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ROAD RACING

The Closest Grand Tour of All Time: The 1984 Vuelta a España



Éric Caritoux. Photo credit: The original uploader was Rob.twis at French Wikipedia., CC BY-SA 3.0, via Wikimedia Commons

By Dave Campbell

The 1989 Tour de France is widely held as the greatest Grand Tour of all time. With Greg Lemond's eight second margin of victory, most people also believe that it was the closest. That honor, however, belongs to the 1984 Vuelta a España. The Vuelta has been held in September since 1995, but the previous fifty editions (the race was first run in 1935) were held in the cold and wet of early spring, usually from mid-April to early May. The 1984 Vuelta, the 39th edition, was won with a mere six second gap by Frenchman Éric Caritoux of the Skil-Sem-Mavic-Reydel team.

The 23-year-old climbing specialist from Carpentras was in his second year as a professional in 1984. He won the Mont Ventoux stage of the Paris-Nice while helping his team captain Sean Kelly of Ireland win the race overall for the third year in succession. Despite domestique duties, he notched a fine eighth place overall for himself. Kelly was on a spring rampage (he would ultimately win 33 races!) that earned him the nicknames "King Kelly" and "The New Cannibal". Caritoux served as a super domestique in March and April, aiding Kelly's victories in the Criterium International and the Tour du Pays-Basque, where the young French rider finished a fine 6th himself. Skil team boss Jean de Gribaldy,

the legendary "Viscount", then gave Caritoux a few weeks off, with his next start scheduled for the Tour of Romandie in Switzerland in early May.

Caritoux was helping out the workers in his family vineyard in Provence just two days prior to the start of the 1984 Vuelta when he received a call from de Gribaldy. (Wilcockson, 1984). International cycling at this time, particularly in Spain, was not nearly as well-organized as it is today. De Gribaldy had heard nothing from the Spanish organizers of the Vuelta for weeks and assumed that the team's proposed candidacy in the race had been cancelled. (Wilcockson, 1984). This was not the case, however, and he was threatened with a \$50,000 fine if he didn't get a team to the start line! The Skil riders not helping Kelly in the April Classics were needed at the Vuelta! Caritoux, on vacation no more, got himself to Geneva as quickly as possible to catch a plane for the South of Spain!

Little was expected of the hastily assembled Skil team in terms of results, and de Gribaldy sent an assistant to guide them as he was with Kelly in Belgium and France for the classics. The French team was largely ignored in the build-up to the race as a confrontation was predicted between Italian superstars Giuseppe Saronni and Francesco Moser and the strong Spanish contingent: Tour de France runner-up Angel Arroyo,

1983 Vuelta winner Pedro Delgado, Alberto Fernandez (3rd in both the 1983 Vuelta and Giro), Julian Gorospe, and 1982 Vuelta winner Marino Lejarreta. Caritoux told Winning Magazine, after holding the King of the Mountains jersey for most of Pays Basque that "I realized I was the equal to the Spaniards in the mountains, and I thought I would be able to finish in the top 10 of the Vuelta" (Wilcockson, 1984).

The 19 stage, 3385 km event ran from April 17-May 5 and featured many interesting plots. Milan-San Remo winner and Hour Record Holder Francesco Moser convincingly won the prologue and led for the first six days. He was preparing for the Giro (which he would win) scheduled to begin just twelve days later. The Belgians dominated the field sprints of the opening week with Noël Dejonckheere (well known to American fans from the criteriums of the Coors Classic in Colorado) and Jozef Lieckens taking two apiece. Their compatriot Guido Van Calster of the Italian Del Tongo team won the other and his consistency throughout the Vuelta's sprints (seven times on the podium) would ultimately earn him the points title. Stage six was won by another Belgian, the veteran Michel Pollentier, from a breakaway, before the race headed into the mountains.

Stage seven would finish atop Rasos de Peguera in the Spanish Pyrenees. Caritoux dropped Spaniard Fernandez and Colombians Edgar Corredor and José Patrocinio Jiménez (winner of the 1982 Coors Classic) to win the stage sixteen seconds clear of Delgado. Delgado took over the Amarillo (light yellow, not red like today) jersey of race leadership with Fernandez three seconds back and Caritoux in third. Overnight leader Moser was left six minutes adrift. Thrilled to win a stage, Caritoux still hoped for top ten but worried about his time trialing and lack of team support in the mountains against the combined might of the Colombians and Spaniards.

Another Belgian veteran, Classics legend Roger De Vlaeminck triumphed on stage eight into Zaragoza, while stages nine and ten were breakaway wins for Italians Orlando Maini and Palmiro Masciarelli, all with no change to the overall standings. Moser won another mass gallop into Santander on stage eleven with the queen stage to Lagos de Covadonga looming ahead for stage twelve.

Delgado, the defending champion who would eventually finish fourth still held the overall lead. Attacks were anticipated from Colombians Corredor and "Patro" Jiménez, but they never came. Instead, it was the

surprising Caritoux, who launched 7 km from the rocky summit with only German Reimund Dietzen and Fernandez able to latch on. Fernandez proceeded to then attack no fewer than four times, but his two companions were always able to close the gap. Dietzen won the sprint for the stage, but the young Frenchman took the leaders jersey by 32 seconds over Fernandez. The following day was another field sprint and yet another stage win for the Belgians: this time Van Calster. The Stage 14 time trial, a 12-kilometer climb from Lugones to Monte Naranco, was handily won by Gorospe. The surprising Caritoux was second at 40 seconds, with Fernandez a further five seconds behind. The vine cutter not only kept his overall lead but increased it to 37 seconds.

According to Winning magazine, "the young Frenchman had to survive a whole barrage of abuse from the tightly packed, almost hysterical Spanish public. People spat at him as he passed, sprayed water into his face and hurled rolled-up newspapers at him. Hinault had withstood similar treatment in 1983, when stones were also among the missiles thrown at the unwelcome 'foreign' race leader (Wilcockson, 1984). Fernandez, reportedly played the role of gentleman peacemaker, publicly complimenting his rival but things only simmered down temporarily.

Spaniard Antonio Coll took a breakaway win on an innocuous stage 15 into Leon to soothe the host nation and yet another Belgian, Daniel Rossel, triumphed in a similar way into Valladolid the following day. The 258-kilometer Stage 17 featured four mountain passes and Caritoux reportedly made an agreement with Fernandez to help control the attacks of Reynolds teammates Gorospe and Delgado. It seemed to work to maintain the status quo, turning the stage into a seven-and-a-half-hour slog through rain and snow, which was won solo by José Recio with all the favorites finishing together. The only things remaining between Caritoux and final victory were a short morning road stage, a decisive afternoon time trial, and the celebratory finale into Madrid.

The morning stage changed nothing. Everything rested on the 33-kilometer test in Torrejón de Ardoz. Caritoux told Winning Magazine "I'm inclined to make Fernandez the favorite, I think he has a 60% chance of winning this Vuelta" (Wilcockson, 1984). The interim Skil manager requested two motorcycle police escorts to accompany the race leader through the massive crowds that gathered on the roadside. It was a dramatic conclusion to the Spanish Grand Tour with

the partisan crowd roaring on their favorite Fernandez and Caritoux enduring something entirely different behind. "Caritoux was trying to make the most of his overly upright style and pedaling an unnaturally high gear through another barrage of paper balls and abuse" (Wilcockson, 1984). It was even reported that the Frenchman had to repeatedly swerve to avoid tall weeds that some spectators threw towards his sprockets! At half-distance, he appeared defeated having lost over half his leading margin.

When the dust had settled, Gorospe had won the tumultuous stage, again with a large margin, and Fernandez was fifth 54 seconds in arrears. And the besieged vacationer from France? He rallied to finish ninth, 1:25 behind, thus preserving a precious six-second cushion! The final day's promenade into Madrid would change nothing as Dejonckheere joyously pipped Van Calster in the bunch gallop. A humble Fernandez, who sadly would die in a car crash later that year, raised his foreign rival's arm on the podium in triumph to silence the Spanish crowd. Caritoux, however, did not get to return to his well-earned rest in the vineyards as de Gribaldy had another plane waiting in the airport to whisk him off to Switzerland for the Tour of Romandie, which began the very next day!

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



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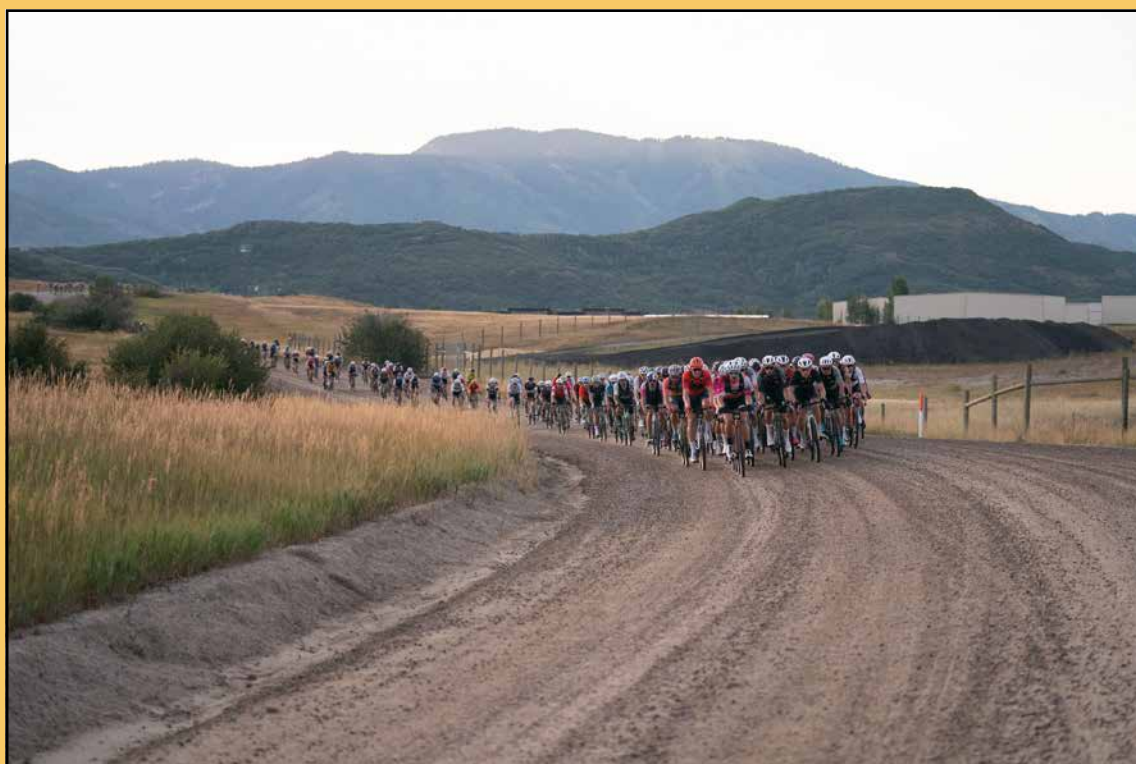
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Title: Untitled
Medium: Watercolor on paper.

Rich Vroom was a watercolor artist based in Salt Lake City, Utah. His studio is in Sugarhouse where he taught classes, paints, and bike races. He also taught at the University of Utah. Rich passed away in 2023. See a remembrance of Rich elsewhere in this issue.
Prints may be available for purchase. Contact: richvroom@msn.com
Follow Rich on Instagram @richvroom or on Facebook: Rich Vroom Watercolors.

GRAVEL RACING

SBT GRVL - The Best Bike Race in North America



The competition at SBT GRVL is fantastic and the roads full of champagne gravel. Photo by Dane Cronin

By Peter Abraham

Last weekend I rode in the SBT GRVL event for the third time. I keep coming back because the event is so good. But what does that mean exactly? What's the draw of a "good" race? Which series of factors add up to make an event special rather than just "fine?" I've spent my entire life participating in outdoor sports all over the world, and I would put SBT GRVL into the "magical" category, along with experiences like skiing in Chamonix, surfing in Bali and climbing in the Grand Tetons. When you are practicing your passion in these places, the combination of conditions, culture and community just make you smile. Started in 2019, SBT has steadily grown in size and importance to become one of the world's largest and most important

gravel events.

Here's how I'd explain the magic of SBT GRVL:

1. The course and the terrain: The route and environment are the foundations of a great outdoor sports experience. Whether that's great surf in Hawaii or running through Central Park in the New York City Marathon, you can't have a great experience without great conditions. In Steamboat this means smooth "champagne gravel," which allows you to travel faster and see more with a less jarring ride. And the chances of flat tires and crashes go down significantly compared with some other events on extremely chunky gravel roads. (In full disclosure, I broke a spoke at mile 15 of this year's race. Although this happened on a smooth uphill and the mishap was unrelated to the route, my day was over in less than an hour.) The

terrain surrounding Steamboat does not fit into the popular perception of "Rocky Mountains." The mountains are rounded, the valleys wide and filled with cattle ranches, and the climbs not too severe. The terrain is far more rolling and generally enjoyable than you'd expect from a race in Colorado. This makes the courses at SBT accessible for all abilities and the challenge of racing here is how fast you can go.

2. The diversity: This is what separates SBT from every other bike race in the country, or maybe the world. I first rode the race during its inaugural year in 2019. That weekend I saw a total of two riders of color out of 1,500 participants. There may have been a couple more,

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SBT GRVL - Continued from page 3

but I didn't see them. I called the founders, whom I knew, after the race and offered to help get more diverse communities out to the race the following year. I credit SBT co-founder and owner Amy Charity for fully committing to creating a diverse event. Inclusiveness is one of the core values of the race. This year there were, anecdotally, more riders of color present than at any bike race I've been to in my 40 years in the sport. It was astonishing; SBT looks and feels different from every other cycling event in the country. And it's not only riders of color. Marley Blonsky had many of her All Bodies on Bikes athletes there, trans and non-binary athletes participated, a diverse group of young riders from Los Angeles were there with the Bahati Foundation. What I've learned by participating in and working at hundreds of endurance events is that a race is much more fun for everyone if it feels like "the whole world" is there. Bike racing has been historically dominated by white males, and it's great to see that SBT is leading the charge to change that.

3. The town: Steamboat Springs, Colorado checks all the right boxes for a host community: It's small but not too small, there's an abundance of Airbnb housing (empty ski season condos) within an easy bike ride of town and Steamboat is full of tourist amenities. Importantly, the high quality cycling routes and beautiful gravel roads start right from the center of town. SBT fits into the "small town takeover" category of gravel races. What makes this so fun is you see everyone from the event



SBT GRVL has champagne gravel and beautiful scenery. Photo by Natalie Starr

all the time throughout the weekend. The casual collisions with old and new friends make for a spectacular community experience that exists alongside of the bike race.

4. The competition: SBT has become, along with Life Time Grand Prix event Unbound Gravel, one of the two most important bike races in America. So pros like Petr Vakoc, from the Czech Republic, fly in from around the world. Australian Olympian and Tour de France Femmes veteran Tiffany Cromwell was 2nd in the women's race. She's traveling around the US with her partner, Formula One star Valtteri

Bottas, riding in gravel events. While the competition is fierce, everyone is here to enjoy the experience. Even the pros. One of the hallmarks of gravel events is the spirit of community and fun. And generally participants don't take things too seriously in spite of the real challenge present from riding up to 140 miles on gravel roads.

5. The expo and industry presence: Cycling is a big ecosystem composed of businesses small and large, events, media and athletes. The best sports events have all of these things, and they create a fly-wheel effect; the sum is greater than



SBT GRVL weaves through cattle ranches. Photo by Thomas Braun



Keegan Swenson on his way to the win at SBT GRVL 2023. Photo by Dane Cronin

the parts. At SBT there is a growing list of bicycle-related businesses who set up activations to show their wares to participants and media. The more athletes at the event, the more desirable it is for brands to come to Steamboat for the weekend. With 3,000 participants, SBT has become a marketing hot spot for brands. The industry presence brings a circus atmosphere and activity to what would already be a fun weekend. The scale and impact of any gravel

race grows substantially with a large expo full of tents & activities.

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



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SBT GRVL has an inviting expo. Photo by Linda Guerette.



Participants can soak in the river after the race. Photo by Linda Guerette

NUTRITION

A Look at Relative Energy Needs for Cyclists: Do You Get Enough?

By Breanne Nalder Harward, MS RDN

In my opinion, the best riding time of the year is the end of summer into fall. You've got a season of fitness in the bank and gorgeous weather to pedal in as well as the beauty of the changing leaves whipping by as you breeze through the trails or up and down the canyons. Have I set the scene? Good! Now let's talk about your body's energy needs.

As a refresher, Fueling 101 for endurance sports such as cycling tells us we need 30-60g of carbohydrate per hour. That's 120-240 calories. But I'd venture to guess that you burn more than that per hour, correct? These recommendations are simply our base energy needs, and they vary from person to person depending on body size, gen-

der, intensity of workouts and overall duration of each effort. Therefore, we have to take a lot of things into consideration when planning nutrition.

Let me first qualify that our total calorie intake for any given ride (on top of our daily energy needs) includes both pre- and post-workout fuel. Your breakfast and recovery nutrition do count. An example of this would be a midweek 2-hour ride. Let's say you burn on average 550 kilojoules per hour. So, an 1100 calorie ride needs a breakfast of about 500 calories (mostly carbs of course), 90g carbohydrate during the ride from electrolyte mix and/or sport food (this is about an average 45g/hour, which is 180 calories), and recovery in a 3-4:1 carbohydrate-to-protein ratio of about 400 calories to total about 1100 calories.

Why reiterate the basics, like I have in so many other articles in

some way or another? Well, partially to drill the nail in, but also to present a potential problem.

Let's say you consistently under-fuel by a few hundred calories every ride. Not only will this limit your performance, but you'll be digging yourself a physiological hole. There are numerous terms used to describe what happens when athletes over-train and under-eat, including Low Energy Availability (LEA), Relative Energy Deficiency in Sport (RED-S), and Non-Functional Overreaching (NFOR), all of which indicate when there is an imbalance between training load relative to recovery.

If you feel you may fall into any of these categories, it's crucial to take action to make nutritional changes. Besides performance suffering, continued LEA can impair systems throughout the body, including reproductive health, bone health, immunity, metabolism, heart health, and psychological health. Most athletes are not in a RED-S state intentionally but suffer from these symptoms as an accumulation of not feeling well, not performing to expectations despite training hard, and not being able to recover.

Please don't get me wrong, I'm not talking about all this to scare anyone, but rather to shine a light on the importance of taking in sufficient energy and sport nutrition in order to perform to your potential and preserve your overall health.

Endurance athletes are often striving for the ideal power-to-weight ratio, so may restrict calories or diet. Please remember that the number on the scale is far less important than our ability to perform. We don't want to negatively affect strength and speed for a desired number that may not be appropriate for body size or activity level.

To learn your exact needs and make a nutrition plan to meet your physical goals, ideally with a basal metabolic rate (BMR) measurement, my advice is always to contact a registered dietitian (RDN) for help.

The quality of nutrition is as important as the number of calories we take in when we're talking about improving performance. It's not just the number of kilojoules, but the type.

As a reminder, we want easily digestible carbohydrates with a



It's fall and time to enjoy the late season riding. Proper fueling is important for proper training. Photo by Breanne Nalder-Harward

hearty amount of water and electrolytes for all training and racing. Be sure to test your intake around training rides so you know it works for you in an event setting. It takes practice as well as trial and error to dial in the right food and sport nutrition for you and your palate, digestion, etc.

Stay tuned for my next article, where we'll take a deep dive into specific foods, products, and supplements and their relative uses. Until then I wanted to share one great idea for healthy calorie intake. Enjoy!

Pumpkin Spice Overnight Oats

Ingredients:

- 1 cup oats
- 1/2 cup water
- 1/4 cup plain pumpkin puree
- 1/2 tsp vanilla extract
- 2 tsp chia seeds
- 1/8 tsp nutmeg
- 1/8 tsp ginger
- Optional toppings: 1/8 cup of blackberries, 1/8 cup of dried cran-

berries, 2 dates chopped, or sprinkle of unsweetened shredded coconut or cinnamon to taste.

Instructions::

1. Mix together water, pumpkin puree, and vanilla extract in a medium bowl.
2. Stir the packet of oatmeal, chia seeds, and spices into the bowl.
3. Pour everything into an airtight container, place in fridge for 4 hours or overnight.

Breanne Nalder Harward, MS, RDN, earned a BS in Biology and Sociology from Westminster College and went on to receive a Master of Science degree in Nutrition and Sports Dietetics from the University of Utah. She is licensed as a Registered Dietitian Nutritionist (RDN) and is the nutrition coach at PLAN7 Endurance Coaching. You can find more info on her at plan7coach-ing.com or follow her on Instagram @breezysaycheezy.

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MAY IS BIKE MONTH!

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BIKEPACKING

What Shoes Do You Choose for Bikepacking?



Not having an exposed cleat takes creek-fording from desperate to no big deal. Photo by Tom Diegel

By Tom Diegel

So, you got yourself a new dedicated bikepacking rig, or maybe you finally got around to getting a 27.5 wheelset with bigger tires that barely fit into your gravel bike frame. You've figured out how to get more water bottles onto your bike despite getting a sweet frame bag, and you're trying to figure out which gear and how much weight should go into your oversized seat bag or the oversized handlebar bag. You've spent way too much time at bikepacking.com trying to decide which routes you want to do, and spent too much money on a light sleeping system. There are potentially some electronics to ponder: lights - big or small? a navigation computer that doesn't burn battery juice the way your phone does? InReach for when you're really out there and things go awry? A battery brick or a dynamo hub to power it all? There are lots of things to consider. But one particularly important and fundamental gear question that people may overlook: what shoes to wear?

"What do you mean?" you ask. "I'm a cyclist, and I have road shoes and mountain bike shoes. This is more like mountain biking, so I'll use my mountain bike shoes!" And the answer is.... yes, maybe! Bike touring (which I generally consider to be road or easy gravel riding, in more civilized environments) and bikepacking (which likely consists of more challenging gravel/dirt roads or double tracks in more remote areas, and - if you're lucky, plan well, and have the right bike/gear - good solid singletrack) both can have an important aspect to them that you may not be as familiar with: walking! Bike touring - even in the relatively sparsely populated Intermountain West - can consist of a lot of time checking out local points of interest: think Golden Spike National Monument, a national park's visitors center, a local museum, wandering around a cool little outback town, going out to a diner breakfast, etc. and you definitely don't want to be doing that in your cleated road shoes, and even rigid-soled mountain bike shoes with ratchet or BOA closures

and molded plastic outsoles worn slick and the Shimano cleats that are sticking out make for terrible strolling-around-town footwear.

If you're bikepacking, keep in mind that you're mountain biking..... with extra weight, and climbs that you can make normally may not be viable with an extra 20 pounds of gear and food on your bike, and many times desert or forest gravel roads don't bother with the nice 6% singletrack you are accustomed to at the ski resorts; for old time efficiency's sake those old school roads can go up at 10, 15, even 20 or 25 percent grades, sometimes on loose gravel. So yes, you may be pushing your bike uphill, and it may be on loose gravel, slickrock, or a combo of dirt and embedded rock, and having shoes that are at least somewhat walkable is handy. Yes, mountain bike shoes have soles, but the higher end models use plastic soles instead of heavier rubber to keep the weight down, and even those higher end models that use - for example - Vibram's cycling shoe rubber use a compound that sacrifices traction for durability. And the plates that give the shoe the stiffness for ultimate efficiency don't flex with your foot at all; on one long bikepack steep hike-a-bike - before I knew any better - I put a quarter-sized blister on my heel very quickly because my heel was doing the moving, not the shoe.

Additionally, there's a bit of a liability factor: the extended lengths of time for your rides that take you into increasingly remote, unforgiving terrain means that when you do taco a wheel, use your last patch or bacon bit, rip your tire's sidewall, snap your derailleur, break your pedal, or your crank falls off (all of which have happened to me) you might be doing a lot of walking, and having a shoe that's at least moderately walkable can be a big game-changer in those situations.

Of course, one easy answer is to bring another pair of shoes! This may work out if you've got pretty small feet and are on a short trip, but if you wear a men's 12 your spare camp/walking shoes will fill up most of a pannier and all of a big seat bag! Yep, flip flops may fit better, but even those can be a bit big and bulky



The Pearl Izumi Canyon spd is rigid underfoot but has an EVA midsole like running shoes and has a bit of toe flex for walkability. Photo by Tom Diegel

for a lean bikepacking tour when weight and space is at a premium, so having one pair of shoes that you ride in all day and then wear around camp or stroll around the museum when you're off the bike can be helpful.

What then to use? For once in the cycling world the answer could actually be... a cheaper product. While good road and mountain bike shoes are now going from \$200-\$400 and even more, all of the big brands are also offering simpler shoes using nylon plates that are not quite as stiff nor as light as carbon plates with generic rubber soles and actually allow a bit of toe flex for the low-mid \$100's, and if you stay away from the fancy ratchety and dial gizmos and opt for the same laces that work just fine on your running shoes there are a few cycling shoes at/close to \$100 like the Giro Rumble and Pearl Izumi X-Alp that are perfectly fine, even as you scroll past the many far-cooler styles on the Competitive Cyclist page (many times these already-cheaper shoes are also on sale, because the manufacturers have a hard time marketing them). Usually, these shoes are built on a last that has a roomier fit, which becomes more valuable as the long days start to stack up on a good tour. Additionally, this genre of shoes typically has their cleats slightly more recessed, so they don't click on or scratch floors nor - importantly - grease off rocks easily the way more-exposed steel cleats do.

Five Ten's MTB shoes and their competitors are an interesting option, since they sort of walk the line between a casual skate-inspired shoe and a cycling shoe. I must confess that I have never used this style, mostly because while Five Ten soles are sticky so that they stick well to platform pedals, the lug patterns on the soles aren't deep enough nor widely-spaced enough to provide the traction that I think I'd want for pushing/carrying my bike up a long scabbly double track in the desert.

That said, the proliferation of flat pedals into the "real" mountain bike world intrigued me enough that last year I got a pair for an extended tour; it was the first time I'd ridden non-clipless pedals in over 25 years. I realized that the new-school flat pedals are so wide that they don't really allow the foot and shoe to flex over the pedal, so there's not much

loss in efficiency nor risk of Achilles tendonitis, and a running shoe with a rock plate like a La Sportiva Ultra Raptor or a Brooks Cascadia or a "light hiker" ala a Merrell Moab or Keen Targhee that have slightly stiffer midsoles and relatively sticky rubber soles with good lugs that will grab onto pedals' little metal prongs just fine and provide good traction when pushing. And for performance geeks, if you Google "flat pedals vs clipless" you'll see that there is actually little to no difference in pedaling efficiency and bicycle speed using flat pedals or clipless.

Therefore, with a flat pedal and an unconventional shoe that provides more versatility you'll effectively have a good cycling set up that's not only totally walkable and doesn't have a metal cleat on it that will slide off a slippery rock on a creek portage, but also dries fast after that wet crossing and you don't feel like you have to get the shoes off as soon as you hit camp. And if you find yourself inside a typical national park that has lots of great trails but the only ones legal to ride are paved bike paths, you'll have perfectly adequate shoes to go for the amazing hikes to the big arches, the waterfalls tumbling into perfect swimming holes, and out to the dramatic canyon overlooks.

If indeed you are going to be riding most of the time and/or you're just so comfortable with clipless pedals that you can't quite fathom flats, the backpacking and minimal footwear worlds are out there with super minimal sandals. These aren't one-pound-each Chacos; think super minimal things that are so light and compact you don't even notice them in your kit. Bikepacking.com actually just did a review of some that are in the few-ounces and quite-compact range. Or you can DIY: with a footbed and some paracord you can have moderately protective "footwear" for approximately \$0 and weigh in at <2 ounces!

So as you start kitting yourself out for farther flung, multi-day, bike-based adventures in the desert, the woods, or even in Provence or Tuscany, give some thought to the type of terrain you'll be on, your potential for walking around town, pushing up steep loose trails, lounging at camp, and/or getting lured into beautiful hikes. Then choose your shoes carefully!



The Canyon's spd cleat is slightly more recessed so the rubber sole contacts before the metal cleat. Photo by Tom Diegel



Footbeds and some paracord - along with some simple instructions on the web - make for some decent foot protection in camp. Photo courtesy Tom Diegel



La Sportiva's Ultra Raptor is one of their mainstay shoes; stiff enough for riding yet flexy enough for hiking. Photo by Tom Diegel



The Ultra Raptor sole's lugs aren't flat like Five Ten's, but still have plenty of grip on the pedals. Photo by Tom Diegel

NUTRITION

The Athlete's Kitchen — Peanut Butter: A Love Story



People who eat peanut butter, nuts, and other health-promoting oils five or more times a week have a reduced risk of heart disease and Type 2 diabetes. Photo by Dave Iltis

By Nancy Clark MS RD CSSD

"I love peanut butter but I don't buy it. Otherwise I over-eat it."

"Peanut butter is so fattening—but so yummy."

"Is almond butter better healthier than peanut butter?"

Peanut butter is, without a doubt, one of the most popular sports foods around. Ask runners what they eat before a marathon, and the majority will say, "Bagel with peanut butter." Ask cyclists what they eat during a century ride, and the answer is inevitably "Peanut butter and jelly sandwiches." Assuming you are not allergic to peanut butter (PB), you might love it, but you also might have a love-hate relationship with this popular food. You love it so much you can easily end up eating a lot of it. You hate it because you fear it will contribute to fat gain and health problems. Hence, the goal of this article to erase the hate so you can love eating PB guilt-free, without negative consequences.

Note: Peanuts grow underground and are technically a member of the legume family, along with beans and peas. They share a nutrition profile similar with tree nuts, so we can get lump them into the same conversation. Hence, the information in this article relates to not just peanut butter but to all nut butters.

Is peanut butter fattening?

PB is not inherently fattening. If anything, people who eat peanuts, nuts, and nut butters are slimmer than nut avoiders. This fact is based on data compiled from ~576,000 people followed for, on average, about 18 years (1). Higher nut and PB intake was associated with lower body weight, a smaller waist, and weight loss. PB eaters did not have a higher BMI or percent body fat. If anything, eating PB, nuts, and nut butters seemed to have a protective effect against weight gain.

How can such a high fat food be slimming?

The warning we once heard to limit foods high in fat and calories has proven to be unwarranted. The fat in PB is satiating. A PB sandwich keeps you feeling fed for longer than, let's say, a turkey sandwich. Having fat in each meal also makes the meal taste better. Fat carries flavor. A spoonful of yummy PB pleases the taste buds, so you'll be less likely to go poking around the kitchen looking for something else to eat, like ice cream. This can spare you from excess calories...

Should I pour off the oil that rises to the top of the all-natural PB jar?

Pouring off the oil leaves you with a lower calorie product, but

it is less-yummy and less health-protective. Of the 14 grams of fat in a tablespoon of peanut oil, 10.5 are from "good" health-enhancing fats. Peanut oil is a source of vitamin E, an anti-oxidant that knocks down inflammation. People who eat PB, nuts, and other health-promoting oils five or more times a week have a reduced risk of heart disease and Type 2 diabetes. Why suffer through dry, less tasty, less health-protective PB when PB is not "fattening"? Storing the jar upside down can erase the oil-on-the-top issue.

Is PB better for pre-exercise fuel or post-exercise recovery?

PB, being primarily protein and fat, is a slow-to-digest fuel as compared to grains, fruits and vegetables (carbohydrates). Protein and fat take far longer to digest, so they are a poor choice for quick energy before you exercise. That said, if you will be doing a long workout that lasts for more than 1 to 1.5 hours, having PB before you exercise will offer sustained energy. It also can help buffer an influx of sugary gels and sport drinks.

After exercise, the fat and protein in the peanut butter will poorly refuel your muscles. The preferred recovery food offers three times more carbs than protein. Hence, a better choice is a PB & banana sandwich or pasta with a spicy Thai peanut butter sauce. That spoonful of PB straight from the jar will fill your tummy, but it will not rapidly refuel your muscles.

What's the preferred type of peanut butter: organic? unsalted?

• Most long-term health studies have followed typical Americans who eat PB that is processed (hydrogenated) to keep the oil from separating out. Hydrogenation can create a bad trans-fat, though the amount of trans-fat is small, less than 0.5 gram per serving. (Negligible amounts

show up as 0 grams trans-fat on the Nutrition Facts label). The health benefits of any type of PB seem to outweigh any potential negatives, but in general, less processed foods (of any type) are preferable to highly processed versions.

• Organic PB is nutritionally similar to conventional PB, but has a higher price tag, jumping from about 20 cents to about 37 cents per serving (2 Tbsp). Pesticides in PB are negligible. "They are sprayed on the ground before planting and disintegrate quickly; they have a very short half-life," reports a Teddie PB spokesperson.

• The amount of sodium (the part of salt attributed to high blood pressure) in Jif is 135 mg/serving, similar to the amount in a slice of bread. This is not very much sodium, given the recommended intake is 2,400 mg. sodium a day. (The "average American" consumes 3,400 mg/day). As a fit, healthy, lean athlete who likely has low blood pressure, do you need to limit your salt intake, given you lose salt in sweat? High blood pressure tends to be rooted heavily in family genetics, lack of fitness, and being overweight.

Is almond butter better than peanut butter?

Almond butter is far less sustainable than PB and is far more expensive, but it is equally nourishing. The subtle nutritional differences are insignificant, in context of your entire day's food intake. In terms of planetary health, almonds have a much higher water footprint compared to peanuts (80.4 gallons water per ounce of almonds vs 4.7 gallons for peanuts).

What about PB with flax?

Some peanut butters contain flax. Flax is among the richest sources of ALA, a plant-based omega-3 fat that is deemed anti-inflammatory and heart-healthy. A tablespoon

of flax seeds offers about 2,350 mg ALA; a serving of peanut butter with flax might offer only 300 mg ALA. Given the recommended intake of ALA is about 2,000 mg/day, it seems like the addition of flax to peanut butter would have insignificant health benefits—though that depends on how much PB with flax you eat in a day!

How can I keep myself from eating too much peanut butter?

1) Prevent yourself from getting too hungry. Curbing your appetite can keep you from overeating too much of any yummy food.

2) Eat PB as often as you want. Trying to limit it contributes to binges on peanut butter-by-the-spoonful. Overeating PB typically happens before you put yourself in diet-jail, or when you flunk out of diet-jail. If you give yourself permission to enjoy PB every day, if not every meal, it will soon lose its power. Give it a try?

Reference:

1. Nishi S., E Vigiouk, S Blanco Mejia, et al. Are fatty nuts a weighty concern? A systematic review and meta-analysis and dose-response meta-regression of prospective cohorts and randomized controlled trials. Obesity Reviews. Sept 8, 2021 Open access <https://doi.org/10.1111/obr.13330>
<https://www.utoronto.ca/news/nuts-are-not-linked-weight-gain-ut-study>

Boston-area sports nutritionist Nancy Clark, MS, RD CSSD counsels both casual and competitive athletes, helping them eat to win. The new 6th edition of her Sports Nutrition Guidebook is a best-selling resource. For more information, visit NancyClarkRD.com.

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MECHANIC'S CORNER

SRAM's New Transmission Drivetrain: Full Power Shifting



The essential components of SRAM's new Transmission drivetrain. Photo by Tom Jow

By Tom Jow

Despite being an “insider” of the bicycle industry, working behind the scenes for a large retailer, I am not really a bike “geek”. By this I mean that when I am not at work, I don't spend a lot of time reading about bike things. When I am at work, I am not really privy to a lot of secret knowledge about product releases, so it came as a bit of a surprise to me when the new SRAM Transmission was introduced. Now, even six months later, everyone is still talking about it. Is it really that special? What does it mean for the recreational rider, in other words, those of us that don't think about bikes all the time?

The SRAM T-type Transmission drivetrain has a completely redesigned cassette and derailleur combined with chain and chainring technology from other systems. There are many innovations in this drivetrain, but the two biggest things are improved shifting and a more crash resistant derailleur.

The improvement SRAM made to shifting with Transmission is the ability to shift under full power. This is attained by creating the shift

ramps on the cassette. The cogs are designed to allow the chain to move across only in designated zones. In these zones, the chain moves across cogs while having full driving contact. This allows the rider to continue to apply full power to the pedals while shifting. As recreational cyclists, we may not need to shift during a full sprint, but we all get caught at the bottom of a steep hill in much too large of a gear sometimes. With Transmission, we can pedal as hard as necessary and shift to get started up that hill.

Remember though, that time you, or a friend, or someone you heard about ripped the derailleur off while shifting like that? How do they keep that from happening? To keep the derailleur from being torn off while shifting it has a new, direct mount. The key to this is the SRAM designed Universal Derailleur Hanger or “UDH”. Basically, it's a big hole at the rear dropout where either a derailleur hanger or a Transmission rear derailleur is attached. What makes this better is a super strong derailleur body that clamps over the frame and is held in place by both a mounting bolt and the rear axle. There



Installation complete. Photo by Tom Jow

is no longer a derailleur hanger to bend in a crash. What about hitting rocks? The derailleur has an “overload clutch”, a feature that allows the derailleur to uncouple from the electric motor and move inward in the event of impact.

How apparent are these improvements on the trail? Well, that depends. During my brief period of riding with Transmission I have put both of the aforementioned features to good use. To really evaluate the cassette, I found it difficult to set aside a lifetime of soft pedaling while shifting. The first few times it seemed a little clunky and crunchy. As I began to trust it more (who wants to bust a \$100 chain) and applied more power it began to feel much smoother. Timing is also a factor, considering that the chain only moves up or down at the specified ramps on the cassette. By about the tenth ride or so keeping the power on started to become more natural and Transmission was performing very well.

As for the super strong direct mount rear derailleur, it sure is nice not having to worry about bending a derailleur hanger. Just before installing Transmission, I had a crash that bent one. Then just a week ago I watched as my bike went tumbling downhill without me. After dusting myself off I noticed the derailleur was packed full of dirt. Either by luck or by design, the derailleur con-



SRAM Transmission has chainring mounted bashguards. Photo by Tom Jow

tinued to function properly.

So, is SRAM's new Transmission worth it? Again, it depends. First, there is the limiting factor of the UDH. Frames built before 2019 do not have the UDH and are therefore not compatible. Then there is the monetary cost. To upgrade to standard AXS electronic shifting kit, consisting of a rear derailleur and shifter, the price is between \$600 and \$1000. Upgrading to Transmission requires a full kit (cassette, chain, crankset, derailleur, shifter) at double the cost. We also have to ask: are we upgrading from mechanical shifting, standard AXS, or are we in the market for a new bike? If we are upgrading from mechanical shifting, I think standard AXS is pretty awesome (see Cycling West, Spring 2022 issue “Electronic Shifting: Do I Need It?”). All my bikes have electronic shifting of some sort.

Would I upgrade from standard AXS again? Probably not. For my riding, I don't think Transmission is THAT much better than standard AXS. However, I will say the new two button remote is totally worth it. If I was in the market for a new bike? I would absolutely find a way to justify having Transmission. I'm not totally crazy.

Got a bike question? Email Tom at runnerrunner.rider@gmail.com



With SRAM Transmission, the derailleur cage is designed for better alignment with the chainring. Photo by Tom Jow



The universal derailleur hanger (UDH) for standard derailleur. Photo by Tom Jow



Chain measurement is easy. Photo by Tom Jow



The universal derailleur hanger for mounting SRAM Transmission. Photo by Tom Jow



The SRAM Transmission derailleur mount sandwiches the frame dropout for strength. Photo by Tom Jow

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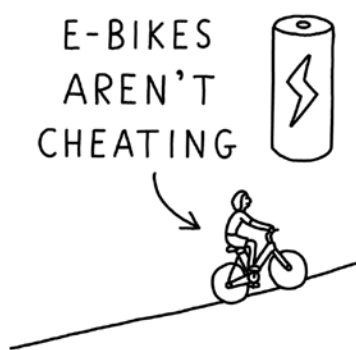
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Cycling West is proud to present Dave Walker's cycling cartoons. Dave is a cartoonist from the United Kingdom who focuses on cycling, sustainable transport, and UK current events. In his words, he diagrams sustainable transport because, "Everyone needs to get from A to B.

Unfortunately, some of the ways we choose to do so aren't very good for the planet on which we depend. At a time of climate crisis, and with transport being one of the main causes of carbon emissions, it seems like an important topic to consider. My belief is that cycling and walking should play a far more important

part in the way we travel, especially for short local journeys."

We will be featuring his cartoons

in the magazine and on cyclingwest.com from time to time.

For more about Dave and his car-

toons, visit davewalker.com

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NATIVE AMERICAN CYCLING

Navajo Nation All-In to Promote Cycling for Youth

By Charles Pekow

The Navajo Nation is continuing its leading efforts to promote cycling for youth. It plans to sponsor this fall “a School Health Bicycling Program” for schools located within the Gallup Service Unit along the border of its reservation in New Mexico.

The nation plans a Special Diabetes Prevention Program for the Indian School Health Bicycling Project during the current fall academic season. It involves hiring a contractor to work with the Gallup McKinley County Schools, Bureau of Indian Education Schools, and other contracted schools. Only two or three schools will enjoy the full program, however.

“The bicycling program will be simple and provide a fun physical activity for the students. The students will learn about bike safety (helmet, weather, reflective clothing, reflective stickers), the road/street safety (street smart, signs, traffic), simple bike maintenance (safety checks, tires), and the different types of bicycling (fun physical activity, competitive, bicycling racing, mountain biking),” says the

request for a contractor.

The nation will loan bikes and the contractor will “provide awards/promotional items to the participants.”

See <https://sam.gov/opp/10308a9d893d487e8be1a513877f88e3/view>.

Also, the Indian Health Service (IHS) plans this fall “a Multi-Day Bike event for the Navajo Area community.” The event will “focus on improving knowledge and skills in trail building and maintenance, biking safety, and mechanics,” according to the request-for-proposals for a contractor to run it.

IHS and Navajo Nation have been out front in recent years in promoting bicycling on its reservation in Arizona, New Mexico, and Utah, particularly for children. See our previous articles at <https://www.cyclingutah.com/community/navajo-nation-working-to-expand-bicycling-through-new-trails-kids-programs-and-racing/> and <https://www.cyclingutah.com/advocacy/road-advocacy/bike-education-program-coming-to-navajo-schools/>.

Details about the event at <https://sam.gov/opp/d96615b2e90441088e48950fbf213751/view>

CYCLING TRIVIA

September Trivia: La Vuelta a España!



Remco Evenepoel won stage 18, Trujillo to Alto del Piornal, of the 2022 Vuelta a España and the overall. Photo by Unipublic / Charly López

By Dave Campbell

Originally held in the spring and preceding the Giro d'Italia, the Vuelta a España, the third of cycling's Grand Tours has gone from strength to strength since moving to its current fall date in 1995. The event has used creative course design to help it serve as a key preparation event for the World Championships. It has also successfully been a “back-up Tour” for riders who have failed, fallen ill, or crashed out of the Giro or the Tour.

Of course, it has also been targeted by riders, often younger up-and-coming riders or those on the largest and strongest teams who didn't make the Giro or Tour squads, as an objective for the season.

This season, despite the Worlds preceding the event, promises to be one of the greatest editions of the Vuelta ever! Grand Tour winners Egan Bernal, Geraint Thomas, Richard Carapaz, three-time Vuelta winner Primož Roglič, defending champion Remco Evenepoel, and even Tour champion Jonas Vingegaard will all be riding this year's edition to win. A true clash of cycling's current stage racing titans with only Tadej Pogacar, opting not

to participate. With that in mind, let's test your knowledge on the third of cycling's three Grand Tours!

Q1. Spanish cyclists are far and away the most successful in their home tour, winning 31 of the 63 editions. France is a distant second with nine victories. However, the race has been dominated by foreigners in recent years. When was the last time a Spaniard won the Vuelta?

Q2. Who is the only American rider to win the Vuelta and one of the coveted category jerseys (Mountain, Points, Combo) as well.

Q3. Former World Road-Race Champion (and newly crowned World Time-Trial Champion) Remco Evenepoel won the Vuelta in 2022 for Belgium. Belgium in third as a nation in all-time Vuelta wins with eight, but Evenepoel's win (and perhaps repeat this year) marks a resurgence in Belgian success in Grand Tours. Prior to Remco's win, when was the last Belgian victory at the Spanish Grand Tour?

Q4. The Women's Vuelta has gone through a number of permutations beginning with a one-day event coinciding with the finish of the

men's event, to the week-long Grand Tour format of today, which was already been held this year. Over the course of its nine editions, who has been its most consistent champion?

Q5. South American riders Richard Carapaz (Ecuador) and Colombian Egan Bernal (Colombia) are among the favorites for this year's Vuelta. What is the best ever finish in the Vuelta by a South American racer?

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



Durango, Colorado's Sepp Kuss (USA - Jumbo - Visma, in Red) took first overall in the 2023 Vuelta a España over teammates Jonas Vingegaard (DEN - Jumbo - Visma) and Primož Roglič (SLO - Jumbo - Visma). 20th stage Manzanares El Real - Guadarrama 207,8km - 9/15/2023. Photo by Luis Angel Gomez/SprintCyclingAgency ©2023



BIKE COMMUNITY

Remembering Rich Vroom (1957-2023) — Artist, Bicycle Racer, Family Man



Rich Vroom 1957-2023 — Artist, Bicycle Racer, Family Man. Photo courtesy The Vroom family

By Barry Makarewicz

Richard Vroom, known simply as “Rich”, passed away on July 3, 2023 in Salt Lake City, Utah. He was a long time stalwart and force of the bicycle racing community as well as an extraordinary watercolor artist and teacher. He will be dearly missed by his family, friends, art students, bike racing competitors and me because he was one of my best friends ever.

Rich grew up in Grosse Pointe, Michigan and found his love for riding a bicycle at an early age and quickly developed into a top sprinter who excelled in criterium racing. He was a member of the famous Schwinn Wolverine cycling club from the Detroit area that boasted such riders as Tom Schuler, Jeff Pierce and the Meingast brothers from Germany.

Vroom was a proud Michigan State Spartan where he was roommates with Jeff Pierce, who would go on to a very successful pro racing career and a Tour De France stage win in the mid 80s. Rich also met his wife Jane Brennan, who was a 3 time National Champion on the track, at Michigan State and they eventually raised two wonderful kids together in Utah.

After moving to Salt Lake City in 1983, Rich became a fixture in the local racing community and combined an uncanny sense of strategy, tactics and speed to become a fierce finisher at the races. He was a superb bike rider who seemed to be able excel with ease and minimal, but focused training. He also had an easygoing personality and great sense of humor.

My first memory of Rich was at a weekly criterium race at the Salt Lake International Center shortly after he moved to Utah in 1983. On the starting line I noticed this guy who looked like a good racer, but was wearing green Adidas running



Rich Vroom at Masters Nationals in Park City, Utah, 2004. Photo by Dave Iltis

shoes. I snickered to myself about this silly guy I didn’t know in tennis shoes amongst the best racers in Utah. Rich had forgotten his bike shoes that day and did just fine in his tennis shoes finishing in the top three that day. Soon after that we developed a close friendship that lasted until his passing.

It is quite likely that Rich Vroom and my wife Laura Howat did more of the weekly Utah criterium races than any other male or female racers during their long and successful racing careers. Starting with the Thursday night races at the Salt Lake International Center in the early 80s and transitioning to the Tuesday night RMR races, they both racked up many, many top finishes before retiring in the late 2010s. Both were very skilled racers and excellent mentors to younger riders throughout their racing careers. Laura’s favorite part of the criteriums was riding back to the neighborhood with Rich after the races.

Bill Harris, a top racer in Utah who won loads of races had this to say about Rich: “At the start of a race I always look around and pick 4 or 5 key guys to keep an eye on. Rich was always one of those guys. I learned so much watching him race. Rich had an uncanny ability to conserve energy during the race, then weave his way to the front and fin-

ish with a wicked sprint to take the win. I always looked up to Rich, he was a wonderful person and a great example of a life well-lived.”

One of Rich’s regular training routines was to practice 200 RPM sprints which helped develop his tremendous leg speed for those fast finishes. He also practiced sprinting with his hands off the bars and arms pointed backwards behind his hips to deemphasize the upper body and focus on a circular pedaling stroke.

Many people knew Rich as a superb painter. He showed amazing talent as a young person and largely taught himself to paint with watercolors. Painting was always a passion of his and in the late 1990s he went pro. Besides selling paintings at galleries and art shows he taught painting classes through the University of Utah and privately at his studio in Sugarhouse. His work can be purchased on Instagram at @richvroom. Rich’s paintings have also been showcased in Cycling West magazine many times in the past.

Rich Vroom was a man of many talents and interests. From life long cyclist, gym rat, little league soccer coach, nordic skiing instructor, golfer, sailor, climber, exceptional athlete, artist, family man and all-around fun person he touched many



Rich Vroom (center) at the Running of The Bulls Crit in Elko, July 4 2003. Photo by Eric Schramm

lives. He will surely be missed.

West. You can see more of his art on the cover of this issue and here: cyclingutah.com/author/rich-vroom

Editor’s Note: Rich was a long time contributor to Cycling

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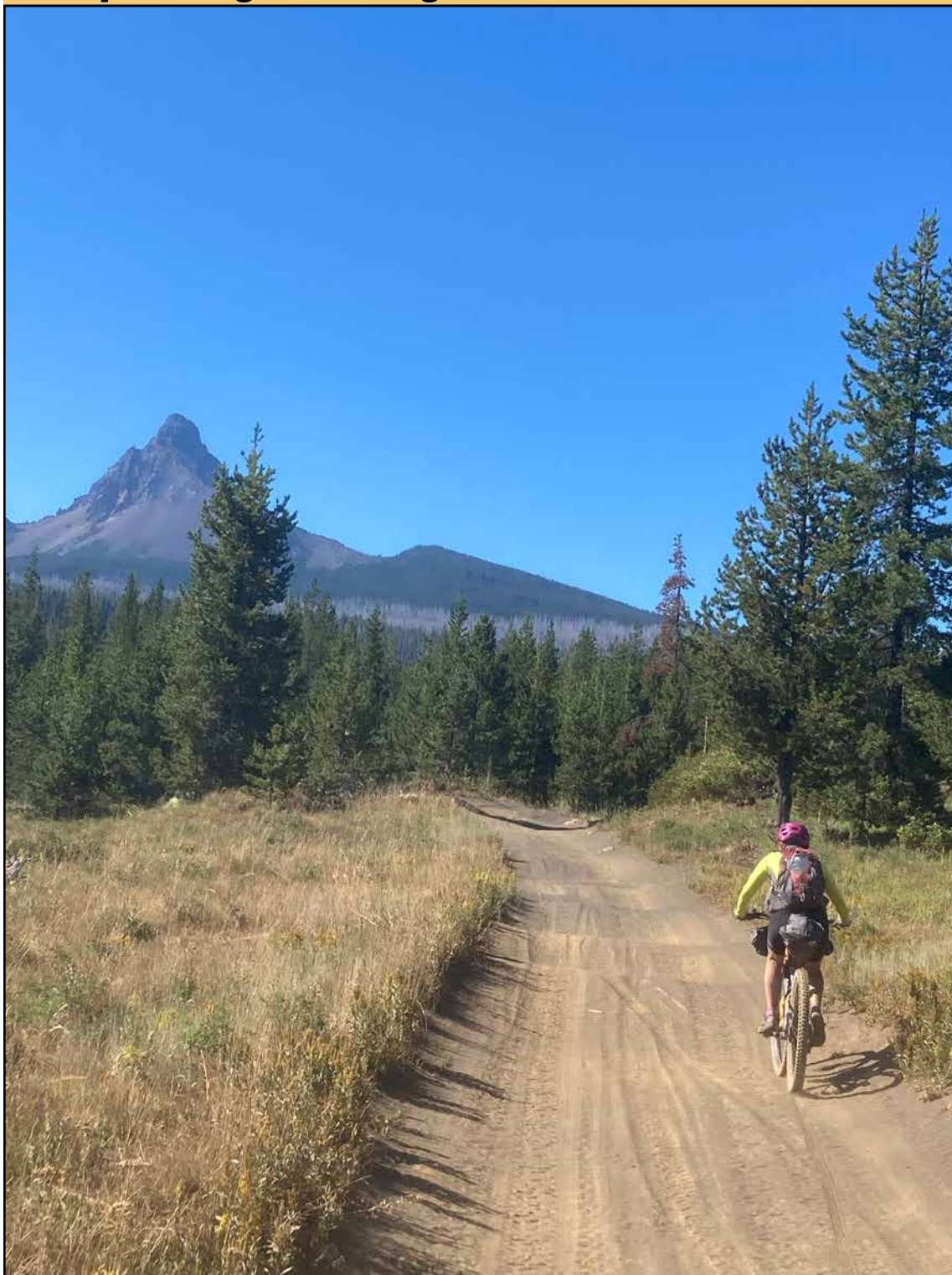
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BIKEPACKING***Bikepacking the Oregon Timber Trail***

Mount Washington juts in the sky in the Santiam region, and also produced pumice-sand. Photo by Tom Diegel

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By Tom Diegel

Like a lot of the Western states, Oregon has not only a lot of backcountry but a lot of logging roads and trails crisscrossing its forests and mountains. It also has a vast desert in the rain-shadowed terrain east of the Cascade mountains, and in 2013, inspired by the Great Divide Route, Oregon bikepacking fans created the "Oregon Outback" trail that runs the length of the state on gravel roads (75%) and paved roads (24%) that has enjoyed plenty of use. However, within a couple of years the organizers - inspired by more trail-oriented routes like the Colorado Trail and the Arizona Trail and the fact that people were actually riding a lot of singletrack with gear - decided to put in an ambitious route linking up not just remote backcountry roads but also rideable trails, and do so through the heart of the Cascades that run the length of the state. It took a few years and a lot of work by dedicated volunteers, but over the last couple of years the Oregon Timber Trail has already become an iconic route.

I grew up in verdant Portland, Oregon and my wife Ashley grew up in the arid wine, fruit, and hops country of Yakima, Washington, so we both have a penchant for the great Pacific Northwest (PNW), volcanoes, paddle the cold, crystalline rivers, and ride tons of singletrack. All of those singletrack rides were on day trips, but in the meantime, we did a lot of touring in Utah and other states, and over time it started to sink in that our views of viable bicycle touring were changing along with the activity by doing more gravel road tours and nibbling at a few trails. Last fall we tackled a 300-mile section of the rugged and arid Arizona Trail in full bikepacking style, and as another summer trip to the PNW loomed it was pretty much a given that we had to try a chunk of the comparable Oregon Timber Trail. Spearheaded by a mountain bike enthusiast bikepacker named Gabe Tiller who hails from the unlikely town of Mill City (profiled in the great podcast "Timber Wars", about the long history of logging in the PNW) the nascent non-profit rallied a bunch of Gabe's pals to create a route that is not only twice as long as the Oregon Outback at 680 miles that are 98% off-pavement, a full three-quarters of it is on trails, and it sports a quad-burning 70,000 feet of vertical! We had to give it a go.

The OTT is described as comprising four distinct tiers, with the first couple in the southern "basin and range" country east of the Cascades, but the northern tiers start in the middle of the state and the trail transitions over the crest into the famous greenery of huge Douglas Fir forests. It was this transition from high desert to sub-alpine that we decided to hook into, so from Hood River we were able to find a shuttle guy who - for a couple hundred bucks - agreed to drive us from Hood River a few hours south to the endearing tourist town of Sisters, nestled in pine forests at the base of the Three

Sisters peaks. Our shuttle driver was a chatty guy from Portland whom we found via the OTT website who just loves all things bicycle and bikepacking, and with his sprinter van he decided to do a shuttle business, which he said lately means "oh, two or maybe three trips a year!" We hoped he wasn't counting on that to be his long-term business plan. After he dropped us off, we of course realized that we needed a bike shop for a couple of things, and fortunately even in small Sisters there are two very helpful shops.

We were directed to great single-track starting right on the edge of town by a shop employee who uses it as his daily commute, and the trail parallels the busy highway for about 15 miles to the lovely hamlet of Camp Sherman, where a great little store is quite near the banks of the opaline Metolius river where it burbles out of a small hillside, and a bit more trail took us to Suttle Lake, where we joined the OTT proper.

So far, the trails we'd been on were pretty much flat, but that quickly changed at Suttle Lake when we joined the old Santiam Wagon Road, which was the historical route over the Cascades in that area. We were prepared for climbing to get over the hills, but we weren't very prepared for...sand? C'mon, Utah has sand, Arizona has sand, but...the Cascades? Sure enough, there's sand in them thar hills, though unlike true desert sand it's finely-ground volcanic pumice. Regardless, it made for some challenging going, which



Cool old turn of the century cabins were the hub of activity for travelers crossing Santiam pass. Bikepacking the Oregon Timber Trail. Photo by Tom Diegel



This switchboard was the hub of fire information from the manned fire lookouts on nearby buttes. Bikepacking the Oregon Timber Trail. Photo by Tom Diegel



The Cascade Crest's singletrack makes for sublime riding. Bikepacking the Oregon Timber Trail. Photo by Tom Diegel



Timothy Lake's singletrack around the lake is easy to bypass, but why would you? Bikepacking the Oregon Timber Trail. Photo by Ashley Patterson



Ashley with Mount Hood looming above on the last couple of days of the ride. Bikepacking the Oregon Timber Trail. Photo by Tom Diegel

resulted in the first of many pushes on this journey, but soon enough we had ground our way through the sand, the trees started changing from pines to firs, and the ground thankfully hardened up with good dirt. That said, the trail continued to be challenging; we saw a sign for the

"Oregon Gravel Grinder" that we later discovered was a race that partially used our route, and it was sort of hard to believe that gravel bikes traveled on the rugged trail that we were on (we later talked to a friend who exclaimed "I was as scared on a bike as I've ever been trying to race

that section on my gravel bike!").

After a long descent we found ourselves at the trailhead for the iconic McKenzie River trail, a 25 mile long singletrack alongside yet another beautiful river that is an alluring side trip, but we opted to continue on the OTT route the opposite direction, only to get sidetracked by the fascinating Fish Lake Depot; the historical stop for travelers going over the Santiam Wagon road. One of the beauties of bike touring - bikepacking? - is that it usually provides the flexibility and - more importantly - the opportunity to check out obscure little interesting side nuggets that we usually just blow past in the car. In the case of the Fish Lake Depot, they had a fascinating history of horse and mule-drawn wagons going over the - sandy! - "road" that we had just ridden over, and there was an account of the first motor vehicle that - barely! - made it over, and a tale of the barracks that housed the firefighters that actually burned down while the firefighters were away on forest fire. An enthusiastic volunteer was excited to see us and loved giving us the tour of the restored old buildings and historic equipment and clothes, including a switchboard that was the terminus of the hard lines that were strung from the fire lookouts on buttes as many as 10 miles away through old growth forests. Those were some ambitious folks back in the day.

One of those buttes was Crescent Mountain, which veered off the gravel road on a singletrack that climbs a very respectable 2400 feet in just a few miles of singletrack and is a bit of a hot grinder, but then drops an equal amount and then some on more high quality singletrack that nearly brushes a few different wilderness areas over many miles. This section from the McKenzie River to the North Santiam River is known as the Cascade Crest, and it's virtually 100% great singletrack, most of which is actually rideable! However, it feels remote, and while there were bike tracks on these trails and riders had taken saws in to clear the many moderate logs that had recently fallen, it's clear that the Forest Service hadn't gotten in there to get out the really big logs that the Northwest is famous for, so we had to engage in a few - but not too many - creative and challenging log-crossings.

The Northwest - especially the west side - typically has nice summer weather with little rain and moderate temperatures, and this summer had been no different with high temperatures running in the 70's. However, a few days before arriving we glanced at a weather forecast and were surprised to see a dire warning: "heat wave!" I have had my share of meltdowns on bike tours; I've gotten heat exhaustion in a range of nice hot places: Cuba, Vietnam, Ethiopia, Mexico, Korea, and yes of course southern Utah, and was fairly certain that I was going to add Oregon to that list as the heat blasted us. We descended to our low point for the trip in the little town of Detroit and it felt like an oven; indeed, the temperature was over 100 degrees there. But for once I tried to be smart about hydrating and electrolyting, and even though my fingers and hands cramped while braking, my toes



About as cool small-town as it gets; talented farmers jamming in orchards in Parkdale, Oregon. Bikepacking the Oregon Timber Trail. Photo by Tom Diegel



The Surveyor's Ridge trail above the Hood River Valley is a classic for local riders. Bikepacking the Oregon Timber Trail. Photo by Ashley Patterson

cramped inside my shoes, and my calf muscles were twitching like a Jack Russell terrier anticipating a big cramp, I - barely - was able to keep from a full quad/hamstring cramp meltdown throughout the trip. And a great aspect of the PNW is that there is actual water there in the form of rivers and lakes, so we were able to at least splash around in creeks and dive into lakes at the end of each day to wash the layers of salt crust off our bodies and rinse out our stiffened jerseys, and the depressions that hold those creeks and lakes are the coolest places around to camp in, so our nights were tolerably cool.

With the heat we had it was easy to understand that even a place as verdant as the Northwest could be so fire-prone, and indeed we had a good

view of that; the 2020 fire in that area almost completely destroyed the town of Detroit when three fires converged and burned over million acres, which is over 1500 square miles, and we rode through its blistering moonscape aftermath for over a full day. As it was, there was also a fire in the hills above the McKenzie River south of us that eventually blew smoke into us and as of early September - a month later - it is still burning.

As we trundled along the Cascades, we had spectacular views of Oregon's iconic peaks: the Three Sisters, Mounts Washington and Jefferson, the spiky Three Fingered Jack, and soon enough, looming over

Continued on Page 14

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Tom Diegel bikepacking the Oregon Timber Trail with Mt. Hood in the background. The Oak Ridge Trail plunges 2000 feet from Surveyors Ridge down into the Hood River Valley. Photo by Ashley Patterson



Tom appreciating what every bike-pack route demands: a combo ice cream place and breakfast cafe that serves copious quantities. Bikepacking the Oregon Timber Trail. Photo by Ashley Patterson



It was cool enough in the mornings next to the creeks that we felt fortunate to have to bundle a little before the furnace turned on. Photo by Tom Diegel

Oregon Timber Trail- Continued from page 13

our end point of Hood River was Mount Hood in the smoky distance. We were paralleling the Pacific Crest Trail (PCT), and eventually the two routes joined at Olallie Lake. Olallie was a little off our route, but in order to service the PCT through-hikers we knew that they had backpacker-type food, and we were trying to keep our bike weights down to account for the hard riding, so we weren't carrying much food. However, it turns out that the lake and resupply was even farther out of the way than we anticipated; a critical trail cutting over from the gravel road we were on to Olallie over a low ridge had been completely fried by the fire (which was a bit of a surprise to us; virtually all of the other beta we had gleaned from the OTT Facebook page was up to date). So, we had to go pretty far out of the way in terms of both miles

and vert to indeed get our resupply. At the lakeside store they had a thermometer next to the store's sign that indicated 4960' elevation, and the thermometer read 90 degrees. The PCT riders - most of whom are going southbound this year due to the Sierra snowpack - were also hurting in the heat, which made the "no swimming" sign at the lakeshore all that much more painful!

From Olallie Lake it's about 25 miles of gravel road to the popular Timothy Lake, which has something like five different campgrounds around its perimeter; it's indeed busy, but again the lake provided a much-needed rinse, and our fellow campers were gracious enough to provide us with some cold beverages. Timothy Lake has a super fun singletrack encircling it, which of course the OTT takes advantage of, and at the north end we veered off into the maze of forest roads that led us towards Mount Hood over high ridgelines and deep into river canyons. However, as we got closer, the new season in the Northwest -

Fire Season - reared up. A fire was burning in a wilderness area adjacent to a ridgeline road that we had planned to take to access the famed singletrack of Surveyors Ridge, so again we dropped way down to a paved road to take us up and over to the combination of highways 26 and 35, which wrap around the south and east sides of the mountain. We lost a lot of vert cruising down highway 35 towards Hood River and could have continued our cruise and soaked in the river itself, but that would have meant foregoing some legendary singletrack! So, we did the long climb up from the valley up the 44 Road - well known to local mountain bikers - to the incredible network of brilliant singletrack on Surveyor's Ridge, which ultimately spit us out into the pear-tree hamlet of Parkdale. We stumbled into a bed and breakfast that was not available for guests to formally stay at that night, but the kind owner let us camp in the yard, take a shower, and caffeine up in the morning, while the ribs place, breakfast cafe and afternoon ice cream

shop was a block away, and the brew pub with live music was across the street. Bikepacking in the woods is great but endearing little towns with just the right amenities en route can be just as great!

The final leg of our journey was a final 2500 foot climb up into the hills between Parkdale and Hood River, which put us into the upper reaches of Hood River's amazing local network of killer singletrack in Post Canyon. Coasting into town on a blistering afternoon after riding a couple hundred miles in the heat mandated one last stop at the locally famous Mike's Ice Cream shack.

With its length and amount of great backcountry singletrack, it seems - from our experience on the northern tiers - that the Oregon Timber Trail is fast becoming a bikepacking classic route. The board of the OTT nonprofit clearly is proud of what they have accomplished, and no doubt love fellow adventurous cyclists willing to give it a go, and we are looking forward to doing the southern half of it next summer (but not in a heat wave!).

If You Go

The OTT website is a fantastic resource of history of the trail and

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RACING**Endurance Bike Racing: Pre-Race Fuel and Preparation Tips**

Two riders in the 2022 Salty Lizard Gravel Ride in Wendover, Utah. Photo by Sam Rice / Salty Lizard

By Anthony J. Nocella II and Christine Camille

Recently, a number of people have asked us, “How should I eat to fuel my body the day before and the day of a mountain and road bike race?” Here are our thoughts on what to eat before any endurance race.

Suppose you have an endurance race in two weeks, and you are developing your technical skills like climbing, jumps, and natural obstacles on Mondays, Wednesdays, and Fridays (in the gym or on focused rides on the bike) and doing increasingly longer rides on Tuesdays, Thursdays, and Sundays. Your intensive endurance runs or rides are Saturday mornings with a group to push you a bit to go faster and longer. You are lifting, riding, and getting enough sleep, what else is there to get you ready?

Let’s think of it in automotive terms. You have one of the best

hypercars ever made, with carbon fiber body, top-of-the-heap aerodynamics, and a 1200 bhp engine. If you do not fill the tank up with some sort of fuel, you are not going to move. Period. You won’t even make it out of the starting gate.

Likewise, if you are filling your tank up with soda, sand, or anything other than the correct fuel, you will not only will your car not move, but you will destroy the engine. Whether you are referring to your body or a hypercar, the analogy holds.

Regardless of your age, endurance athletes should strive to eat a healthy diet and avoid fast food, candy, fried food, and food high in cholesterol. You should be drinking 3 to 4 liters of water per day, juice that is 100% from fruit and vegetables, and take daily vitamins.

Start preparing your body the morning before race day. Take your vitamins as usual and then begin fueling yourself. Start with a breakfast that has fruits, nuts, and oats in a smoothies or bowl. A great example

of this would be drinking a glass of orange juice and eating a bowl of oatmeal, blended with bananas, berries, and granola. Start drinking water right after you wake up and continue drinking it throughout the day to keep hydrated. I would also suggest taking an easy bike ride to keep your legs loose and stretch.

For lunch have a large protein powder-based vanilla smoothie with strawberries and bananas. We use Garden of Life Sports Protein Powder, in the silver container, which has 30 grams of vegetable protein. Since every athlete is different, you should use whatever product works best with your system, evaluated over time. This will keep the athlete lean and clean. Don’t forget to keep drinking that water.

For dinner, start off with a few pickles (about 3) for sodium. For your main course, we like pasta, a carbohydrate which will turn into sugar, split peas, for protein, olive oil which provides some fat, and garlic for immunity. Seasoned with red pepper flakes, Italian seasoning, and a bit of Bragg’s liquid aminos for additional sodium ... yum! Again, you should eat something with a similar nutritional profile, but that your body can easily digest.

This is also a good time for you to start topping up with electrolyte drinks. I like watermelon flavor Nuun electrolyte powder mixed with water, which has RDA values of 8% potassium and 23% sodium. Other people use children’s electrolyte solutions such as the name-brand Pedialyte, or a generic/store brand like TopCare, found in many grocery store chains.

Afterward, take a walk around your neighborhood to keep your legs

loose and give you a chance to think about the course and your strategy for winning. I find it best to give it my all right out of the gate.

Mountain bike races are often won (or lost) in the first 10 to 20 minutes of the race, so if you can get ahead of the pack early, do so. This will help you avoid all the dust kicked up by the other riders and keep you from having to pass as many riders as possible on the course, which can be difficult on singletrack.

You should also check your bike over the evening before your race. Check the bolts, lube, tire pressure, gears, shocks, and pedals. Make sure to bring your tools with you on race day for last minute adjustments and unforeseen issues. You may also wish to bring your trainer and a tent to ride under to keep cool. Lastly, make sure your clothes are all laid out for the race and get to bed on time.

On the day of your race, wake up, take a salt tablet, and start drinking water right away. This will help get your body going. We do not take vitamins before the race, as it might cause digestive issues.

Try to wake up with plenty of time to eat a banana for potassium and electrolytes, and something light like nuts or oatmeal at least 3 hours before your race if you have the time to allow your body to digest and top-off your fuel load. If you don’t race until later in the day, we recommend a fruit bowl with banana, berries, and oranges, again, about three hours before your race to give your stomach time to settle. You may also want to snack on a pickle to replace the sodium you will be sweating out.

Keep drinking your water too.

Avoid eating a bunch of energy bars or a burger or pizza or fried food. Have granola, oats, and fruit if you need to eat more before your event. Make sure to eat light, thin, clean food hours before a race, nothing heavy or processed.

Now, don’t forget to visualize deeply about the course and winning. You just have to give it all for a short amount of time. Leave everything on the course, do not hold back.

If you’re fast and you race on adrenaline, then start the race at top speed. If anyone is in your way, just keep close enough to take the lead strong and aggressively at a significant moment where the leader is weak and cannot catch you. Keep that pressure from all the cyclists behind you on the trail as motivation to push your threshold and past the burn in your legs. Before the climbs, take deep breaths to give you the oxygen you need to make it to the top, and drink water. People normally drink water after the climb, which is not the correct time for two reasons. One is that it is a reactionary response and drinking water when you are sucking for air at the end of your climb will make you choke, thus slowing you down.

Most importantly, be prepared, get out there, and have fun.

[Editor’s note: Nutrition does not have a one-size-fits-all solution. Athletes should consult with their own physicians and/or registered dietitians to determine what balance of foods and other fuel are most appropriate for their individual body and should not make any drastic changes right before an event.]

MOUNTAIN BIKING**How To Find New Mountain Bike Trails To Ride**

By Erica Tingey

Even with access to hundreds of outdoor databases with geospatial coordinates, elevation profiles, trail ratings and conditions many of us ride the same trails over and over again. While it’s valuable to learn every nook and cranny of your favorite trails, it’s also worth expanding your horizons and skill sets on new paths. Here are some tips on how to find new trails to ride and enjoy!

Riding with others

One of the best ways to explore new trails is for others to show you the way! Ride with friends, attend group rides, and/or join local biking clubs. Ask your local bike shop or search online for local bike groups. In Park City, for example, you can find the Team Sugar rides through White Pine and Moms on Bikes through the MARC.

Social Media

In general, I advocate spending less time on screens and more time

on dirt, but you can find a wealth of information on social media by connecting to local mountain biking Facebook groups.

Pro Tip: I have a Facebook Group called “Women in the Mountains - Women Mountain Biking Group” and it’s a great place to connect with other local riders. There are nearly 700 women in there now!

Find and follow your local trail network’s Facebook or Instagram pages to learn more about local trails, conditions, and closures. In Utah, check out “Utah Mountain Bike Trail Condition Network” and “MTB Enthusiasts of Utah” on Facebook.

Mountain biking websites

Websites like Singletracks, Utah Mountain Biking, travel blogs or even YouTube - simply search mountain biking and the area you are looking to ride. You may be pleasantly surprised with all the video footage available to view!

Mapping and Mobile Apps

Trail apps can easily assist you

in finding new trails, seeing posted conditions, photos, videos, and trail ratings. In addition, most trail apps allow you to download their maps and navigate offline. I highly recommend downloading and using Trailforks. The small annual fee is worth the wealth of current knowledge and live tracking.

Other useful apps include MTB Project, Alltrails, and Strava. Strava can help you find local trails—whether from your fellow Strava friends or by using the Segment Explore feature.

I also love using Google Earth or apps like Gaia, to scout out trails and routes. The challenge of mapping out and linking up long mile rides can be just as fun as the ride itself (but make sure to only ride where legal).

Visit Your Local Bike Shop

Bike shop employees are usually happy to give you the beta on local trails. In fact, when I visit a new bike town, my first stop is always the local bike shop to buy any needed bike gear and chat about trail conditions, information, and recommen-



Find some cool new trails to ride with tips from Erica Tingey. Photo courtesy Erica Tingey

dations. Some of our favorite rides have come from friendly bike shop chatter.

Take a Mountain Biking Skills Clinic

Have you recently started mountain biking? Are you looking for trails to ride? Join us or many other MTB coaches for a clinic and a trip to Utah and experience some of Park City’s local trails! Consider either a Fundamentals or Intermediate Clinic and Trail Ride to get the most trail action and application with your learned skills. After your clinic and time with us, ask for trail recommendations. My coaches and I have

ridden all over the place and have lots of ideas for you!

I hope to see you out exploring some new trails this year, be sure to tag us in your biking adventures on social media.

Erica Tingey is CEO of Women in the Mountains and PMBIA Certified Mountain Bike Coach. For more riding tips and clinic information, follow @womeninthemountains on Instagram and check out her website, womeninthemountains.com

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Ogden, UT 84401
(801) 399-4981
binghamcyclery.com

East Bench Composites

Utah Carbon Bike Repair

2374 Harrison Blvd.
Ogden, UT 84401
385-240-5265
eastbenchcomposites.com

Level Nine Sports

1273 Canyon Road
Ogden, UT 84404
801-621-2003
levelninesports.com

Skyline Cycle

834 Washington Blvd.
Ogden, UT 84404
(801) 394-7700
skylinecyclery.com

The Bike Shoppe

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

Two Hoosiers Cyclery

4510 S 900 W, Suite 5
Ogden, UT 84405
385-515-0453
twohoosierscyclery.com

DAVIS COUNTY

Biker's Edge

232 N. Main Street
Kaysville, UT 84037
(801) 544-5300
bebikes.com

Bingham Cyclery

2317 North Main Street
Sunset, UT 84015
(801) 825-8632
binghamcyclery.com

Bountiful Bicycle

2482 S. Hwy 89
Bountiful, UT 84010
(801) 295-6711
bountifulbicycle.com

Bountiful Bicycle

151 N. Main St.
Kaysville, UT 84037
(801) 444-2453
bountifulbicycle.com

Great Western E-Bikes

40 W 500 S Ste B
Bountiful, UT 84010
801-494-9898
greatwesternebikes.com

Guthrie Bicycle

420 W. 500 S.
Bountiful, UT 84010
(801) 683-0166
guthriebike.com

Loyal Cycle Co.

15 E. State St.
Farmington, UT 84025
801-451-7560
loyalcycleco.com

Masherz

2226 N. 640 W.
West Bountiful, UT 84087
(801) 683-7556
masherz.com

REI

220 Station Pkwy
Farmington, UT 84025
801-923-1707
rei.com/stores/farmington.html

Trek Bicycle Centerville

26 I-15 Frontage Rd
Centerville, UT 84014
801-609-7877
trekbikes.com/us/en_US/retail/centerville/

SALT LAKE COUNTY

Central Valley

Cottonwood Cyclery

2594 Bengal Blvd
Cottonwood Heights, UT 84121
(801) 942-1015
cottonwoodcyclery.com

Flynn Cyclery

2282 E. Murray Holladay Rd
Holladay, UT 84117
801-432-8447
flyncyclery.com

Hangar 15 Bicycles

3969 Wasatch Blvd.
(Olympus Hills Mall)
Salt Lake City, UT 84124
(801) 278-1500
hangar15bicycles.com

Salt Lake City

Bicycle Center

2200 S. 700 E.
Salt Lake City, UT 84106
(801) 484-5275
bicyclecenter.com

BikeFitr

1549 S 1100 E
Suite D
Salt Lake City, UT 84105
801-930-0855
bikefitr.com

Bingham Cyclery

336 W. Broadway (300 S)
Salt Lake City, UT 84101
801-583-1940
binghamcyclery.com

Contender Bicycles

989 East 900 South
Salt Lake City, UT 84105
(801) 364-0344
contenderbicycles.com

Cranky's Bike Shop

142 E. 800 S.
Salt Lake City, UT 84102
(801) 582-9870
crankysutah.com

evo Salt Lake

660 S 400 W Suite 300
Salt Lake City, UT 84101
385-379-3172
campus.evo.com

Gear Rush - Online Consignment

53 W Truman Ave.
South Salt Lake, UT 84115
385-202-7196
gearrush.com

Go-Ride.com Mountain Bikes

2066 S 2100 E
Salt Lake City, UT 84108
(801) 474-0081
go-ride.com

Guthrie Bicycle

803 East 2100 South
Salt Lake City, UT 84106
(801) 484-0404
guthriebike.com

Highlander Bike

3333 S. Highland Drive
Salt Lake City, UT 84106
(801) 487-3508
highlandbikeshop.com

Hyland Cyclery

3040 S. Highland Drive
Salt Lake City, UT 84106
(801) 467-0914
hylandcyclery.com

Jerks Bike Shop

4967 S. State St.
Murray, UT 84107
(801) 261-0736
jerksbikeshop.com

Level Nine Sports

660 S 400 W
Salt Lake City, UT 84101
801-973-7350
levelninesports.com

REI (Recreational Equipment Inc.)

3285 E. 3300 S.
Salt Lake City, UT 84109
(801) 486-2100
rei.com/saltlakecity

Trek Bicycle

247 S. 500 E.
Salt Lake City, UT 84102
(801) 746-8366
trekbikes.com/us/en_US/retail/salt_lake_city_downtown

Salt Lake Ebikes

1035 S. 700 E.
Salt Lake City, UT 84105
(801) 997-0002
saltlakeebikes.com

Saturday Cycles

605 N. 300 W.
Salt Lake City, UT 84103
(801) 935-4605
saturdaycycles.com

SLC Bicycle Collective

2312 S. West Temple
Salt Lake City, UT 84115
(801) 328-BIKE
slcbikecollective.org

Level Nine Sports

2927 E 3300 South
Salt Lake City, UT 84109
801-466-9880
levelninesports.com

Sports Den

1350 South Foothill Dr
(Foothill Village)
Salt Lake City, UT 84108
(801) 582-5611
SportsDen.com

The Bike Lady

1555 So. 900 E.
Salt Lake City, UT 84105
(801) 638-0956
bikeguyslc.com

Wasatch Touring

702 East 100 South
Salt Lake City, UT 84102
(801) 359-9361
wasatchtouring.com

South and West Valley

Bingham Cyclery

10510 S. 1300 East
(106th S.)
Sandy, UT 84094
(801) 571-448

Southern Utah County

Al's Cyclery / Al's Sporting Goods

643 East University Parkway
Orem, UT 84097
435-752-5151
als.com

Hangar 15 Bicycles

1756 S State Street
Orem, UT 84097
385-375-2133
hangar15bicycles.com

Hangar 15 Bicycles

877 N. 700 E.
Spanish Fork, UT 84660
(801) 504-6655
hangar15bicycles.com

Level Nine Sports

644 State St.
Orem, UT 84057
801-607-2493
levelninesports.com

Mad Dog Cycles

350 N. Orem Blvd
Orem, UT 84057
(801) 222-9577
maddogcycles.com

Racer's Cycle Service

Mobile Bike Shop
Provo, UT
(801) 375-5873
racerscycle.net

Ride' N Bikes

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

Taylor's Bike Shop

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

ARIZONA

Cave Creek

Flat Tire Bike Shop

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

Flagstaff

Absolute Bikes

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

absolutebikes.net

Sedona

Absolute Bikes

6101 Highway 179 Suite D
Village of Oak Creek
Sedona, AZ 86351
928-284-1242
absolutebikes.net

Thunder Mountain Bikes

1695 W. Hwy 89A
Sedona, AZ 86336
928-282-1106
thundermountainbikes.com

CALIFORNIA

Box Dog Bikes

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

Dr. J's Bicycle Shop

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

COLORADO

Southwest Colorado

Brown Cycles

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

Colorado Backcountry Biker

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

Over the Edge Sports

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

IDAHO

Boise

Bob's Bicycles

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

Boise Bicycle Project

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

Custom Cycles

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

Eastside Cycles

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

George's Cycles

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

George's Cycles

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

Idaho Mountain Touring

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

McU Sports

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

Ridgeline Bike & Ski

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

Spokey Joe's Bikes & Gear

2337 S. Apple St.
Boise, ID 83706
208-202-2920
spokeyjoe.com

TriTown

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

Rolling H Cycles

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

Victor/Driggs

Fitzgeralds Bicycles

20 Cedron Rd
Victor, ID 83455
208-787-2453
fitzgeraldsbicycles.com

Habitat

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

Peaked Sports

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

Idaho Falls

Bill's Bike and Run

930 Pier View Dr
Idaho Falls, ID
208-522-3341
billsbikeandrun.com

Dave's Bike Shop

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

Idaho Mountain Trading

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

Pocatello

Barries Ski and Sport

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

Element Outfitters

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

Element Outfitters

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

Rexburg

Sled Shed

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

Twin Falls

Epic Elevation Sports

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

Spoke and Wheel

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

Cycle Therapy

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

Salmon

The Hub

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

Sun Valley/Hailey/Ketchum

Durance

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

Power House

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

Sturtevants

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

Sun Summit South

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

The Elephant Perch

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

MONTANA

Free Heel and Wheel

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

Summit Bike Ski

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

NEVADA

Boulder City

All Mountain Cyclery

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

ELY

Sportsworld

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

Las Vegas

Giant Las Vegas

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

Las Vegas Cyclery

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

NEW MEXICO

Bosque Mobile Bicycle Repair

Albuquerque, NM
bosquemobilebicyclerepair.com

Fat Tire Cycles

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

WYOMING

Jackson Area

Fitzgeralds Bicycles

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

Hoback Sports

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

Hoff's Bike Smith

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

The Hub

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

Teton Bike

490 W. Broadway
Jackson, Wyoming 83001
307-690-4715
tetonbike.com

REI

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

Teton Village Sports

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

Wilson Backcountry Sports

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

UTAHBICYCLELAWYERS.COM
CHRISTENSEN & HYMAS

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801.506.0800

WESTERN STATES

CALENDAR OF EVENTS

Calendar Guidelines: Listings are free on a space available basis and at our discretion. Submit your event to: calendar@cyclimgutah.com with date, name of event, website, phone number and contact person and other appropriate information. Let us know about any corrections to existing listings!

BMX

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

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

Advocacy

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Events, Swaps, Lectures

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

October 6-8, 2023 — Northern Utah Trailfest, Ogden, UT, 3/6-Hour Mountain Bike Race during the Northern Utah Trailfest at North Fork Park. Fall weekend camping, festival, music, and competition to complete the most course laps., Kelli Barkema, 801-393-2304, kelli@tfnu.org, Reide Thompson, 801-399-1773, reide@goalfoundation.com, northernutahtrailfest.com

April 18-21, 2024 — Sea Otter Classic, Monterey, CA, Festival, Road, Mountain, Gravel, and XC races offered., Sea Otter Classic, 1-800-218-8411, info@seaofterclassic.com, seaofterclassic.com

May 1-31, 2024 — Grand Valley Bike Month, Grand Junction, CO, Bike to Work, Bike Swap, Bike to Business, Bike to Bourbon, Yoga for Bikes, and a whole lot more!, Sarah Brooks, 970-244-1830, sarah.brooks@mesacounty.us, healthymesacounty.org/bike-month-2023/

May 3-4, 2024 — US Bank Fruita Fat Tire Festival, Fruita, CO, 27th Anniversary festival kicking off the Mtn bike season in CO, world renowned trails, Bike Demo at 18 Road and Downtown Product Expo, and live music, George Gatseos, 970-858-7220, info@ofe-fruita.com, fruitafatfestival.com

May 17, 2024 — National Bike to Work Day, Utah Bike Month, Everywhere, UT, A day to climb out of the motor vehicle and onto your bike on your way to work., None, noemail@cyclimgutah.com, bikeleague.org

Gravel Races and Rides

September 30, 2023 — Dirt de Utah, Soldier Hollow, UT, 2 courses: 1. approximately 30 miles with around 4000 feet of climbing and 2. a 70-mile loop with around 8000 feet of climbing. The event will take place at the stunning Soldier Hollow in Midway, Utah, which was the host of the 2002 Winter Olympics and features a beautiful backdrop of Mt Timpanogos., Kari Preston, 801-209-3337, info@dirtdeutah.com, Cadence Preston, 435-395-8757, info@dirtdeutah.com, dirtdeutah.com

October 7-8, 2023 — October Trek, Weiser, ID, 2 day mountain bike gravel ride, 86 mile ralls-to-trails conversion trail from New Meadows to Weiser, Idaho. Supported ride with meals and camping., Ron Hundahl, 208-566-1025, 208-253-4433, octobertrek@gmail.com, Pat Trainor, 208-253-4433, 208-571-7447, blheron@ctcweb.net, weiser-rivertrail.org/octobertrek.html, kofah.com/octobertrekinformation/

October 7-8, 2023 — REXY, Queen of the Desert!, Fruita, CO, A Point-to-Point ride from Moab, Cisco, or the Utah border to Downtown Fruita, CO. Amazing gravel, bonfire finish, food, beer, and music. Do you have what it takes to tame her? Here are your options: 200 mile solo or relay team, 100 mile Moe solo or relay, 50 mile solo, Morgan Kurri, 303-475-6053, morgan@desertgravel.com, desertgravel.com

October 7, 2023 — Fall Blaze, Durango, CO, 36 and 75-mile gravel routes, live music, food and brews, Ian Burnett, 970-259-4621, director@ronhorsebicycleclassic.com, Miles Venzara, 970-799-0167, durangofallblaze.com

October 8, 2023 — Left Hand Gravel, Longmont, CO, Colorado's newest gravel bike race! Peak to Peak Endurance is proud to bring you Left Hand Gravel! With courses for every rider, you will find fun and challenge whether you are riding our Single 33 mile course, Double 66 mile course or Imperial 110 course. Join us on October 8th, 2023 at Left Hand Brewing in Longmont, CO., Barry Lee, 720-244-8228, 720-409-7048, blee121@icloud.com, www.bikereq.com/lefthandgravel

October 14, 2023 — Salty Lizard 100, Wendover, UT, Blasting around the West Desert for fun and profit, this race is only an hour and a half west of Salt Lake City. The Salty Lizard 100 showcases the best of Wendover's amazing gravel roads with views of towering peaks and the Bonneville Salt Flats. Circling the Silver Island Range, the 106-mile route gives riders of all abilities the chance to check off an early-season century or experience a well-supported day out in the desert with friends., Robert Kennedy, 319-551-6174, stupidponyride@gmail.com, saltylizard100.com

October 15, 2023 — Belgian Waffle Ride - Kansas, QUADRUPLE CROWN OF GRAVEL, Lawrence, KS, The Hell of the Mid-West, which will take place near Halloween. Punctuated by dozens of off-road sectors over a route throughout the north-east region of Kansas, this gives the event its unique complexion combined with an extended length from 111 miles last year to 130 miles this year., Michael Marckx, 760-815-0927, mmm@MonumentsOfCycling.com, belgianwaffleride.bike

October 21, 2023 — Hammer Road Rally, Shaver Lake, CA, A ride with options for most ability levels with each route beginning and ending at Shaver Lake. There are four options: a 27.5 mile free untimed route, 34 mile untimed route, 53 mile timed route, and 85 mile timed route. Within the 53 mile option lies a 2000' paved climb, while the 85 mile option features a 15 mile gravel climb from Stump Springs Road to Kaiser Pass with a total of 30 miles of gravel., Clemence Heymelot, 707-560-1122, info@bikemonkey.net, hammerroadrally.com

October 28-29, 2023 — Day of the Tread Gravel, Albuquerque, NM, The Bone Shaker Gravel Grinder which will be held on Saturday, October 28. The event features 7-, 17- and 34-mile routes. Proceeds will benefit Make A Wish Foundation New Mexico, the Carrie Tingley Hospital Foundation and other non-profit organizations that benefit

New Mexico's young people., Joanie Griffin, 505-261-4444, jgriffin@sunny505.com, day-offthetread.com

November 2-5, 2023 — Spirit World 100, Patagonia, AZ, 10 hours to ride your gravel bike from Patagonia, Arizona to the border of Mexico and back, 100, 80, or 50 miles, 3 days, Group Rides, Camping, Regional Food Trucks, Coffee, Beer, Wine, Heidi Rentz, the-spiritworld100.com

February 4, 2024 — Old Man Winter Bike Rally, Lyons, CO, An epic winter adventure featuring 50 K or 100 K of rolling gravel roads, classic Boulder County climbs, fast tarmac, and the infamous Rowena Trail, Josh Kravetz, 303-408-0747, josh@adventurefit.com, oldmanwinterally.com

March 2, 2024 — Belgian Waffle Ride - Arizona, TRIPLE CROWN OF GRAVEL, Cave Creek, AZ, The Second Annual BWR AZ promises to sell out quickly with only 1,000 spots to race on the spectacular "unroad" course. Pain and suffering will commence at 7am featuring on wave start for all - there are three event distances. Waffles are served at 5 am. The BWR Unroad Expo will open on Friday, March 1 and run throughout the duration of the event until the beers, jeers and awards are distributed for all the day's heroic efforts, Michael Marckx, 760-815-0927, mmm@MonumentsOfCycling.com, belgianwaffleride.bike

March 23, 2024 — True GRIT Epic Gravel Race, National Ultra Endurance Mountain Bike Series (NUE) 100 and Marathon SE, Santa Clara, UT, Epic gravel race 84 miles, Cimarron Chacón, info@groraces.com, grapepromotions.com

April 6, 2024 — Belgian Waffle Ride - Cedar City, TRIPLE CROWN OF GRAVEL, Cedar City, UT, The Fifth Annual BWR UTAH takes place around the beautiful National Parks in southwest Utah and spends considerable mileage inside Dixie National Forest. The new "unroad" course will feature less single-track and more of the incredible gravel rollers and truck trails the area is ripe with. Pain and suffering will commence at 7am featuring one wave start for all - there are three event distances. Waffles are served at 5am. The BWR Unroad Expo will open on Friday, April 5 and run throughout the duration of the event until the beers, jeers and awards are distributed for all the day's heroic efforts., Michael Marckx, 760-815-0927, mmm@MonumentsOfCycling.com, Brooke Twitchell, btrooke@cedarcity.org, belgianwaffleride.bike

April 27, 2024 — Belgian Waffle Ride - San Marcos, TRIPLE CROWN OF GRAVEL, San Marcos, CA, The 13th Annual BWR CA is the grandaddy of them all and will be the finale for the Triple Crown of Gravel Series. Riders will get to race on a new and more rippable "unroad" course. Pain and suffering will commence at 7am featuring one wave start for all - there are three event distances. Waffles are served at 5 am. The BWR Unroad Expo will open on Saturday, April 27 and run throughout the duration of the weekend until the beers, jeers and awards are distributed for all the day's heroic efforts., Michael Marckx, 760-815-0927, mmm@MonumentsOfCycling.com, belgianwaffleride.bike

April 28, 2024 — Gorge Gravel Grinder, Dufur, OR, Gorge Gravel is the perfect early-season ride that is perfect for beginners and seasoned gravel gurus with three distance options., Chad Sperry, grindinfo@breakawaypro.com, oregongravelgrinder.com

April 28, 2024 — Whiskey Tango Fondo, Independence, CA, 50, 70, 100 mile routes in the Alabama Hills, foothills to the Sierras. Highlight: Whitney Portal Rd climb, Phil Gaimon, info@philstnfondo.com, WTF, bigboss@whiskeytango.com, whiskeytangofofondo.com

May 4, 2024 — Three-Quarter Minus Cyekeur Gravel Grinder, Idaho Panhandle Gravel Series, Sandpoint, ID, Two routes: 75 miles and 52 miles. Long route mix of singletrack, pavement and gravel, about 4700 feet of climbing Short route: pavement/gravel, 2200 ft climbing, Syringa Cyclery, 208-610-9990, syringacyclery@gmail.com, syringacyclery.com

May 17-19, 2024 — Santa Fe Century Gravel Rides, Santa Fe, NM, Gravel Ride/Distance options of Gravelvin (55 mile), or the Gravelvito (25 mile) on Rode Mesa, Santa Fe Century, 505-490-6387, info@santafecentury.com, santafecentury.com

May 24-26, 2024 — Iron Horse Bicycle Classic, Durango, CO, 52nd Annual, Road Race and Tour from Durango to Silverton. Both are on Saturday 25th and are a 50 mile ride from Durango to Silverton. Take off with the train, traveling over two 10,000ft mountain passes enroute to the historical mining town of Silverton. Sunday 26th we have a Kids Race and Kids Village, Mountain Bike Race, Gravel Race and vendors., Ian Burnett, 970-259-4621, director@ronhorsebicycleclassic.com, ironhorsebicycleclassic.com

June 1, 2024 — The Dead Swede Gravel Grinder, Wyoming Gravel Grind Series, Sheridan, WY, 40 or 100 miles, Sheridan Bicycle Company, 307-763-4481, sheridancycleco@hotmail.com, thedeadswede.com

June 1, 2024 — The Dusty Bandita, Ovando, MT, 45 and 80 mile options, a women's gravel bike race built not only to expand our presence in a male-dominated sport of bike racing, but to inspire all women to go beyond their limits, physically and mentally; dig deep, climb the big climbs, and take the inside line; Breathe in the crisp Montana air and leave our cares behind. The distance options available are for the racer or adventurer alike. We want to instill the feeling of freedom and confidence while we ultimately broaden the field of women cyclists entering cycling events throughout the local area, state, and nation., Bri Lui, thedustybandita@gmail.com, thedustybandita.com

June 2, 2024 — Cascade Gravel Grinder, Bend, OR, Experience gravel greatness in the Cascades through three gravel ride distances starting and finishing in beautiful Sisters, Oregon., Chad Sperry, grindinfo@breakawaypro.com, oregongravelgrinder.com

June 8, 2024 — Pine Island Gravel Odyssey, Spearfish, South Dakota, 45, 70, 110, 210 mile gravel ride/race, Perry Jewett, 605-641-4963, ridge riders@blackhills.com, dakotafiveo.com

June 15, 2024 — Lost and Found Gravel Grinder, Lost Sierra Triple Crown, Portola, CA, The perfect blend of pavement, dirt, and

gravel roads over 35, 60, or 100 miles of epically beautiful gravel riding in the Lost Sierra. Followed by live music, expo, beer, and awesome food with lots of good people. More than a ride, L&F is a whole weekend of Lost Sierra fun dedicated to raising funds for the Lost Sierra Route., Greg Williams, willie@sierratrails.org, Sierra Trails, info@sierratrails.org, lostandfoundbikeride.com

June 22, 2024 — Ruby Roubaix Gravel Gran Fondo, Lamolille, NV, Gravel Fondo! See them Ruby Mountains like you've never seen them before during this one-day bicycle ride or race beginning and ending in scenic Lamolille, Nevada. Choice of a 20, 36, 62 or full 117 mile loop on pavement, gravel and dirt roads. Ride it or race it!, Ruby Roubaix, 775-389-1862, info@rubyrroubaix.com, rubyroubaix.com

June 22, 2024 — Monument Valley Bike Race, Tour de Rez Cup, Monument Valley, UT, The 15-mile route travels along dirt roads and double track in the Gouldings and the Oljeto community. The route is entirely dirt road and includes some rolling terrain. The course will be among some beautiful rocks, with views of formations for which the area is well known., Tom Rigganbach, 928-429-0345, chuskaman@yahoo.com, navajoyes.org, runsignup.com/Race/UT/MonumentValley/MonumentValleyBikeRace

June 26-30, 2024 — Oregon Trail Gravel Grinder, Sisters, OR, Chad Sperry, grinderinfo@breakawaypro.com, oregongravelgrinder.com

June 29, 2024 — Truckee Tahoe Gravel, Truckee, CA, Three days of activities with a competitive off-road bicycle race featuring the incredible dirt and gravel roads in the Tahoe National Forest, best suited for a gravel/cross bike or a hardtail MTB. 3 course options: 65.1 mi (Long), 58.1 mi (Medium) and 26.2 (Rollout - non timed) + Family Fun Route (15 mi). Benefits the Truckee-based non-profit Adventure Risk Challenge., Clemence Heymelot, 707-560-1122, info@bikemonkey.net, truckeedirfondocm

June 29, 2024 — Dirty Dino Gravel Grinder, Vernal, UT, Come get Jurassic-kicked on 1 of the 3 amazing routes through the Uinta Mountains and Dinosaurland. Choose from 32, 59 or 106 mile routes. It's going to be RAWRsome!, Breanne Nalder-Harward, 801-550-0434, graveldino@gmail.com, gravel-dino.com, facebook.com/Dirty-Dino-Gravel-Grinder-10365632203894

June 29, 2024 — Monarch Grind Gravel Grinder, Idaho Panhandle Gravel Series, Sandpoint, ID, One route: 70 miles and 8000 ft climbing, 98% USFS gravel roads and double track. Epic mountain and lake vistas., Syringa Cyclery, 208-610-9990, syringacyclery@gmail.com, syringacyclery.com

July 13, 2024 — Crusher in the Tushar, Life Time Grand Prix, Beaver, UT, 70 grueling miles exploring Southern Utah's Tushar Mountains on a mix of dirt, gravel, and asphalt. Features 10,000+ of climbing traversing Utah's highest and most scenic roads. Join us for the original mixed-surface gravel and road classic!, Treva Worrel, crusher@events.zendesk.com, tusharcrusher.com

July 20, 2024 — The Rift Gravel Race Iceland, Hvolsvöllur, Iceland, The Rift is a 200 km (125 miles) off-road bike race through the dark lava fields in the highlands of Iceland. It traverses the continental rift between North America and Eurasia - a rift that grows one inch every year. The growth is evident with vast lava fields all around creating a surreal landscape. A landscape that is remote, rugged and unpredictable. The Rift, 011-354-626-3332, info@theriftbike, theriftbike.com

August 3, 2024 — Bear Howard Gravel Race, Flagstaff, AZ, 100 mile, 60 mile, and 30 mile Gravel Ride, prime gravel riding in the shadow of the "Peaks" of N. Arizona. Consider it a tour of Flagstaff, taking in views of Kendrick, Sitgreaves, and of course the San Francisco Peaks. With 6,000 ft of elevation gain, this is no walk in the park., Dustin Phillips, sablemind@gmail.com, sableevents.com

August 4, 2024 — The Great Gravel Grind - Lake Tahoe, Tahoe City, CA, Starts and finishes at Tahoe Cross-Country Ski Area (Tahoe XC). 15, 30, or 41 mile course options. Stunning views of Lake Tahoe and pedal rolling terrain with an enjoyable mix of gravel, fire roads, asphalt and single track. While all bikes (no e-bikes) are welcome, a gravel bike is recommended. With one aid station on the course, a fantastic after party, and a raffle with great prizes, you will be well taken care of. This is a fun ride, not a race and while it will be timed, it is not result based. 3 sections to test yourself against your peers: an Uphill, a Downhill, and a Rolling section. Your registration donation includes: the ride, cheerleaders and an aid station on course, raffle tickets for amazing prizes, great food from MogRog Catering, and refreshing beverages at the end. All proceeds benefit our Tahoe Cross-Country Ski Education Association's (TCCSEA) Junior Cross-Country Ski Teams, Tahoe XC, contact@tahoexc.org, tahoexc.org

August 10, 2024 — JayP's Backyard Fun Pursuit Gravel Ride, JayP's Backyard Series, Island Park/West Yellowstone, ID, Gravel ride near Yellowstone National Park on Forest Service roads. It's an incredible time of year to be in this area and visit YNPI 30, 60, 120 mile routes, Jay Peltavy, 307-413-2248, jaypeltavy@gmail.com, gravelpursuit.com

August 18, 2024 — SBT GRVL Gravel Grinder, Steamboat Springs, CO, 6:30 am on Yampa Street, Steamboat Springs, CO. Four distances: 37/64/104/142 miles with 2000/4000/6000/9000 feet of climbing, respectively. Mixed surface with the majority on hard packed gravel roads, Amy Charity, 970-215-4045, info@sbtgrvl.com, sbtgrvl.com

August 21-25, 2024 — Garmin Gravel Worlds, Lincoln, NE, Self-Supported, Grassroots Style Gravel Race, 50K, 75 mile, 150 mile, 300-mile options. New Run Options of 50k, 25k, or 10k. Options for Double doing run and bike events., Gravel Worlds Info, info@gravel-worlds.com, Jason Strohbehn, jason@gravel-worlds.com, gravel-worlds.com

August 29-September 1, 2024 — Rebecca's Private Idaho Gravel Grinder and Festival, Ketchum, ID, Lifestyle, mountain bike and outdoor festival over Labor Day Weekend. The cornerstone of the two-day event is a 100-mile Gravel Grinder (or 50-mile option) mountain bike race & ride in the scenic Pioneer Mountains of Central Idaho, with renowned mountain bike champion and endurance athlete Rebecca Rusch. The weekend activities are centered around giving back to non-profit organizations

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that foster diversity, equity, and inclusion in cycling. Join the Queen of Pain on this beautiful route that ends in a great down-home party with food, festivities, music, and libations., [Rebecca Rusch, 254-541-9661, rpi@rebeccaspriva-teidaho.com](mailto:Rebecca.Rusch@rebeccaspriva-teidaho.com), rebeccaspriva-teidaho.com

September 7, 2024 — WYO 131 Gravel Grinder. Wyoming Gravel Grinder Series, Lander, WY. Step back into the Wild West and immerse yourself in the high desert, historic mining towns, and breath-taking views at Wyoming's premier gravel ride. This is the ultimate bucket-list gravel ride. This rugged ride is well known for its 5 STAR gravel in the most remote and least densely populated regions of the West. The 131 mile distance is one of the toughest gravel races in the U.S. with over 10,000 feet of climbing, minimal support and podium prize money! Two other distances, a 40-mile and 80-mile course, offer riders a shorter and equally gorgeous gravel experience., [Gwen Robson, 307-330-3002, wyo131gravel@gmail.com, wyo131.com](mailto:Gwen.Robson@wyo131gravel.com)

September 8, 2024 — Dirty Buff Buffalo Bicycle Classic. Boulder, CO. The Elevations Credit Union Buffalo Bicycle Classic is a scholarship fundraiser for CU Boulder. We have 5 road courses, 2 gravel courses and a family ride. Our Epic routes head up Boulder Canyon which is closed to traffic. Ride Bikes. Change Lives. Jenny Anderson, 303-898-8900, bbc@colorado.edu, buffalobicycleclassic.com

September 20-22, 2024 — Mountains to Meadows. Lost Sierra Triple Crown, Mt. Shasta, CA. The perfect blend of pavement, dirt, and gravel roads over 35, 60, or 100 miles of epically beautiful gravel riding in the Lost Sierra. Followed by live music, expo, beer, and awesome food with lots of good people. More than a ride, L&F is a whole weekend of Lost Sierra fun dedicated to raising funds for the Lost Sierra Route., sierratrails.org, grinduro.com

Mountain Bike

Tours and Festivals

October 20-22, 2023 — BetterRide MTB Trail Domination MTB Skills Course/Camp/Clinic. Moab, UT. Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiency with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, [Ise Harms, admin@betterride.net, betterride.net](mailto:Ise.Harms.admin@betterride.net)

October 21, 2023 — Zuni Mountains 35/70. New Mexico Endurance Series, McGaffey Lake, NM. Unsupported epic mtb ride, NMES, nm-es.weebly.com

November 4, 2023 — Sacramento Rim Roller. New Mexico Endurance Series, Cloudcroft, NM. Unsupported epic mtb ride, NMES, nm-es.weebly.com

November 24-26, 2023 — BetterRide Enduro MTB Camp. Boulder City, NV. Multiple camps, see the website for dates, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiency with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, [Ise Harms, admin@betterride.net, betterride.net](mailto:Ise.Harms.admin@betterride.net)

April 26-28, 2024 — MECCA MTB Festival. Green River, UT, 38th Annual, Held at the Buckhorn RV Resort, Huntington, Utah. Registration begins Friday at 1:00 p.m. followed by a warm up ride, refreshments, games and a prize drawing. Saturday is full of all-day guided rides, ranging from beginner to advanced followed by a yummy dinner, games and more fun. Finish up on Sunday with a guided (or on your own) scenic ride. Family friendly., [Terri Bennett, 435-749-0755, 435-749-2386, meccabike01@gmail.com, biketheswell.org](mailto:Terri.Bennett@meccabike01@gmail.com)

May 7-October 5, 2024 — MTB The Maze Mountain Bike Tour. Moab, UT, Deep in

the heart of Canyonlands National Park. 4 trips to choose from, 4 days 3 nights. Small Groups of 7 or less. Outfitted by professional guides. Camp at the Maze Overlook and hike down into the Maze while viewing vertical uplifts and plunging gorges., [Karen Johnson, 800-624-6323, 801-266-2087, karen.holidayriver@gmail.com, Natalie.Osborn.natalie.holidayriver@gmail.com, bikeraft.com](mailto:Karen.Johnson@holidayriver@gmail.com)

August 16-18, 2024 — Outerbike Crested Butte. TENTATIVE, Crested Butte, CO. An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos, shuttles, lunch, beer, and admission to parties and films, at Crested Butte Mountain Resort, Mark Sevenoff, 800-845-2453, 435-259-8732, [outerbike@westernspirit.com, outerbike.com](mailto:outerbike@westernspirit.com)

September 28-29, 2024 — Chuska Challenge Mountain Tour. Tour de Rez Cup, Red Valley, AZ. The Navajo Nation's premier mountain bike event of the year, taking place the final weekend of September in the Chuska Mountains. The Chuska Challenge Tour includes 35-mile and 20-mile noncompetitive options, offer riders some awesome riding in some of the most beautiful country in Dine' BIKAYAH. The competitive Mountain Bike Race includes variety of routes and distances, and includes awards for top riders. There will be a Skills Course set up for riders to play on throughout the weekend, and there will be a Youth Race on Saturday. On the Sunday of Chuska weekend, there will be a 55-mile and 35-mile Arizona Endurance Series event on the Cove Classic route, Tom Riggenbach, 928-429-0345, [chuskaman@yahoo.com, navajoves.org, runsignup.com/Race/AZ/RedValley/ChuskaChallengeMountainBikeRide](mailto:chuskaman@yahoo.com)

October 4-6, 2024 — Outerbike Moab. Moab, UT. An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos, shuttles, lunch, beer, and admission to parties and films, 7000 N. Hwy 191 at Moab Brands Trailhead, Mark Sevenoff, 800-845-2453, 435-259-8732, [outerbike@westernspirit.com, outerbike.com](mailto:outerbike@westernspirit.com)

Utah Mountain

Bike Racing

October 6-8, 2023 — Northern Utah Trailfest Mountain Bike Race. Ogden, UT. The NUT is a fall celebration for all trail users! NUT Trail Run and Mountain Bike Race on Saturday, October 8th as they compete to complete the most course laps in 3, 6 or 9 hours. Camp for the weekend or spend the day at North Fork Park as trail users of all ages and abilities come together to enjoy tasty food, live music, and festival activities at Cutler Flats Base Camp. Experience the beauty of fall foliage and share in the excitement and camaraderie of the NUT by participating in free festival activities and educational opportunities including guided hikes, stargazing, yoga, and more., [kelli Barkema, 801-393-2304, kelli@fnu.org, Reide Thompson, 801-399-1773, reide@goalfoundation.com, northernutahtrailfest.com](mailto:kelli@fnu.org)

October 13, 2023 — Red Bull Rampage. Virgin, UT. Downhill, slopestyle and freeride MTB athletes will converge on the demanding terrain of Virgin, Utah to compete for glory in one of the biggest tests of skill and guts in the world. 22nd annual!, [Chris Worden, 310-393-4647, chris.worden@us.redbull.com, redbull.com/us/en/bike/events](mailto:Red Bull, 310-393-4647, Chris Worden, 310-393-4647, chris.worden@us.redbull.com, redbull.com/us/en/bike/events)

October 13, 2023 — Stupid Pony. Eagle Mountain, UT. Prepare to ride bikes and have a punished butt for 200 miles from Eagle Mountain to Wendover on the historic Pony Express trail., Robert Kennedy, 319-551-6174, stupidponyride@gmail.com, saltylizard.atl.com

October 16-17, 2023 — Huntsman World Senior Games Mountain Biking. St. George, UT. Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, 435-674-0550, hwsj@senior-games.net, seniorgames.net

November 4-5, 2023 — 25 Hours of Frog Hollow. Frog Hollow Endurance Series, Hurricane, UT. The longest one day race: this event is held annually over the Fall Back time change, giving an extra bonus hour. The atmosphere is all about friends and fun. There is always a huge costume contest, vendors, midnight pie, and late stories around a fire. Choose from Solo, Duo, 4 person, 5 person or a team of 10, Cimarron Chacon, [info@groraces.com, 25hoursofproghollow.com](mailto:info@groraces.com)

March 16, 2024 — True GRIT Epic Bike Race. National Ultra Endurance Mountain Bike Series (NUE) 100 and Marathon SE, Santa Clara, UT. Epic ultra-endurance mountain bike race with 100 and 50 mile options over tough and technical terrain. Course is a 50 mile loop. Finish with live music, vendors and beer garden., Cimarron Chacon, info@groraces.com, gropromotions.com

April 6, 2024 — 6 Hours of Frog Hollow. Frog Hollow Endurance Series, Virgin, UT, 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs. Great introduction to endurance racing or a great trainer for bigger races. Categories from solo to 3 person, including single speed categories., Cimarron Chacon, info@groraces.com, groraces.com

April 6-8, 2024 — Moab Rocks. Moab, UT, incorporates Moab's best classic and new routes and combines them into a 3-day masterpiece of cross-country and timed descents in a fully supported format., Kevin McDonald, 866-373-3376, info@transrockies.com, TransRockies.com

August 31, 2024 — Park City Point 2 Point. Park City, UT. A true point 2 point race! Thanks to the plethora of trails in this area, the race is never on the same trail twice. Over 90% of the race is single-track. 75 miles & 12,000ft of climbing., Jay Burke, 801-330-3214, race-point2point@gmail.com, thepcpp.com

Regional Mountain

Bike Racing

ID, WY, MT, NV, AZ, NM, CO, MT, OR, WA, CA and Beyond

September 30, 2023 — Great Trail Race. Truckee, CA. Ride or Run between Truckee and Tahoe City. The Great Trail Race follows roughly the same route as The Great Ski Race between Truckee and Tahoe City with one major difference: You choose to run or bike one of two course options, Elite or Classic. The Elite division course adds in more technically challenging terrain, Todd Jackson, 530-546-1019, [todd@big-blueadventure.com, Kiley McClroy, kiley@bigblueadventure.com, bigblueadventure.com, greattrailrace.com](mailto:todd@big-blueadventure.com)

September 30, 2023 — Gowdy Grinder. Cheyenne, WY. Cross country mountain bike race that takes place on the trails of Curt Gowdy State Park in southeastern Wyoming. The beginner races are on a course with a handful of short technical sections, but mostly smooth riding. The more advanced categories will find plenty of challenging riding typical of Curt Gowdy., Jodee Pring, 307-631-2980, WyoXMTB@gmail.com, wyox-mtb.org/gowdygrinder

September 30-October 1, 2023 — Gravity Stage Racing: Angel Fire. Trail Party, Angel Fire, NM, Enduro, Trail Party, trailparty.com

September 30, 2023 — Rad Dirt Fest. Trinidad, CO. 38, 99, 165 mile options. Deep in the Southern Colorado plateau lies an untouched plethora of gravel unlike any other. The towering Spanish Peaks and expansive mesas serve as the backdrop for the 3 unique courses of the 'Rad Dirt Fest'. The courses are all more than 90% maintained, gravel roads and mostly rolling routes, Paul Anderson, 719-219-9364, [panderson4@lifetimelfitness.com, Lifetime Events, TheradDirt@tevents.zendesks.com, therad-dirt.com](mailto:panderson4@lifetimelfitness.com)

October 1, 2023 — Betti Bike Bash. Betti Bike Bash, Lakewood, CO. Women's only mountain bike race and festival including: Little Bellas Girls Camp and VIDA MTB Series Clinic. All ages and abilities welcome., Jennifer Barbour, 303-503-4616, jen@teamevergreen.org, Natalie Reaborn, 303-503-4616, natalie@teamevergreen.org, bettibikebash.com

October 7, 2023 — Tour of the White Mountains. Pinetop-Lakeside, AZ. Arizona's longest standing mountain bike event. At 7,000 feet, The Tour is a grassroots event with laid back vibes among a gathering of bike-minded individuals., Epic Rides, 520-623-1584, info@epicrides.com, Dave Castro, dcastro@epicrides.com, epicrides.com

October 7, 2023 — Road Apple Rally MTB Race. New Mexico Off Road Series, Farmington, NM. The Road Apple Rally began in 1981 as a competition between horses and bicycles. It has since become a bicycle only race and stands as the longest running annual mountain bike race in the United States. Bring the family for a day of fun and try the children's riding obstacle course. This celebrated mountain bike race features five divisions: Beginner, Pro, Expert, Sport, Single Speed. The Beginner course is a 15 mile loop, all others ride the full 30 mile Road Apple Rally course. Both courses feature the whoops, where you spend more time in the air than on the ground! Course terrain also includes short climbs, flats, sandy arroyos and sharp corners., Jan Bear, 505-670-4665, janbear@gmail.com, Leslie Mueller, 505-599-1184, lmueller@fmln.org, fmln.org/277/Road-Apple-Rally, nmors.org

October 14, 2023 — Prescott 6er. Prescott, AZ. Enjoy 6 hours of racing in a relaxed, fun event atmosphere with all the professional touches, Breanna Bissell, 480-734-0558, [info@mangledmomentum.com, prescott6er.com](mailto:info@mangledmomentum.com)

October 21, 2023 — Wild West Fest. Ruidoso, NM, 6 hour and 12 hour race, along with a 40 mile marathon option and pedaduro held at Grindstone Lake and the Cedar Creek trails, Seth Bush, 505-554-0059, [ELCapitan@ZiRides.com, ziRides.com](mailto:ELCapitan@ZiRides.com)

October 21, 2023 — Coyote Classic Round 2 of 3. DVO Fall XC and E-Bike Coyote Classic Series, Boulder City, NV, Downhill Mike, 518-524-9805, [info@downhillmike.com, bootlegcanyonracing.com](mailto:info@downhillmike.com)

October 29, 2023 — Mingus Mountain Enduro. Jerome, AZ, Tim Racette, 480-442-4229, [info@mbaa.net, mbaa.net](mailto:info@mbaa.net)

November 4, 2023 — Austin Rattler. Leadville Race Series, Austin, TX, Paul Anderson, 719-219-9364, panderson4@lif.life, leadvilleraaceseries.com, austinrattlermtb.com

November 10-12, 2023 — Singlespeed World Championships. Santa Cruz, CA, None, [noemail@cyclingutah.com, sscxwc23sc.com](mailto:noemail@cyclingutah.com)

November 11-12, 2023 — Bootleg Canyon Gravity and Demo Fest. DVO Suspension, Alchemy Bikes, Truckee Co, Boulder City, NV. More shuttles, more group rides, more demos, product demos, huck and bunny hop contests, daily happy hour and free camping!, Downhill Mike, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

November 11, 2023 — Teenek 100. Aztec, NM, 50 and 100 km mtb races, Teenek Racing, 505-386-6170, info@teenekracing.com, teenekracing.com

November 18, 2023 — 6 and 12 Hours of Fury. Fountain Hills, AZ. The 6 and 12 Hours of Fury aims to test experienced mountain bikers while welcoming new riders to dip their tires in the dirt. The challenge remains the same, do the most laps possible within 6 or 12 hours, Jeremy Graham, 623-330-0913, [jeremy@4peakracing.com, 4peakracing.com](mailto:jeremy@4peakracing.com)

November 18, 2023 — Hawes Enduro. Mesa, AZ, Tim Racette, 480-442-4229, [info@mbaa.net, mbaa.net](mailto:info@mbaa.net)

December 2, 2023 — Coyote Classic Round 3 of 3. DVO Fall XC and E-Bike Coyote Classic Series, Boulder City, NV, XC, E-Bike, and Gravity Fest, Downhill Mike, 518-524-9805, [info@downhillmike.com, bootlegcanyonracing.com](mailto:info@downhillmike.com)

December 9, 2023 — Dawn to Dusk AZ. Fountain Hills, AZ. Endurance mountain bike relay. Compete as a solo, duo, or team on a fast, fun course in McDowell Mountain Regional Park. Family friendly camping and event expo promises a fun weekend! Space is limited to 125 solo riders, 100 two-person, 50 four-person, and 10 corporate entries, Seth Bush, 505-554-0059, [ELCapitan@ZiRides.com, ziRides.com](mailto:ELCapitan@ZiRides.com)

December 9, 2023 — DVO Blue Diamond Enduro. Boulder City, NV, Downhill Mike, 518-524-9805, [info@downhillmike.com, bootlegcanyonracing.com](mailto:info@downhillmike.com)

January 6, 2024 — 6 Hours in the Papago. Tempe, AZ. Papago 6 will test your early season, or winter, fitness. Get ready for a technically challenging course, plus the canal section is back for 2023. Ride solo, with a friend or on a QUAD team to tackle this looped course in Tempe's infamous Papago Park to rack up as many laps as possible., Jeff Frost, 928-380-0633, canisbleu@gmail.com, 6hoursthepapago.com

January 13, 2024 — McDowell Meltdown. McDowell, AZ, Challenging XC race with pump tracks for everyone to enjoy., Tim Racette, 480-442-4229, info@mbaa.net, mbaa.net

January 19-21, 2024 — Southwest Regional Gravity Championships, DH, Enduro, and DS. DVO Winter Gravity Series at Bootleg Canyon, Boulder City, NV, Open practice on Friday, Saturday, and Sunday. Trails hand built by the late Brent Thompson, gnarly on the top half and fast open ridge tops for the 2nd half. Free on-site camping with bathroom/shower facility. Cash purse for the pros and prizes from our sponsors for all amateur categories and age brackets for placing 1st, 2nd, and 3rd., Downhill Mike, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

January 27, 2024 — Estrella Hedgehog Hustle. Goodyear, AZ. Cross Country Race at Estrella Mountain Regional Park with a scenic venue for both spectators and racers. Remember sealant and tubes!, Tim Racette, 480-442-4229, info@mbaa.net, mbaa.net

February 3, 2024 — DVO Mojave Meltdown XC MTB Race. Boulder City, NV, Cross Country race, Downhill Mike, 518-524-9805, [info@downhillmike.com, bootlegcanyonracing.com](mailto:info@downhillmike.com)

February 10, 2024 — Rock Cobbler. Bakersfield, CA. The World Famous Bianchi Rock Cobbler is a stupidly hard, mostly dirt ride, bordering on a race. There are two routes offered: the Rock Cobbler which is between 80-90 miles and the Pebbler which is between 40-50 miles, Sam Ames, [sam@sambarn.com, rockcobbler.com](mailto:sam@sambarn.com)

February 10, 2024 — Tennessee Pass Night Jam. Leadville, CO. Cloud City Wheelers, [cloudcitywheelers@gmail.com, cloudcitywheelers.com](mailto:cloudcitywheelers@gmail.com)

February 16-18, 2024 — 24 Hours in the Old Pueblo. Tucson, AZ. Riding sinuous single track in the Sonoran Desert, the 24 Hours in the Old Pueblo Presented by Tucson Medical Center is one of the largest 24 hour events in the world. Come join the event! The mountain bike community has been raising about for years!, Epic Rides, 520-623-1584, info@epicrides.com, epicrides.com

February 16-18, 2024 — DVO Mob n Mojave DH, DS, and Enduro. DVO Winter Gravity Series at Bootleg Canyon, Boulder City, NV, Open practice on Friday, Saturday, and Sunday. Trails hand built by the late Brent Thompson, gnarly on the top half and fast open ridge tops for the 2nd half. Free on-site camping with bathroom/shower facility. Cash purse for the pros and prizes from our sponsors for all amateur categories and age brackets for placing 1st, 2nd, and 3rd., Downhill Mike, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

March 1-3, 2024 — DVO Reaper Madness DH ~ DS ~ Enduro. DVO Winter Gravity Series at Bootleg Canyon, Boulder City, NV, Open practice on Friday, Saturday, and Sunday. Trails hand built by the late Brent Thompson, gnarly on the top half and fast open ridge tops for the 2nd half. Free on-site camping with bathroom/shower facility. Cash purse for the pros and prizes from our sponsors for all amateur categories and age brackets for placing 1st, 2nd, and 3rd., Downhill Mike, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

March 2, 2024 — Mineral Belt Mayhem. Leadville Winter Mtn Bike Series, Leadville, CO, Cloud City Wheelers, [cloudcitywheelers@gmail.com, cloudcitywheelers.com](mailto:cloudcitywheelers@gmail.com)

March 8-10, 2024 — Cactus Cup. Fountain Hills, AZ. Arizona's Original Mountain Bike Stage race, its history dates back to 1991. This is 3 days of racing to crack open the season featuring a Short Track, XC and Enduro event. To chase the Cactus Cup and capture the overall title, all 3 days of the stage race must be completed. STXC, Enduro, XC40, kids race. Held at McDowell Mountain Regional Park, Sage, [sage@thecactuscup.com, thecactuscup.com](mailto:sage@thecactuscup.com)

March 16, 2024 — Echo Red 2 Red XC MTB Race. Pendleton, OR, 12, 24, 32 miles, sponsored by Echo Bike & Board, Stephanie Myers, 541-289-2444, 541-376-8500, [ehoredx@hottmail.com, Brian Cimmiyolli, 541-371-3303, 509-374-8424, scottsycleand-sports@gmail.com, ehored2red.com](mailto:ehoredx@hottmail.com)

March 16, 2024 — Fatty Patty 50K. Leadville Winter Mtn Bike Series, Leadville, CO, Cloud City Wheelers, [cloudcitywheelers@gmail.com, cloudcitywheelers.com](mailto:cloudcitywheelers@gmail.com)

March 16, 2024 — DVO Mojave Meltdown XC MTB Race. Boulder City, NV, Cross Country race, Downhill Mike, 518-524-9805, [info@downhillmike.com, bootlegcanyonracing.com](mailto:info@downhillmike.com)

March 30, 2024 — Roost the Ridges Enduro. Farmington, NM. Shred some of Farmington's 3 finest ridgelines in timed top to bottom fashion. These three stages will be fast, smooth, and follow 3 different ridgelines to the bottom. All competitors will pick up their number and park at Lions Wilderness Park. Then you will follow a marked course 8 miles (not timed) to the first stage of the race.

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2023 EVENT CALENDARS INSIDE!

MAY IS BIKE MONTH!

IN THIS ISSUE

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- CYCLING AND AGING PART 2
- GIRO CYCLING TRIVIA

- SEA OTTER TAKEAWAYS
- LA BEACH TO BLANCHARD
- BEETROOT
- INTUITIVE EATING
- GIVING UP THE BIKE
- TRUE GRIT

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This is where the racing begins. 2 stages will have the same finish line while all of them have different starting points. Please see the map and trail fork link provided to get a better idea of the courses...

7,500 feet of climbing through some of the most incredible sections of the San Juan Mountains. This is a USA Cycling sanctioned event...

Driver's Training Center, 4700S. 2780W., A flite - 6 pm, B flite between 6:45 and 7:05. Call for information regarding C flite...

April 6, 2024 — Tommy Knocker 10, Silver City, NM, 10 hour race, Seth Bush, 505-554-0059, EICaptain@ziarides.com, ziarides.com

September 1, 2024 — Dakota Five-0, Spearfish, South Dakota, 50 miles, A lollie-pop loop, begins in Spearfish City Park with a mass, neutral roll out...

Emigration Canyon Hillclimb Series — Utah Crit Series, Salt Lake City, UT, Starts north of Zoo 7.4 miles to top of Emigration. First rider off at 6:30...

April 6, 2024 — East Side Epic, Leadville Winter Mtn Bike Series, Leadville, CO, Cloud City Wheelers, cloudcitywheelers@gmail.com, cloudcitywheelers.com

September 1, 2024 — Grand Traverse MTB, Aspen, CO, point-to-point from Aspen to Crested Butte, Colorado. Bikers travel 40 miles across the Elk Mountains with over 7,800 of elevation gain...

Logan Race Club Thursday Night Time Trial Series — Logan, UT, Thursdays. IT series consisting of 18 races on five difference courses, with weekly and end-of-series prizes...

April 13, 2024 — DVO Mojave MeltDown XC MTB Race, Boulder City, NV, Cross Country race, Downhill Mike, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

September 28-29, 2024 — Chuska Challenge Mountain Bike Race, Tour de Rez Cup, Red Valley, AZ, The Navajo Nation's premier mountain bike event of the year...

Utah Road Race Series — Utah Crit Series, Salt Lake City, UT, Fridays, June 10, July 22, Aug 12, Aug 26, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com

April 26-28, 2024 — Whiskey Off-Road, Epic Rides Off-Road Series, Prescott, AZ, Starting on Prescott's historical (and lively) Whiskey Row and climbing into the beautifully distracting views of Prescott National Forest...

January 12-14, 2024 — JayP's Backyard Fat Bike Pursuit 200km or 200 mile, JayP's Backyard Series, Island Park/West Yellowstone, ID, 2 Distances - 60 km or 200 k. These endurance events take on an expedition feel...

Utah Road Racing

May 3-4, 2024 — 18 Hours of Fruita, Fruita, CO, One of the most beloved endurance events in Colorado with the famous midnight start. With a fast and fun single-track course located 10 minutes northwest of Fruita...

Fat Biking

May 24-26, 2024 — Iron Horse Bicycle Classic, Durango, CO, 52nd Annual, Road Race and Tour from Durango to Silverton. Both are on Saturday 25th and are a 50 mile ride from Durango to Silverton...

October 7, 2023 — Emigration Canyon Hill Climb, Utah State Hill Climb Series, UCA Series, Salt Lake City, UT, Starting in Late April with the climb that is probably ridden most in the state, Emigration Canyon will be the kick of event...

June 1, 2024 — Wente 8-Hour MTB, Willits, CA, The funnest 8-hour mountain bike race you'll ever do. 3 days of venue access including a private lake for swimming and boating...

January 26-28, 2024 — Borealis Fat Bike World Championships, Leadville, CO, 9th annual Borealis Fat Bike World Championships. Join us for 3 days of races, demos, great beer, and excellent times!

October 10-14, 2023 — Huntsman World Senior Games Cycling, St. George, UT, Must be 50 years or older. Four events: Hill Climb 5K time trial, criterium, road race, 13 K flat time trial...

July 4, 2024 — Firecracker 50, Breckenridge, CO, 50 mile mtb race, Ride some of the best single track trails we have to offer. Jeff Westcott, 970-390-4760, westy@mvpsports.com...

February 17, 2024 — Frisco Freeze Fat Bike Race, Frisco, CO, Join us for the 7th Annual Frisco Freeze Fat Bike Race at the Frisco Nordic Center...

October 14, 2023 — City Creek Bike Sprint, Salt Lake City, UT, Race starts at the mouth of City Creek Canyon and finishes at Rotary Park where we will have awards, food, music and fun...

July 13-14, 2024 — Downville Classic, Lost Sierra Triple Crown, Downville, CA, Race or ride the epic 26.5 mile point-to-point cross-country to the Sierra Crest and back to town, or take in a double dose with 15 miles of the Downville Downhill in the All Mountain World Championships...

March 8-10, 2024 — The Drift Fat Bike Race and Ride, Pinedale, WY, Run, fat bike or ski 13, 28, or 100 miles. Held on a groomed trail in the Wind River Range in the area of the Continental Divide Trail...

March 23, 2024 — WattFest, tentative, UCA Series, Tootle, UT, Held at the Utah Motorsports Park, circuit race, Troy Huebner, 801-427-0852, troy.huebner@tealdrone.com...

August 24, 2024 — Big Sky Biggie, Big Sky, MT, Starting in Big Sky's Town Center (Meadow Village) and climbing into the scenic views from Lone Peak and Buck Ridge...

March 16, 2024 — 28 Below Fat Bike Race and Ride, Spearfish, South Dakota, 50 k race, ride, tour, Perry Jewett, 605-641-4963, ridgeriders@blackhills.com...

April 27, 2024 — Goshen Circuit Race, tentative, UCA Series, Goshen, UT, 5.7 mile loop with a couple of punchy rollers and about 375 feet of up and down each lap on paved farm roads in southern Utah County...

August 24, 2024 — Lake City Alpine 50, Lake City, CO, This lung-busting race will take you by the iconic Lake San Cristobal before climbing through the alpine tundra to the two of the highest passes in Colorado...

Utah Weekly Road Race Series

May 4, 2024 — Gran Fondo Moab, Moab, UT, Mass start timed road cycling event on the beautiful La Sal Loop road, 60 miles with 5500 feet of climbing...

July 13, 2024 — Cache Gran Fondo, UCI Gran Fondo World Series, USA AND Gran Fondo National Series, Logan, UT, Qualifying event in the Western US for the GFNS (USACycling Gran Fondo National Championship)...

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

June 1, 2024 — West Mountain Road Race, UCA Series, Spanish Fork, UT, Starts at Lincoln Beach, Troy Huebner, 801-427-0852, troy.huebner@tealdrone.com...

July 27, 2024 — Mirror Lake Highway Road Race, UCA Series, Kamas, UT, 150 miles across some amazing country roads and up Mirror Lake Hwy thru beautiful pine and aspen forest...

DL2 (DMV) Criterium — Utah Crit Series, West Valley City, UT, Weekly Training Crit at this

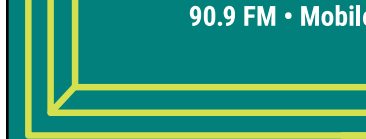
June 7-8, 2024 — Kokopelli Moab to St. George Relay, Moab, UT, Moab to St. George Relay, Road race with 4 rider teams and three legs per rider, covering 528 miles...

August 23-26, 2024 — Hoodoo 500, Planet Ultra Grand Slam Endurance Series, St. George, UT, 500 mile loop race through Southern Utah. Non-stop or stage race, solo and relay team divisions...

July 13, 2024 — Cache Gran Fondo, UCI Gran Fondo World Series, USA AND Gran Fondo National Series, Logan, UT, Qualifying event in the Western US for the GFNS (USACycling Gran Fondo National Championship)...

May 2-5, 2024 — Tour de Bloom Stage Race (Omni), Wenatchee, WA, The event features a road race in Waterville on Friday, an out and back 10-mile TT, a twilight criterium in historic downtown Wenatchee on Saturday...

September 7, 2024 — LOTOJA Classic Road Race, Logan, UT, 42nd Annual, 1 day, 3 states, 200-plus mile road race from Logan, UT to Jackson Hole, WY, Brent Chambers, 801-546-0090, info@lotoja.com...



May 24-26, 2024 — Iron Horse Bicycle Classic, Durango, CO, 52nd Annual, Road Race and Tour from Durango to Silverton. Both are on Saturday 25th and are a 50 mile ride from Durango to Silverton...

July 27, 2024 — Asaayi Bike Race, Tour de Rez Cup, Asaayi Lake Tribal Park, NM, 20.6 mile paved course from the Asaayi Jct to Hwy 12 just north of Navajo...

September 8-14, 2024 — Tour of Southern Utah, St. George, UT, 7-day tour including Zion, Bryce, Capitol Reef and More. 60-100 miles per day. Opportunities to work part/ride part...

Utah Road Touring and Gran Fondos

September 30, 2023 — Gran Fondo Salt Lake, Salt Lake City, UT, starting and finishing at the Utah State Fair Park North Parking Lot. 155 N. 1000 W. Salt Lake City. The Course begins with a beautiful and hilly tour around the State Capitol and foothills...

October 21, 2023 — Fall Tour de St. George, Ride Southern Utah Road Gran Fondos, St. George, UT, Tour around southern Utah and see some of the most scenic views as you climb to Vevo and go through Gunlock State Park as well as all the beautiful colors throughout this 35, 75, or 100 mile ride...

Regional Road Racing ID, WY, MT, NV, AZ, NM, CO, MT, OR, WA, CA and Beyond

October 1, 2023 — Mt. Diablo Challenge Memorial Ride, Danville, CA, The 11.2-mile, individually timed ride climbs 3,249 feet to the summit of Mt. Diablo starting up South Gate Road...

October 7-8, 2023 — Nevada Senior Games Cycling Races, Las Vegas, NV, Cycling competition for age groups: 50-94, 5 and 10k time trials, 20 and 40k road races, I-15 & US-93, 10 miles north of Las Vegas...

October 22, 2023 — Avondale Crit, Avondale, AZ, 8:00 a.m. - 5:00 p.m., Carlos O'Briens Racing, bdelaney259@gmail.com, azcycling.org/event/avondale-17

February 23-25, 2024 — Tucson Bicycle Classic, Tucson, AZ, 3-day USA Cycling stage race featuring a challenging 3.2 mile prologue, a 20.5 mile loop road race and 5.6 mile circuit road race...

March 30, 2024 — Fish Rock, Mendocino, CA, A gravelly road race. A road made of dirt goes up one side of a mountain and down the other. Big pavement ride to get there, and then go over it...

April 6, 2024 — Boulder Roubaix Road Race, Boulder, CO, First held in 1990 and now every other year just north of cycling mecca Boulder, this is an amazing 19 mile loop with mixed terrain...

April 10-14, 2024 — Redlands Bicycle Classic, Redlands, CA, The longest continuous running invitational, professional stage race in American bike racing. Each year, the City of Redlands and surrounding communities open their homes, their hearts and their streets to world-class athletes...

April 20-21, 2024 — Cobb Lake Oval Criterium & Road Race, Fort Collins, CO, The CSU Cycling Spring Race Weekend starts with one of the longest running and most iconic road races in Colorado on an 8-mile course. Races start at 8 am and continue with collegiate and open categories throughout the day...

May 2-5, 2024 — Tour de Bloom Stage Race (Omni), Wenatchee, WA, The event features a road race in Waterville on Friday, an out and back 10-mile TT, a twilight criterium in historic downtown Wenatchee on Saturday, and a road race in Plain Washington with an uphill finish on Sunday...

May 24-26, 2024 — Iron Horse Bicycle Classic, Durango, CO, 52nd Annual, Road Race and Tour from Durango to Silverton. Both are on Saturday 25th and are a 50 mile ride from Durango to Silverton...

6251, margaret@edrockbicycle.com, ride-southernutah.com

March 9-12, 2024 — Moab Skinny Tire Festival, Moab, UT, Road cycling tour in iconic Moab, Utah. The four routes of the Festival highlight Moab's different riding opportunities...

April 20, 2024 — Salt Lake City Marathon Bike Tour, Salt Lake City, UT, Ride the closed 26.2 mile marathon course through the most iconic sites of Salt Lake! All abilities welcome! Start at 6:00am, just north of the Legacy Bridge on the University of Utah Campus...

May 4, 2024 — Gran Fondo Moab, Moab, UT, Mass start timed road cycling event on the beautiful La Sal Loop road, 60 miles with 5500 feet of climbing. Not a sanctioned race, but you will get a time, awards, and placing...

May 11, 2024 — FrontRunner Metric Century Ride, Salt Lake City, UT, 13th Annual Point to point metric century (62.5 miles) bicycle ride from Salt Lake City's Intermodal Hub to Ogden. Return to Salt Lake City via the UTA FrontRunner train service...

June 8, 2024 — Huntsman SportsFest - Run, Ride, Play, Support Cancer Research, Salt Lake City, UT, An epic ride supporting Huntsman Cancer Institute (HCI). Distances: 15, 53, 75, 102, 135 & 140-miles. 100% of all funds support the mission of HCI...

July 13, 2024 — Cache Gran Fondo, UCI Gran Fondo World Series, USA and Gran Fondo National Series, Logan, UT, Qualifying event in the Western US for the GFNS (USACycling Gran Fondo National Championship)...

July 19, 2024 — Antelope by Moonlight Bike Ride, Antelope Island, UT, 10:00 pm. Open to participants of all ages, Antelope Island Marina to Fielding Garr Ranch and back. Experience Antelope Island after-hours under the full moon...

August 24, 2024 — Cache Valley Century, Richmond, UT, 35, 60, or 100 mile options. The ride contributes to Common Ground, a Logan, Utah non-profit. Funds support their adaptive cycling program...

August 24, 2024 — Summit Challenge, Park City, UT, Riders of all ages and abilities will hit the pavement for a 100, 80, 50, 25, or 16-mile road ride event in support of the National Ability Center's mission...

September 21-22, 2024 — Moab Century Tour, Moab, UT, The Moab Century Tour sends riders across Moab's unique topography of mountain passes, canyons, and the mighty Colorado River. From gaining elevation into the La Sal Mountains (including "The Big Nasty")...

Support Your Community Bike Magazine!

Study: Electric Bikes on Public Land

Electric mountain bikes don't seem to affect terrain or wildlife much more than conventional mountain bikes. But more research is needed on the topic, concludes the first study of eBikes on federal lands. The U.S. Department of Transportation reported on the issue following a 2019 order by the Interior Department to develop policies to allow eBikes in lands operated by the Bureau of Land Management, National Park Service, Fish and Wildlife Service, and Bureau of Reclamation.

The report also states that the nation needs to conduct more research into possible effects of eBikes on cultural and historical facilities. On the plus side, it says riding eBikes in public lands can reduce use of autos and thus cut emissions. It suggests adding charging stations. Injury levels are about the same between users of both types of bikes, but eBike users tend to be older and suffer more head trauma.

See The Future of E-Bikes on Public Lands: How to Effectively Manage a Growing Trend: Final Report at <https://highways.dot.gov/sites/fhwa.dot.gov/files/wfl-e-bike-final-report.pdf>

-Charles Pekow

Softer Foam in Helmets May Make Them Safer

Helmets could provide better protection if the foam inside was softer than that normally used, suggests one study. Researchers banged the head of a mannequin wearing a variety of standard helmets and again using modified helmets stuffed with softer polyolefin foam. From all three angles tested, "there were statistically lower striking forces sustained with the modified softer foam bicycle helmet compared to the standard bicycle helmet," says Softer Foam in Bicycle Helmets Reduces the Impact Force in a Simulation Model from the University of Hawaii.

The authors suggest further research is needed. See https://www.researchgate.net/publication/372490514_Softer_Foam_in_Bicycle_Helmets_Reduces_the_Impact_Force_in_a_Simulation_Model

-Charles Pekow

September Cycling Trivia Answers

A1. Grand Tour superstar Alberto Contador earned the third of his three victories in 2014.

A2. Bend, Oregon resident Chris Horner took the maillot rojo as overall winner in 2013, along with the white combination jersey. Coloradan Sepp Kuss won the overall in 2023 and Californian Levi Leipheimer, third in 2001, are the only other Americans to have made the podium.

A3. 1977! And oh, what a win! The rider was defending World Champion Freddy Maertens who won thirteen stages (of the 19 raced) including the first and the last, winning the points jersey as well as the overall title.

A4. Not surprisingly, it is Dutch rider Annemiek Van Vleuten, who has won the last three editions. She won the 2023 race by only nine seconds ahead of her young teammate Demi Vollering, who then went on to defeat Annemiek in the Le Tour. Prior to this year, Van Vleuten shared the record for most titles with German Lisa Brennauer.

A5. The best finish by a South American in the Vuelta was a victory by Colombian Luis "Lucho" Herrera in the 1987 edition. Since then, Carapaz himself has come closest to victory, placing second by just 24 seconds in the 2020 edition to Slovenian Primož Roglič.

-Dave Campbell

Federal Grants for Bicycle Infrastructure

Federal grants are available for planning to improve bike access to mass transit, among other uses. The Federal Transit Administration (FTA) is offering \$13,460,978 in Fiscal Year 22 and Fiscal Year 23 funding under the Pilot Program for Transit-Oriented Development Planning. The money will go to states and local governments and other existing FTA grantees. Application deadline: October 10.

Grantees must pay at least 20 percent of program costs with non-federal funds. At least 40 percent of benefits must go to "historically disadvantaged communities." FTA wants projects that "facilitate multimodal connectivity and accessibility (and) increase access to transit hubs for pedestrian and bicycle traffic."

See <https://www.govinfo.gov/content/pkg/FR-2023-08-08/html/2023-16894.htm>

-Charles Pekow

Feds Approve Greater Access to Rocky Flats and Rocky Mountain Greenway

The Rocky Flats National Wildlife Refuge Trails and Rocky Mountain Greenway Connections Project in Jefferson County, Colorado got final federal approval. Anyone who doesn't like it can sue by January 8.

The Federal Highway Administration (FHWA) approved the project, which includes building trails with two bridges in the refuge and two road crossings with connecting trails outside it. The "Fish and Wildlife Service will construct the on-refuge trails, which will be part of the regional Rocky Mountain Greenway trail system. FHWA will construct the trail bridges on the refuge and the two road crossings and trails off the refuge. The two road crossings consist of an underpass (concrete box culvert) at State Highway 128 and a pedestrian bridge across Indiana Street with about .6 mile total of connecting trails" to avoid conflicts with autos, according to FHWA's notice (<https://www.govinfo.gov/content/pkg/FR-2023-08-10/html/2023-17151.htm>).

The agencies hope to finish construction by winter 2025 as part of a plan to extend the Greenway through the refuge. The long-term goal is to extend the partially-completed Greenway east to connect the refuge to Denver by bike trail, and then to build trails north to connect the refuge north to

Boulder and Rocky Mountain National Park (<https://www.jeffco.us/3639/Rocky-Mountain-Greenway>).

-Charles Pekow

Mountain Biking May Eventually Gain Access to Grand Canyon National Monument.

The nation's newest national monument may provide new opportunities for mountain biking – eventually. President Joe Biden designated the Baaj Nwaavjo I'tah Kukveni--Ancestral Footprints of the Grand Canyon National Monument in Arizona. The land preserves 917,618 non-continuous acres in three segments north and south of Grand Canyon National Park in Arizona for public use.

The U.S. Forest Service and Bureau of Land Management will manage the lands. In his proclamation, Biden noted that the area provides plenty of recreational opportunities, including biking, which contribute to the Arizona economy. He ordered the agencies to "prepare a transportation plan that designates the roads and trails on which motorized and non-motorized mechanized vehicle use, including mountain biking, will be allowed."

Biden called for an advisory committee to recommend management of the monument to include state, local and tribal governments, and representatives of recreational and other interests.

See the proclamation at <https://www.govinfo.gov/content/pkg/FR-2023-08-15/html/2023-17628.htm>

-Charles Pekow

Bike Sharing Continues to Grow post-COVID?

The state of bikesharing is rosy, reports the North American Bikeshare and Scootershare Association (NABSA). Its 4th annual Shared Micromobility State of the Industry Report says that riding in 2020 was restored to pre-pandemic levels. It cited "a rapid increase in the number of cities with shared micromobility."

Findings cover Canada, the United States and Mexico. The report says "an estimated 401 cities" had at least one bike or scooter sharing system last year, 35 percent more than the year before. After a two-year dip, the number of trips was restored to 2019 levels. But the services provided many more vehicles: 289,000, up from 194,000 pre-COVID.

NABSA estimates that 37 percent of shared trips replaced an auto ride. Vehicle use averaged 1.5 trips a day. NABSA estimates the trips saved about 2.3 billion gallons of gasoline in the United States and 74 million pounds of carbon from entering the atmosphere.

Find the report at <https://nabsa.net/about/industry/>

-Charles Pekow

BLM to Study Allowing eBikes to Rio Grande del Norte and Grand Staircase-Escalante National Monuments

The Bureau of Land Management (BLM) announced a Notice of Intent to Amend the Taos Resource Management Plan for the Rio Grande del Norte National Monument Management Plan and prepare an Associated Environmental Assessment.

BLM noted that needs have changed since the monument's designation in 2013 and demand for recreational activities, including bike trails, have increased and overloaded the current trail capacity. Recreational demand surged during the COVID pandemic and trailhead parking needs to be increased. BLM says its plan will also have to deal with ebikes.

See the BLM announcement at <https://www.govinfo.gov/content/pkg/FR-2023-08-11/html/2023-17224.htm>.

The Bureau of Land Management (BLM) also proposed a Draft Resource Management Plan and Environmental Impact Statement for the Grand Staircase-Escalante National Monument in Utah.

The current plan dates back only three years but BLM sees the need to deal with ebikes.

BLM is accepting public comments until November 9. It also planned several public Zoom and in-person meetings to receive input. See <https://eplanning.blm.gov/eplanning-ui/project/2020343/510>

-Charles Pekow

Can Bikes Help Reduce Poverty in sub-Saharan Africa?

The United States Agency for International Development (USAID) has undertaken a three-year \$3.5 million project to see if promoting bicycling can reduce poverty in sub-Saharan Africa. Two contractors examined the situation last year in Malawi, Ghana, Rwanda, Uganda, and Zambia. This Bicycles for Growth (BFG) project plans to set up four to six pilot programs to see if providing affordable and durable bicycles can help people get to work and other places.

BFG is looking for partners to help run the programs and advocate for bicycling in the countries. It needs to import almost all the bicycles, mainly from China and India, plus second-hand vehicles, often from Europe or Japan. Many owners said their bicycles were pre-owned.

But bicycles are an important share of transit. In Rwanda, for instance, 41 percent of trips to work or market are made by bike, the project says. In agricultural Malawi, meanwhile, 42 percent of rural households and 30 percent of urban ones owned at least one bike. Many people also get around by bicycle taxi, but the project expects this business to slow down because of a rise of motorbike taxis and public transit.

In Uganda too, bicycles were more common in rural areas than urban ones, where motorcycles and taxis are more accessible and roads are more dangerous for bicycling, according to USAID Bicycles for Growth, Uganda Bicycle Market System, Summary Report, 2023, put out by the contractors JE Austin Associates and World Bicycle Relief.

The study concludes that in Uganda "a well-functioning bicycle market system would significantly improve the lives of these large numbers of people who struggle to travel to health services, education, economic opportunities, and basic social services, community, or religious events, because of limited access to transport."

To see the reports on the project, go to <https://www.researchgate.net/search/publication?q=%22bicycles+for+growth%22>

-Charles Pekow

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BICYCLE ART

Sun Ride by Paul Larson



Title: Sun Ride
Artist: Paul Larson
Medium: Acrylic
Size: 36x24 inches
Artist statement: I've been

inspired by woodcut art from long ago. There is so much to see in limited colors; and what I paint comes from not looking at anything that I actually see, but is more subconscious in origin. My style is what

I'd call Abstract Realism. I took up road cycling nearly six years ago and have become an addict, to say the least. This piece is called Sun Ride, based upon one of the many sections of road I ride in the glorious

mountains of Utah. I look forward to doing my cycling related art.

For more of Paul's art, see: [facebook.com/profile.php?id=100085134035616](https://www.facebook.com/profile.php?id=100085134035616); text:

269-254-7619

Website: artmajeur.com/paullarson

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