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**2017 EVENT  
CALENDARS  
INSIDE!**



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Cover Photo: Danny Fendler on course in the 2017 Sun Valley SCOTT Enduro Cup on July 1, 2017. Photo by Jay Dash/SCOTT Enduro Cup

**GRAVEL RACING**

**Crusher in the Tushar 2017 - Holcomb Wins Women's Category; Squire 3-Peats in the Men's**

By Steven Sheffield

In the small town of Beaver, Utah, the second Saturday of July can only mean one thing; it's time for another invasion of those crazy bike racers for the Beaver County Travel Council Crusher in the Tushar, presented by DNA Cycling, which has been organized by former pro cyclist Burke Swindlehurst, who grew up in the town, and discovered his talent and love of climbing in the Tushar mountain range and Fishlake National Forest towering above the town to the east.

Unlike many towns, which see bike races as nothing but an inconvenience, the towns of Beaver, in Beaver County, and the towns of Junction and Circleville in neighboring Piute County turn out in full force, not only in town but all along the course to cheer riders on, and making sure that they are well supported for what may not be the longest, but is certainly one of the most difficult mixed-surface (or "gravel") races in the United States.

Each year after the first in 2011, the event has sold out, and every year, the amount of time it takes to sellout has gotten shorter and shorter, happening in about 4 hours in 2017. Once again, the race attracted a varied crowd of road, cyclocross, and mountain bike racers, including current and UCI WorldTour professional



Squire still on the move on the Col de Crush. Photo by Steven Sheffield

riders David Zabriskie and Ben King.

**Men's Pro Race Report**

Shortly after the roll-out from Beaver, before racing really started in earnest, Benjamin Blaugrund (Juwi Solar) went on one of his signature breaks, in the company of Menso De Jong (Clif), while Robert Squire (Assos/Felt) got a front tire flat, leading to speculation that the Crusher still would not see a three-time winner, after Tyler Wren's double in 2011 & 2012, Levi Leipheimer's double in 2013 & 2014, and Squire's own double in 2015 & 2016.

After the race, Squire joked about

his first of many mishaps: "Yeah, that's kind of my thing now, is I just don't keep air in my tires, it's too heavy, so I get rid of all of the air. Bad call, so I put in a tube to try and give it a go again."

However, the Crusher is a long race, and there were still another 67 miles to go, and has history has shown, anything can happen (and usually does).

After a hard 6-mile chase, Squire managed to reconnect to the main

Continued on page 18

**PARKWAY PEDAL**  
RIDE FOR AUTISM

**SEPTEMBER 9, 2017**

Join Coldwell Banker for the 3rd annual Parkway Pedal Ride for Autism, a casual, community ride along the Legacy Parkway trail in Farmington, Utah. All proceeds benefit The Autism Council of Utah. For more information, visit [parkwaypedal.com](http://parkwaypedal.com).

Registration fee: \$35

## COMMUTER COLUMN

**Commuting in Sanpete County - Mind the Cyclist, Mind the "Shoulder"**

Clara Hatcher commutes 7 miles each way each day from Ephraim to Manti in Sanpete County, Utah. Photo by Robert Stevens

**By Clara Hatcher**

*The story of morning and afternoon commutes across Utah's Sanpete County as a reporter for the Sanpete Messenger.*

When I moved to Ephraim, Utah, for my internship at the Sanpete Messenger in Manti, I was given a bike.

"Just take it," I was told. "You're only here for eight weeks, anyway."

As he spoke, Ephraim's Alley Cat Bike Shop owner Brian Hester pointed to an '85 Schwinn Traveler. Bright blue with original tires, the bike even came with a rack over its back wheels. It looked like it had

never been ridden.

I bought a new, flat-black Cannondale helmet from him to make up for the lack of funds he was receiving for his generosity with the bike.

A helmet, I thought, would also be a good idea considering the roads I would be riding on to get to my work at the Messenger. My only fear was that I might get a flat on my commute.

The ride from my house in Ephraim to the paper in Manti clocks in at just over 7 miles. In the first 20 minutes of riding I realized the 2-foot-wide "shoulder" was not exactly accommodating for road bikes. That mini shoulder, scattered with potholes and the occasional

dead chipmunk, lasted for the first 2.5 miles of my morning commute and the last of my afternoon ride.

Three times so far, Brian has passed me on his own bike. When I see him he waves, smiles and continues on pedaling through his morning ride.

Before I came to Utah, my impression was that it would be a generally outdoorsy state. I think of places like Zion and Moab National Parks and make connections with backpacking, hiking, rock climbing and mountain biking. Still, Brian told me to be careful on my ride when I picked up the bike. I asked if cars were generally aware and cautious of cyclists.

"They can be," he said, simply. "Some, not so much."

This became clear in the first day of riding. Some cars would drive by me as if unaware of my presence on the road. Some cars veer out farther than necessary, giving a comically wide berth. Three times, I have been honked at somewhat aggressively.

Unfortunately, some cars drive far too close. Once, a silver Chevy truck passed me with a foot of space. My hand would have hit the side view mirror had I reached out to try. Still, I ride through and chuckle at the "share the road" sign that signals the start of Highway 89 out of town.

After a few weeks, I got used to the cars. Then came the road maintenance.

Within three weeks of riding an average of 70 miles per week, that shoulder disappeared with Highway 89's top layer of pavement. Someone had called in to complain about the roads. As a quick fix, two half-mile-plus sections of the 2.5 miles out of Ephraim were scraped up to reveal gravel-y black tar that made riding feel like I was perpetually pedaling over highway rumble strips.

Riding on the smooth pavement following those first 2.5 miles felt like flying.

Most of the time, I love my ride to and from work. Being on my bike for an hour a day gives me more energy and time to be outside. It's a remedy to sitting in an office at a computer for 40 hours a week. My ride takes me through the valley Manti and Ephraim rest in, with mountains and canyons on either side. I say hello



Alley Cat Bike Shop in Ephraim set Clara up on a vintage 1985 Schwinn Traveler for the commute. Photo by Robert Stevens

to the cows behind wooden fences and politely nod to farmers and farm hands that pass on ATV tracks to the side of the road.

Some days, though, my ride feels like some kind of strange punishment I've assigned myself. I wake up exhausted and look up at my ceiling, thinking about the torture that is morning exercise. My legs ache for the first few miles. The higher gear that normally feels smooth feels like I am pedaling through molasses.

On those days, something changes slowly around the third mile. The songs in my head change from melancholy tunes to upbeat club music. Pedaling gets easier and I take whatever gear I can manage up the last hill into Manti.

No matter what, I have found that I am happier hopping off my bike in the morning to sit at my desk for the day. At the end of my commute home, I feel accomplished with what my body and mind have done.

There are two weeks left in my internship at the Messenger, now. After my work here is over, I will be back home in Duluth, Minnesota, and then in Milwaukee, Wisconsin, to complete my final year at Marquette University. I will not be biking nearly as much and I will surely miss the time I spent cycling 70 miles a week across Sanpete County.

Clara Hatcher is a summer intern through the International Society of Weekly Newspaper Editors at the Sanpete Messenger in Manti, Utah, and a full-time student finishing her Bachelor's degree in journalism at Marquette University in Milwaukee. As a Minnesota native, her love of the outdoors began in Northern Minnesota's Boundary Waters and grew with environmental conservation work in AmeriCorps NCCC.

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## EVENT PREVIEW

**Parkway Pedal to Raise Funds for Autism Council**

There are lots of fun activities after the ride at the SaharaCares Foundation Festival. Photo Courtesy Parkway Pedal

By Dave Iltis

The Coldwell Banker Parkway Pedal is a road ride that takes place on Utah's Legacy Parkway Trail, on September 9, 2017. The ride raises funds for The Autism Council of Utah. We asked event organizer John Winchester a few questions about the ride.

**Cycling West:** Tell us about the ride. Where does it start? What are the distance options? What are the courses like for each distance?

**Parkway Pedal:** The Parkway Pedal is now in its third year as a casual, community-centered ride for all skill levels. The ride will start at 9 a.m. at the Legacy Event Center in Farmington, UT, just west of Station Park. The ride is an out-and-back ride and distance markers will be set up

every five miles. We have families that want to ride out a half mile with their kids, and we have riders that want to make the entire 42-mile round trip to North Temple. Last year, a few groups went past Salt Lake and made a 75 mile ride along the Jordan River and Legacy trails. Our goal is to make this ride accessible and enjoyable for all. The purpose of The Parkway Pedal is to bring the community together to get outdoors, enjoy the beauty of the valley, and raise money for a worthy cause.

**CW:** The ride raises funds for the Autism Council of Utah. Please tell us more about the organization and the importance of their cause.

**PP:** The Autism Council of Utah is an independent organization founded and operated by parents of Autistic children. The group provides access

to resources and responsible information for individuals of all ages who have, or are affected by autism, or related conditions. They also find statewide partnerships to collaborate on special projects, research, and training. It can cost a family with a child on the Autism Spectrum \$50,000 or more each year for learning resources, schooling or support and the donations we raise go directly to Utah families in need.

Autism is a brain disorder that primarily affects communication, social skills and behaviors. Many people with autism have little or no eye contact and seem to be uninterested in relationships. The autism spectrum is huge and it affects everybody differently. Children with Autism often times need special learning tools or classes to help them learn to work differently in society.

Today, it is estimated that 1 in every 54 children is diagnosed with autism, making it more common than childhood cancer, juvenile diabetes and pediatric AIDS combined. An estimated 1.5 million individuals in the U.S. and tens of millions worldwide are affected by autism.

**CW:** There will be a festival in conjunction with the ride. What sorts of activities will there be?

**PP:** The first year of the ride, we wanted to have an option for those who didn't, or couldn't ride, to still have a chance to support the cause. We had bounce houses, face painting, food trucks, live music, etc. after the ride. It was a lot of extra work and took a lot of volunteer



The Parkway Pedal travels along the Jordan River Parkway and Legacy Parkway Trails from Farmington to Salt Lake City. Photo by Garrett Jensen, Photo Courtesy Parkway Pedal

efforts. Last year, we discovered that the SaharaCares Foundation already hosts a huge carnival and it's also in support of Autism. They have over 3,000 attendees for their carnival and it's all free of charge – so we support them with volunteers but we let their foundation plan and organize that side of the day. This allows Coldwell Banker to focus on the ride and making sure that everything for the riders is top priority. Register for the ride and at the finish line, there will be 3,000 cheering fans, many of whom will be directly affected by the generous donations of the riders and sponsors.

**CW:** Is there anything else that you would like to add?

**PP:**

We have incredible Sponsors including Doug Smith Subaru, Yesco, Axiom Financial, Bingham Cyclery and many local vendors. We will be auctioning four bikes and as well as

many other prizes at the carnival. For those who can't make it out but still want to support the charity, we accept donations at [parkwaypedal.com](http://parkwaypedal.com). That being said...this is the year we focus on the riders. We have steadily grown in our first two years, mostly with Coldwell Banker agents, families and staff support, but this is the year we want to see large community support. It's fun and it's for a great cause.

**Event Details:**

September 9 — Coldwell Banker Parkway Pedal, Farmington, UT, A casual ride along the Legacy Parkway to benefit The Autism Council of Utah. Start in Farmington at Legacy Events Center, 151 S. 100 W, Reg. at 8 am, Ride at 9 am, 42, 30, 25, and 10, 5, 1 mile options. After ride Sahara Cares Foundation festival, Chris Jensen, 801-563-7670, 801-940-1447, [chris.jensen@utahhomes.com](mailto:chris.jensen@utahhomes.com), [parkwaypedal.com](http://parkwaypedal.com)

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## BIKE FIT

## Shaking Off Numb Hands

By John Higgins

So far this year the most common issue I have encountered as a bike fitter are cyclists experiencing numb hands. Many of you will have experienced occasional numbness or tingling while cycling, but for some of you this is a recurring, persistent experience that detracts from your ability to go the distance you desire or enjoy your riding as much as want to.

If you are frustrated with regularly having to change hand position, or shake out your hands to restore feeling and circulation, some insights

into the contributing factors may help you find relief. Numb hands are common to both road and mountain bike riders, and a rarer condition in tri /tt riders who are in the aero position. As a fitter, sometimes I am able to resolve the issue immediately, and sometimes it takes multiple trials and tries.

Which part of your hands go numb, whether it is one or both hands, how long it takes before the onset of tingling or numbness, what of riding terrain it occurs on (pavement, dirt, uphill, downhill), and how long before the issue resolves once you are off the bike are all important clues for exploring and solving this problem. If the numbness is intermittent, takes a few hours of riding before it commences, and/or quickly resolves once you are off the bike, then this is a mild case and probably requires only a small change to be eliminated. However if you get hand numbness within an hour of riding; it occurs on every ride; and/or doesn't resolve for a few hours or even until the next day, then you are at high risk of developing long term nerve damage (peripheral neuropathy) and there is something significantly wrong in your bike fit position, or riding technique.

Preventing hand numbness requires problem solving back up through the cause and effect chain. You experience the effect. The cause of hand numbness is nerve compression. There are 3 primary nerves servicing the hand (radial, medial and ulnar), and the area of the hand that experiences numbness is a clue as to

which nerve or nerves are involved.

The cause of nerve compression is excessive and sustained pressure on the nerve. As supporting weight causes pressure, the problem is rephrased as "what is it about this cyclist's position that is resulting in the hands bearing too much weight?"

**The 3 primary reasons are:**

1. a handle bar too high and/or close to you. Your upper body wants to be more forward and down to stimulate core muscle and back fascia engagement to set up for generating power, but is prevented from doing so. Your hands are pushing back against the bars to counteract the forward forces of your torso. Most likely the bars are too high in relation to your saddle. Often hand numbness goes hand in hand with shoulder tension in this situation. Flip your stem down and/or move spacers from under the stem to the top. You may also need a longer stem. This will give your upper body more space to function in.

2. the saddle is too far forward in relation to the bottom bracket. Without your hands on the bars to hold you up you would topple forward off the saddle. Too much of your weight is being transferred to the handlebars for support, instead of being directed through the saddle and your legs. This creates unnecessary weight and compression on your hands. You need a "lighter touch" on the bars. Move your saddle back (even 10mm can make a big difference). Can you ride with no hands without tipping forward off the sad-

dle?

3. Handlebars too far away or too low. This is the opposite of number 1, and similar to number 2 but for a different reason. Too much of your weight is being transferred from the saddle to the bars and you are having to "hold yourself up". Often hand numbness is combined with neck tension in this situation. To transfer weight back into the saddle and legs you may need a shorter stem; stem with a steeper angle; more spacers under the stem; or a handlebar with a shorter "reach".

In addition to these 3 primary causes, there are several smaller adjustments that can also have a big effect – for the better.

**3 secondary factors:**

1. saddle tilt angle. A saddle that is too "nose down" serves to transfer load to the bars as you subconsciously push back on the bars to prevent yourself from sliding forward on the saddle. This may also cause some IT band inflammation as the legs are also being called upon to snap you back into place on the saddle. Even half a degree of saddle tilt adjustment can fix this. It's not to say your saddle should be perfectly level (this depends on you and the saddle type), but it will usually be close to level.

2. bar ergonomics. The rotation of the handlebars, the position of the hoods or grips, and the in/out rotation of hoods all affect weight distribution and pressure on the hands. A small tweak to any one of these can have a nuanced but profound effect on pressure distribution and therefore

nerve compression. You should feel even pressure through your hands, not have it concentrated in one area.

3. getting gripped. If you are novice rider on pavement or trails, you may be feeling nervous on descents, and that can manifest as a death grip on the bars. You are creating pressure and nerve compression from muscle tension that is excess of that needed to control your bike. You need a grip on the bars, but not a death grip! This can also happen to habituated and experienced riders, perhaps more so on steep climbs. Cycling safely and comfortably requires many skills, and one of these skills is learning how much grip you need on the bars in different situations, and being able to relax your hands while still maintaining control.

As you can see there are many potential factors that can result in numb hands, and it can take some Sherlock-like skills to sleuth out the true culprit. Often the secondary evidence of "what else hurts" can provide a clue to the fundamental and underlying cause. In the absence of clues a trial and error approach may be needed to achieve the reasonable expectation that you can go riding without your hands going numb, and not have to shake them out for relief.

John Higgins wants to elevate your cycling experience. He operates BikeFitr - an independent bike fitting studio, and Fit Kit Systems - supplying equipment and education to bike retailers and fitters. Contact: [john@bikefitr.com](mailto:john@bikefitr.com)



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## MOUNTAIN BIKE RACING

**Grant and Tittensor Take the Intermountain Cup's Rage at Snowbird**

Riders are all smiles at the start line before the intensity of the race begins. Photo by Nate Gibby

By Nate Gibby

Cup's Rage at Snowbird, held July 1, 2017 at Snowbird Ski & Summer Resort.

Salt Lake City — Alex Grant (Cannondale, Gear Rush) won the Elite Men's division while Nicole Tittensor (Jan's Park City, Scott Bikes, Reynolds Cycling) took the Elite Women's crown at the Intermountain

With spectacular mountain vistas on every side, the race wasn't nearly as pleasant as the surroundings. Not only did the racers have to endure between four and five laps of a five-mile course and approximately 3,000'

gain, but the altitude complicated things even further.

In the Elite Men's division, Felt-Assos racer Rob Squire jumped out to the early lead, with Grant following for most of the first two laps. However, shortly after Squire started to create separation on the end of the second lap, a flat tire derailed his day and Grant was able to take advantage for the win. With a time of 1:50 over 25 total miles, Grant never looked back and won by nearly five minutes.

"Rob was putting some real pressure on during the second lap and he had maybe a 10-second lead on me going into the downhill," said Grant. "I thought I would keep as close as I can and then he was on the side of the [trail] with a flat time. After Robbie dropped out, I kept my head down and kept pushing."

In the Elite Women's category, Tittensor started out fast and held the lead for the duration of the four laps. Gaining nearly a minute per lap on other racers, Tittensor powered to a 1:49 finish, four minutes ahead of her competitors.

"The start is really important at



Robbie Squire leads race winner Alex Grant before Squire flatted and lost 5 minutes. Photo by Nate Gibby



Awesome scenery at Snowbird on a tough mountain bike course. Photo by Nate Gibby

Snowbird as it's at 8,000', so you have to watch your efforts," said Tittensor. "With about a 1/4-mile fire road and then really tight single track, it's always important for me to be in the lead there. Meghan Sheridan (Bingham Cyclery Peak Fasteners, W Law) was right on my wheel, so I just tried to recover once I hit the single track, focus on my breathing and I was able to put a little gap on her."

With a starting elevation of approximately 8,200 feet, the altitude took its toll on the racers. "I was definitely hurting in the altitude," said Sheridan. "It's really hard to go super fast at an XC pace. Because of the altitude, I backed off a little bit for XC pace and was able to have a little left on the last lap and get enough in front of KC [Holley] (Kuhl, Racers Cycle Service) to come in second."

The Intermountain Cup MTB series is Utah's largest cross country mountain bike series and draws racers from across the state and western region. Founded in 1991, the Intermountain Cup consists of X-country and endurance MTB races throughout Utah. With seven X-country races of approximately 25 miles and four endurance races of approximately 50 miles, the series covers some of the most pristine and difficult rides in the state.

The next race in Intermountain Cup's XC series will be held on August 12 at North Fork, near Eden, Utah. A new addition to the 2017 XC series, the North Fork race includes one of the fastest tracks in the series. More information about the race, including registration, is available at [intermountaincup.com](http://intermountaincup.com).

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**MOUNTAIN BIKING**

**Mountain Biking in Cedar City's Three Peaks Recreational Area is a Hoot!**



Ending 917 – The Voodoo Tree. Photo by Lukas Brinkerhoff

By Lukas Brinkerhoff

Junies!  
I've got Mitch Curwen's wheel in my sights and I don't intend to let it get away. The Juniper trees seem to be the only obstacle as the trail winds its way through the forest with wide flowy trails. Intermittent rocks pop up keeping my interest as we pedal around Three Peaks Recreation Area. I'm focused on that rear wheel in front me. Suddenly, it starts to leave the ground and I realize I am about

to enter one of the infamous bridges of the area.

Cedar City has typically been a town you drove through to get to Southern Utah's high alpine riding in the summer. It was a stepping stone to get sodas and chips as you headed toward the paradise of shuttle runs and lift-assisted riding. Thanks to a forward-thinking BLM and the passion of local riders, there has been a surge of trail building in and around Cedar City in the past couple of years transforming the area into a burgeoning destination for mountain biking.

As a destination from St. George, it takes about the same amount of time to get to Gooseberry as it does to get to Cedar. The summer temperatures are significantly lower than in St. George, and contrasting our traditional Southern Utah trails, there is an abundance of beginner and intermediate singletrack to pick from.

Part of this uptick in trail building included updating and adding to the trails at Three Peaks.

The Three Peaks Recreational Area boasts about 15 miles of single-track. The trail network is built in a

way that shorter sections of trail link together allowing for small, short rides, or longer, more difficult ones. It's kind of a pick your own adventure type of a place. Speaking of adventure, one of its unique characteristics are added features. The Voodoo Tree is a rather regular looking Juniper that has been decorated with old things that were discarded around the area. You'll find a bunch of bones, a hub cap and other assorted randomness. There's also a spot with a grill and a giant pile of bones off to the one side. The additions will give you a chuckle or make you LOL like the kids say these days.

And there's bridges...

Actually, I'm told for legal reasons they are platforms not bridges, but the idea is the same. You have what is essentially a ladder bridge that gaps over washes, sandy areas and some that even link together rock features. All the bridges have ride arounds if being off the ground

isn't your thing. They are also signed so they won't catch you off guard. The sign tells you how wide and how high of the ground they are letting you decide what your comfort level is as you work up to some of the higher ones.

All the trails within the network are rated as beginner or intermediate. These trails are a great place to cut your teeth, or spin those legs out as fast as you can. The trails flow well, the climbs aren't steep and the downhill are a hoot. Take your chances on the bridges, we fell in love with them once we got over our fear of heights.

The key to mastering the bridges is to commit. None of them are narrow enough to require any serious balancing skills. However, once on them stopping to put your foot down can be a bit of an issue. Doing so has been known to result in a tumble back down to the ground. I've also found that putting the bike in a slightly harder gear than you would



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One of the many rock features that will keep you on your toes. Photo by Joey Dye.



Moose riding a platform. Photo by Joey Dye

normally pedal helps. It allows you to keep consistent pressure on the pedals. Riding your brakes a little produces the same results. Keeping the pressure on the pedals helps you feel more in control of the bike and will add some confidence as you learn the way of the bridges, er, I mean platforms.

The most popular trail for the network on MTB Project is Lost World. The trail takes advantage of the rock features in the area. You can access Lost World by heading up the Race Course to Big Hole Loop hanging a right and then another right will put you on Lost World for a fun ripping descent.

As I mentioned, there are tons of options and variations on how to ride this area. Unfortunately, trying to detail the bigger rides is akin to listening to a Californian give directions. Somehow they always end up on Mulholland Drive. If you can find a local to show you around, it's the easiest way to learn the system. Otherwise, we recommend checking

out the Practice Loop first to warm up your legs. Then hit the Race Course Loop for some classic Three Peaks and then move on to all the other trails until your legs give out or the sun goes down.

The area is well signed. Last time I was out there a couple of weeks ago, all junctions were marked with carsonite signs listing the name of the trail. There is a full network sign at the trailhead. If you are heading out alone, take a picture or list out the trails you want to hit. Once you are out pedaling, there isn't much to tell you how to get where you want to go. The Practice Loop even has some interpretive signs to help newbies learn the ropes of riding the area.

The Recreation Area has a bunch of other amenities in addition to the trails. There is designated camping, frisbee golf, a shooting range, RC car course and ATV trails. Plenty of things to have your significant other do if they aren't of the pedaling persuasion or if you want to make a weekend out of it.

Mitch's wheel takes me right up

on the bridge leaving me with one option, pedal it out. We rip over the bridge and back into the Junies. I let out a "Woot!" and all I can think is I love riding in Cedar City.

#### Getting There From the South:

Head North on I-15.  
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#### From the North:

Head south on I-15  
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Turn right onto UT-130 N  
Turn left onto E 4800 N/E Midvalley Rd  
Continue till you see the trailhead

Lukas Brinkerhoff blogs about mountain biking and life at [mooseknuckleralliance.org](http://mooseknuckleralliance.org).

## ADVOCACY

# Bike Walk Montana Launches New Bike Camps for Touring and Smart Cycling Classes

By Linley Davis

Summer weather brings an open road of accessibility to the state. Bike Walk Montana is dedicated to improving for bicyclists and pedestrians. Montana is a beautiful state to enjoy by bicycle or foot and Bike Walk Montana is on a mission to make sure everyone has this opportunity. Through the summer months the organization spends numerous hours traveling around the state to meet with communities discussing how to transition into a bicycling and walking focused city that is safe and accessible for everyone. Many rural communities throughout Montana are now embracing all of the positive changes that have come into place with creating a healthier, more desirable place to live and visit.

Bicycle tourists play a healthy role in Montana's economy. Bike Walk Montana has worked with many rural communities to make accommodations for bicycle tourists in the form of bicycle camps. Bicycle camps are designed to provide bicyclists with amenities such as restrooms, shared cooking areas, shelters, bike lockers, bike maintenance stations, and elec-

tricity for recharging. Cities now offering bicycle camps include Glasgow, Anaconda, Stevensville, Boulder, Ovando, Three Forks, with projected camps in Glendive and Thompson Falls. In addition there are four Montana state parks that recently installed bicycle camps; Placid Lake, Salmon Lake, Wayfarers Lake, and Whitefish Lake State Park.

Along with community assistance and promoting bicycle tourism, Bike Walk Montana has been spending the summer teaching a number of Smart Cycling classes, attending planning meetings, reviewing transportation plans, organizing a statewide Safe Passing Awareness Ride, and preparing for the 2018 Bike Walk Summit to be held March 21-23, 2018 in Bozeman, MT. The Bike Walk Summit is designed to bring Montanans together to celebrate bicycling and walking in the state, and brainstorm the direction the state needs to move towards becoming more competitive.

For more information on what Bike Walk Montana is doing for you, please visit [BikeWalkMontana.org](http://BikeWalkMontana.org).

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## SPEAKING OF SPOKES

**Cycling Through - Observations on LOTOJA, Training, and the Tour de France**

Ryan Whittaker finishing the Potato Run in Arimo, Idaho. Photo by Kristine Whittaker

By David Ward

I have several things cycling through my mind this month. So rather than pick one and devote a full article to it, I have decided to give a little time to all of them. Here goes.

**LOTOJA**

This September 9th will be the 35th staging of the LOTOJA. The first edition of this epic event took place in 1983. It was the brainchild of David Bern and Jeff Keller who wanted to stage a truly European style one-day classic. So they came up with the idea of racing from Logan, Utah, where David was attending Utah State University, to Jackson, Wyoming.

7 people participated in that inau-

gural event, which expanded to 25 the next year, 52 the third year and 75 the fourth year, 1986, the first year I entered. It continued to grow, but the organization kept changing hands till Brent Chambers took it over in 1998. Under Brent's expert direction, it has become the classic it now is.

My wife, Karma, likely rues the day I first signed up to race the LOTOJA. That was 31 years ago, and I have entered it every year since, with only two exceptions. That means every summer has been focused around training for the LOTOJA. Consider the impact on family time and care, yardwork, honey-dos, etc., and you can understand why Karma very likely wishes the LOTOJA and I had never hooked up.

But here is a shout out to Karma, who has supported me, literally and figuratively, at the LOTOJA all but two of those years. No one is more professional at doing LOTOJA support. And I admit it: Her role is the more difficult of the two. I only have to ride and eat. She has to drive all day, timely reach the feed zones, and make certain she gets me the right food. It is more difficult than one would think, and she has it down to a science.

So, this will be my 31st year of participation in the LOTOJA. Two of the previous 30 years I rode as part of a relay team. I have thus ridden it solo 28 times, and only failed to finish 3 times. I don't say this to

brag (well, maybe a little), but simply because, with this year's edition looming, the LOTOJA has been on my mind. It has been a large part of my cycling experience. And yes, I do take pride in the fact I have had the stamina to participate in and finish the LOTOJA so many times.

**Potato Run**

With the LOTOJA coming up, I have once again found myself trashing my body as I try to whip it into shape to ride 206 miles in one day. To help with our preparation, a group of us formed a team a couple of years ago, Studs and Former Studs, to ride and train together. My brother and I are the former studs (or at least like to think we used to be studs), while the rest of our team, especially 75-year old Paul Spilker, are the real studs.

This year, we planned out a few rides to check and challenge our progress. We started with the Cache Gran Fondo on July 8th, and will finish up with the Tour of Two States, the name of a former event which used the same course we will follow, on August 12th.

Our midpoint preparation check is what we affectionately call the Potato Run. We begin in Ogden and ride 135 miles north till we reach Pocatello, Idaho. Hence the name, like we are making a run to Pocatello for some spuds. You get the idea. We did this last year, and had a moderate tailwind all the way. While the distance was taxing, and even though it has a deceptively high total elevation gain of over 4000 feet, it was not an overly grueling ride.

So we were looking forward to it again this year. I assured everyone that in the summer the wind is always out of the south in northern Utah and southern Idaho. We would again have the wind at our backs, and our midpoint preparation check would be a success.

I failed miserably. The ride from Ogden to Tremonton went well enough. But as we headed west across the valley at that point to join up with Highway 89, I was dismayed to feel a crosswind blowing from the north. When we made the turn to head north on Highway 89, a mean old north wind blew into our faces.

In truth, it turned out to not be all that bad, but there was a moderate wind nearly all the way. Or so I was told. My body was not cooperating that day, and I had neither the stamina nor the legs for this ride. At about 60 miles, I could tell my legs were going south on me (even though I was headed north), and by the time we hit Malad, I was starting to feel cooked. We made a food stop there, and I hoped to regenerate. But it was wishful thinking.

I slowly (very slowly) ground my way to the top of the Malad Pass

(mile 85), took advantage of a fairly lengthy downhill to get to 94 miles where I sent everyone else on ahead, and then just gutted out another 6 miles to finish off an even 100. Fully skewered and baked, I was glad to pack it in.

The rest of our team did very well, though the moderate headwind as opposed to the moderate tailwind of a year ago meant much more time in the saddle. Their LOTOJA prep is going well. I am hoping this proves to have just been an off day for me, and that I will bounce back in the next week. Guess I'll find out at our ride of the Tour of Two States.

But seriously, this is really a great ride for those looking for a long distance challenge. Particularly if you have roots in the northern Utah or southern Idaho soil, as I do being a native of Pocatello, you will thoroughly enjoy the challenge and scenery of this ride.

**Le Tour**

And finally, Le Tour. I wrote last month about my excitement for the upcoming Tour de France. Now, after spending countless hours as a couch potato enjoying the action of the Tour and the commentary of those famous English bavardeurs, Phil Liggett and Paul Sherwen, I am glad it is over. I have so many other things to catch up which have had to wait while I was glued to my TV.

But what a Tour it was. As usual, it did not go as predicted. While we all acknowledge the myriad things that can happen to upend the race we are expecting, we nevertheless have our expectations. Me included.

I expected the Sky juggernaut to roll over the competition and that Chris Froome would have a stranglehold on the yellow jersey midway through the race. Well, the Sky juggernaut did roll, and thankfully so for Froome. Otherwise, instead of unexpectedly losing the yellow jersey for only a couple of days, he may have eventually lost it for good. Despite his team's effort, Froome came to the time trial of the penultimate stage with only 29 seconds separating him, Romain Bardet and Rigoberto Uran.

Well, Froome did indeed win the Tour, but neither he nor anyone else felt confident of that till he finally reached the top of the Col d'Izoard just two days ahead of the finish on the Champs Elysées. This was the closest Tour ever coming down to the wire, and something we did not expect.

As for the green sprinters jersey, I and everyone else had already awarded it to Peter Sagan. Not so fast, said the ever vigilant and farcical French UCI commissaires. In what was at best a bit of usual sprint bumping between Sagan and Mark Cavendish, which unfortunately sent

Cavendish into the barriers, then onto the tarmac, and finally out of the Tour with a broken shoulder blade, those commissaires found reason, much to everyone else's surprise and chagrin, to toss Sagan out altogether. So suddenly, two of the Tour's biggest sprinters were gone, and just as suddenly, Marcel Kittel looked to be the likely winner of the green jersey.

Again, not so fast said Michael Matthews. Though trailing Kittel by over 100 points with only a week to go, Matthews and his Sunweb team put on a real show of force and team work resulting in two sprint wins for Matthews and a boatload of sprint points. Suddenly, Matthews was on the verge of closing his deficit to just 9 points. Unfortunately, at this time Kittel was also suddenly out of the Tour due to stomach issues and a bad crash, and what was shaping up to be a battle royale for the green jersey turned out to be a stroll to Paris in that jersey for Matthews.

Nevertheless, what a Tour for Kittel. Five wins in the first eleven stages. That was incredible.

And finally, lets talk polka dots. I had pegged Rafal Majka to win the climbers jersey. But what a show was put on by Frenchman Warren Barguil. After first taking over this jersey, he went on the attack early on every mountain stage to hunt down points. Not only that, but he stayed with the top guns on those stages, winning two of them, despite those early attacks.

None was more impressive than his victory atop the Col d'Izoard, the last mountain stage of the Tour. It was a brutal climb, and he showed real panache in attacking and, one kilometer before the finish, catching and then dropping the last man of the breakaway that it appeared would not be caught. For the first time in years, the polka dot jersey was won by the best climber of the Tour.

So, far from the predictable Tour we were all expecting, it was a Tour replete with action and drama. It was also a Tour where you could see a new generation of cycling heroes coming forth. It was also a Tour which showed us that Sky and Froome may be very vulnerable next year. Finally, it was a tour well worth the countless hours I spent staring at our TV.

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## COACH'S CORNER

## Thriving vs. Surviving the End of Season: A Coach's Perspective

By Dave Harward, PLAN7 Endurance Coaching

Late season motivation to ride and train can frequently be challenging. It's August. It's hot every day. You have to balance work, family, training, racing, resting, eating, etc., etc. Riding bikes is our common passion, but it can be tough to stay motivated to keep going hard, day in and day out. If you're having any of these thoughts, you are not alone. We all want to perform at our best. As a coach, it's my job to review and consider goals and intentions for all types of athletes. The purpose of this article is to address late season "burn out" with methods and goal setting throughout the year to keeping the gears turning strong.

The first step is set realistic goals for yourself. These include events and races that you want to participate in and a timeline that is attainable so you know you can accomplish those goals (Cycling West is a great reference tool right at your fingertips). Next, we want to schedule training to match up with those goals and intentions, without over training of course. Having a timeline promotes constant assessment of how things are going. Cycling season can be year round, especially if you do ride multiple disciplines and incorporate off season training. The fitness build up is solid. However, it's unrealistic to think that we can be at peak fitness year round. This is an example of how referring back to goals and intentions can keep you going strong when there may be

a waver in motivation.

We are so lucky to have some of the most amazing riding in the country; road, trail or gravel. Terrain and weather get better and more beautiful in the late Summer and Fall. I want to throw out some options and consider not only how to use your built-up fitness to enjoy what is on offer, but also to think about how to translate it all into next season. Alright, time to find some events and set some goals! Let's get creative!

### Late Summer Options

Between mountain bike racing, road races or century rides, and the fast growing gravel grinder events, you've likely been curious about a different discipline. Why not explore a bit? There's nothing like trying something new to grab your interest and help energize your passion for pedaling.

Most cycling communities have midweek race series going on through the summer months (see the calendar of events for road and mountain biking race series). These are great opportunities to check out a discipline you find interesting. Another great option is to check out local cycling clubs. Many clubs organize group rides, both road and mountain. You'll be able to ride with experienced riders who are welcoming and interested in bringing people along, as well as mentor.

It may be intimidating to plug in to a new discipline. There are equipment and gear challenges as well as building technical skill for something new. However, it's all about pedaling

and building up a new skillset. Take things progressively. Find trails or routes that are appropriate for your level. You'll soon know if it's too much. When you reach that point take things back a bit and work on skills.

### Fall Options

Rolling into the fall months you're going to find cooler temperatures and amazing trail conditions. The scenery is spectacular and it will feel refreshing to get out and pedal. It's time to get out on your favorite trail or embark on that long road route that you have been thinking about. Pick a different spot for each upcoming weekend in September and October.

Another great thing about the fall and even into the winter months is cyclocross (CX) season. Combining skills from road racing and mountain biking, as well as adding in a little bit of running, can be a thrill that opens up a whole new skill set whole challenging your fitness. Preparing for a serious assault on the CX season takes solid preparation. There are many groups throughout the area that practice and mentor new riders, and the race scene is a blast for any level of experience, even spectators!

CX preparation can start to take place when you're in those summer doldrums. You'll need to make some shifts to your training. As I mentioned you'll be doing some running in CX races. It's typically not long bouts of running. It's more about explosive sprints, maybe 2-3 sections per lap. You'll be dismounting at



Cyclocross is a great way to stay in shape after a long riding season. Photo by Dave Iltis

speed, running through an obstacle such as barriers, a steep hill or sand. Check out the PLAN7 Clinic Series on WUKAR Wednesdays if you want to develop you CX skills.

No matter the discipline of cycling that you may choose to try, taking a learned skill and applying it in a new format will definitely stimulate neuromuscular advancement and keep your mind fresh. This will definitely bring in some new motivation and engagement, all while taking advantage of the fitness you've been building all season.

### Setting Goals for Next Season

This time of year offers some time for reflection on how you set up your current season. It is important to evaluate your goals and intentions. Did you hit the mark? Were there unforeseen obstacles? Did you make reasonable goals? What could you do differently next year?

Having an intention for the season along with dates, even if they aren't events, can help you stay on track and remain motivated when the going gets tough. Even when you're the goal setter, it's a game of managing your expectations and intentions while keeping the plan on target. Ahhhh, keeping your plan on target.

Whether you are developing your own training plan or working with a coach, be sure to make frequent analysis, setting attainable goals with the ability to measure progress. You can choose mileage goals, time per

week on the bike, goals around performance, even metrics to gauge your fitness.

### Wrapping Things Up

This isn't the typical coaching article I write. Usually you can expect something very particular to building a training program or focusing in on specific types of workouts or intervals. Maintaining motivation throughout a long season requires us to be a little more creative than changing up intervals or volume of time spent training.

We've addressed a number of ideas to stay engaged with the sport you love. Be ready to try something new. Look at some options that you know will be challenging. Step out of the normal routes or trails you typically ride. One big recommendation I have is go into the mountains as the summer is ending and we move into fall. Climb the canyons on the road. Go up high and ride the trails. We can always use the neuromuscular task of pedaling uphill. Enjoy and embrace the grand hills that many travel to see and we have in our backyards. More than anything enjoy being out of the city while you're pedaling!

If I haven't said it enough yet, set some goals. Decide on specifics to finish out the remainder of this season and maintain the fitness you've worked so hard to build. Find a way

Continued on page 17

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**Study Shows Bike Lanes are Safer for Cyclists and Protected Bike Lanes are Even Better**

Yes, protected bike lanes do make streets safer to cycle on. Evidence comes in the form of a new study conducted by the University of Minnesota for the Minnesota Department of Transportation. And advocates can cite it to planners, politicians, transit officials and motorists who object to losing driving or parking space on the roads to cyclists.

Researchers examined driver behavior on Minnesota roadways with different types of bicycle accommodations. "Drivers on road-

ways with bicycle lanes were less likely to encroach into adjacent lanes, pass, or queue when interacting with cyclists than drivers on roadways with sharrows, signs designating shared lanes, or no bicycle facilities," the report states.

Drivers were more likely to leave cyclists in peace when the cyclists were in their own lanes. Sharrows and "share the road" or "bike route" signs didn't help significantly. "From the perspective of reducing potential traffic impacts, bicycle lanes are to be preferred over sharrows or signage," the researchers conclude. And separated lanes work better than ones merely striped.

One study, however, doesn't prove anything. The researchers acknowledge that their observations

didn't include any traffic jams or perpetually overcrowded roads and they only looked at nine streets. But the study concludes that it adds "to the body of evidence in the literature that the addition of buffered and striped bicycle lanes to a roadway increases the predictability of driver behavior, increases the likelihood that drivers will remain in their travel lanes, and reduces the risk that may be associated with drivers encroaching into or shifting travel lanes."

And if they're wide enough, unmarked shoulders can function as bike lanes and protect users, the study adds.

Find the report, Traffic Impacts of Bicycle Facilities, at [goo.gl/2g2QGR](http://goo.gl/2g2QGR)

-Charles Pekow

**New Bill Would Allow Bikesharing to get Federal Support**

Bikeshare programs are taking off with great success all around the country. They've been doing so largely without federal support. But legislation recently introduced in Congress would clarify that bikeshare programs would qualify for federal financing. The trouble is, transportation law and grant rules were written before anyone tried bikeshare, leaving the program in a legally "gray area," since it's not defined in federal law or regulation, says Rep. Earl Blumenauer (D-OR), sponsor of the Bikeshare Transit Act of 2017 (H.R. 3305).

The bill would allow federal funding to buy bikeshare-related equipment and building bikeshare facilities. It would also clarify that grantees could use Congestion Mitigation & Air Quality money for bikeshare.

"The Bikeshare Transit Act will remove significant barriers facing new and existing bikeshare projects applying for federal funding while underscoring that bikeshare programs drive economic development and are an important part of bringing choice and adding value to America's transportation system," Blumenauer said in the Congressional Record.

The bill was referred to the Committee on Transportation & Infrastructure. Rep. Vern Buchanan (R-FL) cosponsored it, giving the measure bipartisan support. Blumenauer and Buchanan co-chair the Congressional Bike Caucus.

-Charles Pekow

**Coach's Corner - Continued from page 16**

to move yourself into something new and stimulating. Start to think about your strengths and weaknesses from your regular assessments. Tailor your training to maintain and advance your strengths. Take a few weeks completely off! and then work through the winter months toward your goals.

If you're struggling on how to put goals and intentions together, talk to a coach. One of the aspects of my job is to help people translate their love of this sport to improved fitness and optimal performance.

Together we make sure your training plan fits into your life, while keeping you motivated and having fun. After all that's what it's all about.

Dave Harward founded PLAN7 Endurance Coaching in 2006, building individualized training plans for endurance athletes, offering optimized bike fitting and training consultations. PLAN7 also offers Sport Nutrition services, metabolic testing and the House of Watts indoor winter program. Learn more at [plan7coaching.com](http://plan7coaching.com).

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Burke Swindlehurst taking a minute to relax while waiting for the Pro/Open men's field to come through. Photo by Steven Sheffield.

### Crusher - Continued from page 3

Pro/Open field shortly before the field turned off of UT-153 onto Kents Lake Road/FR-137 and hit dirt, causing the entire group to start to splinter as the race began in earnest.

Blaugrund and De Jong widened their gap on the rest of the field to about four minutes, with Blaugrund's teammate Leroy Popowski riding in no man's land about a minute ahead of the main chase group containing Squire, Todd Wells (Troy Lee Designs), Keegan Swenson (Cannondale-3Rox), Ben King (Dimension Data), Jamey Driscoll (DNA Cycling), and Josh Whitney (EVOL).

Shortly before the various groups reached Anderson Meadows, Ben King flattened at about mile 16, for what was apparently not the only time on the day, while Popowski and De Jong were caught and dropped by the chase group about a mile-and-a-half later.

As the lead group topped the first major climb and were about to hit the rollers leading towards the second feed zone at Betenson Flat, Squire dropped his chain and had to stop again to untangle it, before starting to chase again with Popowski through the feed zone and onto the rough, washboard descent down the dirt section of UT-153.

"Once I got my tires situated, I was trying to rider gingerly and not puncture again, but then I just kept losing my chain. At the top of the Col de Crush descent, it bucked off and wrapped itself in a little loop-de-loop. Normally, I can just reach down and put it back on, but I had to get off and

do some math and calculate how to get it back on. It dropped a few more times, but I was able to get it back on without stopping those times," said Squire.

Popowski's less-confident descending prowess caused him to lose time on the descent, while Squire continued his chase down the Col de Crush before rejoining one of the chase groups as the road became paved once again nearing the bottom of the descent and heading south on US Highway 89 and heading into the small towns of Junction and Circleville, where it looked like the entire populace of both towns turned out to cheer the riders on and hand-out bottles to the riders.

As the race pulled out of Circleville and started heading back north towards Doc Springs Road (and the section dubbed the "Sarlacc Pit" by participants of the race's first edition in 2011), the situation on the road was Todd Wells & Keegan Swenson, with Squire, Driscoll, Allen Krughoff, and one or two others about a minute-and-a-half back, with a second chase containing Blaugrund, De Jong, and one other rider a further two minutes behind.

If there is one truth about Doc Springs Road, it's that you never really know what conditions are going to be like from year to year, from fairly sandy and deep the first year, muddy the second year, to relatively mild after recent rains keep the dust levels to a minimum, and that no matter what the conditions are, it's going to be a tough section to work your way through before turning back up UT-153 to climb the Col de Crush. The "Pit" proved to be just as tough this year; while not as deep as the first year, the dirt was probably



Janel Holcomb fights through a downpour on her way to winning the women's pro event at the 2017 Crusher in the Tushar. Photo by Cathy Fegan-Kim, [Cottonsoxphotography.net](http://Cottonsoxphotography.net)

the loosest it had been since that first year, and with temperatures soaring and little vegetation to provide any respite from the sun and heat, it was bound to make an impact, with both Wells and Swenson switching from side-to-side of the road looking for a smooth line and something firm enough for their tires to grab some traction. It was in this section where the speculation started whether Wells' "old man legs" or Swenson's youth and climbing prowess would prove to be the other rider's outdoing.

As the race passed the three-hour mark on the Col, Swenson's relative inexperience with longer endurance events, and lack of firsthand knowledge of the course became apparent, as he started to get gapped by Wells around the 54-mile mark, while further behind, it looked like Squire was beginning to claw back more time on the two leaders.

With about 800 meters before the Pro-Form KOM, Squire caught and passed Swenson, before rejoining Wells in the lead about 300 meters later. With two bends in the road left before the KOM, Squire put in a little dig and opened up about a 10-meter gap back to Wells, which he held through the KOM, picking up the \$250 prize for first rider across the line. Unlike most KOMs, which are usually awarded at the very top of the climb, the Pro-Form KOM is

about 400 vertical feet below where the climb truly tops out before hitting the relatively flat rollers heading back towards Betenson Flat, and even more climbing to come after the turn-off to Gunsight Flat and Big Flat.

Wells was glad to have other riders for company on the climbs, first with Swenson, and then Squire, "It's a lot nicer having someone to ride into the finish with. There were some pretty good headwinds on some of those sections up the climb, and while in the follow car you may not notice that there is a wind, when you're on the bike you feel every little bit. It's also nice to have some motivation of company out there. You know when you're out there by yourself your mind kind of wanders, it's hard to maintain focus, but when somebody else is there it's easier to push."

Once past the end of Big Flat, the riders reached the short, steep, and twisty descent from Timid Springs to Puffer Lake, and back to the pavement on UT-153. It was at this point that Wells launched his attack, hoping to dislodge Squire on the downhill to hold him off on the final climb to the finish by the Eagle Point Ski Resort Skyline Lodge, but all he could manage was about a 7-second gap, which Squire easily closed back down once the dirt was behind him.

It looked like it was going to come down to a two-man sprint to the finish up the final climb, which gains about 600 vertical feet in one mile. Coming around the final turn into the last 400 meters, Squire gave one last dig quickly opening a 15-second gap, which he held to the finish, and

in so doing becoming the first 3-time winner of what has become one of the must-do mixed-surface events in the western United States.

Wells commented about the race, "It was good, it seemed like it was a little more mellow this year than last. By the time we got up to the top, even though it seemed like a more reasonable tempo we were a smaller group, Keegan (Swenson), Squire and I, and then Squire's chain came off. So then it was just Keegan and I rode together until about halfway up the Col de Crush, and it all kind of happened there.

"Keegan came off a little bit, and Squire caught on right there, so we went from Keegan & I riding together not knowing where Squire was because we couldn't see him, to the three of us together for just a few seconds, and then Squire goes off the front. I was able to keep him close and we hooked back up again and rode together to the finish. I put in a death-defying descent on the last dirt road thing (from Timid Springs) because I knew that was my only chance, but he came back to me. It was going to take a really good day for me to beat him in the sprint."

Keegan Swenson was happy with his third-place finish, stating "A lot of my training is shorter; I haven't been doing too many epic rides which are longer, because it still isn't quite my wheelhouse right now. I do like the longer climbs, but it's a long race. I think part of it was the heat as well, following Todd across the sandy false flat bits before the climb (on Doc Springs Road), I think that's what put me in the box. I was hurting a bit before the climb; and he's a



On the dirt the field begins to break up. Two riders still up the road. Photo by Christopher See



Thomas Cooke has raced in all 7 Crushers. Photo by Christopher See

big strong dude, he can go fast, so I was suffering even before the climb. Then when Robbie caught back on I knew it was going to go even faster and if I tried to go with them, I might explode, so I'm going to ride my own pace and maybe I can get them back if they start to play games later on. I just tried to finish in one piece."

"I didn't pre-ride the course, so that may have played a little into it as well, but I'm looking forward to coming back next year and seeing what I can do, now that I know what to expect."

#### Men's Top 10

- 1 ROBERT SQUIRE, FELT- ASSOS, 4:13:39
- 2 TODD WELLS, TODD WELLS/TLD, 4:13:54
- 3 KEEGAN SWENSON, CANNONDALE 3ROX RACING, 4:19:53
- 4 JAMES DRISCOLL, DNA CYCLING, 4:25:18
- 5 LEROY POPOWSKI, JUWI SOLAR, 4:29:06

#### Janel Holcomb Takes the Women's Race

Just a few minutes after the Elite men started, the women rolled out fairly easily, and were caught by one of the masters men fields starting behind them, so a group of the women jumped in with the men as the pace started to lift heading onto the dirt on FR-137.

As the group neared the top of the first climb, near Anderson Meadow, the group had separated with Janel Holcomb (Mavic) and Larissa Connors (Team Twenty20/Felt) in the lead, followed by Mindy McCutcheon (DNA Cycling), and then another group containing Breanne Nalder (PLAN7 DS) & Jennifer Luebke (DNA Cycling) and one other girl.

"I've been sick, injured and a bit burned out for the past 6 months [after the conclusion of cyclocross season], so I haven't been racing or training as much. I knew what to expect and not to panic and not to bury myself too early; if I just took it easy up the first climb, I knew I'd get separated from Janel and Larissa, but I also knew there was a so much road ahead, so much racing left."

As the lead women's group rolled through Anderson Meadow, from all the bouncing around on the washboard roads, Holcomb's saddlebag came open and nearly fell off her saddle.

"We were just climbing and climbing and climbing, all of a sudden, my saddle bag exploded, everything everywhere, and it was dangling into my wheel, so I had to stop and get off and try to grab things and stick stuff in to my pocket. I thought 'Uh

oh, this is not good! This is not good,' so I just had get back on and got back into my rhythm with tubes hanging out of my jersey and all this stuff."

Over the top of the climb coming into Betenson Flat, Holcomb managed to rejoin a small group with Larissa Connors, and attacked the descent.

Says Holcomb, "As we started the descent, I dropped Larissa again, and so I did the descent and loved it. Loved it! I know it was washboarded out, but I was just amazed at how beautiful the surroundings were. It was just gorgeous!"

When they hit the pavement on the bottom of the Col de Crush, heading in to Junction & Circleville, Holcomb was rejoined by Connors and 4 of the men they had been riding with; the group worked well together, grabbing more bottles at the aid stations.

As the group turned on to Doc Springs Road, another large group containing Mindy McCutcheon tagged on to the back of Holcomb's group, and the riders once again settled into a rhythm.

According to Holcomb: "It was hot, it was definitely very hot, but the conditions were pretty good; it was loose but you just had to relax and go with it and be patient. I really liked it and there were all sorts of people out there cheering which was really nice."

Said McCutcheon, "Janel & Larissa both got away from me again through the Sarlacc Pit and the first part of the Col de Crush, and I knew I didn't really have it in me to chase down Janel, which was fine."

As they turned back on to the pavement before starting the climb back up the infamous UT-153 Col de Crush, Holcomb had the realization, "oh we're going up that?" I hadn't really put it all together, you know. I was like 'Are you kidding me?' I knew it was going to be tough, it was so hot."

McCutcheon followed, "I met Larissa again about halfway up the Col de Crush, and I could see her heart break when she saw mile after mile of climbing ahead of us, and I knew I just had to be slow and steady and I could probably hold her off."

Coming through the QOM, Holcomb was also suffering. "I went through some rough patches there. Once in a while you get over a bit



The Crusher in the Tushar sure does have some great scenery. Photo by Cathy Fegan-Kim, [Cottonsoxphotography.net](http://Cottonsoxphotography.net)

over the top of a little bit of a rise and you get a little more speed, and it was 'okay, that feels good, that's okay.' It was a constant exercise of finding whatever power I could, taking in whatever food and drink I could, and then occasionally sitting up and looking around and taking it all in. No matter what happens it's been a good day and an amazing event."

Holcomb continued, "There was descent there [from Timid Springs down to Puffer Lake] that was just awesome, and all of a sudden, I felt like I got my mojo back. I was just killing it! When you hit the pavement, there are a few rollers, but then when you make the last turn with a mile to go, I got a few drops of rain, and I was still so hot that I was like 'yes, bring it on!' and then it started hailing! Going through that last mile I just kept looking up at the horizon and eventually saw the banner, and it was like 'Yes! It was awesome.'" Crossing the line was such a release, there was so much joy."

About 8 minutes later, in the pouring rain, McCutcheon also rolled across the line, saying after the finish, "I came in not expecting much out of myself; I knew I wasn't coming in as strong as last year and am thrilled

and shocked that I pulled off second. Last year I felt like Superwoman, and this year I questioned myself a thousand times if I should even come down, and then to be out there and it's blazing hot. I thought about quitting with just about every other pedal stroke I made. It was a much a mental challenge as a physical challenge to even finish this year, let alone take second, so I'm pretty happy about that."

Breanne Nalder (PLAN7 DS) caught and passed Connors on the climb up the Col de Crush, and was able to increase the gap and came in third, another 3 minutes back.

"Coming up the Col de Crush, I kept using men as carrots and acted like a rabbit. I knew I was in for it because I hadn't seen Jen (Luebke) or any of the other girls again. I came up on Larissa, and she said to me, 'Why are you going this hard now?' and I said, 'I've been going this hard the whole time!' and she kind of laughed. It motivated me to just go for it, and I was able to roll away from her."

#### Women's Pro Top 5

- 1 JANEL HOLCOMB, MAVIC
- 2 MELINDA MCCUTCHEON,

- DNA COTTON SOX
- 3 BREANNE NALDER, PLAN7 DS
- 4 LARISSA CONNORS, TEAM TWENTY20/FELT
- 5 JEN LUEBKE, DNA CYCLING



The Crusher has a huge variety of terrain from paved to gravel and forest to desert. Photo by Christopher See



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## TRAILS

## Designing and Building Trails



Mini excavators allow builders to make more trail with less hand labor. Photo by Donald West

By Donald West, Trail Ace Construction

People always ask me what's involved in building trails. To begin with, it's not as easy as it may seem. There is a process to building trails professionally. That process usually starts with a land owner or manager contacting our company about the idea of having a trail. They usually have a general idea of where they want the trail to start and key points of interest they would like to see along the way. It's important to know the property boundaries of the project area as well as the general topography.

Another important factor is the funding for a project. Some projects are funded through recreational trail programs or through special use taxes in a community. Non-profit organizations are able to receive donations from individual donors to help a trail project come to fruition. The costs of building the trail can vary widely depending on the scope of work, but it isn't unusual for most

trails to run between \$2-5 per foot. Exceptions would include downhill trails with lots of dirt work and ladder bridge features and trails through steep side slopes or where the trail is routed through heavy surface rock or bedrock. Some of the costs of construction can be reduced with partnerships with volunteer organizations which can provide labor for hand built trails or finishing behind machine built trails.

#### Trail Design

Once the property is determined and funding is acquired, the next step in the process is the design of the trail. This usually involves several site visits to determine any difficulties that need to be addressed during construction. This could include steepness of the terrain, how rocky it is, density of vegetation and type of vegetation. At this point, we will identify key points of interest and what type of user group will be using the trail. This will help determine the flow of the trail and the average grades the trail will maintain.

Next we start flagging the trail.

We use a clinometer to help us accurately determine trail slope in percent grade. Most beginner trails are in a 0-3% grade, intermediate is 3-8%, and expert trails are greater than 8% average grade. The roughness of the trail surface also makes a huge difference in the difficulty of the trail.

Mountain bike trails usually require additional considerations. Trails can be built for directional use (i.e. uphill only or downhill only). Trails can be built as a flow trail or a natural feeling trail. A flow trail usually is machine built with most natural obstacles removed from the tread surface. It usually includes unsloped banked turns and switchbacks, rollers, step ups or downs, doubles, etc.. Natural trails will route trails over rock features and be more likely to include off-camber or root-covered surfaces that can not be avoided while staying on the trail.

#### Trail Construction

Trail construction is the next phase of the project. Professional trail builders use machines to help build trails in most building situations. This involves mini dozers and/or excavators. The size of the excavator is determined by the type of trail you'd like to build. Bigger machines are useful when moving a lot of dirt, like on a downhill trail with big table top jumps. Smaller machines allow you to build more cross country trails with more of a hand-built feel. Smaller machines can make a tread as narrow as 30 inches.

On machine built trails, we always finish with hand tools. This includes but not limited to chainsaws, loppers, axes, McClouds, rakes, etc. In rocky terrain we have used jackhammers, hammer drills, wedges, sledge hammers, chisels and more.

The flagging we used during the design phase is used as a general guideline for the construction of the trail. As we build the trail we allow the trail to undulate along the flagged corridor to add interest and flow to the trail. We avoid straight lines and long sections of continuous grades.

As we need to we add grade reversals and dips to make sure any water that gets on the trail surface flow off as quickly as possible. Trails are normally out-sloped at 4-6% to allow the water that crosses the tread from above doesn't turn and flow down the trail. Water is one of the most damaging forces of nature on trails. A poorly designed trail is very susceptible to erosion. Trails that follow the fall line (i.e straight down the hill) or trails that exceed 50% of the terrain cross-slope are likely to erode faster. This can be accelerated by differences in soil texture. Sandy



Flagging is used to show the general trail corridor location. Photo by Donald West

soils have less cohesiveness than clay soils, so they are more likely to erode on steeper sections of trail. Some of these general rules can be broken if the trail includes natural or added rock along the tread surface.

Mountain bikers have also added wooden bridges or ladder bridges over uneven terrain or wetland areas. Wooden features are used to create a roller coaster like feel as well by including wall rides, banked turns, rollers, and jumps. Most trails cross streams or wetland areas at some point in the trail. In these areas

we utilize bridges or create turnpike (i.e raised surface) trails. The possibilities of trail design and construction are only limited to the builders imagination.

#### Mapping and Trailheads

Once the construction is complete the trail needs to be mapped and the trail needs to be appropriately signed to allow users to safely navigate the trail or system of trails. Trailhead

Continued on page 21

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Enjoying the trail for years afterwards is the best reward. Pictured is Jenny West on the new Three Falls Trail by Trail Ace Construction built in Alpine. Photo by Donald West

**Trail Building  
Continued from page 20**

signs are useful in order to allow users to have a general understanding of the length and difficulty of the trails they are about to ride. Trail signage with difficulty level is useful for land managers to help them manage risk by telling the users what type of experience they will have on a particular trail.

Designing and building trails is a multi-faceted and complex business and trade. It takes in consideration environmental and social factors in the design and construction of trails. Trails allow people to travel

across landscapes on foot, bike, or vehicle than would be nearly impossible without their existence. They provide an outlet for our need for exploration, our need for physical activity, and a separation from a more industrialized world. Trails allow us to be more interconnected by providing corridors that allow us to easily transition from the human-built world and the nature that surrounds us.

Donald West is a Project Manager for Trail Ace Construction. Trail Ace Construction, a member of Professional Trailbuilders Association, was es-

tablished in 1997 and is based out of White Bird, Idaho. You can find out more information about the company by calling Bonner Brumley at 385-228-5560 or find us at [www.trail-ace.com](http://www.trail-ace.com).

For resources for learning how to build trails, check out "Lightly On The Land, The SCA Trail Building and Maintenance Manual" by The Student Conservation Association or "Trail Solutions, IMBA's Guide to Building Sweet Singletrack." You can also find more resources [www.trailbuilders.org](http://www.trailbuilders.org).

**EVENT PREVIEW**

**Race the Rails Features a Road and Mountain Race Against the Train in Ely, Nevada**



Part of the trail that will be used for the Race the Rails event in Ely, Nevada on September 9, 2017. Photo courtesy White Pine County Tourism & Recreation Board.

**By Meg Rhoades**

A new and unique experience is on the horizon. Ely, Nevada is home to one of the nation's largest time capsules, the Nevada Northern Railway. Here you will find coal fired steam engines that are over 100 years old still billowing their plumes of steam as they lumber down the track. Now add beautiful mountain trails and the Loneliest Highway in America, Highway 50, and you have the makings of an epic exhibition bike race that is fun for the whole family!

On September 9, 2017 racers will get the chance to see if they have the steam to beat the train! Both road and mountain bike racer will have the opportunity to test their mettle. Road bikers will begin with a short ride to the entrance of the Robinson Nevada copper mine where they will circle a 240-ton haul truck. On their descent toward Ely, they will find themselves side by side with the giant iron horse. The road bike course spans approximately 25 miles with an elevation gain of 820 feet. Mountain bikers will ride over 11 miles on single and double track trails with an elevation gain of 1400 feet. Registration is \$75.00. All racers will receive a race shirt, finisher's medal, swag bag, BBQ ticket and train ride voucher which may be used to get the racer and their bike to the start line (bike spaces are limited) or on one of the regular train excursions scheduled throughout the weekend. Those wishing to board the train will begin loading at 8:00 am at with an 8:30 departure time scheduled. Race start is at 10:00am from the Keystone Bridge.

The BBQ will take place at the depot beginning at 1:00 p.m. and extra tickets for family and friends are available. A variety of vendors will be open at the depot starting at 10 a.m. There will be a small triathlon for kids beginning at 11:30 a.m.

While you are in the area you won't want to miss visiting some of the other area attractions. Great Basin National Park and the Lehman Caves, located approximately 68 miles south east, offers beautiful scenic drives and hikes, 60 & 90 minute cave tours and amazing night time sky presentations. Hike, fish, kayak or just relax 13 miles outside of town at Cave Lake State Park or take your time and explore our Outdoor Murals, Renaissance Village, Ely Art Bank, White Pine Public Museum, or the McGill Historical Drug Store. Come join us for a great time for the whole family!

You can register for the race at [www.elynevada.net](http://www.elynevada.net). More information on the area is also available on the website or call the Bristlecone Convention Center at 800-496-9350.

**MTB Race and Festival  
Cedar City, UT  
September 22, 23, 24, 2017  
[www.ridesouthernutah.com](http://www.ridesouthernutah.com)  
435.229.6251**

**Support Your  
Local Bike Shop!**

## WESTERN STATES

## CALENDAR OF EVENTS

## Utah BMX

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

**Legacy BMX** — Farmington, UT, Indoor bmx racing at the Legacy Events center 151 South 1100 West, Farmington, UT., Practice Wednesday 6:00-9:00, Race Saturday, May through September, Kevin , 801-698-1490, [kevin@klikphoto.net](mailto:kevin@klikphoto.net), [ltbmx.com](mailto:ltbmx.com), [radcanyonbmx.com/Road\\_Canyon\\_Legacy\\_Outdoor\\_Schedule\\_2014.pdf](http://radcanyonbmx.com/Road_Canyon_Legacy_Outdoor_Schedule_2014.pdf)

## Advocacy

**Bike Utah** — UT, Utah's Statewide Advocacy Group., Phil Sarnoff, 801-440-3729, [psarnoff@bikeutah.org](mailto:psarnoff@bikeutah.org), [bikeutah.org](http://bikeutah.org)

**Salt Lake City Mayor's Bicycle Advisory Committee (MBAC)** — Salt Lake City, UT, Meetings are the 3rd Monday of the month from 5-7 pm in the SLC Transportation Division Conference room., Becka Roof, 801-535-6630, [bikeslcs@slcgov.com](mailto:bikeslcs@slcgov.com), [bikeslcs.com](http://bikeslcs.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., Megan Hillyard, 801-468-3351, [Mhillyard@slsco.org](mailto:Mhillyard@slsco.org), [bicycle.slsco.org](http://bicycle.slsco.org)

**Weber Pathways** — Ogden, UT, Weber County's trails group. We are committed to the idea that a non-motorized network of public pathways significantly contribute to our community's economic vitality and quality of life., Mark Bedel, 801-393-2304, [wp@weberpathways.org](mailto:wp@weberpathways.org), Rod Kramer, 801-393-2304, [rc@weber-pathways.org](mailto:rc@weber-pathways.org), [weberpathways.org](http://weberpathways.org)

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

**Mountain Trails Foundation** — Park City, UT, Park City's Trails Group, Charlie Sturges, 435-649-6839, [charlie@mountaintrails.org](mailto:charlie@mountaintrails.org), [mountaintrails.org](http://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](mailto:bonnevilleshorelinetrail@gmail.com), [bonnevilleshorelinetrail.org](http://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](mailto:parleystrail@gmail.com), [parleystrail.org](http://parleystrail.org)

**Provo Bike Committee** — Provo, UT, Please join us every first Thursday of the month at 5 pm at 48 N. 300 W. to help make Provo a more bicycle-friendly community., Heather Skabelund, 971-404-1557, [bikeprovo@gmail.com](mailto:bikeprovo@gmail.com), Aaron Skabelund, 385-207-8879, [a.skabelund@gmail.com](mailto:a.skabelund@gmail.com), [bikeprovo.org](http://bikeprovo.org)

**Dixie Trails and Mountain Bike Advocacy** — St. George, UT, Cimarron Chaco, 970-759-3048, [info@goraces.com](mailto:info@goraces.com), [dmbta.org](http://dmbta.org)

**Southern Utah Bicycle Alliance** — St. George, UT, Southern Utah's road advocacy group., Craig Shanklin, 435-674-1742, [southernutah-bicycle@gmail.com](mailto:southernutah-bicycle@gmail.com), [southernutahbicyclealliance.org](http://southernutahbicyclealliance.org)

**WOBAC - Weber Ogden Bicycle Advisory Committee** — Ogden, UT, Josh Jones, 801-629-8757, [joshjones@ogden-city.com](mailto:joshjones@ogden-city.com)

**Idaho Bike Walk Alliance** — Boise, ID, Idaho's Statewide bicycle advocacy organization, Cynthia Gibson, 208-345-1105, [cynthia@idowalkbikewalk.org](mailto:cynthia@idowalkbikewalk.org), [idowalkbikewalk.org](http://idowalkbikewalk.org)

**Greater Arizona Cycling Association** — Tucson, AZ, Arizona's Statewide bicycle advocacy organization, Eric Post, [president@bikegaba.org](mailto:president@bikegaba.org), [bikegaba.org](http://bikegaba.org)

**Coalition of Arizona Bicyclists** — Phoenix, AZ, Statewide bicycle advocacy organization, Bob Beane, 623-252-0931, [cabike@cazbike.org](mailto:cabike@cazbike.org), [cazbike.org](http://cazbike.org)

**Wyoming Pathways** — Wilson, WY, Statewide bicycle advocacy organization, Tim Young, 307-413-8464, [wvopath.org](http://wvopath.org)

**Bicycle Colorado** — Denver, CO, Statewide bicycle advocacy organization, Dan Grunig, 303-417-1544, [info@bicyclicolorado.org](mailto:info@bicyclicolorado.org), [bicyclicolorado.org](http://bicyclicolorado.org)

**Bike Walk Montana** — Helena, MT, Statewide bicycle advocacy organization, Taylor Lonsdale, 406-449-2787, [bnbybike@gmail.com](mailto:bnbybike@gmail.com), [bikewalkmontana.org](http://bikewalkmontana.org)

## Events, Swaps, Lectures

**Salt Lake Critical Mass** — Salt Lake City, UT, Last Friday of every month, 6:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC., None , [noemail@cyclingsaltlake.com](mailto:noemail@cyclingsaltlake.com), [facebook.com/groups/SLCCM](http://facebook.com/groups/SLCCM)

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

**Cole Sport Weekly Road Ride** — Park City, UT, Weekly Road Ride Mondays June 4-Aug. 27, Ride leaves Cole Sport, 1615 Park Ave. at 6 pm. Park at lower PCMR lot, Scott Dudevoir, 435-649-4806, [scott@dudevoir.com](mailto:scott@dudevoir.com), [colesport.com](http://colesport.com), [mountaintrails.org](http://mountaintrails.org)

**Moab Bike Party** — Moab, UT, 4th Wednesday of every month, 6:30 or 7:30 pm., Jeff Gutierrez., [facebook.com/moabbikeparty](http://facebook.com/moabbikeparty)

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

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

**August 12, 2017 — Tour de Fat**, New Belgium Brewing's Tour de Fat, Boise, ID, Rolling Revival of Sustainable Folly! Various Western Locations. Proceeds from the Boise Tour de Fat benefit Southwest Idaho Mountain Bike Association, Boise Bicycle Project, and Treasure Valley Cycling Association. Held at Outlaw Field at Idaho Botanical Garden, Paul Gruber, 888-622-4044, [nbb@newbelgium.com](mailto:nbb@newbelgium.com), [newbelgium.com/tour-de-fat](http://newbelgium.com/tour-de-fat)

**September 22, 2017 — World Car Free Day**, UT, Ride your bike and leave the car at home!, None , [noemail@cyclingsaltlake.com](mailto:noemail@cyclingsaltlake.com), [worldcar-free.net](http://worldcar-free.net)

**October 7-8, 2017 — Mountain + Gravity Expo**, Sandy, Utah, Mountain biking, snowboarding, skiing, rock climbing, skydiving, base jumping, fitness, outdoor gear, and local business will be highlighted in this healthy living expo. Learn how to be a healthier and safer athlete no matter what your sport preference is., AJ Blackmon, 816-284-2148.,

**November 18, 2017 — Henderson Stroll 'n Roll**, Henderson , NV, Henderson Stroll 'n Roll is modeled after the Ciclovía founded Bogotá, Columbia. During the event roads are closed to motorized traffic, allowing the community to come together and enjoy the streets on bicycles, skates, skateboards or simply on foot. The car-free street festival is packed with activities for all ages. Along the route, enjoy children's activities, interactive demonstrations, free fitness classes and games., Charlene Ham, 702-267-5707, [bikehenderson@cityofhenderson.com](mailto:bikehenderson@cityofhenderson.com), Annette Mullins, 877-775-5252, [bikehenderson@cityofhenderson.com](mailto:bikehenderson@cityofhenderson.com), [bikehenderson.com](http://bikehenderson.com)

## Mountain Bike

## Tours and Festivals

**August 5, 2017 — Monte Cristo Dirt Randonnée**, Salt Lake Randonneurs Brevet Series, Huntsville, UT, Self-supported loop ride on dirt and paved roads from Huntsville to Bear Lake and back. 64 or 125-mile (100 or 200 km) options. A timed ultra distance event., Richard Stum, 435-462-2266, [richard@eogear.com](mailto:richard@eogear.com), [saltlakerrandos.org](http://saltlakerrandos.org)

**August 5-6, 2017 — VIDA MTB Series: Snowmass Bike Park**, VIDA MTB Series Flagship Clinics, Snowmass Village, CO, Women's mountain bike skills clinic, Rachel Gottfried, 949-677-6809, [info@vidamtmb.com](mailto:info@vidamtmb.com), [vidamtmb.com](http://vidamtmb.com)

**August 18-20, 2017 — Outerbike Summer in Crested Butte**, Crested Butte, CO, An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos, shuttles, lunch, beer, and admission to parties and films, at Crested Butte Mountain Resort, Mark Sevenoff, 800-845-2453, 435-259-8732, [outerbike@westernspirit.com](mailto:outerbike@westernspirit.com), [outerbike.com](http://outerbike.com)

**August 19, 2017 — Helper Arts Dirt Fondo**, Helper, UT, 55 miles of dirt and road, Cory Jensen, 801-824-8455, [cory.jensen@carbon.utah.gov](mailto:cory.jensen@carbon.utah.gov), [carbonrec.com](http://carbonrec.com)

**August 25-27, 2017 — Jurassic Classic Mountain Bike Festival**, Lander, WY, Mountain bike festival in Lander, WY. Demos, shuttles, clinics, group rides, parties, live music, film fest, beer, food trucks, and raffish! All skill levels welcome., Nyssa , [fart@landercycling.org](mailto:fart@landercycling.org), Tony Ferlisi, [landercycling@gmail.com](mailto:landercycling@gmail.com), Mike Dicken, 307-332-2926, [jurassicclassicfest@gmail.com](mailto:jurassicclassicfest@gmail.com), [jurassicclassicfest.com](http://jurassicclassicfest.com), [landercycling.org](http://landercycling.org)

**September 1-4, 2017 — WYdahoe Rendezvous Teton Mountain Bike Festival**, Teton Valley, WY, 8th Annual, held at Grand Targhee Resort. Come enjoy endless miles of cross-country, singletrack, dirt road, lift-served downhill, jump park, freeride, and an IMBA Epic Trail. Demo next year's 2018 bikes and gear in an ideal alpine riding climate with unmatched scenery. Clinics, hosted rides, shenanigans. A fundraiser for Teton Valley Trails and Pathways. [tvtap.org](http://tvtap.org), [info@tetonbikefest.org](mailto:info@tetonbikefest.org), Celeste Young, 208-709-8564, [celestey@tetonbikefest.org](mailto:celestey@tetonbikefest.org), [tetonbikefest.org](http://tetonbikefest.org), [grandtarghee.com](http://grandtarghee.com)

**September 9-9, 2017 — VIDA MTB Series: Golden Giddyup**, VIDA MTB Series , Golden, CO, Women's mountain bike skills clinic, Rachel Gottfried, 949-677-6809, [info@vidamtmb.com](mailto:info@vidamtmb.com), [vidamtmb.com](http://vidamtmb.com)

**September 9, 2017 — Ovando Gran Fondo**, Ovando, MT, An epic off-road ride for the Missoula Symphony. Bring your "cross or mountain bike for this fully supported 55-mile ride. Ride through some of Western Montana's most scenic landscapes on dirt roads, including numerous miles through private land not otherwise open to the public., Lucy Beighle, 406-239-3193, [lucybeighle@yahoo.com](mailto:lucybeighle@yahoo.com), [missoulasymphony.org/ride](http://missoulasymphony.org/ride)

**September 16-17, 2017 — Trek Dirt Series Mountain Bike Camp**, Fruita, CO, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only instructional weekend camp for beginner, intermediate, and advanced riders., Penny Deck, 604-484-6238 (Canada), [register@dirseries.com](mailto:register@dirseries.com), [dirseries.com](http://dirseries.com)

**September 22-24, 2017 — MECCA Fall MTB Festival**, Wedge Overlook (Near Castle Dale), UT, Registration begins Friday at 1pm followed by a warm up ride at 3pm. Evening meal is provided as is a prize drawing. Saturday begins with a provided breakfast and then all-day, guided rides, ranging from beginner to advanced. End the day with a provided dinner. Finish up on Sunday morning with a provided breakfast and a guided (or on-your-own) scenic ride. Family-friendly (meal tickets only available). Kim Player, 435-653-2440, [meccabikeclub@tv.net](mailto:meccabikeclub@tv.net), [biketheswell.org](http://biketheswell.org)

**September 22-24, 2017 — Revival at 3 Peaks**, Cedar City, UT, Mountain Bike Race and Festival, Friday evening slow races, a fat tire criterium and beer garden. Saturday will be the main event with a 8:17 race, solo or duo. Dinner and awards, and more socializing

## Calendar Guidelines:

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

Submit your event to: [calendar@cyclingsaltlake.com](mailto:calendar@cyclingsaltlake.com)

with date, name of event, website, phone number and other appropriate information.

Let us know about any corrections to existing listings!

and games will give way to a final night. The adjourning meeting will be Sunday's group ride on a some inspiring local trails., Joey Dye, 435-674-3185, [joey@redrockbicycle.com](mailto:joey@redrockbicycle.com), Margaret Gibson, 435-229-6251, [margaret@spingees.com](mailto:margaret@spingees.com), [ridesouthernutah.com](http://ridesouthernutah.com)

**September 24-30, 2017 — California Wine Country with Jan Ullrich**, San Francisco, CA, September 24-30 Join Tour de France Champion Jan Ullrich in Northern California on sublime roads with grand views paired with some of the world's finest wines and California's most delectable restaurants., John Humphries, 970-728-5891, [info@lizard-headcyclingguides.com](mailto:info@lizard-headcyclingguides.com), [lizardheadcyclingguides.com](http://lizardheadcyclingguides.com)

**September 29-October 1, 2017 — Albuquerque MTB Festival**, Albuquerque, NM, 12 hour race, 2 hour race, and weekend long mtb festival, Seth Bush, 505-554-0059, [ElCapitan@ZiARides.com](mailto:ElCapitan@ZiARides.com), [ziarides.com](http://ziarides.com)

**October 6-8, 2017 — Outerbike Fall**, Moab, UT, An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos, shuttles, lunch, beer, and admission to parties and films, 7000 N. Hwy 191 at Moab Brands Trailhead, Mark Sevenoff, 800-845-2453, 435-259-8732, [outerbike@westernspirit.com](mailto:outerbike@westernspirit.com), [outerbike.com](http://outerbike.com)

**October 26-29, 2017 — Moab Ho-Down Mountain Bike Festival & Film Fest**, Moab, UT, 12th Annual - Mountain bike festival with dual stage endurance race, group shuttle rides, bike films, townie tour with poker run, dirt jump comp and costume party! The festival is a fundraiser for local trails and the bike park! Tracy Reed, 435-259-4688, [info@chilebikes.com](mailto:info@chilebikes.com), [moabho-down.com](http://moabho-down.com), [chilebikes.com](http://chilebikes.com)

## Utah Weekly MTB

## Race Series

**Utah County Mountain Bike Fat Bike Run Hike Series** — Utah County, UT, Fat bike races: Dec 10 Christmas Race, Dec 31 New Years Race, Feb 11 Valentine's Race Mountain Bike races: 3/11 St Patrick's Race, 4/15 Easter Race, 5/29 Memorial Race, June 10, 2017: Country Race, (Part of Orem Days Celebration, July 4, 2017 : Freedom Race, August 5, 2017: Lindon Days Race, September 9, 2017: 9-11 Patriot Day Race, October 28, 2017: Halloween Night Race, November 18, 2016: Thanksgiving Race., Mary Ann Nielsen, 801-231-2000, [utah-bicyclingclub@gmail.com](mailto:utah-bicyclingclub@gmail.com), [utahcountymountainbikeseries.blogspot.com](http://utahcountymountainbikeseries.blogspot.com)

**April 25-August 31, 2017 — Mid-Week Mountain Bike Race Series**, Park City, Heber, Deer Valley, Snowbird, Solitude, Draper, UT, Races are on Tuesday evenings. Registration begins at 4:30, free kids races at 6:00 and main event at 6:30. April to August. Please check website for dates and venues., Brooke Howard, 385-227-5741, [brooke@midweekmtb.com](mailto:brooke@midweekmtb.com), [midweekmtb.com](http://midweekmtb.com)

**May 3-August 2, 2017 — Weekly Race Series**, WRS, Sundance, Wasatch County, UT, Wednesday nights, May -Aug. Venue alternates between Wasatch County sites and Sundance, 6:30 pm. Prompt start time. Pros/

Experts 1hr race time, Sports 50mins, Beginners 30-40mins. 2017 Dates:Wasatch County: May 3, 17, 31; June 14, 28; July 12, 26; Aug 2; Sundance: May 10, 24; June 7, 21; July 5, 19; August 2, Tyson Apostol, 435-200-3239 (Wasatch), 801-223-4849 (Sundance), [aces@euclidoutdoors.com](mailto:aces@euclidoutdoors.com), John Woodruff, 801-223-4044, 801-223-4849, [johnw@sundance-utah.com](mailto:johnw@sundance-utah.com), [weeklyraceseries.com](http://weeklyraceseries.com)

## Regional Weekly

## MTB Race Series

**June 20-August 15, 2017 — Laramie Mountain Bike Series**, Laramie, WY, Tuesdays. Local mountain bike series, great for riders of any age and ability. Starts at Happy Jack Trailhead., Evan O'Toole, [evan@laramieracing.com](mailto:evan@laramieracing.com), [laramiebikeseries.com](http://laramiebikeseries.com), [laramiebikeneer.org](http://laramiebikeneer.org)

## Utah Mountain

## Bike Racing

**August 4-5, 2017 — Blue Mountain Enduro**, Monticello, UT, Two day, three stage race in the San Abajo Mountains of San Juan county. Stage 1 starts at 3:00 PM on Friday. A shuttle will be provided from the end of each stage to the start of the following course or to the parking area for the stage, Roam Utah , 435-590-2741, [info@roamutah.com](mailto:info@roamutah.com)

**August 12-13, 2017 — Flyin' Brian Downhill and Dark Hollow Super D**, Go-Ride Gravity Series, Brian Head, UT, Practice opens on Friday, August 12 at noon. The downhill is on Saturday, August 13. Dark Hollow Super D is on Sunday, August 14., Ron Lindley, 801-375-3231, [info@utahah.org](mailto:info@utahah.org), [go-ride.com](http://go-ride.com), [utahah.org](http://utahah.org)

**August 12, 2017 — North Fork ICup**, Intermountain Cup, Eden, UT, XC race, Darren Goff, 801-896-8244, [info@intermountaincup.com](mailto:info@intermountaincup.com), [intermountaincup.com](http://intermountaincup.com)

**August 19, 2017 — Cedar City Fire Road 100 Gravel Grinder**, Cedar City, UT, The Fire Road 100 is back under new management! 100K or 60K options - 85% (or more) dirt! Chip timed. Prizes for top finishers., Deborah Bowling, 818-889-2453, [embassy@planetultra.com](mailto:embassy@planetultra.com), [gravelgrinder.com](http://gravelgrinder.com)

**August 26-27, 2017 — Scott Enduro Cup presented by Vittoria at Deer Valley Resort**, Scott Enduro Cup Series, Park City, UT, The season finale of the 2017 SCOTT Enduro Cup presented by Vittoria will take place at Deer Valley Resort. Expanding into a two day event, the final round of the season offers a diverse selection of lift-served downhill mountain biking on top-to-bottom unknemp, technical descents to fast-rolling, speed driven trails. Jessica Kunzer, 801-349-4612, [jkunzer@mtfsports.com](mailto:jkunzer@mtfsports.com), Sara Valerious, 847-946-4182, [svalerious@mtfsports.com](mailto:svalerious@mtfsports.com), [endurocupmtb.com](http://endurocupmtb.com)

**August 26, 2017 — Powder Mountain ICup**, Intermountain Cup, Powder Mountain, UT, XC race, Darren Goff, 801-896-8244, [info@intermountaincup.com](mailto:info@intermountaincup.com), [intermountaincup.com](http://intermountaincup.com)

**September 2, 2017 — 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 will never be on the same trail twice. Over 90% of the race is single-track. 75 miles & 12,000ft of climbing., Jay Burke, 801-330-3214, [jay@theppcp.com](mailto:jay@theppcp.com), [theppcp.com](http://theppcp.com)

**September 2, 2017 — Kokopelli 100**, Moab, UT, 103.6 mile, point to point mountain bike race from the Colorado border to Moab with \$100,000 purse. Solo riders, or 8 person teams., Mark Jensen, 503-970-1215, [mark@kokopelli100.com](mailto:mark@kokopelli100.com), [kokopelli100.com](http://kokopelli100.com)

**September 9, 2017 — 8 Hours of Sundance**, Sundance Resort, UT, The 8 Hours of Sundance is going on its 9th year. This has turned into a great local endurance mtn bike event where riders of all ages and skill levels can come test their skills on some of the best single track around. Come join us for a great day of racing and scenery right in your backyard., Czar Johnson, 801-223-4121, 801-223-4849, [czar@i@sundance-utah.com](mailto:czar@i@sundance-utah.com), 801-223-4849, [johnw@sundance-utah.com](mailto:johnw@sundance-utah.com), [sundanceeresort.com](http://sundanceeresort.com), [summer](http://summer)

**September 9, 2017 — Dixie 200**, tentative date, Parowan, UT, Self-supported, 200 miles of trail and remote terrain between Bryce Canyon and Brian Head in southern UT. Virgin River



**ONE AWESOME TOUR BIKERIDE ACROSS NEVADA**

**AMERICA'S LONLIEST BIKE TOUR**

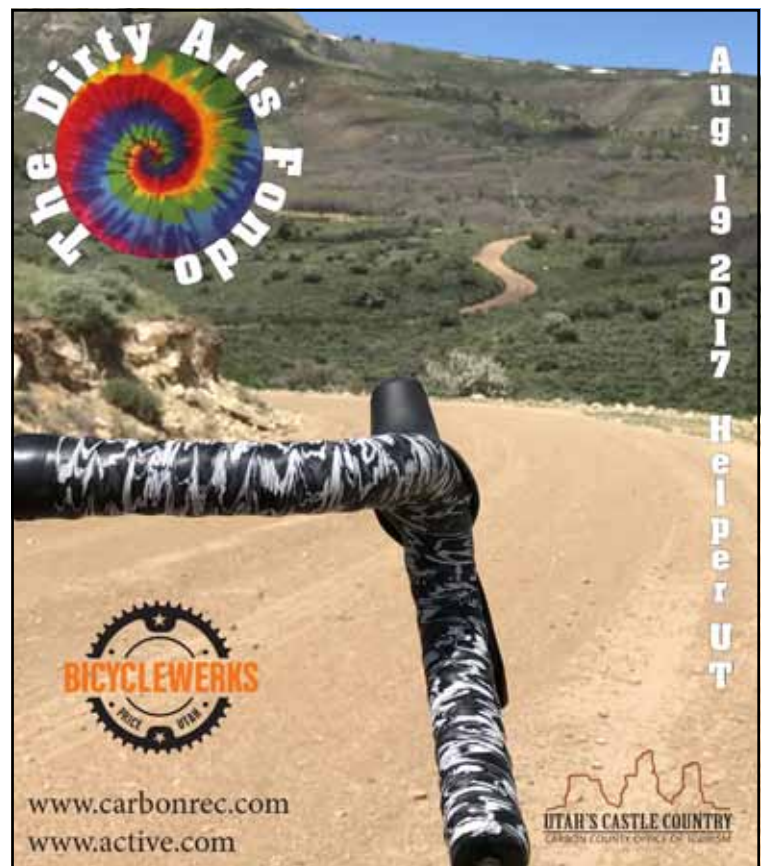
One Awesome Tour Bike Ride Across Nevada" Fully supported multi-day tour across the Silver State on US Hwy 50 - "America's Lonliest Road" from Lake Tahoe to the Great Basin National Park. Limited to 50 riders.

**September 24-30, 2017**

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**THE DAILY AILS FONDO**

**AUGUST 19, 2017**

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UTAH'S CASTLE COUNTRY

CARBON COUNTY OFFICE OF TOURISM

Rim, Thunder Mountain, Grandview and several other trails. Start: 7am, intersection of 2nd Left Hand Canyon and Hwy 143., Dave Harris, hairball.dh@gmail.com, 2-epic.com/events/dixie200.html

**September 9, 2017 — Utah High School Cycling League North Region Race #1.** Utah High School Cycling League Race Series, Powder Mountain, UT. Utah league races are the culmination of months of fun and practice on school-based mountain bike teams all over the state. Grades 7-12 participate in individual categories and include both individual and team scoring. Join or start a team in your area. The Utah League has 2400+ students on 81+ teams across the state participating., Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

**September 9, 2017 — Eden Epic.** Eden, UT. On the trails above beautiful Ogden Valley, the Eden Epic is a truly "epic" mountain bike adventure. With a focus more on the adventure than the finishing times, this is an epic adventure that has a place for those looking to push themselves., Clay Christensen, 801-234-0399, info@edenepic.com, edenepic.com

**September 10, 2017 — Tour des Suds.** Park City, UT. 7-mile mountain bike climb from City Park, to the top of Guardsman Pass with a 2,700ft elevation gain., Ginger Ries, 435-649-6839, ginger@moutaintrails.org, moutaintrails.org

**September 16, 2017 — Widemaker Hill Climb.** Snowbird, UT. Starts in Gad Valley, 10 AM, 3000ft vertical race to the top of the Tram for awards, food and fun., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

**September 16, 2017 — Utah High School Cycling League South Region Race #1.** Utah High School Cycling League Race Series, Powder Mountain, UT. Utah league races are the culmination of months of fun and practice on school-based mountain bike teams all over the state. Grades 7-12 participate in individual categories and include both individual and team scoring. Join or start a team in your area., Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

**September 16, 2017 — Whole Enchilada Enduro.** Rocky Mountain Enduro Series, Moab, UT. Enduro racing on the Whole Enchilada Trail. Three options, including a two stage, one stage, and three stage option with 37 miles and 12,920 feet of descending., Keith Darner, 719-221-1251, keith@rockymountainenduroseries.com, David Scully, 970-846-5012, dave@rockymountainenduroseries.com, rocky-mountainenduroseries.com

**September 22-24, 2017 — Revival at 3 Peaks.** Cedar City, UT. Mountain Bike Race and Festival, Friday evening slow races, a fat tire criterium and beer garden. Saturday will be the main event with a 8:17 race, solo or duo. Dinner and awards, and more socializing and games will give way to a final night. The adjourning meeting will be Sunday's group ride on a some inspiring local trails., Joey Dye, 435-674-3185, joey@redrockbicycle.com, Margaret Gibson, 435-229-6251, margare@gspingee.com, ridesouthernutah.com

**September 23, 2017 — Utah High School Cycling League North Region Race #2.** Utah High School Cycling League Race Series, TBD, UT. Utah league races are the culmination of months of fun and practice on school-based mountain bike teams all over the state. Grades 7-12 participate in individual categories and include both individual and team scoring. Join or start a team in your area., Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

**September 30, 2017 — Utah High School Cycling League South Region Race #2.** Utah High School Cycling League Race Series, TBD, UT. Utah league races are the culmination of months of fun and practice on school-based mountain bike teams all over the state. Grades 7-12 participate in individual categories and include both individual and team scoring. Join or start a team in your area. The Utah League has 2400+ students on 81+ teams across the state participating., Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

**October 7, 2017 — Antelope Island MTB Race.** Antelope Island, UT. 3rd edition of Antelope 50k Mountain Bike Race will be held at White Rock Bay Trailhead, Antelope Island State Park. There will be three race distances: 50k, 25k, and 15k. This is an MTB race on double and single track with varying elevation and some technical stretches on the 50k and 25k distances., Wynn Hall, 801-941-4255, wynnhall@gmail.com, Matt Hall, 801-648-4659, matt@enduraevents.com, enduraevents.com

**October 14, 2017 — Moab Epic MTB.** AXS Series, Moab, UT. An MTB Adventure Race - a 20+ or 50+ mile cross country mountain bike adventure. Riders will race on Moab's best single track and jeep roads, in a true MTB adventure., Will Newcomer, 970-403-5320, 2016@gravityplay.com, gravityplay.com, moabepic.com

**October 14, 2017 — Utah High School Cycling League South Region Race #3.** Utah High School Cycling League Race Series, TBD, UT. Utah league races are the culmination of months of fun and practice on school-based mountain bike teams all over the state. Grades 7-12 participate in individual categories and include both individual and team scoring. Join or start a team in your area., Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

**October 15-17, 2017 — 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, hwsg@seniorgames.net, seniorgames.net

**October 20, 2017 — Utah High School Cycling League North Region Race #4.** Utah High School Cycling League Race Series, Moab, UT. Utah league races are the culmination of months of fun and practice on school-based mountain bike teams all over the state. Grades 7-12 participate in individual categories and include both individual and team scoring. Join or start a team in your area., Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

**October 21, 2017 — Utah High School Cycling League South Region Race #4.** Utah High School Cycling League Race Series, Moab, UT. Utah league races are the culmination of months of fun and practice on school-based mountain bike teams all over the state. Grades 7-12 participate in individual categories and include both individual and team scoring. Join or start a team in your area., Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

**October 27, 2017 — 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. 12th annual. Red Bull, 310-393-4647, noemail@cyanlightguy.com, Chris Worden, 310-393-4647, chris.worden@us.redbull.com, redbull.com/us/en/bike/events

**November 4-5, 2017 — 25 Hours of Frog Hollow.** Frog Hollow Endurance Series, Hurricane, UT. Held Sat 10 am to Sun 10 am with the bonus-double midnight lap due to the fallback time change. 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs., Cimarron Chacon, 970-759-3048, info@grograces.com, GROPromotions.com, 25hoursinfofrogollow.com

**November 4, 2017 — Utah High School Cycling League State Championships.** Utah High School Cycling League Race Series, TBD, UT. This race will combine both North and South regions for the State Championships and is open to all students., Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

**November 10-12, 2017 — Zion Benduro.** Benduro Series, Virgin, UT, 3 days of Enduro, 6 stages. Family friendly Enduro with a festival atmosphere., Josh Bender, 970-764-7845, joshbenduro@gmail.com, Lindsay Currier, 702-453-2453, lindsaycurrier@gmail.com, benduro.com

## Regional Mountain Bike Racing

**August 3-6, 2017 — Downieville Classic.** Lost Sierra Triple Crown, Downieville, CA. All mountain, cross country, and downhill races, Greg Williams, willie@sieratrails.org, downieville-classic.com

**August 4-5, 2017 — Ruby Mountain Relay.** Wells, NV. 184 mile relay gravel grinder., Robert Johnson, 775-340-5943, 801-718-0557, ruby-mountainrelay@gmail.com, rubymountainrelay.com

**August 5, 2017 — Pierre's Hole MTB Race.** National Ultra Endurance Series, Alta, WY. 9th Annual Staging begins at the Grand Targhee Resort, ample lodging and amenities available. 100 consists of 33-mile loop, each lap features approx. 4,000 ft climbing on single and double-track trails. The race course is on an IMBA Epic trails at Grand Targhee. Total elevation for the 100 mile race is approx. 13,000 ft. 100 mile (3 laps), 100km (2 laps), 50km (1 lap) events. The 100 mile race is part of the NUE Series and the 100 k is a new NUE marathon series race., Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, grandtarghee.com/the-resort/news-events/1863/2014PierresHole50100.php

**August 5-6, 2017 — Powderhorn Ski Resort & Bike Park Enduro.** Rocky Mountain Enduro Series, Grand Junction, CO. Keith Darner, 719-221-1251, keith@rockymountainenduroseries.com, David Scully, 970-846-5012, dave@rockymountainenduroseries.com, rockymountainenduroseries.com

**August 6, 2017 — Race Montana Triathlon.** Great Falls, MT. Electric City Water Park, Olympic and Sprint distances, Ron Ray, info@racemt.com, racemt.com/event/race-montana-triathlon, racemt.com

**August 12, 2017 — Avimor Coyote Classic.** Knobby Tire Series, Avimor, ID. 13th annual - This is real mountain bike racing: not for the weak. High speed rolling double and single track with a ton of climbing. Tight, technical sagebrush single track, water crossings, quick steep drops, nasty little granny

gear climbs., Alex Phipps, 208-841-4120, alex.01phipp@gmail.com, knobbytireseries.com, brokenpokenyocycling.com

**August 12, 2017 — Leadville Trail 100.** Leadville Race Series, Leadville, CO. Leadville Trail 100 is one of the most notorious and challenging bike races in the world. 100 mile out-and-back., Josh Colley, 719-219-9357, youphofia-contact@gmail.com, leadvillraceeseries.com

**August 12, 2017 — Steamboat Stinger.** Mountain Town Challenge Series, Steamboat Springs, CO. Beginning at 8:00am at the Howelson Hill Ski Area right in the heart of Steamboat Springs. The course takes an extended 50 mile detour deep into the beautiful back-country of Routt County and a total of roughly 3,500ft elevation gain before returning to the transition/finish area. Teams of two are also welcome to race the 1st and 2nd half of the course., Nate Bird, 866-464-6639, nate@honeystinger.com, Jon Winkelblech, 970-367-4394, jwinkelblech@honeystinger.com, honeystinger.com/steamboatsstinger.html

**August 13, 2017 — Big Sky Enduro.** Montana Enduro Series, Big Sky, MT. Montana Enduro Series . contact@montanaenduro.com, Christine Wike, christine@montanaenduroseries.com, montanaenduroseries.com

**August 19-20, 2017 — 12 and 24 Hours of Flathead.** Kalispell, MT. A non-profit race to provide awareness and adaptive equipment to individuals living with paralysis and other life altering disabilities, Tia Celentano, 406-261-1769, info@24hoursofflathead.org, 24hoursofflathead.org, facebook.com/24HoursOffFlathead

**August 19-20, 2017 — Big Mountain Enduro.** Big Mountain Enduro Series, Crested Butte, CO. Course will be designed to give riders a unique riding experience to include high altitude trails and big descents. Ties backcountry terrain with lift-accessed stages throughout the series. Courses will feature predominantly timed downhill (special) stages linked together by non-timed climbing (liaison) stages., Brandon Ontiveros, 303-551-4813, brandon@bigmountainenduro.com, bigmountainenduro.com

**August 19, 2017 — Centennial Gravel Races.** Wyoming Gravel Grinder Series, Centennial, WY. 51 or 106 miles, gravel grinders around and through the Snowy Range Mountains in southeast Wyoming. Adam Leiferman, 307-333-5880, leifermanadam@gmail.com, wyominggravel.com, larameracing.com/centennial

**August 26, 2017 — Idaho High School Cycling League Race.** McCall, ID. Jug Mountain Ranch, Dylan Gradhandt, 208-340-5200, dylan@idahomtmb.com, idahomtmb.org

**August 26, 2017 — Dawn to Dusk.** Gallup, NM. 6 hour and 12 hour race, Seth Bush, 505-554-0059, EICapitan@ZiaRides.com, ziarides.com/event-register/dawn-till-dusk

**August 27, 2017 — Missouri River Rampage Mountain Bike Race.** Montana Off-Road Series (MORS), Great Falls, MT. XC MTB Race and expo, 8.7, 15.4, and 18.6 mile options. Ron Ray, info@racemt.com, racemt.com/event/missouri-river-rampage/

**September 1-3, 2017 — Rebecca's Private Idaho.** Ketchum, ID. 50mi or 100mi gravel grinder put on by professional racer Rebecca Rusch in her hometown of Ketchum, Idaho. The route can be done as a challenging ride or a lung busting, thigh screaming race up into the mountains surrounding Ketchum and Sun Valley. It is a beautiful route and it all ends in a great down-home party with food, festivities, music, and libations. Colleen Quindlen, 254-541-9661, colleen@rebeccarusch.com, rebeccasprivateidaho.com

**September 9, 2017 — Barn Burner 104.** Flagstaff, AZ. 104 mile mountain bike race, Solo, Duo, Teams, Kaibab and Coconino National Forest, Camping on private land. 26 and 52 mile options. Party afterwards with music, food, and beer. Jeff Frost, canisbleu@gmail.com, barnburnermtb.com, leadvillraceeseries.com

**September 9, 2017 — Idaho High School Cycling League Race.** Targhee, ID. Dylan Gradhandt, 208-340-5200, dylan@idahomtmb.com, idahomtmb.org

**September 9, 2017 — Bohart Bash.** Montana Off-Road Series (MORS), Bozeman, MT. This cross-country mountain bike race is on a mostly singletrack loop in the beautiful Bridger Mountains near Bozeman, Alex Lussier, lusiera@hotmail.com, Megan Lawson, 406-570-7475, meganmlawson@gmail.com, gaitinvalleybicycleclub.org, gascyclingteam.com

**September 9-10, 2017 — Vapor Trail 125.** Salida, CO. 125 miles, 20,000 feet of climbing, 10 pm start, singletrack, Earl Walker, 719-539-9295, earl@absolutebikes.com, Tom, 719-539-9295, tom@absolutebikes.com, vaportrail125.com

**September 9, 2017 — Thompson Ridge Trail Gran Fondo.** Thompson Falls, MT. Dirt fondo, gravel grinder, Ben Horan, 312-502-5997, ben@wmtrail.org, wmtrail.org

**September 9-10, 2017 — Enduro X Race.** Rocky Mountain Enduro Series, Steamboat Springs, CO. Keith Darner, 719-221-1251, keith@rockymountainenduroseries.com, David Scully, 970-846-5012, dave@rockymountainenduroseries.com, rockymountainenduroseries.com

**September 9, 2017 — Wyo 131 Gravel Grinder.** Wyoming Gravel Grinder Series, Lander, WY. 51 or 106 miles, gravel grinders around and through the Snowy Range Mountains in south-east Wyoming. LanderCycling.org, Tony Ferlisi, landercycling@gmail.com, Adam Leiferman, 307-333-5880, leifermanadam@gmail.com, wyominggravel.com, wyo131.com

**September 9, 2017 — The Angry Horse Gravel Grinder.** Idaho Falls, ID. Come crush some gravel and Ride the Angry Horse. This fully supported ride offers three different routes. The Filly Run is a rolling 10 miles of all gravel fun, the Colt Run is 45 miles and 4200 vertical feet of climbing. Finally the Stud Run is 120 miles of epic suffering, rolling all the way down and around Blackfoot Reservoir and on through the Grays Lake National Wildlife Refuge, before turning up Horse Creek. Register at USAcycling.com ALL of the proceeds will go to saving Wild Mustangs. Come out and ride the untimed., Brooke Jeffs, 208-528-0664, rideheangryhorse@yahoo.com, facebook.com/rideheangryhorse

**September 16, 2017 — Stone Temple 8.** Curt Gowdy State Park, WY. fundraiser for high school MTB racing teams and junior programs, will take place on the IMBA Epic designed single track trails at Wyoming's Curt Gowdy State Park. Starting at 9am at the Aspen Grove Trailhead parking area, racers will compete for eight hours on an approximately 15.1 mile loop, in teams and as individuals, with classes for Men, Women and Juniors. Dewey Gallegos, 307-742-5533, pedahouse@gmail.com, Peter Skram, 307-316-2532, info@stonetemple8.org, stonetemple8.org, overlandmtb.org

**September 16, 2017 — Fire on the Rim Mountain Bike Race.** Pine, AZ. 15, 30, and 45 mile mtb races near Payson, AZ. Janet Brandt, info@fireontherim.com, fireontherim.com

**September 16, 2017 — Idaho High School Cycling League Race.** Galena Lodge, ID. Dylan Gradhandt, 208-340-5200, dylan@idahomtmb.com, idahomtmb.org

**September 16, 2017 — Todd Durango Dirt Fondo.** Durango, CO. Mountain Bike Fondo, 15 and 50 mile options. Galge Sippy, 970-259-4621, director@ironhorsebicycledes.com, ToddandNedFondo.com

**September 23, 2017 — Bogus Basin Enduro.** Idaho Enduro Series, Boise, ID. James Lang, 208-571-1853, 208-344-9182, jlang83702@yahoo.com, idahoenduroseries.com

**September 23, 2017 — Mount Lemmon Gravel Grinder.** Oracle, AZ. 15, 40, 50 mile options on the back gravel roads of Mt. Lemmon with elevation gains ranging from 4,000 to 6,000ft. Begins at 7 a.m. at Arizona Zipline Adventures just north of Tucson on the "backside" of the Santa Catalina Mountains., John McCarrell, john@americanbunnyhop.com, americanbunnyhop.com/mt-lemmon-gravel-grinder.html, pepperaucerouandup.com/

**September 23-24, 2017 — Two Moon 24.** Glendo, WY. 24 hour race on the trails of Glendo State Park in eastern Wyoming. 9.5 mile loop. Fun time all night!, Evan O'Toole, evan@arameracing.com, Dewey Gallegos, 307-742-5533, pedahouse@gmail.com, twomoon24.com

**September 29-October 1, 2017 — Monarch Crest Enduro.** Rocky Mountain Enduro Series, Salida, CO. 5 stage epic backcountry enduro in the San Isabel and Gunnison National Forests., Keith Darner, 719-221-1251, keith@rockymountainenduroseries.com, David Scully, 970-846-5012, dave@rockymountainenduroseries.com, rockymountainenduroseries.com

**September 30, 2017 — Idaho High School Cycling League Race.** Magic Mountain, ID. Dylan Gradhandt, 208-340-5200, dylan@idahomtmb.com, idahomtmb.org

**September 30, 2017 — JayP's Backyard Gravel Pursuit.** JayP's Backyard Series, Island Park/West Yellowstone, ID. 60 or 120 miles near Yellowstone National Park on Forest Service roads. It's an incredible time of year to be in this area and visit YNP!. Jay Peteravary, 307-413-2248, jaypeteravary@gmail.com, gravelpursuit.com

**September 30, 2017 — AZ MTB Fall Series.** Queen Creek, AZ. San Tan, Boris Decourt, info@arizonareg.com, arizonareg.com

**September 30, 2017 — 12 Hour of Albuquerque Race and MTB Festival.** Albuquerque, NM. 12 hour race, 2 hour race, and weekend long mtb festival. Seth Bush, 505-554-0059, EICapitan@ZiaRides.com, ziarides.com

**October 7, 2017 — 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., Zoe Loffreda, 520-623-1584, info@epicrides.com, Dave Castro, dcaastro@epicrides.com, epicrides.com

**October 7, 2017 — Grinduro.** Lost Sierra Triple Crown, Quincy, CA. Gravel enduro racing. Greg Williams, willie@sieratrails.org, grinduro.com

**October 8, 2017 — Great Trail Race.** Truckee, CA. Ride or Run between Truckee and Tahoe City. The Great Trail Race follows roughly the same route as The Great Ski Race between Truckee and Tahoe City with one major difference: You choose to run or bike one of two course options, Elite or Classic. The Elite division course adds in more technically challenging terrain., Todd Jackson, 530-546-1019, todd@bigblueadventure.com, Kiley McInroy, kiley@bigblueadventure.com, bigblueadventure.com, greattrailrace.com

**October 14, 2017 — AZ MTB Fall Series.** Scottsdale, AZ. Held at McDowell Regional Park. USA Cycling State Championship and Collegiate State Championship. Boris Decourt, info@arizonareg.com, arizonareg.com

**October 14, 2017 — Prescott 6er.** Prescott, AZ. Six hours...not enough to bore you, not enough for you to fall asleep, just enough to keep you honest and bring along a friend (if need be) to rip some laps on some stellar single track! Complete the most laps in the least time after 6 hours of racing and win. 9.4 mile loop with single track, hills and switchbacks. Solo-male/female, Singlespeed-male/female, Duomale/female/coed, Duo Singlespeed-male/female/coed., Breanna Bissell, 480-734-0558, info@mangledmomentum.com, prescott6er.com

**October 14, 2017 — Idaho High School Cycling League Race.** Boise, ID. Bogus Basin, Dylan Gradhandt, 208-340-5200, dylan@idahomtmb.com, idahomtmb.org

**October 20-22, 2017 — USA Cycling Collegiate Mountain Bike National Championships.** Missoula, MT. Collegiate National Championships and Montana High School Championships, Micah Rice, 719-434-4200, mric@usacycling.org, Chad Sperry, chad@gorge.net, Ben Horan, 312-502-5997, ben@wmtrail.org, usacycling.org

**October 28, 2017 — AZ MTB Fall Series.** Queen Creek, AZ. Estrella Park, Boris Decourt, info@arizonareg.com, arizonareg.com

**November 4, 2017 — Showdown at Usery Pass.** Phoenix, AZ. 8 hour cross country race on an 11 mile course. Two Wheel Jones, events@twowheeljones.com, mesabikerace.net

**November 10-12, 2017 — Big Mountain Enduro.** Big Mountain Enduro Series, Mascota, MX. Course will be designed to give riders a unique riding experience to include high altitude trails and big descents. Ties backcountry terrain with lift-accessed stages throughout the series. Courses will feature predominantly timed downhill (special) stages linked together by non-timed climbing (liaison) stages. Mascota, Mexico, Brandon Ontiveros, 303-551-4813, brandon@bigmountainenduro.com, bigmountainenduro.com

**November 11, 2017 — Cave Creek Cactus Classic.** Cave Creek, AZ. The race passes through one of two county parks. Spur Cross Conservation Area will be the first, which includes multi-track trails to single track trails, between the 2 parks, you'll hit Maricopa Regional Trail. This will take you right into Cave Creek Regional Park, where incredible views of the Sonoran desert will be seen on every turn. There will be a Kids Cross at 2:30pm., MBAA, 480-442-4229, racing@mbaa.net, difmba.org/race-2/cave-creek-cactus-classic

**November 18, 2017 — 12 Hours of Fury.** Fountain Hills, AZ. 12 Hours of Fury will test your body, mind and mountain biking skills. The race will begin and end at the Four Peaks Staging Area in McDowell Mountain Regional Park. The 15 mile loop is smooth, fast and fun. The most loops in 12 hours wins!!., Jeremy Graham, 623-330-0913, jeremy@4peakracing.com, 4peakracing.com/events/12-hours-of-fury-2017

**December 2, 2017 — AZ MTB Fall Series.** Queen Creek, AZ. White Tank Park, Boris Decourt, info@arizonareg.com, arizonareg.com

**December 9, 2017 — Dawn to Dusk.** Fountain Hills, AZ. 10 hours on the Pemberton trail at McDowell Mountain Regional Park. Space is limited to 125 solo riders, 100 two-person, 50 four-person, and 10 corporate entries. 15.5 mile loop will be traveled in a counter clockwise direction and each lap will snake you through the venue where you may refuel, rest, or exchange your lap care with your teammate so they can take a turn out on the course. 602-312-4499, Seth Bush, 505-554-0059, EICapitan@ZiaRides.com, ziarides.com/event-register/dawn-dusk-arizona

## Utah Weekly Road Race Series

**Rocky Mountain Raceways Criterion Series** — Utah Crit Series, West Valley City, UT. 6555 W. 2100 S., Saturdays at 11 am in March - Tuesdays at 6pm, April - through September, A and B at 6, C and D at 7 pm, March 4, 11, 18, 25, Saturday April 1, Tuesdays April 11-Sept 5, Marek Shon, 801-209-2479, utahcritseries@gmail.com, utahcritseries.com, utahbikeracing.com

**Salt Air Time Trial Series** — Utah Crit Series, Salt Lake City, UT. Every other Thursday April - September, I-80 Frontage Road West of the International Center; every other Thursday April 6-Aug 24, Marek Shon, 801-209-2479, utahcritseries@gmail.com, utahcritseries.com

**DLI (DMV) Criterium** — Utah Crit Series, West Valley City, UT. Weekly Training Crit at the Driver's Training Center, 4700S., A flite - 6 pm, B flite between 6:45 and 7:05. Call for information regarding C flite. Wednesdays April 5- Aug 30, Marek Shon, 801-209-2479, utahcritseries@gmail.com, utahcritseries.com, skiutahcycling.com

**Emigration Canyon Hillclimb Series** — Utah Crit Series, Salt Lake City, UT. Starts north of Zoo 7.4 miles to top of Emigration. First rider off at 6:30. Every other Thursday April 13 through August 31, Marek Shon, 801-209-2479, utahcritseries@gmail.com, utahcritseries.com

## Utah Road Racing

**July 31-August 6, 2017 — Larry H. Miller Tour of Utah.** Various, UT. The Tour of Utah is a UCI 2.HC sanctioned stage race for the top men's teams in the world. As America's toughest Stage Race, the race covers more than 500 miles across Utah, and 52,000 feet of climbing. It is broadcast worldwide on Tour Tracker and is free for spectators., Larry H. Miller Tour of Utah, 801-325-7000, info@tourofutah.com, tourofutah.com

**August 5, 2017 — The Ultimate Challenge Presented by University of Utah Health Care.** Salt Lake City, UT. A Gran Fondo hosted by the Larry H. Miller Tour of Utah. Riders will follow the Tour of Utah's Queen Stage route before the pro start, with the same climbs and high altitude finish. This ride has earned the title of "America's Toughest One Day Cycling Adventure" and for this year will feature timing on the final climb up Little Cottonwood Canyon, Larry H. Miller Tour of Utah, 801-325-7000, info@tourofutah.com, tourofutah.com


**August 12, 2017 — Wildflower Hill Climb.** Mountain Green, UT. Timed 5.5 mile climb during the 75 mile course option in this women-only cycling event. Age-group cash prizes. Gift for all who complete the climb., Stacie Palmer, 801-644-9940, 801-336-6198, wildflowerpedalfest@gmail.com, wildflowerpedalfest.com

**August 19, 2017 — Punisher Ride.** Powder Mountain, UT. 125 Miles of great road riding with 10,000 feet of climbing. Utah's most punishing day on a bike!, Jared Eborn, 801-599-9268, Jared@extramileracing.com, extramileracing.com



Making Utah a better place to ride.  
BIKEUTAH.ORG

Riding the Goose is not a Euphemism.



www.mooseknuckleralliance.org

**August 25-28, 2017 — Hoodoo 500.** Utah Triple Crown, St. George, UT, 500 mile loop race through Southern Utah. Non-stop or stage race, solo and relay team divisions. 300 mile option as well., Deborah Bowling, 818-889-2453, [embassy@planetultra.com](mailto:embassy@planetultra.com), [Hoodoo500.com](http://Hoodoo500.com)

**August 26, 2017 — Snowbird Hill Climb.** Snowbird, UT, Join us for the 39th Annual Snowbird Bicycle Hill Climb! Climb 10 miles and 3,500 feet! 8 am start on 9400 S. near 20th East, climb to Snowbird's entry II, 10 miles, 3500. vertical. The gruelling road bike race up the canyon brings competitors to the base of Snowbird. , Misty , 801-933-2115, [misty@snowbird.com](mailto:misty@snowbird.com), [snowbird.com/events/bicycle-hill-climb](http://snowbird.com/events/bicycle-hill-climb)

**September 2, 2017 — West Mountain Road Race.** UCA Series, West Mountain, UT, road race, Jared Eborn, 801-599-9268, [jared@extramileracing.com](mailto:jared@extramileracing.com), [extramileracing.com](http://extramileracing.com)

**September 9, 2017 — LOTOJA Classic Road Race.** Logan, UT, 35th Annual, 1 day, 3 states, 200-plus mile road race from Logan, UT to Jackson Hole, WY., Brent Chambers, 801-546-0090, [brent@lotojaclassic.com](mailto:brent@lotojaclassic.com), [lotojaclassic.com](http://lotojaclassic.com)

**September 16, 2017 — Utah Tour de Donut.** American Fork, UT, 10th Annual event - Most fun you'll have on a bike. Three 7-mile laps, eat donuts to reduce your time. Starts at 8:00 am., Rodney Martin, 801-427-6400, [rota-ryroad@live.com](mailto:rota-ryroad@live.com), Ronald Tolley, 480-285-6281, [rtolley@clearvisionreserve.com](mailto:rtolley@clearvisionreserve.com), Utah Tour de Donut , [info@utahourdofdonut.com](mailto:info@utahourdofdonut.com), [utahourdofdonut.com](http://utahourdofdonut.com)

**October 10-13, 2017 — Huntsman World Senior Games Cycling.** St. George, UT, Must be 50 years of older. Four events: hill climb, time trial, criterium and road race. Skill divisions I, II, and III., Kyle Case, 800-562-1268, [hws@g@seniorgames.net](mailto:hws@g@seniorgames.net), [seniorgames.net](http://seniorgames.net), [seniorgames.net](http://seniorgames.net)

**October 14, 2017 — City Creek Bike Sprint.** Salt Lake City, UT, Race starts at the mouth of City Creek Canyon and finishes at Rotary Park where we will have awards, food, music and fun. James Zwick, 801-583-6281, [sports-am.com](mailto:sports-am.com), [sports-am.com](http://sports-am.com)

## Regional Weekly

## Road Race Series

**Las Vegas Tuesday Night World's** — Henderson, NV, Tuesday Night Criterium series starting March 11th Race - 4:30 PM (25 min) - Beginners or those not comfortable with experienced racers. A Race - 5:00 PM (25 min) - Those who have raced and ready to hammer. Location: 1021 East Paradise Hills Drive, Henderson, NV 89002, Mike Olsen, 702-927-4069, [mike@veg-asbikeracing.com](mailto:mike@veg-asbikeracing.com), [veg-asbikeracing.com](http://veg-asbikeracing.com)

**May 10-August 9, 2017 — ICE BAR Time Trial/Hillclimb Series.** ICE BAR Series, Pocatello, ID, Flat time trials. Start at Rainbow Road, 6.2m(10k). Scoring is best 2 of 4 times., May 10 at 6:30 pm/7:00 pm, June 7, June 28, and July 26. Hill Climbs: Park at Cherry Springs, Crystal start at Cherry Springs and Scout start at bottom of Scout Mtn Rd. Scoring is best Crystal plus best Scout time. Approximately 5 mile climbs. mass start., May 21 - Crystal Summit, 6:30 pm/7:00 pm; June 21 - Scout, July 12 - Crystal Summit, August 9 - Scout Categories: End of season awards for men and women's overall winners of these categories: A's , B's , Master's 50+, Triathlete, Recreational (Non TT bike, Eddie Merckx style), Single Speed, and Clydesdale (210 lbs+) and Athena (150 lbs+)., Peter Joyce, 208-282-3912, [lucy@pete@niu.edu](mailto:lucy@pete@niu.edu), Tony Chesrow, 435-671-2506, [hebert@ports@yaho.com](mailto:hebert@ports@yaho.com), [idahocycling.com](http://idahocycling.com)

## Regional Road Racing

**August 5-6, 2017 — Idaho Senior Games.** Boise, ID, 5k and 10k Time Trials, 20 K and 40 K Road Races, Qualifying year for 2017 National Senior Games, Mike Thorton, 208-861-8000, [idahoseniorgamesinfo@gmail.com](mailto:idahoseniorgamesinfo@gmail.com), Frank Gilbert, 208-853-1964, [frank@georgescycles.com](mailto:frank@georgescycles.com), [idahoseniorgames.org](http://idahoseniorgames.org)

**August 12, 2017 — Lamolite Canyon Hill Climb.** Lamolite, NV, 12th annual. Road race hill climb, 12 miles, 3000ft hill climb in Ruby Mountains. Race starts at 9am. Post event picnic and awards in Lamolite Grove, 11:30am., Renny Keaton, 775-385-3285, [raceorganizer@elkvelo@yahoo.com](mailto:raceorganizer@elkvelo@yahoo.com), [elkvelo.com](http://elkvelo.com)

**August 12, 2017 — USA Cycling Hill Climb National Championships and Pikes Peak Hill Climb.** Colorado Springs, CO, The USA Cycling Hill Climb National Championship is in its second year and is truly a unique experience on Pikes Peak. The start line is located at 9,990 ft./2,862 m and the finish line is 156 turns, 12.42 mi./20 km, later, with an average grade of 7%, and a gain in altitude of 4,725 ft./1,440 m, to conclude at 14,115 ft./4,302m. It will be held in conjunction with The Broadmoor Pikes Peak Cycling Hill Climb gran fondo fun ride, Saturday, August 12, 2017., Micah Rice, 719-434-4200, [mrice@usacycling.org](mailto:mrice@usacycling.org), The Sports Corp , 719-634-7333, [info@thesportscorp.org](mailto:info@thesportscorp.org), Jeff Mosher, 719-634-7333 Ext 1005, [jeff@thesportscorp.org](mailto:jeff@thesportscorp.org), [usacycling.org](http://usacycling.org), [coloradospringssports.org/](http://coloradospringssports.org/)

# Event Organizers!

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**August 19, 2017 — Bogus Basin Hill Climb.** Boise, ID, 42nd Annual, Mike Cooley, 208-343-3782, [mcooley@georgescycles.com](mailto:mcooley@georgescycles.com), [georgescycles.com](http://georgescycles.com), [gcoarsevents.com](http://gcoarsevents.com)

**September 9, 2017 — Race to the Angel.** Wells, NV, Hill climb. 32nd Annual. The race is open to riders on mountain and road bikes, runners, walkers and triathletes: individual or team (Sprint Triathlon - 750m swim, 5K run, 20K bike). The half marathon course begins at the Wells City pool and climbs approximately 2,784 feet to Angel Lake in the East Humboldt range of the Ruby Mountains. The half marathon course is entirely on pavement., Wells Chamber, 775-752-3540, [wellschamber@wellsnevada.com](mailto:wellschamber@wellsnevada.com), Robert Johnson, 775-340-5943, 801-718-0557, [rubymountainrelay@gmail.com](mailto:rubymountainrelay@gmail.com), [wellsnevada.com/race-to-the-angel](http://wellsnevada.com/race-to-the-angel), [rubymountainrelay.com](mailto:rubymountainrelay.com)

**September 11-16, 2017 — World Human Powered Speed Challenge (WHPS).** Battle Mountain, NV, International cyclists compete on SR305, 5 miles to a 200 meter time trap. Current record is 89.59 mph. Classes: Men's, Women's, Juniors in Open, Multi-track, and Arm Power. Cyclists from around the world will gather on SR305, perhaps the fastest stretch of road in the world to see who is the fastest cyclist in the world., Al or Alice Kruse, 707-443-8261, [a.kruse@sbcglobal.net](mailto:a.kruse@sbcglobal.net), [ihpva.org](http://ihpva.org), [whpsc.org](http://whpsc.org)

**September 15-17, 2017 — Silver State 508.** Reno, NV, 34th Annual, Founded by John Marino in 1983 and recognized as "The Toughest 48 hours in Sport." This 508-mile bicycle race is revered the world over for its epic mountain climbs, stark desert scenery, desolate roads, and its reputation as one of the toughest but most gratifying endurance challenges available, bar none. Solo, two-person relay, and four-person relay divisions, including a Self-supported Solo Randonneur Division (no support crew allowed!) Formerly known as Furnace Creek 508, Silver State 508 is a Race Across America (RAAM) Qualifier. Runs on Highway 50, the Loneliest Road in America, Chris Kostman, [adventurecorps@gmail.com](mailto:adventurecorps@gmail.com), [the508.com](http://the508.com)

**September 16, 2017 — Little Park Road Hillclimb.** Grand Junction, CO, Hillclimb up Little Park Road - 1st half., John Kish, 970-744-4450, [madracingcolorado@gmail.com](mailto:madracingcolorado@gmail.com), [madracingcolorado.com](http://madracingcolorado.com)

**September 20, 2017 — Man vs Machine.** Williams, AZ, The Grand Canyon Railway, in partnership with Grand Canyon Racing, will fire up its steam engine 4960 - a 310-ton behemoth built in 1923 - to take on hundreds of intrepid bicyclists on a 53-mile course that will climb 2,023 feet starting at the South Rim of the Grand Canyon to iconic Williams, AZ, finishing on historic route 66., PJ Borman, 602-296-8313, [info@grandcanyonracing.com](mailto:info@grandcanyonracing.com), [grandcanyonracing.com](http://grandcanyonracing.com)

**September 23, 2017 — Telluride 200 Gran Fondo.** Telluride, CO, 14th annual, From the high mountains of Telluride, cyclists descend past hillsides of quaking aspens along a route that passes through millions of years of geologic record, ultimately finding themselves at the base of striated sandstone cliffs reaching up to 1,000 feet overhead. Benefits the Just for Kids Foundation. , Todd Hageman, 435-414-1942, [m2dbikeride@gmail.com](mailto:m2dbikeride@gmail.com), Victoria Lovely, 773-590-6499, [vblovely@yahoo.com](mailto:vblovely@yahoo.com), [m2dbikeride.com](http://m2dbikeride.com)

**September 24, 2017 — Mt. Graham Hill Climb.** Safford, AZ, 8 am, mass start, Nippy Feldhake III, 520-747-2544, [nippy-mt-smarty-pants@juno.com](mailto:nippy-mt-smarty-pants@juno.com), [presteza.com/MtGrahamIndex.html](http://presteza.com/MtGrahamIndex.html), [azcycling.org](http://azcycling.org)

**October 1, 2017 — Western Montana Hill Climb Championships.** Missoula, MT, Held at Pattee Canyon. , Tim Marchant, [bike@tsrvwest.org](mailto:bike@tsrvwest.org), [missoulabike.org/hillclimb](http://missoulabike.org/hillclimb)

**October 7-8, 2017 — Nevada Senior Games.** Las Vegas, NV, Cycling competition for age groups: 50-54, 5 and 10k time trials, 20 and 40k road races, start: Intersection of Interstate 15 and Highway 93 Approx. 10 miles North of Las Vegas , Tim Jones, 702-994-6205, [tijones@cox.net](mailto:tijones@cox.net), [nevada.fuseport.com](http://nevada.fuseport.com)

**October 22, 2017 — Saguaro Sunrise Bike & Skate.** Oro, AZ, Road cycling and inline skating event, 42k, 21k, 5k Skate; 42k, 21k Bike, smooth rolling surface with picturesque views of the desert and mountains with some hills and few turns on this out and back 13 mile course. Make a long weekend out of it and bring the family for a one of a kind destination event, Breanna Bissell, 480-734-0558, [info@mangledmomentum.com](mailto:info@mangledmomentum.com), [saguaronursunrise.com](http://saguaronursunrise.com)

## Utah Road Touring

**August 5, 2017 — The Ultimate Challenge Presented by University of Utah Health Care.** Salt Lake City, UT, A Gran Fondo hosted by the Larry H. Miller Tour of Utah. Riders will follow the Tour of Utah's Queen Stage route before the pros start, with the same climbs and high altitude finish. This ride has earned the title of "America's Toughest One Day Cycling Adventure" and for this year will feature timing on the final climb up Little Cottonwood Canyon, Larry H. Miller Tour

of Utah , 801-325-7000, [info@tourofutah.com](mailto:info@tourofutah.com), [tourofutah.com](http://tourofutah.com)

**August 12, 2017 — Wildflower Pedalfest.** Morgan, UT, Fully-supported, women-only cycling event. 4 course options (20, 30, 50, 70 miles). Finish line celebration, catered lunch, live band, raffle, massages, expo and more., Stacie Palmer, 801-644-9940, 801-336-6198, [wildflowerpedalfest@gmail.com](mailto:wildflowerpedalfest@gmail.com), [wildflowerpedalfest.com](http://wildflowerpedalfest.com)

**August 12, 2017 — Randy Wirth Half Century Ride.** Logan, UT, Join us for a favorite scenic tour of Cache Valley's long-time Logan businessman, roast master and conservationist, Randy Wirth. Proceeds from the RWCHR will be used to enhance bird habitat through out Cache Valley area and promote Be Safe Be Seen cycling practices. Greg Parry, 435-750-0193, 435-753-4777, [gparry@gmail.com](mailto:gparry@gmail.com), Debbie Simpson, 435-750-0193, 435-753-4777, [debbie@caffelbis.com](mailto:debbie@caffelbis.com), Dee Cudney, 435-363-6183, 435-753-4777, [dee@caffelbis.com](mailto:dee@caffelbis.com), [randywirthr.org](mailto:randywirthr.org), [randywirthr50miles.org](http://randywirthr50miles.org)

**August 18-19, 2017 — Raspberry Ramble Series.** Salt Lake Randonneurs Brevet Series, Logan, UT, Self-supported. Starts in Logan and climbs up Strawberry Canyon (LoToJa route) and around Bear Lake before heading north to Soda Springs and finally out to Golden Spike Natl Monument. 400 & 600 km (250 and 375 mile) options. A brevet is a timed ultra distance event., Richard Stum, 435-462-2266, [richard@eogear.com](mailto:richard@eogear.com), [saltlakerandos.org](http://saltlakerandos.org)

**August 19-19, 2017 — Raspberry Ramble 300k.** Salt Lake Randonneurs Brevet Series, Logan, UT, Self-supported loop ride which starts in Logan and climbs up Strawberry Canyon (LoToJa route) and north to Soda Springs. 300km km (190 miles). A brevet is a timed ultra distance event., Richard Stum, 435-462-2266, [richard@eogear.com](mailto:richard@eogear.com), [saltlakerandos.org](http://saltlakerandos.org)

**August 19, 2017 — Punisher Ride.** Powder Mountain, UT, 125 Miles of great road riding with 10,000 feet of climbing. Utah's most punishing day on a bike!, Jared Eborn, 801-599-9268, [jared@extramileracing.com](mailto:jared@extramileracing.com), [extramileracing.com](http://extramileracing.com)

**August 26, 2017 — Cache Valley Century Tour.** Richmond, UT, 35, 60, or 100 mile options. Proceeds benefit Common Ground, a Logan, Utah non-profit. Funds support their adaptive cycling program. Richmond to Preston, Idaho and back through scenic terrain, Bob Jardine, 435-713-0288, 435-757-2889, [info@CacheValleyCentury.com](mailto:info@CacheValleyCentury.com), Sammie Macfarlane, 435-713-0288, [Sammie@cgadventures.org](mailto:Sammie@cgadventures.org), CJ Sherlock, 435-713-0288, 435-757-2889, [info@cachevalleycentury.com](mailto:info@cachevalleycentury.com), [CacheValleyCentury.com](http://CacheValleyCentury.com)

**August 26, 2017 — Summit Challenge.** Park City, UT, Riders of all ages and abilities will hit the pavement for a 100, 52, or 16-mile road ride event in support of the National Ability Center's mission. All three fully-supported routes of this event follow paved roads in and around the beautiful Park City mountainside. This exciting event promises to serve up a challenge for a wide range of cycling levels and abilities. And don't forget - all Summit Challenge riders who have a disability can register and ride for free! The 102 ride goes through the prestigious Wolf Creek Ranch property which is usually closed off to road bikers. Enjoy a ride length of your choice and end up back at the National Ability Center for food, drinks and music. Also, watch for new distance options in 2017 - to be announced this summer!, Julia Rameffa, 435-649-3991, 435-200-0990, [events@discovernpac.org](mailto:events@discovernpac.org), Whitney Thompson, 435-649-3991, [whitney@discovernpac.org](mailto:whitney@discovernpac.org), [summitchallenge100.org](http://summitchallenge100.org), [discovernpac.org](http://discovernpac.org)

**August 26, 2017 — Man of STIHL.** North Salt Lake, UT, 62-mile (100km) fully supported metric century bike ride. Release the hero within you as you support the Davis Education Foundation. Enjoy beautiful autumn scenery as you ride on the East and West sides of Davis County from North Salt Lake to Clearfield and back., Marc Croft, 801-295-4141, [marc@croftnow.com](mailto:marc@croftnow.com), Skye Whitlock, [isunskye@gmail.com](mailto:isunskye@gmail.com), [ManofSTIHL.org](http://ManofSTIHL.org)

**August 26, 2017 — Castle Country Century.** Scofield, UT, Train for LoToJa or just have fun with this fully supported ride as you travel around Scofield Reservoir, up and over Huntington Canyon, through Huntington hugging the edge of the San Rafael swell. Pass through the towns of Cleveland, Elmo, Wellington, finishing in Price. All the while conquering 5,300ft of ascent and 7,200ft of descent on this ride. Ride departs at 8 am, Cory Jensen, 801-824-8455, [cory.jensen@carbon.utah.gov](mailto:cory.jensen@carbon.utah.gov), [carbonrec.com](http://carbonrec.com)

**September 2, 2017 — Hobbie Creek Series.** tentative date, Salt Lake Randonneurs Brevet Series, Springville, UT, 62 or 125 mile self-supported loop ride up Hobbie Creek Canyon and on the rural roads south of Utah Lake. A brevet is a timed ultra distance event., Richard Stum, 435-462-2266, [richard@eogear.com](mailto:richard@eogear.com), [saltlakerandos.org](http://saltlakerandos.org)

**September 3-9, 2017 — Tour of Southern Utah.** St. George, UT, 7-day tour including Zion, Bryce, Capitol Reef and more. 60-100 miles per day. Opportunities to work part/ride part., Deborah Bowling, 818-889-2453, [embassy@planetultra.com](mailto:embassy@planetultra.com), [planetultra.com](http://planetultra.com)

**September 3-16, 2017 — Trans Utah Tour.** UT, Tois separated into dates as follows: Week One (7 days): Kanab to the Henry Mountains, Sunday Sept. 3 to Saturday Sept 9, 2017. Week Two (7 days): Henry Mountains to Moab, Sunday September 10 to Saturday September 16, 2017., Travis Tucker, 970-728-5891, [travis@lizardheadcyclingguides.com](mailto:travis@lizardheadcyclingguides.com), [lizardheadcyclingguides.com](http://lizardheadcyclingguides.com)

**September 9, 2017 — Goldilocks Utah.** Goldilocks Bike Ride, Provo, UT, Goldilocks is a women only bike ride, with a gorgeous route starting at Utah State Park and beautiful fall weather! With 100, 80, 60, 40, and 20 mile route options, Goldilocks has a route that is 'just right' for everyone!, Dani Lassiter, 801-635-9422, [info@goldilockside.com](mailto:info@goldilockside.com), [goldilockside.com/gsl](http://goldilockside.com/gsl)

**September 9, 2017 — Coldwell Banker Parkway Pedal.** Farmington, UT, A casual ride along the Legacy and Jordan River Parkway to benefit The Autism Council of Utah. Start in Farmington at Legacy Events Center, 151 S. 100 W, Reg. at 8 am. Ride at 9 am, 70, 55, 40, 30, 25, and 10, 5 mile options. After ride Sahara Cares Foundation festival., Chris Jensen, 801-563-7670, 801-940-1447, [chris.jensen@utahhomes.com](mailto:chris.jensen@utahhomes.com), [parkwaypedal.com](http://parkwaypedal.com)

**September 9, 2017 — To the Moon and Back Century Ride.** Tabiona, UT, Come and enjoy the High Uintahs. There are four ride options: Century, 75, 50, and 25 mile. All 4 rides will cover the back roads of Duchesne County that has very minimal traffic. Free overnight camping is available. The ride will be based out of Tabiona, Utah. Elevations from 6,522

to 8,150. This ride is fully supported by providing lunch and dinner. All proceeds will go to the Rapha House & Operation Underground Railroad, non-profit organizations that help rescue children from trafficking and sexual exploitation., Karen Redden, 435-828-0467, [roxredden@gmail.com](mailto:roxredden@gmail.com), [tothemoonand-back-events.com](http://tothemoonand-back-events.com)

**September 16, 2017 — Wonder Woman Ride.** Payson, UT, Join us for the 8th annual fully supported all women's bike ride, choose between the 15, 30, 70 or 100 mile options. Remember that every woman is a wonder woman!, Mahogani Thurston, 801-318-1420, [wonderwomanride@gmail.com](mailto:wonderwomanride@gmail.com), Carolina Herrin, [herrin.carolina@gmail.com](mailto:herrin.carolina@gmail.com), [wonderwomanride.com](http://wonderwomanride.com)

**September 16, 2017 — CF Cycle For Life.** Coalville/Morgan, UT, Fully supported, beautiful autumn ride with five route options - 20,40, 60, 80 and 100 miles. All funds raised go to the Cystic Fibrosis Foundation., Laura Hadley, 801-532-2335, 801-558-8310, [lhadley@cff.org](mailto:lhadley@cff.org), Amanda Livnat, 801-532-2335, [alivnat@cff.org](mailto:alivnat@cff.org), Jessica Rose, 801-532-2335, [rose@cff.org](mailto:rose@cff.org), [cycle.cff.org](http://cycle.cff.org)

**September 22-23, 2017 — Bike the Bear Century.** Garden City, UT, 100 and 50 miles. Begins at Raspberry Square in Garden City, UT. Ride around the scenic Bear Lake loop on the Utah/Idaho border!, Nelson Palmer, 435-760-6901, [npalmer@comcast.net](mailto:npalmer@comcast.net), Tom Jensen, 801-475-7488, [tom.jensen@scouting.org](mailto:tom.jensen@scouting.org), [trailtrails.org/bike](http://trailtrails.org/bike)

**September 22-23, 2017 — Salt to Saint Relay.** Salt Lake City, UT, 420 mile relay race from Salt Lake City to St. George following Hwy 89. Broken into 24 legs. Ride Solo, or as 4 or 8 person relay teams. Men, Women, and Mixed categories., Clay Christensen, 801-234-0399, [info@salttosaint.com](mailto:info@salttosaint.com), [salttosaint.com](http://salttosaint.com)

**September 23, 2017 — Moab Century Tour.** Moab, UT, Landscape Worth Training for! 40,60, 100 mile route options. Ride in the wild west through Dead Horse Point State Park and the Colorado River Corridor. Ride alongside towering redrock walls outlining the Colorado River; enjoy lunch at the earth's edge overlooking Canyonlands National Park and the Colorado River, two thousand feet below. Live music, beer, cycling icons and great food await you at the Post-ride party. , Beth Logan, 435-260-8889, 435-260-2334, [info@skinnytireevents.com](mailto:info@skinnytireevents.com), [skinnytireevents.com](http://skinnytireevents.com)

**September 23, 2017 — Ride for the Kids.** Syracuse, UT, 100% of monies raised go to the MAKE-A-WISH UTAH FOUNDATION. Ride to Antelope Island. Ride options: 25/50/100 miles, depending on skill level of the rider. Ride times available at [www.rcwillye.com/ride](http://www.rcwillye.com/ride) Ride begins at Syracuse RC Willey, 1693 W. 2700 S. Syracuse, UT. Breakfast, lunch and drinks will be provided. Tons of prizes given away in raffle., Devin Kingsbury, 801-663-3267, [syracusetsg@gmail.com](mailto:syracusetsg@gmail.com), Brent Jones, 801-774-2801, 801-645-0247, [brent.jones@rcwillye.com](mailto:brent.jones@rcwillye.com), [rcwillye.com/ride](http://rcwillye.com/ride)

**October 21, 2017 — Fall Tour de St. George.** St. George, UT, Tour around southern Utah and see some of the most scenic views as you climb to Veyo and go through Gunlock State Park as well as all the beautiful colors throughout this 35, 75, or 100 mile ride. This event is one of our best Gran Fondos in southern Utah., Joey Dye, 435-674-3185, [joey@redrockbicycle.com](mailto:joey@redrockbicycle.com), Margaret Gibson, 435-229-6251, [margaret@springpeaks.com](mailto:margaret@springpeaks.com), Ryan Gurr, [info@springpeaks.com](mailto:info@springpeaks.com), [ridesouthernutah.com](http://ridesouthernutah.com)

**October 21, 2017 — SoJo Marathon Bike Tour.** SoJo Race Series, South Jordan, UT, SoJo isn't just for runner! Our non-competitive Bike Tour offers a beautiful ride that begins in daybreak and continues along the Qairih Mountains before winding through Herriman and South Jordan, Bo Earls, 801-253-5203, ext 1105, [beearls@sjc.utah.gov](mailto:beearls@sjc.utah.gov), [SoJoMarathon.com](http://SoJoMarathon.com)

**November 11-12, 2017 — Free Fee days in Arches, Zion, and Canyonlands National Parks .** Moab, UT, The perfect time to ride your road bike in the parks., Patrick Baril, 435-259-8826, [pbaril@moabcity.org](mailto:pbaril@moabcity.org), [nps.gov/findapark/feefreeparks.htm](http://nps.gov/findapark/feefreeparks.htm)

## Regional Road Touring

**August 5-12, 2017 — Ride Idaho.** Ketchum, Sun Valley, ID, 7-Day fully supported, non-competitive roadbike tour with SAG support, mechanics, showers, beer garden, entertainment, 400 miles of spectacular scenery. Tent and Porter Service available. Ketchum/ Sun Valley to Salmon, Arco, Stanley., Earl Grief, 208-890-4434, 208-830-9564, [egrief@cablenet.net](mailto:egrief@cablenet.net), [rideidaho.org](http://rideidaho.org)

**August 5, 2017 — Sawtooth Century Tour.** Sun Valley, ID, Benefit for the Wood River Bicycle Coalition. Road bike tour from Ketchum to Alturas Lake and back. 50 or 100 mile tour options. Aid stations along the way., Brett Stevenson, 208-720-8336, [wrbcb.brett@gmail.com](mailto:wrbcb.brett@gmail.com), [woodriverbike.org](http://woodriverbike.org)

**August 5, 2017 — Gran Fondo Taos-Mora-Angel Fire.** Taos, NM, 7:00 am start. 105 , 84, or 46 miles. Five aid stations. Beautiful scenery. Ride for fun, ride for time; all riders welcome! Proceeds from this event will go to the Taos Sports Alliance, whose goal is bringing more sporting opportunities to Taos County youth. Start/finish for all three distances is at the Taos Youth and Family Center, 407 Paseo del Canon East, Taos NM, 87571., Jennifer Buntz, 505-306-1443, [granfondotaos@gmail.com](mailto:granfondotaos@gmail.com), [taosportsalliance.com](http://taosportsalliance.com), [dukecitywheelmen.org](http://dukecitywheelmen.org)

**August 5, 2017 — Copper Triangle Alpine Classic.** Copper Mountain, CO, 12th Annual. The Copper Triangle has long been considered one of Colorado's classic alpine road rides. Graced with breathtaking scen-

ery, gorgeous roads and three challenging climbs, the ride exemplifies cycling in the Colorado Rockies. The course is 78 miles, with an elevation gain of almost 6,000 feet over three mountain passes., Mike Heaston, 303-635-2815, [emgmh@emgcolorado.com](mailto:emgmh@emgcolorado.com), Scott Olmsted, [info@coppertriangle.com](mailto:info@coppertriangle.com), [coppertriangle.com](http://coppertriangle.com), [emgcolorado.com/wordpress/?page\\_id=10](http://emgcolorado.com/wordpress/?page_id=10)

**August 5-12, 2017 — Idaho Bicycle Ride.** Hailey, ID, Enjoy a week of sublime scenery, full support and legendary food, exploring some of Idaho's wildest territory. Join 300 riders in Challis, Salmon, Stanley and other small towns in beautiful places, following the Wild & Scenic Salmon River for days., Sanna Pihney, 541-382-2633, 541-410-1031, [info@bicycleridesnw.org](mailto:info@bicycleridesnw.org), [bicycleridesnw.org](http://bicycleridesnw.org)

**August 12, 2017 — HeART of Idaho Century Ride.** Idaho Falls, ID, 25, 62, and 100 mile options. Entry fees cover entry, t-shirts, fully stocked rest stops, and post ride BBQ. Route is flat to rolling, easy to moderate difficulty. Benefit for the Art

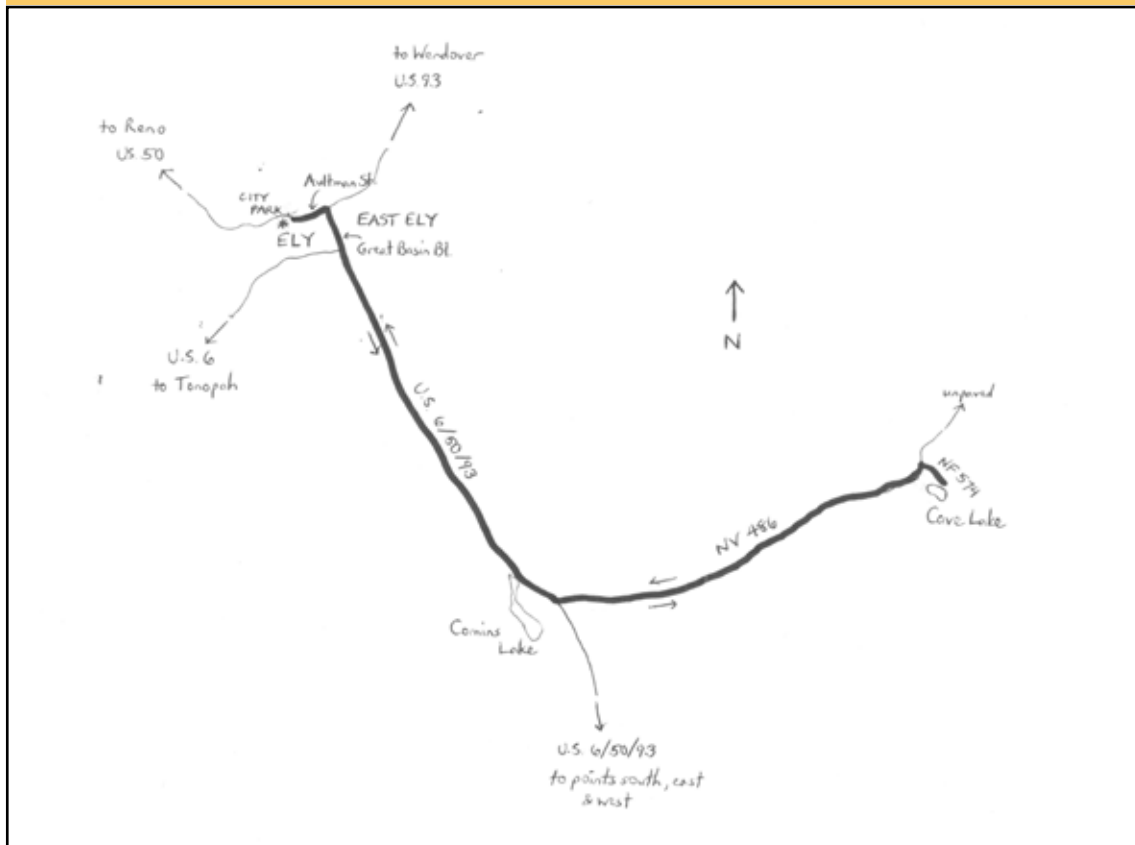






RIDE OF THE MONTH

Ely to Cave Lake Nevada Express



The road to Cave Lake is pretty, and isolated. Photo courtesy White Pine County Tourism & Recreation Board.

By Wayne Cottrell

While Nevada in the summertime may generate images of extreme desert heat, the state actually contains some 50 mountain ranges, offering relief from the heat at higher altitudes. The city of Ely is situated at an elevation of 6,437 feet in Nevada's Egan Range, in the east central part of the state. Ely had a population of just over 4,000 in 2016, about the same as it did in 1940. One source claims that Ely's population peaked at 12,000 in the late 1950s, during the economic boom years of copper mining. That population may have included Ely's satellite towns of Ruth, McGill and East Ely, though. Official census data shows Ely's population as nearly flat for over seven decades. Ely was established during the 1850s as a stagecoach station along the Pony Express route. The transcontinental

railroad and telegraph both came later, passing through this area. Still later came the Lincoln Highway, the U.S.'s first transcontinental highway. The highway morphed into U.S. 50. Today, three U.S. routes – 6, 50 and 93 – pass through town. Copper mining activities all but ceased in the late 1970s, and unemployment spiked at about 25%. The town's economy was boosted, however, with the conversion of the old Nevada Northern Railway into the "Ghost Train of Old Ely," as well as the designation of U.S. 50 as the "Loneliest Road in America." Later, copper mining returned, in the mid-2000s, in response to an increase in demand. Today, copper concentrate is mined here, transported by rail to Seattle, and then shipped to Japan for smelting!

Ely gets seasonal snowfall; the accumulation was up to two feet during 2010's heavy winter. Summertime highs may reach the

upper 80s. As for the ride, the Ely to Cave Lake Express (the name recognizes Ely's tie to the Pony Express) is a 32.5-mile trip, from the town's center to Cave Lake State Park and back. There are no challenging climbs along the route, but there is a net elevation gain of just over 900 feet on the outbound ride. Start at Ely's city park (elevation 6,419 feet), located in the heart of the town's historic district, on U.S. 50 (Aultman Street). From 10th Street, turn right and head eastward on Aultman, which is a 30 mph, 4-lane road with wide shoulders through here. Note that, to the left on U.S. 50, in the opposite direction, is the Hotel Nevada, once the tallest building in the State, and still a bustling casino. Also, the Bristlecone Convention Center has a display of "Prometheus," a local bristlecone pine tree that was cut down in 1964, and was later determined to be the oldest living thing on Earth, at about 4,900 years.

Perhaps there was no way to confirm this without cutting the tree down (Editor's Note: This can be done with a core sample that doesn't kill the tree). Back on Aultman, the road descends slightly before climbing to a junction with U.S. 93 (Great Basin Boulevard). Turn right here, continuing the gradual climb, and head south. There is some retail along this road. After the next major junction (U.S. 6), you are now on the outskirts of town, heading south on triply-signed U.S. 6, 50 and 93. The highway narrows to two lanes as development becomes sparse. The highway has a forgiving profile, from 6,537 feet at U.S. 6 (mile 1.55) to 6,600 feet, and then to 6,553 feet at the next point of interest, Comins Lake (mile 7.65). In between, much to the chagrin of most cyclists, the highway features rumble strips along the outer edges of the highway. With the shoulder varying in width – sometimes essentially disappearing – there are segments along which there is no choice but to ride slightly in the roadway. Fortunately, author Deke Castleman claims that U.S. 93 is "even lonelier" than U.S. 50, so there should not be many motor vehicles out here. As for Comins Lake, it will be on the right, covers about 400 acres, and is accessible to the public. The lake was originally stocked with trout and bass, but northern pike were, somehow, illegally introduced to the waters about 15 to 20 years ago. The trout have since disappeared, and the bass have nearly "crashed," while the pike have flourished.

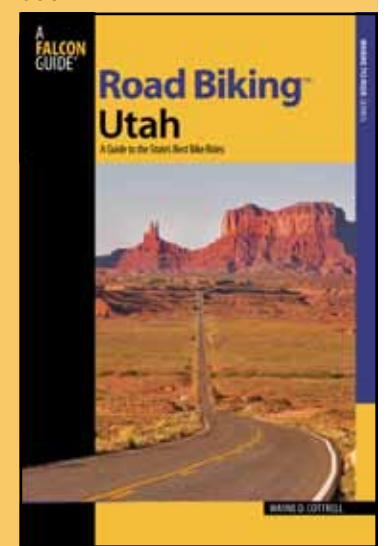
officially entering the park. It is an exquisite setting, with clear waters backed by steep slopes. The lake is small, at 32 acres. While Comins Lake has lost its trout, Cave Lake has plenty of them. During the winter, the lake features ice fishing. Take some time to enjoy the scene before starting the return ride to Ely. The return ride is the reverse of the outbound ride. Once back in Ely, be sure to take in some of the town's historical sites and attractions, and its great outdoor artwork. Also, in September, Ely would be hosting "Race the Rails," in which mountain and road bikes go head-to-head against the "ghost" train mentioned above. The road course is substantially different from the one described in this article.

Starting point coordinates: 39.2487360N 114.8877080W

For more rides, see Road Biking Utah (Falcon Guides), written by avid cyclist Wayne Cottrell. Road Biking Utah features descriptions of 40 road bike rides in Utah. The ride lengths range from 14 to 106 miles, and the book's coverage is statewide: from Wendover to Vernal, and from Bear Lake to St. George to Bluff. Each ride description features information about the suggested start-finish location, length, mileposts, terrain, traffic conditions and, most importantly, sights. The text is rich in detail about each route, including history, folklore, flora, fauna and, of course, scenery.

Wayne Cottrell is a former Utah resident who conducted extensive research while living here – and even after moving – to develop the content for the book.

Less than one mile later, at mile 8.45, turn left onto Nevada Route (NV) 486. This is the main road to Cave Lake. It is a gradual climb from U.S. 6/ 50/ 93 (elevation 6,631 feet) to mile 13 (7,135 feet), where the road begins to curve and descend slightly. The gradual climb continues, though, as the road nears the lake, entering Humboldt-Toiyabe National Forest. Steep slopes along the sides of the road, as you enter The Narrows, increase the drama of the approach to the lake. You cannot see the lake from NV 486, though, as the road enters the Schell Creek Range. Just before NV 486's pavement ends, turn right onto National Forest Route 574 (mile 14.9). From here, it is a short climb (6% grade) to the main park entrance, and the edge of Cave Lake (elevation 7,307 feet). You can view the lake without

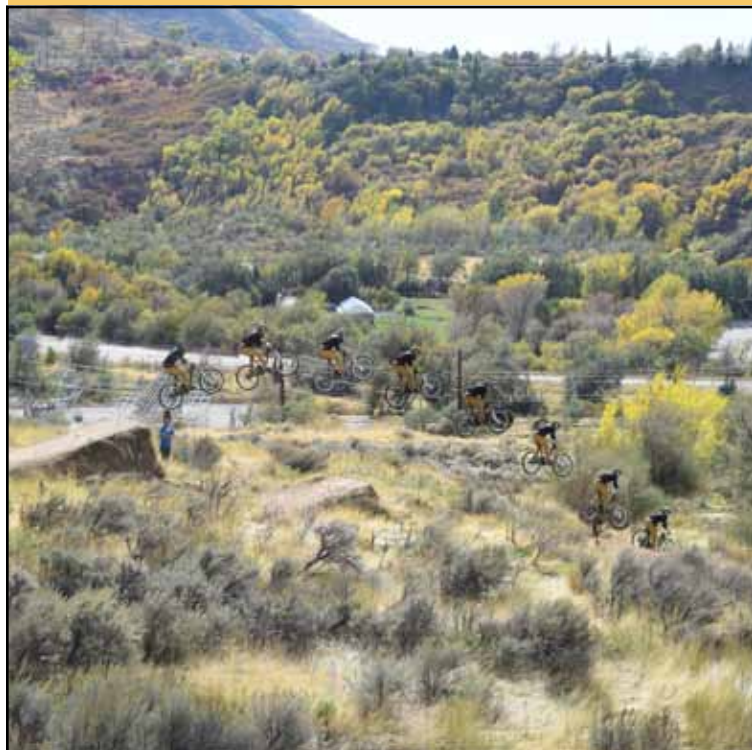


- Alabama Shakes • Modest Mouse • Courtney Barnett • R.E.M.
- The Beatles • Death Cab For Cutie • Leon Bridges • Neil Young
- The Cure • Wilco • The National • Ryan Adams • Van Morrison • Beck
- Elvis Costello • Edward Sharpe & The Magnetic Zeros • The Shins
- Paul Simon • David Bowie • Wilco • Tom Waits • The Black Keys
- The Pretenders • Talking Heads • The Rolling Stones • Iron & Wine
- The Kinks • The Clash • Radiohead • Lord Huron • The War on Drugs
- Bob Dylan • Nathaniel Rateliff And The Night Sweats • Bob Marley
- Led Zeppelin • My Morning Jacket • The Flaming Lips • Kurt Vile
- The Decemberists • Arcade Fire • The Grateful Dead • Bon Iver



## TRAILS

# Ogden Rolls On With Mountain Bike Parks, Trails, and Programs



Ogden Bike Park stepdown. Photo by Nathan Silberman

By Bill Roland

The first annual TrailFest was held at the Ogden Amphitheater just off 25th Street on a glorious Saturday, June 24th. Hundreds of bicycle enthusiasts gathered to visit a wide variety of booths, mix with each other and help celebrate the completion of the Centennial Trail. Cycling Utah had the opportunity to visit with a handful of people who had a significant responsibility of making some major improvements in all phases of cycling throughout Weber County.

Ben Chournos, the owner of Shiftworks Bike Shop and the designer of most of the trails at the popular Ogden Bike Park, has been a tremendous influence on the growth of all areas of bicycling the last four years. Nathan and Kenzie Silberman are part of a committee who operate the Ogden Bike Park while working with the City of Ogden, the parks and recreation department along with the Ogden Trails Committee. One of the key members of the Weber Pathways Board of Directors is Greg Scothern, who is also on the coaching staff of the Ogden High School Mountain Bike Team. Greg's wife Jenny is associated with GOAL (Get Out And Live), a Foundation founded for the 2002 Winter Olympic Games, designed to recruit volunteers. Ogden Trails Network is a non-profit organization and was represented at the TrailFest by Sunny Hayes. Carla Taylor is an avid mountain bike racer who has worked with Ben Chournos in the development of the Intermediate Mountain Bike Camps, a popular learning source for boys and girls in the intermediate category. These highly qualified mountain bike specialists were kind enough to give this reporter an insight into all-around biking in the Ogden and surrounding area.

## Ogden Bike Park

Cycling Utah: Nathan, you have been a significant reason why the Ogden Bike Park has grown the last four years. What has been the attrac-

tion for mountain bike riders?

Nathan Silberman: I think the attention to detail and the progressive nature of the park is what attracts a lot of riders to the Ogden Bike Park. There is really nothing comparable to the bike park style trails that we have unless you go all the way to Salt Lake or Park City. Our park is located right on the bench, less than 10 minutes from the Ogden City Offices, making it easily accessible for all. We also maintain the trails every year, especially in the spring and fall. We've got good soil that drains fast and stays packed in the summer. We actually get out push brooms and sweep the trails to make them smooth every couple of weeks! The increase of people getting into mountain biking can be seen just by looking at the growth of the local mountain bike teams. For example, Ogden High School had over 150 students on the team. I heard it got to the point that if you missed a practice; you were cut from the team! We at Ogden Bike Park use Facebook to promote things like trail building days and other family friendly events.

Cycling Utah: How are the trails designed so that riders of different levels ride on the trails designed for their ability?

Nathan Silberman: The rating system is just like a ski resort. The green circle designates the easier trails. Those include small obstacles and the basic terrain. Then riders move up to the blue squares, which is intermediate terrain where there are more jumps (no gaps) and they're a little more aggressive, a little faster. Next, we have the black diamonds where you start to get into technical terrain where handling is more difficult. Riders will find gap jumps that are more technical. We also have double black diamond trails, which is the most difficult terrain you can find. This includes large gaps, drops up to ten feet, and jumps up to 30 and 40 feet. The hardest designed are high-speed trail settings, and we have a few of those in our bike park

that we have been working on the last few years.

Cycling Utah: Kenzie and Nathan, has there been an impact on girls taking up the sport of mountain biking?

Kenzie Silberman: Oh yes, many girls learn by riding together. They watch and listen to their friends and before long all of them improve their skills. Actually, there are a lot of clubs and associations with many women riders. As the bicycling community continues to grow, there is a fair share of girls that take up the sport. I know it is a male-dominated sport for the most part but over the last few years there has been a lot of women getting to the pro level, as well as expert and intermediate levels in mountain biking.

Nathan Silberman: We've had quite a few female groups come in at the Bike Park and use the park and learn the jumping skills and progress without having to go out and do a big gap jump or something that is too dangerous right off the bat. We offer that progression level so you see where professional riders are using our trails to train themselves for a World Cup or national championship races.

## Tips for New Riders at the Ogden Bike Park

Cycling Utah: What are some of the training tips that you pass on to riders that have helped them the most?

Kenzie Silberman: I would say just get on the green trails; it's a great place to start. I also would start on flat pavement, like the street or a parking lot. Stand in "an attack position" with your feet on the pedals, your elbows bent, standing up over the center of your bike. Pedal around moving your body side to side while your core is upright. That simulates the cornering technique and what we call the bike-body separation. That provides more traction in the dirt when you are going around corners. When you are going down steeper terrain, you think about putting your rear-end over the rear tire. That will make you feel more comfortable on steeper descents. But I think the green line is a great place to start and I always encourage people to try the blue line even on their first day. The blue line is incredibly fun and everybody enjoys that once they get more comfortable. There are a lot of great people up at the park so that if you have questions about technique or the terrain itself, just ask and people will give any advice they can."

Cycling Utah: Good stuff Kenzie. Do you have any other advice for riders unfamiliar with the Bike Park?

Kenzie Silberman: Always wear a helmet at the Ogden Bike Park. There is no unauthorized trail building allowed, for obvious reasons. We expect all riders to respect the terrain. It's a special place here in Ogden and we want to make it last as long



A view of the Ogden Bike Park dual slalom. Photo by Nathan Silberman

as possible. The land is leased to us from an outside company, so we want to keep it as nice as possible. I would say the Ogden Bike Park offers everything to anybody who wants to learn how to ride a mountain bike. We have every single kind of terrain you could possible think of from beginner to those with much experience. We've had riders from three-year olds on Strider Bikes to people in their 70's. We have the variety of terrain that will teach you how to progress. For example, we had a member who just started riding about four years ago. He didn't know how to jump a bike at all. He was very timid at that time. Now, at 44, he can jump a 30-foot table gap. Trust me, there is the possibility for everyone to learn more skills.

## More on the Ogden Bike Park

Cycling Utah: Where do most of the riders at the Ogden Bike Park come from? Are they local or do you draw from the entire Wasatch Front?

Nathan Silberman: We have riders from the entire Wasatch Front. Our only direct competition for bike park trails, in terms of jumps and features, is Salt Lake and Park City. There is not much between Salt Lake and Ogden in terms of a bike park and trails. You have a little bit on the Bonneville Shoreline and in Bountiful but I would say we are on par with what Salt Lake is doing. Park City has the lift access regarding the resorts but we are starting to see that in Ogden. Nordic Valley, Snowbasin and Powder Mountain are starting to do lift operations. The sport is getting bigger and bigger.

Cycling Utah: For those unfamiliar with the lay of the land here in Ogden, where is the Bike Park located?

Kenzie Silberman: Very easy to find. Take 12th Street all the way to Harrison, and then take Harrison to Ninth Street. It's at the top of Ninth St. and Ogden on the east bench. There is a parking lot at the top at Ninth St. and another lot at the bottom at 1350 South. These areas will give you access to the entire park and there are maps at the top and the bottom.

## TrailFest and an Overview of Trails in Ogden

Cycling Utah: Greg Scothern, I know you are a member of the Board

of Directors for the Weber Pathways. Tell us about biking in Weber County and how it has made such an impact in the community?

Greg Scothern: Yes, I am an ad-hoc member of the Weber Pathways Board of Directors. Weber Pathways is the leading non-profit trail building organization in northern Utah, primarily Weber County.

We are here today to celebrate a pretty big milestone for our trail network. It extends throughout Weber County and we are celebrating the completion of the Centennial Trail. It is the combination of the Ogden River Parkway, the Weber River Parkway, and the Bonneville Shoreline Trail along the east bench. This was a project envisioned 30 years ago by a group of people who wanted to do something specific for the Utah Centennial. They dreamt up this idea of completing a circum-navigational trail loop throughout the entire community. It was an important focus for people in the community who were trails oriented and we had a few champions, Jay Hudson being one of the main people in that group. He stayed in front of local governments to make sure things happened with the trail network. We recently completed a tunnel underneath Skyline Drive on a very busy intersection in South Ogden and the county completed a key road connection. It now completes a 27-mile loop with very few road crossings. There are a couple of places that you go on the road but it is a designated bike route. A little over half of it is paved and you have 6-8 miles of the Bonneville Shoreline Trail included. It's a great loop and you can go out and cruise for 3-4 hours. It probably has about 1,400 feet elevation gain on the 27-mile route and it's doable for most people.

Cycling Utah: What made this TrailFest celebration happen and how are the bike trails financed?

Greg Scothern: It's really exciting. This is our First Annual TrailFest. We wanted to do something to engage the public for four years now. We have done fundraisers and auctions for trail projects but people have trouble paying for the operational funds to keep things going. Most people assume the government finances the production and maintenance of the trails. General fund tax money does not pay for a single foot of trail in Weber County. Funding for trails is all through private donations



Riders waiting to drop in at the Ogden Bike Park after work. Photo by Nathan Silberman

and pass through. We are fortunate to have a RAMP tax where a lot of the funding comes from a 1/10% sales tax. But that funding is limited each year and requires matching funding from the community to back up those grants. We are fortunate to have a community that is very supportive. A typical paved trail can cost as much as \$35-40 a foot to build. We just completed a section of the Pineview Loop Pathway that had very challenging engineering and design issues. It was a quarter mile stretch and it cost \$130,000 to get built. It was worth it because it links the two communities of Huntsville and Eden. Natural surface trails, easy digging, natural soil, can be as cheap as \$3 a foot but most trails cost somewhere between \$8-15 a foot for natural surface trails. We raise the funds, then we partner with the Forest Service, Weber County and other government agencies to make the projects happen. Quite frankly, we are in the business of getting the trails done.

Cycling Utah: What form of exposure do you use to get the word out about the bike trails?

Greg Scothern: The most effective means of exposure has been Facebook and Instagram. We push those pretty hard. We also send out a quarterly newsletter to all our friends and supporters. We create events like TrailFest here, and we produce about 20,000 trail maps annually. The maps are our number one touch with the public. We produce new maps every year because each year we have made additions to the trails. Riders can download the maps on their phone, and easily locate the trails. These maps are available at all the bike shops as well as outdoors gear shops, hotels and many of the restaurants on 25th Street. They are great resource for information on where people can enjoy riding.

**Buy Local,  
Pay Cash,  
Ride Your Bike!**

We partnered with Weber County to produce high quality GIS data for all the trails. These link to our electronic version of our maps that riders can download. Download an app called ArcGIS and scan the QR code on the printed map to load the information into the app. That will provide all the information they need: the elevation, the surface, even issues on the trail. It's a great resource.

Cycling Utah: What are the primary safety issues that you promote?

Greg Scothern: We advocate very heavily for trail etiquette. We explain the proper etiquette to yield to different users of the trails. The majority of our trails are multi-use and we want to keep it that way. The biggest safety issue we promote is reminding people to use their bells on bikes and not to wear ear buds while running, because those with earbuds often cannot hear a biker approaching even if they are ringing a bell. And of course, there is a conflict on trails with those riding horses, but there doesn't have to be. The mountain bike community has really embraced being courteous. Lately, I have received a lot of feedback from those on horses that the mountain bike community has been paying more attention to doing the right thing.

**High School Mountain Biking**

Cycling Utah: Tell us about your role in coaching mountain bike riding at the high school level?

Greg Scothern: I am an assistant coach at the Ogden High School mountain bike team. NICA (National Intercollegiate Cycling Association) has done brilliant things to keep kids on bikes. We constantly hammer to the kids to be responsible and make sure you are representing your team and yourself properly. We have this constant influx of kids on trails and there are a lot more kids riding each year. And who could argue with that? But if they're not safe, they are creating problems on the trails. The message is that you cannot under estimate the importance of

safety while you are riding. Such as: spilt up into smaller groups, always yield, and always err on the side of courtesy. Whether someone is riding a bike, walking, hiking, running or a horseman—we all have to get along on the trails.

**GOAL Foundation**

Cycling Utah: Jenny Scothern, you are affiliated with GOAL. How does that organization enhance cycling?

Jenny Scothern: GOAL (Get Out And Live) Foundation was initiated around the Winter Olympics. It was organized to recruit volunteers for the 2002 Games. It was so successful, it was decided to just keep GOAL going. We like to bring outdoor recreational events to the Ogden area and we provide all the volunteer support for those. We are a 501C3 (non-profit) organization for anything the City of Ogden needs regarding volunteer work. Regarding the sport of cycling, we have supported the USA Collegiate Cycling events, the Tour of Utah, the Master Cycling Events and the Fat Bike races up at Snowbasin. We are contracted by the City of Ogden to produce the Ogden Marathon. For that event alone, we are known for our volunteer support. Annually, there are approximately 1,200 volunteers for the marathon and we have 8,000—9,000 runners each year.

Cycling Utah: What are your primary tasks concerning teaching youngsters and bike camps?

Jenny Scothern: This is our fifth year of GOAL Foundation Mountain Bike Camps. We teach kids from the 3rd grade to the 6th grade -- start with beginner mountain bike section and progress to the intermediate level. Many schools in Ogden, Morgan City, and Bonneville have mountain bike teams. At our camps, they are taught with the spirit of NICA. We begin with skills training on pavement, cornering, braking, and shifting. Following that, they go over wood planks. All of that is done before we ever go onto the trails. We use the lower Bonneville Shoreline and the Rainbow Gardens area. The intermediate kids go to the River Bottoms, which is close to Riverdale. We also utilize the Bike Park. Having won the contract has helped us grow the programs. We think the cycling community is amazing and we want to get more kids on bikes and support the high end cycling events.



Volunteers working on the green line at the Ogden Bike Park. Photo by Nathan Silberman

**Ogden Trails Network**

Cycling Utah: Sunny Hayes, you are with the Ogden Trails Network. Could you tell us more about the Network?

Sunny Hayes: The Ogden Trail Network is a non-profit organization that falls under Ogden City. The committee members must fill out an application that is approved by the Mayor. There is a lot of talent on this committee: from engineers to the U.S. Forest Service. We basically take care of a lot of bike trails. We are responsible to work with the city and the volunteers. We maintain the trails in Ogden City and we also partner with the Weber Pathways, which has to do with the countywide level.

As others have mentioned, the best way riders can help us is to use a bell, so hikers and others on the trails will know they are coming. All riders must stay on the trails, so they don't make their own switchbacks. Basically, we expect them to enjoy the trails and leave no trace. We would like to build more trails but we are happy to maintain the ones that we have and connect to other trails. Presently, there are 266 miles of maintained trails and 36 miles of paved trails in Weber County.

**Ben Chournos and Ogden Cycling**

Cycling Utah: Carla, you are an avid bike rider in the community as well as an instructor with the bike camps. You work directly with Ben Chournos. Tell us about the impact he has made on cycling in the Ogden community?

Carla Taylor: Ben is the owner of Shiftworks Bike Shop here in Ogden, but he helped start the Intermediate Mountain Bike Camps. We were able to take the students to the Bike Park, which Ben helped develop. He has taught the first two years of our intermediate mountain bike classes. He loves to work with bikes, kids, and has volunteered his time. Ben will do an awesome job on any repair work. No matter what kind of bike you have, whether it is new, a clunker out of the shed, he will fix it. If he says it's safe and fixed properly, than it is just that. He's the best in the west when it comes to being a bike mechanic. He's really about customer service. To the bike community, he is very well known and respected. We are happy to know that Ogden is a great community for bicycling.



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## THE METAL COWBOY

**Biking Through The Dog Days Of Summer**

By Joe Kurmaskie

As I grow older, I grow younger... let me explain. The ice cream truck rolled by the pool as I swam with my kids - you gotta hand it to that industry, they know and locate their consumer base and exploit the heck out of them - it's the first line in the ice cream trucker's manifesto, I believe. If not, it should be.

But the second line, check the freezer is plugged in, but it's the third instruction that set me time traveling back four decades; Play The Entertainer and only The Entertainer on a loop to bring them running.

But you like Led Zeppelin? Tough, put the tape in and press play or sell the truck and go into stationary retail, you conformist. The ice cream biz ain't for everyone.

August 1978, we'd reached the truly feral part of summer vacation; carmel tans and an unbound restlessness that comes so close to the next school year. All of us, handsome in an unfinished way, leaning over ape hanger handlebar bikes, stingers and orange crates with chopper front fork extensions on one or two of them, waiting for the hammer to fall.

I wouldn't try running along side any one of us at this point in the summer. We'd trample your bones to dust without meaning to, we're at the end of our suburban leashes, barking AND biting without so much as opening our mouths.

June made us brand new and improving, but once we crossed a certain dateline there was no getting all the way back. Now, each afternoon, after Grape Nehi's are drunk and summer league ball is done for the day, it's a slow burn until dinnertime, a lazy rage against what comes next.

Nothing moves. Even the birds are hunkered down and gone mute in the big chestnut grove across from Hyde Park playground. Then I hear the ice cream truck blocks away and with cold clarity I know what needs

to be done.

"Dave, you still have that Casio synthesizer organ from Christmas?" Dave nods.

I'd wanted SOMETHING to happen all summer... so now I was gonna force that something into the world and it was gonna be... something else.

This knowledge makes me giddy. I offer a mad dog and Englishmen's chuckle and huddle the gang together. We pedal to Dave's uncle's house with purpose.

It took less than an hour to get our musical abomination road worthy. Street legal it would never be, but wasn't that the point? We weren't going rogue and looking over our shoulder, we'd gone native weeks ago. This was just our way of parading it before the world.

Time tends to pass us while we look the other way, but that afternoon we chose to stare it in the eyes... and with the audacity of what was left of the summer and our childhoods, we aimed to stop that relentless fucker in its tracks for a moment or two.

The organ sat atop and X wing leg stand, which we duct taped to skateboards. It wobbled the first time we towed it on water ski ropes behind a bike, but once we attached the office chair to it with a bungee chord things trimmed out and steadied. The chair had sturdy, steel wheels. The chord gave it the right bounce and distance from the keyboard. We considered duct taping the musician to the organ, but in the end, decided against it, going with a second bungee attached to the musician's shorts instead.

Using a Mr. Microphone was Paul's brainstorm. We'd been spitballing as to where we might track down a bullhorn. Some big, empty talk of distracting hard working heroes down at the fire station while one of us swiped a horn, when Paul popped up with that Ronco sensation. We duct taped the mic to the front of the keyboard and the FM radio in the apex of the X wing legs. Once we taped the button down for permanent

transmission... it was showtime.

"OK, which one of you mooks knows how to play the Entertainer?" I asked.

Crickets.

"Don't look at me," Johnnyboy said. "I play baseball... that's it."

"And I play your mother." Mike, Dave's cousin, couldn't hold back with.

I shook my head. These were my summer park day camp friends. A pick up sticks box of guys, one visiting each summer from Michigan, another dropped off mornings by his single working mother. Paul went to the Episcopal school, I saw him at church sometimes but we hung summers cause he lived just down from the park.

My school year roster; Glenn, Steve, Ellery, musicians all, and to a man miles away at that moment and the foreseeable future

"This was your Christmas present, Dave." I said, spreading my arms across the keys like a Price Is Right presenter, willing him to hop up and channel Liberace at that moment.

"Yeah, I liked screwing around with the drum beats and the prerecords for a day or two. Then it went in the closet."

He looked down, then back up, hopeful. "I know chopsticks."

Paul smacks the back of Dave's head almost lightly. "Everyone knows chopsticks, you Jackass."

We were so close to something here. I couldn't let it go. But aside from Witchy Woman and a few bars of Mr. Blue Sky, I didn't play... but I could read music.

"Dave, did the Casio come with a song book?"

The lesson here; if you want something bad enough, and you're bored enough during the back forty of August, you too can learn how to play a fairly passable version of The Entertainer. Also, it's only like 13 notes, rinse, repeat.

But could we pull it off at speed. I bungee my Ron Jon surf shorts to the contraption and offer the let's roll

wave. A grade older than the rest of us, Dave was selected to be the mule on the bicycle.

We crashed the whole damn thing to the ground just beyond the drive way, the Casio hitting pavement with a sickening thud. I kept yelling whoa! whoa! whoa! but it hadn't prevented shit.

A couple of of the presets didn't work anymore, but the keyboard still played.

"Someone go get a bunch of pillows. Who's got the duct tape?"

Johnnyboy replaced Dave as pedicab driver. Not as bulky, but he owned slightly more impulse control though there was a higher level of crazy in his eyes and better response time. That, and untethering my pants from the contraption seemed to do the trick. It also allowed me to spin around in the office chair between stanzas.

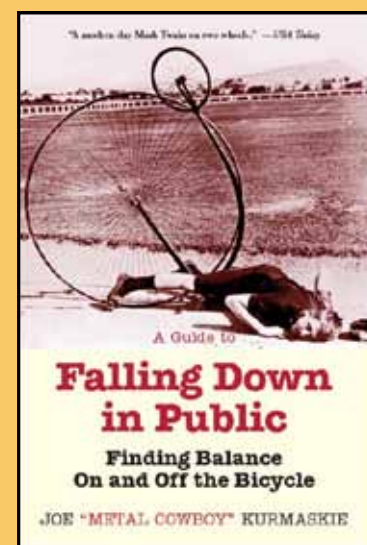
Everyone else pedaled in a flying V formation to my left and right. A half block of runway to get our rhythm then we were rolling the streets, looking for the punchline. I played, if not with skill, then enthusiasm to burn. I tried to give it the ragtime feel of Joplin, all elbows akimbo and fingers bouncing off the keys.

For a few blocks, the summer was completely ours again.

Florida near dinner time, 100 percent humidity and not a cloud in the sky; an ice cream trucker's golden hour. Kids bursting from behind fences like the chest scene in Alien. Pouring themselves off porches, surfacing from pools, toweling off as they ran, counting change hidden in the secret little pocket of their swim trunks.

Only to find this wasn't the rewards of the ice cream truck after a long day of lounging and trying like hell to fill the final freedom hours of summer. No this was some bizarre prank... some sort of - is that an office chair? Is he spinning around in an office chair between stanzas?

Most of the kids stood along the



parade route in stunned silence. I was getting pretty good with the tune but it was lost on them.

Where's all the sound coming from? And Stars Wars pillow cases? What is this? What the actual hell happening? Hold me Momma.

A few chuckled, but it was mostly hound dog panting, trying to catch their breath while squinting hard, hoping to puzzle out some deeper meaning... or at the very least produce a star pop or creamsicle.

For our part, it was the high point of the vacation. A rolling ramshackle carnival, the lost boys of summer laughing and cruising and circling back now; I thought of us as a pack of teenage shriners who'd traded in soul sucking jobs and middle age regrets, little cars and funny hats for youth and bikes and ball caps... and an event horizon that bled into forever.

Jane, shaking her head from the porch in that tight black ACDC tank top made me lose the thread of the song entirely. I spun myself around and gave her a devil may care shrug.

Who knew at the time that we were doing a version of the David Letterman Show decades before he did it... sans cameras, advertisers, a network, but with a growing audience, many of whom were getting over their initial shock and wanted answers.

"You got ice cream or not?"

Our arrogance was uncalled for, but not unexpected. That late in the summer it's all a teenage boy has against the slow click of the ticking clock. Misplaced anger and more than a little sadness just under all our bravado, about what we did not know... not yet.

We could have promised to return with Otter Pops and even flipped a profit. Instead, some of us, well, most of us, got mouthy and taunting until some older brothers showed up to exact justice. I thought I could make amends with a few bars of Mr. Blue Sky but I thought wrong.

In the end I had to bail into thick bermuda grass and launch into a full sprint. This was the summer before I filled out and took up wrestling so my go to move was still running away.

Just enough time to see the upended office chair being dragged behind the still upright Casio behind Johnnyboy's BMX bike. Johnnyboy

Continued on page 31

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frantically dancing on the pedals away from danger, cackling all the way home or to a beating.

A chaotic thing of beauty. Orange Crate chopper forked bikes leading him out, the rest of the gang breaking formation and scattering down side streets. I thought of the bike scene in ET, only there was no wrinkly being to tell us BEEEEEE GOOOOOD! Just a skinny blond haired kid urging them to be... alive and kicking before another school year swallowed them whole.

Younger kids had taken up the charge now that their older brothers were backing their play. I observed one young lad swinging a set of click clack balls over his head, heat lighting across the bay adding to the drama as he ran. It was only a matter of time before lawn darts appeared. Then the urge to break and run and the joys of doing it took over and I saw no more.

As I covered ground I felt the misgivings of contentment and abundance fall away. That left only time and the pleasures of outrunning it once more. Straight through August and whatever came after that.

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

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## ADVOCACY

# New Trails and Programs in Salt Lake County - News from SLCBAC

By Marcus Kaller

In the July 2017 SLCBAC meeting Scott Hess from the Wasatch Front Regional Council came to talk about the Transportation Improvement Program. It is a six-year program, set to begin next year, will implement highway, transit, and active transportation projects along the Wasatch Front, with funding coming from various federal, state and local sources. The types of projects include feasibility studies, planning support, road widenings, reconstructions and new constructions. The council were seeking public comments on each and any of the projects. The comment period continued until August 5.

Also, Phil Sarnoff or Bike Utah introduced Beth Haynes as the new coordinator for the Bike Ambassadors Program. And, with students going back to school later this month, the Youth Education program will return. If you believe that your nearby school should have a course on bike safety and practice for youths, contact Beth at [bikeutah.org](http://bikeutah.org). And, if you are interested in becoming a bike ambassador, you can find the information and [bikeutah.org](http://bikeutah.org).

Phil Sarnoff also unveiled the Active Transportation Health Benefits study. This is a collaboration with UTA,UDOT, SLCBAC, and several other local entities. As stated "the purpose of this study is to provide insight on the contributions that spending on active transportation projects and by people who walk and bicycle can make to regional economies." In addition, the results of the study "discusses evidence and best practices in

quantifying and monetizing active transportation costs and benefits related to equipment manufacturing, retail sales, tourism, infrastructure construction, real estate value impacts, air quality and emission reduction, and health impacts (from both morbidity and mortality perspectives)." You can read the report on the Bike Utah web site ([bikeutah.org](http://bikeutah.org)).

### Trail Projects

The portion of Parley's Trail, from Tanner Park to Sugarhouse Park that runs along I-80 should be complete by the end of July. Meanwhile, another portion of the trail, from 300 West to 900 West along the TRAX Green Line, should be completed by the end of August. Meanwhile, a feasibility study is being looked at to connect Parley's Trail to the Jordan River Parkway.

Speaking of which, the portion of the Jordan River Parkway from 14600 South to 15000 south has been completed. Meanwhile, construction of a new connecting portion, from 200 South to North Temple, began earlier this month. The estimated time of completion will be later this year.

### August meeting

Our next meeting will be August 8, in room N4-850 at the County Government Center (2001 South State Street), beginning at 5:30pm. In addition, we will be present in Big Cottonwood Canyon for Stage 3 of the Tour of Utah on August 2. We hope to see you there. You can find us at [slco.org/bicycle](http://slco.org/bicycle), along with @slcbac on Twitter, and [www.facebook.com/slcbac](http://www.facebook.com/slcbac) on Facebook.

## Support Your Local Bike Shop!

## New Bill Would Allow Bikesharing to get Federal Support

Bikeshare programs are taking off with great success all around the country. They've been doing so largely without federal support. But legislation recently introduced in Congress would clarify that bikeshare programs would qualify for federal financing. The trouble is, transportation law and grant rules were written before anyone tried bikeshare, leaving the program in a legally "gray area," since it's not defined in federal law or regulation, says Rep. Earl Blumenauer (D-OR), sponsor of the Bikeshare Transit Act of 2017 (H.R. 3305).

The bill would allow federal funding to buy bikeshare-related equipment and building bikeshare facilities. It would also clarify that grantees could use Congestion Mitigation & Air Quality money for bikeshare.

"The Bikeshare Transit Act will remove significant barriers facing new and existing bikeshare projects applying for federal funding while underscoring that bikeshare programs drive economic development and are an important part of bringing choice and adding value to America's transportation system," Blumenauer said in the Congressional Record.

The bill was referred to the Committee on Transportation & Infrastructure. Rep. Vern Buchanan (R-FL) cosponsored it, giving the measure bipartisan support. Blumenauer and Buchanan co-chair the Congressional Bike Caucus.

-Charles Pekow

## Federal Bicycling Budgets Face Cuts

Don't look for a boost in federal support to clean up the much-neglected trail system in national forests next year. The House Appropriations Committee (HAC) approved an FY 18 spending bill covering the U.S. Forest Service that would give it \$75.553 million for Trail Maintenance & Construction. That represents a cut of \$1.997 million from the FY 17 level. On the other hand, the committee rejected President Donald Trump's administration's request to practically wipe out funding, as it requested only \$12.7 million.

The bill (H.R. 3354) was awaiting a House vote as of late July.

The Senate Appropriations Committee (SAC), meanwhile, approved a bill (S. 3068) that would provide a little less than the House would: \$69.777 million for maintenance and \$5.053 for construction. The bill was also awaiting a Senate vote as of late July.

On the other hand, the Sumatran isn't the only TIGER on the endangered list. The future of the Transportation Investment Generating Economic Recover (TIGER) Grant program remains in limbo, with mixed signals from Congress. The Trump Administration asked Congress to eliminate it. Some communities (Wasatch Front in Utah) use the grants to support bicycling (Cycling West, April 2017).

SAC approved an FY 18 transportation funding bill that would add \$50 million for the program (sometimes called National Infrastructure Investment) providing \$550 million. But HAC voted to take Trump's recommendation and give no new TIGER grant money.

-Charles Pekow

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## MOUNTAIN BIKE RACING

### Fast Racers to Line Up for 2017 Park City Point to Point



The Park City Point to Point boasts 75 miles of singletrack. Here the 2016 Open Women Champion, Gretchen Reeves, being chased by Mikaela Kofman. Photo by [selective-vision.com](http://selective-vision.com)

By Chris Magerl

In the eight years of the Park City P2P -- perhaps the best true single-track long distance mountain bike race in the country -- there have been three men who have been on the top step of the Pro/Open podium.

Young local Keegan Swenson won last year. The year before that it was Utah's Rob Squire. Before that, it was all Alex Grant. Grant won in 2014, 2013, 2012, 2011, 2010 and the race's inaugural year, 2009. Six straight. He skipped the 2015 P2P to race the mountain bike World Championships, in Andorra, and in 2016 he was recovering from a shattered heel.

This year had the prospect of all three of the winners lining up together. But it is Swenson's turn to skip the P2P for MTB Worlds. When the racers roll out in Park City on Labor Day weekend, Swensen will be in Australia.

Fret not, there will still be plenty of firepower. In addition to Grant and Squire, Geoff Kabush and Todd Wells will line up in Round Valley on the morning of Saturday, September 2, awaiting the Fruit Loop cannon that signals the start.

Wells, from Durango, Colorado, is a three time Olympian and 15 time national champion in XC, STXC, Marathon and cyclocross. Wells has also won the Leadville 100

three times. Kabush, from British Columbia, Canada, is a three time Canadian Olympian and 10 time Canadian national champion.

Wells was in Utah earlier this summer, racing his first Crusher in the Tushar, where he finished in second place, dropped by Squire on the final climb. Wells has also raced mountain bikes several times in Utah during various USA Cycling national tour events that were an annual Deer Valley summertime staple.

Kabush has also raced those Deer Valley Pro XCT events, and has pedaled many of the trails used for the P2P in industry events run by his current bike sponsor, Scott. This summer has seen Kabush on the podium at gravel events, Enduros, XC races and road races. Last month Kabush won the seven-day offroad BC Bike Race.

Even for experienced P2P riders, the course will offer something new this year. The finish has been moved to Kimball Junction, near the base of the Utah Olympic Park and its iconic ski jumps and bobsled track. Skullcandy will show off its new Kimball Junction home by hosting the finish line party.

"Skullcandy has really stepped up to the plate for us," said P2P organizer Jay Burke. "The post-race food will be served on their patio with music up on that deck. Skullcandy is a great partner."

Who will make it first to the new finish? "Squire is riding well and has experience with the course now. He could be hard to beat," said Burke. "But there is a plethora of possible winners. The Open field is going to be fast and furious!"

On the women's side, the picture is a bit less clear. As of now, no returning women's winners are registered. But Marlee Dixon, who has finished second, second, second and third the past four years, will be back. Amanda Carey, Evelyn Dong and Gretchen Reeves have all won the P2P twice.

The P2P is that rare long MTB race made up of trails you actually want to ride all day long. It is pretty much a link of some of the finest singletrack in Park City, for about 80 miles. It sells out right away, with a race field capped at 380. For riders hoping to get in still, there are always last-minute opportunities. There is a simple buy/sell community found under The Race tab on the P2P website, [ThePCPP.com](http://ThePCPP.com).

The website gives you the race route, as well. It is pretty cool to be in the woods on your bike watching top racers powering up a climb after more than four or five hours of race pace riding. Choose your route wisely and you can have a great ride that intersects but does not overlap with the race route.

Want to go the other way, and avoid the racers all day? The website also has suggestions for that. Check out the Trail Impacts button. Roughly, for the morning you can avoid the race by pedaling in the Canyons area and in the afternoon riding Deer Valley or Round Valley.

The P2P has become a Park City institution, and gives back to several community organizations. The opportunity drawing to benefit the Park City High School MTB team has become a check-in tradition, with eager high school racers offering drawing tickets.

Even if you are not 80 offroad miles strong, you can play an essential role in the P2P. Volunteers are always needed. Volunteer info can be found under The Race tab on the website, [ThePCPP.com](http://ThePCPP.com).

#### Event Details:

September 2 — 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 will never be on the same trail twice. Over 90% of the race is single-track. 75 miles & 12,000ft of climbing., Jay Burke, 801-330-3214, [jay@thepepp.com](mailto:jay@thepepp.com), [thepepp.com](http://thepepp.com)

### Summit Challenge to Offer 1 Mile Discovery Loop Option



The Summit Challenge is offering a 1 mile ride for the young and young at heart in addition to the century and other longer distances. Photo by Scott Fillipiak

You may have heard about the National Ability Center's Summit Challenge, with its 16, 50, 80 and 100-mile routes. But, there's a challenge waiting for everybody and anybody at this August 26th Fundraiser. For beginners, young riders or those for whom 16-miles is just a bit of a stretch, the Summit Challenge offers an approximately 1-mile Discovery Loop, sponsored by Vivint. Little ones can make the loop on "strider" bikes and the young-at-heart are encouraged to try an adaptive

cycle, test ride a bike from our vendor village or bring their own bike to take on this fun, family-friendly route. The Vivint Discovery Loop ride starts at 1:00PM at the National Ability Center in Park City and cost is just \$5 or free to all adaptive riders. And, after crossing the finish, riders can mark their accomplishment with a celebration in the Summit Challenge's exclusive Vivint Team Flyers Lounge. To sign up, visit [www.summitchallenge100.org](http://www.summitchallenge100.org)

-Whitney Thompson

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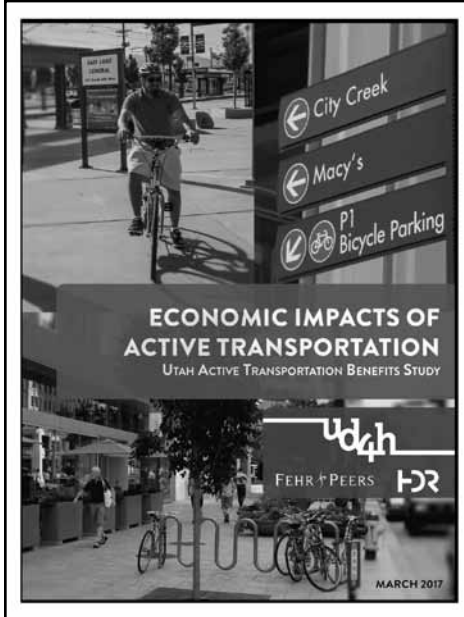


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**ADVOCACY**

**Study: Bicycling and Walking Generate \$425 Million in Economic Impact in Utah**



of \$425 million and are responsible for more than 3,500 jobs across the state. The study identified two case studies showing the economic impact of specific multi-use path and bicycle trails. The Murdock Canal Trail in Utah County costs \$113,000 each year to maintain, however it generates over \$3,600,000 million annually in economic impact. This is in addition to a one-time economic impact of \$26 million and 234 jobs to build the trail. Bicyclists who visit Dead Horse Point trails in Moab generate \$19 million annually in economic impact (more than \$11 million from overnight trips).

**By Phil Sarnoff, Executive Director of Bike Utah**

There is a large push across Utah toward encouraging more widespread use of active transportation modes. This includes bicycling and walking for both transportation and recreation. In his "Utah Life Elevated 2020" objectives, unveiled at the end of May, Utah Governor Gary Herbert stated the following goal: "Develop an additional 1,000 miles of family-friendly trails and bike paths over the next 10 years to provide and promote active connections to school, work and outdoor recreation in urban and rural communities throughout the state."

A recent study commissioned by the Utah Transit Authority, Bike Utah, and other partners quantified some of the economic and health benefits associated with active transportation. The year-and-a-half long study engaged many stakeholders and created county-level profiles as well as county-level analyses and tools. The study deliverables included a review of existing data via a literature review, a compilation of best practices related to engineering, education, and encouragement of active transportation as well as an economics analysis report to quantify the direct, indirect, and induced benefits of active transportation in Utah.

Bicycle related business and tourism have an economic impact

organized bike rides. The calculators are specific to each of the counties in Utah and are available for any community members to use. The study and the associated calculators are available here: [www.bikeutah.org/atbenefitsstudy](http://www.bikeutah.org/atbenefitsstudy)

Partners on this study included:

UTA; Bike Utah; Utah Department of Transportation; Governor's Office of Energy Development; Utah Department of Health; Salt Lake County Health Department; Salt Lake County Office of Regional Transportation, Housing, and Economic Development; Wasatch

Front Regional Council; Tooele County Health Department; Weber-Morgan Health Department; Mountainland Association of Governments; Park City Municipal Corporation; Intermountain Healthcare; and the Salt Lake County Bicycle Advisory Committee.

There are also significant health benefits that can be realized from engaging in active transportation. Nearly 45 percent of Utahans get less than the 150 minutes of recommended physical activity each week. These people could save \$3.07 in annual healthcare costs for every mile they walk or \$0.75 for every mile they bike. For example, if a person walked 2 miles per day, every day of the year, they would average \$2,235 in annual savings on their healthcare costs. A similar person riding a bicycle 10 miles per day would save \$2,730 each year.

In addition to the informational reports, a series of calculators have been created out of this study that can be used by communities to assess the economic and health impacts of specific infrastructure developments or active transportation events, such as



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## BIKE PACKING

***Bike Packing in the Sun Valley and Stanley Region of Idaho***

A fat tire bike may be a little overkill for the gravel roads, but it proves it's worth when the trails get tighter. Photo by Tom Diegel



The east side of the Boulders provides easy, swift desert riding. Photo by Tom Diegel



Life is simple and good when it's done on a bike in the backcountry. Photo by Tom Diegel

**By Tom Diegel**

In the heat/heart of the summer even avid Utah bike tourers sometimes can find it difficult to do bike tours in our fair state; sure there are nice high roads like Mirror Lake Highway and Skyline Drive on the Manti Plateau, but the bicycle's ability to cover long distances will invariably result in plenty of low-elevation roads where brain-searage from the heat is quite real. Utah's central location gives it good proximity to warmer climes in the colder months and cooler places in the summer, so it's relatively easy to get to weather and terrain that's great for bike tours. And as one of the cooler spots in the intermountain West with practically unlimited quiet back roads, the Sun Valley/Stanley area of Idaho is perfect for hot-season riding.

Two years ago Idaho Republican congressman Mike Simpson sponsored a bill to create the Boulder-White Clouds wilderness. It created a lot of controversy in Idaho's recreation community, since many of the trails in the new wilderness areas were originally established by intrepid motorcyclists and have since cherished favorites of the sizeable Sun Valley mountain bike crowd. The creation of the wilderness had the unfortunate effect of pitting historically-aligned conservation-minded recreationists against one other (some argued that was part of Simpson's strategy, since wilderness creation is not typically a GOP activity) but ultimately it passed the House unanimously and President Obama signed the bill designating wilderness, thereby instantly shutting bicyclists out of large sections of Ketchum and Stanley's local mountains.

For better or worse, the wilderness area is parceled into three pieces (The White Cloud, the Hemingway-Boulders, and the Jim McClure and Jerry Peak Wilderness Areas), and as with several of the Idaho wilderness areas, some key corridors exist that enable linked mountain crossings. One of those corridors creates a passage from the East Fork of the Salmon to the main Salmon drainage and allowed us make a great 3-4 day loop out of Ketchum.

We started rolling past the toney Sun Valley resort and soon enough were on the graveled Trail Creek road that climbs 2300 feet up to the pass that sits between the impressive Pioneer Mountains to the south and the equally-grand Boulder Mountains to the north, as well as forming the divide between the Big Wood and Big Lost rivers. A long cruise on fast dirt/gravel roads found us paralleling the Big Lost, and while yes, it's cooler up there than in Utah, it's still warm enough that a dip in the chilly river was a refreshing way to recharge after the long climb! Soon enough our knobby tires were humming on pavement, and it wasn't long before we saw the first key to our loop: Walker Way, which is a double track that runs along the eastern foot of the Boulder Mountains before ultimately climbing 1400 feet to another 8000 foot pass and ending



Better views and far less traffic than the highway over Galena Pass. Photo by Tom Diegel



Heading up the nice singletrack of the upper East Fork of the Salmon. Photo by Tom Diegel



Not all bikepacking is easy, especially early season. Photo by Tom Diegel



**Boulder Mountain area double track is worthy. Rider: Tom Diegel Photo by Ashley Patterson**

with another long cruiser descent down to the East Fork of the Salmon.

The East Fork of the Salmon is under-appreciated; while it has plenty of water and is really beautiful, a combination of limited whitewater and a lot of private land have kept it off the radar of fishermen and rafters, and most folks barely know it exists. But it's the gateway to the classic Little Boulder/Big Boulder mountain bike loop (just barely outside the new wilderness boundary) and the upper reaches of the drainage that conceal craggy peaks, high mountain lakes, and yes, a rideable slot to get up and over to the main Salmon drainage on the backside of Galena summit (the main highway pass between Ketchum and Stanley).

Given that we had allocated 4 days for what we figured was a 3-day trip and the fact that the East Fork of the Salmon was a little awkward to get to, we decided to do a "lay-over" day hike up into some of those craggy peaks and crystalline lakes. We stashed our gear at the bottom of the Big Boulder road, rode the few miles up to the trailhead intending on riding up the trail a couple of miles to where the mountain bike route splits off to link up to with the Little Boulder. However, the huge Idaho snowpack and subsequent melt from this year had pushed Big Boulder Creek over its banks and destroyed the trail, so we started our hike earlier than anticipated (near a ranch that was a private inholding, whose owner chose to paint the word "TRUMP" in huge letters on his roof??!!) and indeed had a great hike to the first of

the brilliant Boulder Lakes.

Back down at the bikes we continued to trundle our way up the traffic-free East Fork Salmon road towards the long-abandoned Bowery Ranger station, where not one but two great hot springs awaited us. The only thing better than soaking in a hot springs is soaking in a hot springs with a beer in hand. Given we were traveling light, we decided it was time to invoke our oft-practiced Begging for Beer strategy. Our first stop at a free BLM site had us chatting with some nice folks and netted a couple cherry sodas but no beers. A mile later, the sight of a Toyota Tundra with a rocket box parked next to a Sprinter held more promise. Not only were we right, but they were old river dog friends from California in between kayak trips on the Middle Fork and Main Salmon rivers, so our beers were happily shared with friends before we rode the last few miles to camp and enjoy the hot springs as the sun set over the looming Boulder Mountains.

The road ended, the trail began, and the first challenge of the day was to get across the river. The East Fork of the Salmon is big enough that we thought there "had" to be a bridge, but to our surprise the trail ended at one bank and started at the other, with plenty of icy water charging past in between. It looked borderline do-able, so I threw an unloaded bike onto my shoulder, grabbed a stout stick, and started across; what could possibly go wrong? I got about three quarters of the way, the stick got swept out of my hand, and I decided

to lunge for the last few feet, and... fell. As the current poured over me I did a sort of sea-lionesque body hurl for the bank and somehow made it to the shore, with the benefit of a huge jolt of adrenaline offsetting the shock of the frigid water. I was not willing to try again without a bike, much less do it with another bike and gear or encourage the much-lighter Ashley to give it a go. Fortunately, an upstream scout revealed a braided section with 2 channels, and with a bit of effort we were successfully across and noodling up a great singletrack towards the mountains.

Up high the East Fork is made up of two forks: the South Fork and the West Fork (of the East Fork; Idaho has a lot of these) and our wilderness-free route went up the West. It was only about 1400 feet up to the pass in a few miles; how hard could that be? In a year of big snows and big winds that blew out creeks and blew down trees... pretty hard. It was clear that we were the first folks to go up that trail this year and if we weren't pushing our bikes up steep, rutted, gravelly trails we were hauling them over and under big logs that needed additional branch trimming to navigate. Though it was challenging, within a couple of hours we reached the top (we knew we were getting close when we hit snow!) and it was clear that motos had come up from the other side, so we had a long, fun, technical descent down into the Salmon Valley. We staged nicely for a diner breakfast at Smiley Creek Lodge by camping in the foothills. After rolling downhill to a fine omelet we headed up the nice dirt road/double track that parallels the north side of the highway up to Galena Summit with its jaw-dropping views of the nearby mighty Sawtooth Mountains. Once on top of Galena a fast zip down to Galena Lodge provided access to the Harriman Trail, the famous double-track that acts as the course for the Boulder Mountain Tour Nordic race.

Wilderness designation can be tough on cyclists, but in the case of the Boulder and White Cloud mountain wilderness areas, it was just parceled enough to unlock a stellar bike tour...and a great way to beat the heat!



**The big snow year in Idaho created runoff that blew out trail crossings. Photo by Ashley Patterson**

**Nuts and Bolts:**

- Start and finish in Ketchum/Sun Valley Idaho
- Mileage – about 160 miles
- Know before you go: the route is about 5% singletrack, 75% gravel roads, and 15-20% paved road

The only food available is the diner at Smiley Creek Lodge, but there's water along most of the route; 2-3 bike bottles is fine.

•The quality of the roads is fine and there is almost no traffic.

•It's easy to stay out of wilderness where bikes are not allowed.

•Are there bears? Maybe, but we didn't even think of that. Check with the Forest Service to be sure and learn about proper backcountry camping techniques.

•Camping – From above Big Boulder Creek, all land is National Forest, and backcountry camping is allowed. Some land on the East Fork of the Salmon is private and precludes camping.

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Heads Up is a new program by UDOT and DPS that focuses on pedestrian, bicycle and motorcycle safety.

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