commercial tours are another way to travel — though other than the ACA, few offer camping and reasonably priced options. The ACA offers self-contained group tours.

What to Bring

What one takes on a tour and how far one travels is another COMPLETELY personal decision. I don’t ride YOUR ride; make it a fun and a memorable experience. A friend of mine, Alvaro Neill de Guzman of Spain (ACA Bicicletto), traveled for 14 years pedaling with 150 pounds including the weight of his bike in order to bring comfort to his travels along with cameras and computers and other equipment to make documentaries. Julie and I carry more stuff than most bike travelers. Julie and I usually average 60-70 mile days, sleeping comfortably in a 3-person tent, sitting comfortably in our folding camp chairs, and eating well with our kitchen set up that includes a tablecloth and plastic placemats for some times not-so-clean picnic tables. We have varied our tours. On one 9-day Southern Utah trip we averaged a rather pedestrian 35 miles/day so that we could include about 35 miles of hiking during our trip. It was a great tour.

Traveling to the Start of Your Tour

Probably one of my biggest causes of angst preceding a trip is getting to and from the ACA grid. I am fortunate that I have a spouse and a car we can take. But I am unfortu- nately loving tour in the west so the proximity of our destinations has made transportation easier. Leaving our car with friends a couple of times, utilizing the empty parking lot of a ski resort in Idaho, ride the Salt Lake Express bus to begin a tour, and in Garfield County we parked our car, with permission, in the spot reserved for the ranking sheriff. Flying with bikes is expensive as our Germany trip proved, but one can avoid the airline fee with folding bikes or using S & S couplers. Acquaintances of ours have shipped bikes in the U.S. to and from bike shops close to the airport that they were flying into and out of. Other friends have used one-way car rentals or getting to a touring destination by shuttling cars for car rental agencies.

Where to Sleep

Where to sleep is the second concern item on my list. Again, utilizing the ACA maps help immensely. When we are off the ACA grid; we’ve had a few discussions about where we would stealth camp, a rare occurrence. The only time we made advanced reservations was an antici- pated arrival in Mt. Rainer National Park on the 4th of July. We’ve only been turned away from one private campground, though we have had to “negotiate” a few times. There are now many campgrounds that “don’t do ACA” and our frustration is the path we took to Lake Louise campground in Banff National Park we were waved to the front of the line and accommodated despite the “campground full” sign. Hiker/Biker sites are always welcom- ing in many state and national parks and some states (not Utah) have a no turn-away policy for state parks. If you are only utilizing motels, reser- vations may at times be necessary, as you do not know if there is a soccer tournament in town. I have done a few tours with groups, and found that reservations are good in this situation (more than 2 tents or more than 4 people). As a former member of the Board of Directors I can attest that Warmshowers, an international organization that can provide a place to sleep for touring cyclists, is a great way to obtain housing. But please, be polite, thankful, donate and become a host as well as a guest.

Traveling Companions

Despite occasional cendessend- ing remarks that I “drag Julie on bike tours”, I will proclaim that I am very fortunate that I have a spouse that loves to travel on her bike with me. I would be doing a lot less bike touring alone if I don’t have the support of my spouse. Traveling alone gives one complete social contact which is the part of traveling alone I don’t like. Our Warmshowers hosting has provided welcome social contact for many cyclists from around the world; a few of which we have kept in touch with

CLASSIFIED AD:
The Hayduke MTB Trail: Lizard Head Cycling Guides
Experience southern Utah’s utterly remote and otherworldly back-of-beyond terrain on a 425-mile point-to-point mountain bike odyssey from Big Water to Moab. Explore the Grand Staircase Escalante, Capitol Reef N.R., the Henry & Abajo Mountains, Lake Powell and the Bear’s Ears National Monument. This is a gravel grinder type tour. The Hayduke was featured in Outside Magazine in June 2017. One & Two Week Options Available. Tours Depart in May & September. Call 970-728-5891 or INFO@LizardHeadCyclingGuides.com

Biciclown (right) is Alvaro Neill de Guzman, a lawyer from Spain who also happens to be a professional clown, hence Biciclown or bicycle clown. He puts on performances in 3rd world countries for kids. In Cambodia his translator told him that the kids had no concept of what a clown was. It was tricky because the kids had no preconceived idea that a clown meant “funny and laughs”. Biciclown will say in his presentations that as a law- yer and a clown he sometimes confuses the two. Biciclown spent a week with Lou. Photo by Ben Melini

By Lou Melini

Racing, commuting to work, and recreational rides have been an enjoyable part of my cycling life going back to 1971. However, beginning with my 1973 ride across the United States, bicycle touring became, and still is, the pinnacle of fun on a bike. With 9 months of lifetime bike travel (plus another 9 months of backpacking that includes the Appalachian Trail) I am still a “rookie” compared to some of my friends and acquaintances. I will include the advice from Park City resident Rusty Gardner who has ridden across the U.S. 3 times, a ride on the Pacific Coast and numerous other rides including 2 with me that have totaled about 10,000 miles. Rusty has also hiked the Appalachian Trail 3 times and the Pacific Crest trail once. This year I will make my second crossing of the U.S. (Julie’s first) on the TransAmerica route mapped by the Adventure Cycling Association (ACA).
The good news is that on my trips with others I have acquired lifetime friendships and great follow-up conversations.

The Bike

I have seen a large variety of bikes used for touring in my lifetime of touring including bikes that are normally seen in a racing peloton. In 1975 I used a bike from Sears to cross the country. Now Julie and I have matching custom made Waterford built in Julie’s home state of Wisconsin. Touring bikes from Co-Motion are another popular American brand. In the 1980’s and 90’s Trek 520’s were the number one touring bike but today I would say that the Long Haul Trucker by Surly is the best selling tour bike. Soma and Rivendell also have nice touring models. In general, any bike with a rack or the ability to fit the new bike packing bags will due. Rusty and I both agree that a bike built for touring is best and to be sure that it is in great mechanical condition before the tour. The general description of a good touring bike is that it rides better with weight and I agree. I’ve had friends break spokes, chains and a derailleur on the first day of a short tour after taking their “vintage bike off the garage wall”. Discussion of parts and accessories are beyond this article.

Bike Maintenance

During my 1975 bike trip across the U.S. it seemed that some bike parts were meant to fail. Even the patches to fix a flat were terrible. Today one could tour for 10,000 miles and only need to replace tires, chain, and brake and derailleur cables and housing. Bike parts are good. Even lower priced Shimano parts are better than the stuff I rode with in the ’70’s. I had no mechanical experience before my cross-country ride. Don’t make that mistake. For a longish tour you should be comfortable fixing flats, repairing a chain and trouble shooting minor mechanical problems. I’ve had two different Warmshowers guests that had ridden from Denver with a brake pad rubbing on a wheel rim as they were unable to fix the problem. (They were appreciative of the 5-minute fix.) I’ve lent out front racks to 2 riders including one that rode up my driveway with a front rack that had bent in a 90-degree angle. In 10,000 miles of travels with Julie, I’ve had to twice adjust her rear wheel spokes, fix a chain once and on one occasion troubleshoot a front derailleur that lost a pivot pin. We’ve only had a few flats. Perhaps the worst problem occurred when my bike fell over partially dislodging the brake lever from the housing. Fortunately I had a brake lever at the time that allowed me to work the lever back in place without completely destroying it.

Conclusions

I will end the “Cliff Notes” version of bicycle travel. The best lesson to learn about how to travel on your bike is simply to go out on your bike and do it. You will be surprised to find that after about a total of 2 weeks of bike travel experience you will gain enough confidence to keep going. If you still need more information about bike touring go online and Google bicycle touring. For your first tour consider an early spring or fall tour to the National Parks of Utah, a Yellowstone tour, or the off-road Idaho mountain bike hot springs tour. I’ve done all 3 and enjoyed each one for different reasons. Enjoy your ride.

Extras to Bring

Riding over 350 miles/week for weeks on end is physically and mentally tiring. I bike travel a bit heavier vs. backpacking. A 3-person tent adds plenty of room for the added weight along with a thicker sleeping pad. A tablecloth adds to the campground cleanliness. Plastic placemats that double as cutting boards allow me to set a sandwich down on a clean surface no matter where I am, a 2-ounce addition that some of my long distance travelers have copied. My kitchen is adequate for many great meals. I carry a water filter in southern Utah and occasionally bear spray in bear country. I am able to tighten every bolt on my bike, have a chain tool, and extensive patch kit and spare tubes. I’ve used my spare tire on 2 occasions due to bad cuts. And of course there are the books to end the day.

Photo by Lou Melini.
The St. George Bicycle Collective: From Road House to Cyclists’ Refuge

Volunteers at the St. George Bicycle Collective learning to fix bikes. Photo by Judith Rognli

By Judith Rognli

Bicycle Collective turns former St. George diner into a hub for everyday riders like me

St. George is known for great mountain biking. It hosts road and multisport races through gorgeous landscapes. Thousands flock to the region to enjoy mild shoulder-season weather and great trails. But if you venture off the trail and into town, you’ll see far fewer bikes on the road than on the hitch-racks of (off-putting) SUVs.

I had little time for recreational riding after my son was born. I decided to explore bike trails on the Virgin River in the fall of 2017 at the beginning, support was overwhelming strong from all walks of St. George life and beyond. The local bike shops, the City, local businesses, media, churches, Boy-Scouts, you name it. The idea of a community bike shop, of bicycling, and of making bikes accessible and affordable for all turned out or have huge appeal to many Southern Utahns.

Fast forward to April 2018, we have 4 employees, a database of about 400 supporters, and 20 plus regular volunteers that help us provide educational opportunities and bicycles to adults and children. More and more people learn about us and decide to pick up a bike to ride down one of the cities beautiful paved trails. We provide bikes to people in need, almost 50 this year to date. We also sell used parts, some higher end road and mountain bikes, children’s and BMX bikes. Our workbenches are open and free to the public, and we offer free repair help to people who can’t afford to pay for getting their bikes fixed.

Since this is my first spring living in downtown St. George, I can’t tell you whether we are seeing a surge in transportation and leisure cycling around town. But it feels like it. It feels like a lot more people than ever before are choosing to go by bike. St. George recently launched its bike share program with a better-than-anticipated surge in ridership, and the mild and dry winter has helped create some tail winds as well. I’d like to think of the Collective as part of a cycling-friendly change in the transportation climate.

My mission and the mission of the Collective is to put more bikes on the road and to enable everyone to enjoy the freedom of going someplace under your own power. I am seeing the Collective turning into a meeting place for people excited about bikes and biking. For me, this sense of community means that I no longer feel alone. More and more people3

The St. George Bicycle Collective launched in the fall of 2017 with a new building. Photo by Judith Rognli

When I moved to town from Germany a little over two years ago, I had little time for recreational riding thanks to the trans-Atlantic relocation, a 6-month-old son, and a husband starting a new job. Instead of cycling for sport, I strapped my son in a bike trailer and rode for transportation. This is what most of us do in northern Germany, for no special reason other than getting around by bike is more practical, and cheaper than stepping into a car.

Our initial move to Utah’s Dixie landed us in a short-term rental in the sprawl just north of I-15. Riding to get groceries and to my son’s daycare presented emotional and mental challenges. It was clear that this was an environment that was not built for cyclists or pedestrians. At times, there were no shoulders, no sidewalks, and no environment that would encourage anything in the way of awareness or consideration from drivers, especially driving parents. Despite UV protective trailer covers, and plenty of water, and wet washcloths to keep my son cool. How could I put my son through this. I was not looking for a job. With ambitions to complete my PhD and to plant a garden in our new yard, and with our newfound ped-friendly access to a social life, I was finally feeling settled. But the chance to work with the cycling community was too tempting. I applied for the Location Director position. My motivation letter was by far the most passionate I ever wrote.

Fast forward another two months, in October 2017 we were celebrating the Grand Opening of the St. George Bicycle Collective. The Mayor and other officials with the St. George Chamber of Commerce, and a great deal of local friends and supporters were present. After all the consternation I received riding around town with my son in a trailer, I expected to spend the first month, if not years, of my job as the Location Director just trying to drum up support for the idea of a community bike shop. But I’d underestimated the community. Right from

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Triathlon
St. George – Multisport Mecca

At the top of Snow Canyon, Salt Lake Tri Club camp participants get ready for the descent during the Salt Lake Tri Club training camp in St. George, Utah. Photo by John Higgins

By John Higgins

As well as epic mountain biking and scenic road riding, St George in southern Utah is well known in the multisport community for the St George Ironman™ 70.3, being held this year on May 5th. It’s a big event on the local triathlon calendar, and is also the North American Pro Championships, featuring a tough but scenically stunning course. Members of the Salt Lake Tri Club joined forces with the Southern Utah Triathlon Club for a long weekend pre race training camp 2 weeks prior to the big event for skills clinics, training, and course familiarization. I went along for the ride, some of the run, and none of the swim!

Waking up in St George on Friday morning we were greeted with heavy clouds, snow falling in the Pine Mountains, and rain dropping down on the desert. Not the sort of weather we had driven south from Salt Lake City to experience! However triathletes are both tough and committed, and a bit of rain wasn’t going to dampen the morning swim in Sand Hollow Reservoir. A weather breakup saw everyone wetsuit up and plunge into the water. The first open water swim of the season was jaw-numbingly cold for quite a few people, with wind-chop adding to the race condition simulation.

The swim finished with it as wet on land as in the water, and people vanished to thaw out and contemplate the afternoon bike ride up Snow Canyon. Damp, gloomy conditions lingered as we assembled in Ivins to start the bike ride but right on cue the clouds parted, the sun came out, and a nice breeze quickly dried off the road, making for perfect riding conditions on our loop through Snow Canyon State Park. The headwind going up Snow Canyon resulted in a tailwind assist for the scorching descent back down SR18. Want to experience being a human missile on an extraordinary challenge? Hard core pursuit cyclists may dismiss triathletes, citing Rule #42: A bike race shall never be preceded with a swim and/or followed by a run. Cycling snobbery aside, a triathlon is a bike race inside a bigger race.

It takes a lot of courage to be a triathlete. Courage to take on 3 sports at once, at least one of which you are going to suck at (often more than 1); courage to train and participate; courage to face inevitable setbacks and challenges. Courage to ask questions, ask for help and seek advice. The strength of a tri club is the shared experience and community resources that can be drawn on. If you need help, someone in the club will have an experience to share, a resource to offer, or encouragement when the going gets tough.

If you have maxed out your potential as a cyclist or are getting bored with your cycling routine, maybe you need to add a little variety into your athletic life. It could even be an excuse for a new bike! There are many beginner friendly triathlons of varying distances in Utah, and the Idaho “Spudman” is a popular place to start. Or ease into it with a duathlon. Maybe one day you’ll line up in St George in early May for the national series championship, aiming for a qualifying slot at the World Championships.
MECHANIC'S CORNER

Spring Bike Maintenance Tips

By Eric Ramirez

Brushing off the Dust
Living in the Intermountain West it’s common to pull your bike down from the proverbial rafters in the spring and find that it doesn’t work quite right. As the cold and snowy winters of old are replaced by warmer days and the need for a few weeks with little prep for storage. For roughly 4 months it was ignored and cold and lonely. It’s almost like it’s acting up to spite you for the season-long break.

The wheels seem loose, there’s a rumble coming from somewhere under the saddle, shifting is not a memorable experience, and there’s a creak. But your bike seemed fine in the early winter months on that last wet ride. You almost went hypothermic and your bike went into the garage wet and dirty.

Now it is time to figure out what is going on here. Some are aware of how to test functionality of the moving parts on bicycles. Others just know something is wrong and it needs addressing. Here’s a little help on things to inspect. Generally, if shifting is off or the bike is noisy, the following information may help.

Testing for Problems
A quick discussion about bearing life: Ball bearings abound on a bike. They allow our wheels and pedals to spin. They also allow us to steer the bike smoothly. Ball bearings exist on full suspension linkages as well. Bearings have a light-duty grease inside a vinyl tube and that goes bad relatively quickly. The combination of the grease drying out and the vinyl breaking down creates a sticky goo. You can see the trend: if a bearing is loose, it needs service. Apply this rule to the pedals too.

Cables and Housing:
A little easier problem to deal with is sticky cables and housing. Cable housing has light-duty grease inside a vinyl tube and that goes bad relatively quickly. The combination of the grease drying out and the vinyl breaking down creates a sticky goo that can still allow for clean shifting as the cable is pulled but lousy shifting when the cable is released; ie, shifting into harder gears on the rear gears (cassette).

This can be seen in brakes as well. Cable pull brakes like those found on most road bikes and kids bikes can experience this same thing. If you find that the brakes are hard to pull or that the brake pads don’t react to the braking surface when released, it’s the same issue.

Some techs talk about lubing cables. My recommendation is to replace the housing and cable; especially since the stuff is so inexpensive compared to some of the other parts on the bike.

Headset Bearings:
Testing your headset by grabbing the front brake and rocking the bike backward and forward. If there’s a clunky knock or loose feeling, then the headset either needs to be preloaded anew or there’s rust inside the bearings and you need to replace them. On a high speed road descent this can result in a frightening speed wobble.

Wheel bearings: Hubs are the centers of your wheels and where the wheel bearings live. The manner to test them is by grabbing the wheel and giving a side-to-side wiggle. It should feel solid. If there’s a knock or looseness to the movement then you have bad or loose bearings, either through corrosion or use or both. While riding, it may sound like a rumble.

Bottom Brackets:
Testing a bottom bracket for play involves a similar moment, by wigging the crankarms in the same side-to-side test you did with your wheels. Also, on rides, if you hear a nasty creaking or popping noise as you pedal, this could be an indicator of bottom bracket wear as well. Finally, if you can, remove the chain from the chainrings and spin the crankarms lightly. If there is anything but smoothness to the spinning, rough or noisy, then it is time to replace the bearings in the bottom bracket and some times, the entire assembly.

Pedal Bearings:
You can see the trend: if a bearing is loose, it needs service. Apply this rule to the pedals too.

Bike Bash at the Fisher Mansion Beer Garden!

Celebrate your love of bikes, family and friends with Bike Utah and Fisher Brewing at the Fisher Mansion in Salt Lake City, Utah on May 19 & 20, 2018.

We love bikes so much that we’re celebrating for the whole weekend! From at least Noon until 6 pm both days, we’ll play bike games and lead rides along the beautiful Jordan River Trail, which is conveniently located adjacent to the Mansion. The event will showcase the great work Bike Utah does in their mission to make Utah the best place to ride a bike. The SLC Bicycle Collective will provide Bike Valet services so bring your trusty steed.

You will also be able to access the main level of the Fisher Mansion, located at 1206 West 200 South. This historical site, built in 1893 for Albert Fisher, founder of the original Fisher Brewery, was bought by the city in 2006. It is nestled in the middle of an industrial park on the west side. Its surrounding are a clear reminder that the building was there long before the adjacent interstate or Questar parking lot.

Relax with family and friends at this all ages event with live music, food trucks and of course, Fisher Beer that will be available for purchase, along with other beverages. This is the one Bike Month Event you won’t want to miss. Join us for this inaugural celebration. For more information, see bikeutah.org

- Beth Pacheco
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In 2018, the Santa Fe Century will be held on May 20. The event will include a new 100-mile route from the Century ride and Gran Fondo timed race. The 100-mile course will be re-routed to avoid road construction on Country Road 41 near Stanley. The new course will enable cyclists to experience the thrill of riding up and back down Heartbreak Hill. From there, the route returns to Highway 14, aka the Turquoise Trail, where it turns at County Road 42 and follows the 50-mile course to Galisteo and back to Santa Fe. Additionally, there will be an all-dirt ride that will follow a 20-mile out and back course from the Santa Fe Community College Campus to the Spur Trail and then along the Santa Fe Rail Tail until the turn-around at the crossing with Avenida El Dorado, where a food stop will be located.

The Santa Fe Century will be partnering with Santa Fe Community College (SFCC) to relocate its annual event, races, and concours to the College’s campus at 6401 Richards Avenue beginning in 2018.

Because it was so popular last year, the Century will host the second annual Vintage Bike Pageant and Celebration in 2018. The Century is partnering with Classical Bicycles of New Mexico — an informal group of bicycle collectors and vintage bike enthusiasts — in spot-lighting vintage or historic bikes built circa 1987 or earlier. The vintage bikes also known in Italian as “Bici Eroiche” will be the focus of a special pageant or “Concours d’Elegance” on Saturday, May 19th during registration and packet pick-up. The pageant will be an opportunity to see these vintage bikes up close and meet the owners. All bicycles displayed in the “Concours d’Elegance” will receive a commemorative number plate for registering as a “Vintage Bike Rider.” And, at this year’s Concours, all qualifying bicycles will be eligible to win a “Best Of Show” trophy, as well as a “People’s Choice” award, which will be determined by the voting public, and a special award from Eroska Colorado.

In order to be a part of the Concours de’ Elegance, vintage bike owners are encouraged sign up for one of the Century’s rides or races that take place the following day, Sunday, May 20, 2018. Riders of vintage bikes are encouraged to dress in period style clothing — although a $5.00 approved helmet fee is mandatory for all riders.

The Santa Fe Century is the first major cycling event in the spring in the Southwest and is open to riders of all ages and abilities. The weather in May is moderate and provides an opportunity to shed winter gear and begin riding in Santa Fe. The Century features four well-stocked food stops manned by volunteers who return year after year. Following the rides and races, all cyclists can celebrate their accomplishments with a massage as well as award-winning BBQ provided by the region’s finest restaurants.

For more information, visit www.santafecentury.com.
JUNE 16 • 2018

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