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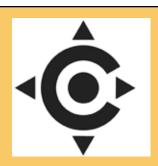
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Cover Photo: Lauren De Crescenzo (DNA Cycling) leads a group of riders at the base of the Col de Crush. She went on to win the women's elite race by almost 10 minutes. Photo by Cathy Fegan-Kim, see more

at cottonsoxphotography.net

HUMAN POWERED VEHICLES

A Guide to the World Human Powered Speed Challenge



The Australian Team, Macquarie University at the World Human Powered Speed Challenge, Battle Mountain, Nevada. Rider - Charles Easton-Berry. Photo by Jamie Guthrie

By Frank Owen, PhD, PE, Professor Emeritus, Mechanical Engineering, California Polytechnic State University, San Luis Obispo, California

[Event Info: September 10-15 — World Human Powered Speed Challenge (WHPSC), 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., ihpva.org, whpsc.org]

Introduction

Every year since 2000 a somewhat motley and diverse group of speed junkies make the long trek to remote Battle Mountain, Nevada, to have a go at going faster under just the power of their legs. They ride

Continued on page 10



ADVOCACY

When Riding You Bike Isn't Enough: How To Build Bike Culture, Infrastructure and A Future Full of Spokesongs



Joe Kurmaskie, the new director of WashCo Bikes, tabling and meeting the public at Hillsboro Days Celebrations. Photo courtesy Joe Kurmaskie

By Joe Metal Cowboy <u>Kurmaskie</u>

Riding a bike as often as possible is by far the best thing one can do to build a world changed by and adapted to two wheeled travel. But it's not the only thing that creates a more bike friendly community.

When I was down for the count with illness that I thought would end me, I had quality time to ponder, study and research what influences communities. Why some become bike friendly and others death gauntlets for commuters, recreational riders and everyone in between?

It boils down to bringing bikes onto the roads day in and day out, planning and building safe, users friendly shared and separate spaces for bikes and the often missing ingredient; bike culture. In other words - not only do we need to follow the Field of Dreams model - Build IT And They Will Come, but we must come as we are and have fun on bikes in the here and now! Only with this two pronged approach will communities across the country become places where biking is not only normalized but a choice for transportation that everyone will feel comfortable using.

Because I'm hard to kill (world touring cyclists are like that) I managed to right my personal health ship, regain my old energy, marry it to new perspectives and take on daunting challenges such as trying to bring bike culture, infrastructure and education to the county just west of the country's bike Mecca, Portland, Oregon. As the new Executive Director of Washington County, Oregon's 16 city/communities bicycle coalition: Rebranded as WashCo Bikes, I'm pumped to invigorate the suburbs (places where big SUVs roll along with bumper stickers which read: One Less Bike) and outlying communities west of Portland with exciting new programs while expanding quality existing ones.

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2. Create a Freewheeling Festival Of The Bike around our adopt a bike program, including a Bike Craft Gift Fair, awards weekend and holiday rides and expanded bike donations to families, homeless and Vets.

- 3. Bring a Sunday Parkways series to all of Washington County.
- 4. Expand and grow our community bicycle shop in Hillsboro and bring new shops/presence countywide
- 5. Create a Minority Mechanics/ Minorities scholarship and internship program.
- 6. Expand our advocacy and safety classes, clinics, safe routes and education.
- 7. Expand our 4 week kid s summer bike camp to 12 weeks with offering for adults(big kids) and families.

My background in bike advocacy: I bring several decades of work in bike advocacy as well as having directed successful arts and social service organizations. I'm also a bestselling author and an internationally known presenter. I'm pumped to invigorate the suburbs and outlying communities west of Portland with exciting new programs while expanding quality existing ones.

Yes, this is an uphill, herculean challenge that I absolutely relish. Having sat with serious illness for a time, I stared down death and said, "Not today, you cheap, dimestore dream crusher." I'm back, John Snow strong and terminator tough.

I've been a bike advocate all of my adult life. After my first cross country tour in 1986 I ran a bicycle and canoe touring company. I went on to direct summer camps, bike trip programs and participate in local bike and transportation activism. In 2007 I helped organized the "We Are All Traffic" rally This followed the deaths of Tracey Sparling and Brett Jarolimek, In 2009 I was also the organizer of rallies to bring down the columbia River Crossing Project. Once I was diagnosed, I started IronItOut.org, an effort to increase awareness of hemochromatosis, a genetic disorder I suffered from that leads to an overload of iron in the body.

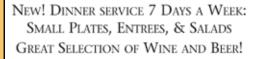
How you can directly help:

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



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SPEAKING OF SPOKES

Reflections on Le Tour

By David Ward

What a Tour de France we were treated with. I think I say this every year, but really it is true every year. Each Tour has aspects unique to that year's edition. And that is what makes it fun to watch the Tour year after year. I never feel, at the end of a given year's Tour, that it is a race I have seen before. This was especially true for the 2018 Tour de France. I am a huge fan of the Tour, and it delivered once again.

But first, let me get something off my chest. I was really irritated by the repeated questioning of whether Chris Froome should be racing while the investigation of his salbutomol finding was ongoing. People had, and still have, differing opinions on this issue and its outcome. And it is not my intent to argue mine. But there is a system in place that governs professional cycling, and under that system Froome was given that right to continue racing. He chose to do so, and it was very disingenuous to suggest he was doing something wrong or immoral, or contrary to the good of the sport. And it was wrong to ask that he or his team be barred from competing in either the Giro or the Tour.

That being said, Team Sky faced a difficult situation. With the potential of a ruling against Froome hanging over his and the Team Sky's head, and the threat that Froome might not be allowed to race if his case was not resolved, meant Team Sky had to have a plan B, and that plan B.

was Geraint Thomas. This was one of the factors that made this year's Tour uniquely interesting. And it was what placed Thomas in a position to win the Tour.

To be sure, this was not the first time a team has had an incumbent Tour champion racing against a rival seeking to displace him as the next year's Tour victor. I remember clearly the 1986 Tour when Greg LeMond and Bernard Hinault, both on the La Vie Claire team, were trying to beat each other into submission. It was a tense and divided team, and not handled well by the team owner and directors.

Team Sky, conversely, maneuvered the Tour perfectly, capably letting Froome and Thomas determine the ultimate victor on the road, without dividing the team into factions. And Thomas and Froome. What class acts they were. Both were understanding of the other's ambitions, both managed to keep the competition on the road, and to be gentlemen to each other. And while Froome was certainly depressingly disappointed to not win his fifth Tour, he was not only gracious in defeat, but genuinely happy for his friend.

That being the ultimate story of this year's Tour, there was much else that made it exciting and unique. Stage 19, from Lourde to Laruns, was absolutely one of the most exciting stages in many years. The attack up the Tourmalet by Mikel Landa and Romain Bardet was classic, and kept us fascinated as we waited to see if Landa really could take the

virtual yellow jersey on the road, and then hang onto to it till the end of the stage. Or to at least bootstrap himself onto the podium. It took till halfway up to the top of the Col d'Aubisque to find out the answer to that question was no.

Then on top of that, we also saw Froome struggle while Thomas showed no weakness, and we finally knew that, barring some catastrophe, Thomas would prevail over Froome, and would make this Tour his own. It is an exciting tale of a loyal lieutenant finally having his chance and taking it to climb to the top of his sport. Thomas's victory made me especially proud that I trace my heritage back to Wales, and am 1/8th Welsh myself,

We also saw the daring descent by Primoz Roglic down the Aubisque and to the finish line to win the stage. It was a magnificent showing of strength and skill by Roglic, a man with his own story of rising from the ashes of a champion ski jumping career to become one of the top professional cyclists of the world.

Next to that was Stage 12 which finished atop Alpe d'Huez. I simply cannot remember watching a race finish at Alpe d'Huez where the top five contenders were battling and attacking right to the finish where Geraint Thomas put a real stamp on his claim as a potential Tour champion with his powerful sprint to victory. Re-watching the race up the Alpe to

More Carshare Leads to Less Biking and Walking

Intuitively, you'd think the more alternatives to single-occupant autos, the less crowded the streets and the safer for bicyclists. It ain't necessarily so, a new study warns. "Shared ride services such as UberPOOL, Uber Express POOL and Lyft Shared Rides, while touted as reducing traffic, in fact add mileage to city streets," states The New Automobility: Lyft, Uber & the Future of American Cities, a report from Schaller Consulting of New York City, a transportation consulting firm (goo.gl/Y3QvRy).

The trouble with shared ride services: while you'd think they'd get people out of their own cars; 60 percent of users are forgoing riding bikes, walking, taking public transit

or staying home. This means more cars on the street and less safety for those who are bicycling, or so the study suggests. The catch is that people find the shared autos more comfortable, convenient and faster than the other modes – but not so for driving themselves or taking a taxi.

Only 12-24 percent of shared ride users would have walked or biked instead, according to surveys in large cities, including Denver. And the study warns that if driverless cars catch on, they will provide another alternative and could make the roads even less safe and pleasant for bicyclists.

On the other hand, in some cases, people may take a shared ride and at another time of the day use bikeshare, since they probably don't have an auto with them.

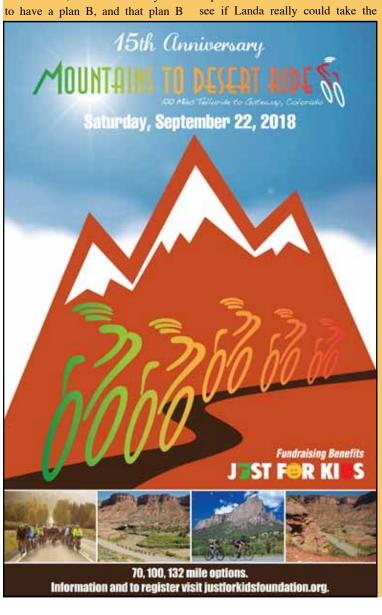
-Charles Pekow

the finish is something I will repeat, it was so exciting.

There were also the moments of agony. Who could not feel heart-break as they observed Richie Porte sitting on the side of the road holding his shoulder, his Tour prematurely ended in a stupid accident. Or Vincenzo Nibali brought down by a fan's camera strap, reminiscent of Lance Armstrong on the climb up to Luz Ardiden in 2003, but with a much more dire result, a fractured vertebra that ended his Tour. And later, Philippe Gilbert's spectacular

crash over the rock wall resulting in a broken kneecap. Amazingly, both riders finished these stages only to be unable to start the next day due to their severe injuries.

Well, I could go on, having only hit a few highlights. But this will suffice to make my point. It was another grand Tour. A unique Tour filled with exciting racing, and both exhilarating and heartbreaking personal stories. The Tour is my Christmas in July, and it is only about another 340 days till another unique Tour de France will roll around again.





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COACHING

What To Love About Cyclocross



Sarah Kaufmann vaults over a log during a Utah Cyclocross Series race. Photo by Ali Goulet

By Sarah Kaufmann

Every fall the cycling world turns its attention to a previously niche aspect of the sport. A niche where riders compete in all kinds of weather, from late summer heat to wintry freezing rain, mud and snow. Where the races include a mix of pavement and dirt and riders hop off and back on their bikes to run over obstacles or up steep embankments: Cyclocross.

As silly as it may sound or look, cyclocross is one of the fastest growing segments of the sport thanks to its welcoming atmosphere and minimal requirements to compete. The races are short (often 30 minutes for beginners, 45 to 60 minutes for pros), the laps are short (less than a mile usually), most beginner categories do not require dedicated CX bikes (though different sanctioning bodies have different rules so check the rule book) and technical elements are usually low consequence.

Originally developed organically as way for road racers to stay in shape in the off-season, cyclocross was first called 'steeple-chasing' as riders simply agreed on a landmark and raced toward it, taking whatever route options they liked, including getting off their bikes to climb over fences or wade through rivers. As it developed into an organized sport, it attracted more participation and CX became a dedicated discipline, no longer an also-ran to road and MTB racing, but it's own unique brand with dedicated participants and fans.

Road cyclists can benefit from the short, high intensity nature of CX. And the opportunity to fine-tune technical skills that, while often different from those required on the road, are useful for overall bike handling prowess. When riders get used to handling the knobby tires of a CX bike over rocks, roots and other technical terrain, gravel edges or deep potholes on the road are not as intimidating.

Preston Yardley of Sommet Apparel is a SLC based cyclist who found CX as a welcome alternative to road racing. "The first year was a real learning curve... I learned a lot of skills, techniques and how to train for hard, fast efforts." He preferred racing in the mud and snow to riding

his trainer through the winter, "Don't worry about cancelling for weather, that's the best part!"

Mountain bike riders will also benefit from the short, high end power requirements of CX. Riding a CX bike on technical terrain will fine-tune MTB handling as more finesse is required to ride off-road without relying on suspension or wider MTB tires. Additionally, the CX style dismounts and remounts are helpful for mountain bikers when faced with hike-a-bike sections or other times a rider must come off their bike quickly and smoothly.

The short laps and short races make for a great spectating and fun for the whole family. Compared with a road or XC race, where spectators may wait for two to four hours and only see their favorite riders a couple of times, a CX race will be over in an hour or less and the riders will pass maybe four to ten times. Additionally, with winding courses that often double back on themselves, spectators can run between viewing spots, see their rider multiple times and get their own workout!

As summer wanes, and fall leaf rides turn to bitter cold, CX is such a welcome way to stay on the bike through the winter weather. When it's freezing cold or the torture of a trainer ride is too much to bear, somehow a CX race always sounds fun. Laughing around an icy, muddy course with a bunch of other folks is actually a lot of fun. Get in a solid workout when it would have been tough to get on the bike at all.

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

RIDE PREVIEW

Ain't No Mountain High Ride will Tackle All 5 of the Salt Lake Valley Canyons

By Grea Hoole

The beauty and serenity of an early morning canyon ride is unmatched. And, there is no more abundance of beautiful canyons in all the world than right here along the Wasatch Front. Many cyclists will enjoy a (literally) breath-taking ride up one of these canyons and then call it a day. Some will occasionally string a few canyons together to up the ante. But how many cyclists have tackled all five of the major riding canyons surrounding Salt Lake City—in one day?

Wheels of Justice is throwing down the challenge to every cyclist who is looking for a new conquest. Ain't No Mountain High Enough, a new ride in the Salt Lake valley will take place on September 15, 2018. Wheels of Justice is a local cycling club dedicated to ending child abuse. A nonprofit corporation, it raises money to support two outstanding organizations making a difference in our community: Prevent Child Abuse Utah ("PCAU") and the Children's Justice Center (the "CJC").

The mission of PCAU is to prevent child abuse through public awareness and educating children and adults about such things as appropriate relationships, bullying, and internet safety. The CJC is an award-winning program that helps children who have been abused. The CJC's expert staff help break the cycle of abuse and empower victims to become survivors.

Wheels of Justice recognizes that even the most serious of problems can be addressed in a fun way. Hence, a bike club and an amazing annual ride.

The ride will start at the Black Bear Diner in Sandy, where the good people there will provide participants with a free pancake breakfast. Then it will ascend all five of Salt Lake City's riding canyons: Little Cottonwood Canyon, Big Cottonwood Canyon, Millcreek Canyon, Emigration Canyon, and then City Creek Canyon. Riders can choose one, two, three, four, or all five canyons. Those who conquer all five canyons will receive a killer finisher's medal, courtesy of Utah-based DNA Cycling (Drive Marketing).

The Black Bear Diner and DNA Cycling are just two of the many companies that have stepped up to partner with Wheels of Justice in this effort. The list includes local bike shops, ski resorts, and restaurants, as well as many other local businesses. DNA Cycling has also made its coveted BIO Fit jersey and Elite bib shorts (custom made in Italy) available to Wheels of Justice members (it costs nothing to join) at a steeply discounted price to assist in its fund-raising efforts. These kits are now available at Flynn Cyclery in Holladay.

All riders, regardless of how many mountains they conquer, will receive a free Specialized 2nd Gen Big Mouth water bottle, courtesy of UtahBikingLaw.com. There will also be some very cool prizes awarded in a number of different categories, including ski passes, backpacks, bluetooth speakers, gift cards, and more.

More information about Wheels of Justice and Ain't No Mountain High Enough is available at WheelsofJusticeUtah.org.

Ride Details:

September 15 — Wheels of Justice, Ain't No Mountain High Enough, Sandy, UT, The ride will ascend each of Salt Lake City's five riding canyons, for a total of 116.3 miles and 14,272 feet —one of the most challenging one-day bike rides in Utah!, Greg Hoole, 801-272-7556, gregh@wheelsofjusticeutah.org, wheelsofjusticeutah.org







The Move Utah Summit will bring together key decision makers in Utah's transportation and health sectors to focus on building active, healthy and connected communities. The summit will provide unique opportunities for attendees to learn what they can do to lead the way in making a difference.

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PARTNERS













Speed Challenge - Continued from page 3

in bullets built for speed, high-tech marvels of engineering and technology. So far they've succeeded in getting to almost 90 mph! And the female record stands at more than 76 mph!

There is no great money in this. It's no Indy 500 nor a Formula 1 race. Yet teams put up the cash and effort to come to this remote spot to take advantage of a unique stretch of lonely highway, Nevada State Highway 305 that leads south of Battle Mountain out into the high desert. The high desert air is thin, reducing aerodynamic drag. Nevada State 305 is straight as an arrow and relatively flat, a requirement for the world record.

Last year's event took place 11-16 September, 2017. It drew teams from Canada, Mexico, Italy, England, the Netherlands, Australia, Japan, etc. Even just the appearance of this polyglot lot of bike racing aficionados in this home-grown bedrock of ranching and mining is a cultural clash interesting to observe and experience.



Ellen van Vugt - Netherlands at the 2017 WHPSC in Battle Mountain, Nevada. Photo by Eric Satterlee

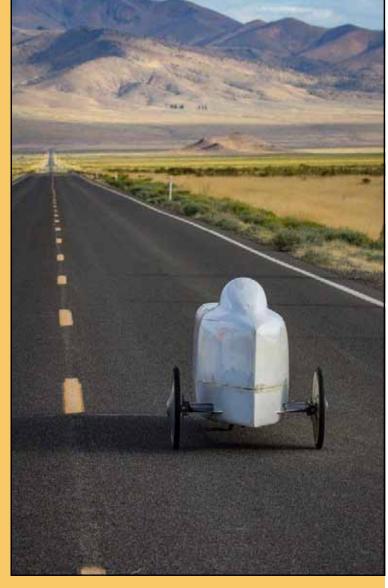
The Technology

The bikes are faired; that is, they have an aerodynamic shell on them that gives them their bullet-like appearance and reduces aerodynamic drag. This is how they are able to achieve speeds in excess of 80 mph. Besides being slippery aerodynamically, they are also light, sculpted from modern-day carbon fiber, the high-tech, strong-as-steel stuff that is also used to make race cars, airplanes, helicopters, etc. Such bikes are called "streamliners" in the specialized jargon of HPVs (Human-

Powered Vehicles).

Fitting a human engine into this shell, along with the drive-train needed to make it reach these speeds, is no easy matter. The smaller the cross-section of the vehicle, the less drag it will experience. This dictates that the rider must be reclined, that is, lying on his/her back. This makes seeing ahead no trivial matter. And even keeping the bike upright, especially at the low speeds, is tricky.

The reclined rider must drive one wheel, usually the front one, with an often complex, high-tech trans-



Adam Ince - USA, independent on course at the 2017 World Human Powered Speed Championships in Battle Mountain Nevada. Photo by Jamie Guthrie

mission, crafted to fit very tightly into the small package with his/her body. One rider's bike last year had no wheel-well for the front wheel, which she was straddling. She had to wear Kevlar pads on her bike shorts should the fast-spinning wheel come into contact with her legs! Anything to save weight and space.

The answer to the limited visibility, for most of the bikes now in this competition, is to have a "camera bike". These bikes do not have windshields. A camera is mounted discreetly on top of the bike, and the video display is piped down to a screen just in front of the rider's face. There is a real argument about camera bikes amongst teams, because they present a filtered view of reality to the rider. One year a Slovenian rider came up with a unique solution that allowed him to lie flat, yet see ahead. He lay down this yearwith his head in the nose of his shell, facing backward. His view forward was through a mirror mounted in front of his face at 45°, looking forward. But this meant that he had to learn to ride the bike looking at a reflection and hence steering backward! Such clever and novel solutions are part of the lore of HPV racing and can give a rider that margin that means a record-setting victory

Yet another difficulty, often overlooked by novice teams, is that cross-winds have a big effect on the tracking ability of these bikes. The fairing presents a sort of wall to a cross-wind, and the cross-wind tends to knock the bike over or push it off the road. Novice teams tend to forget about the cross-winds and only design the bike for forward motion through the air. Often they produce a slab-sided bike that is more easily knocked over by a side-gust of wind.

knocked over by a side-gust of wind.
Thus mastering the low-speed sta-

bility of a streamliner, then keeping it on the road even at high speeds in a cross-wind, and with little visibility, requires a rider with some experience. Yes, young people have an advantage physically, perhaps. But high-speed streamliner racing is not for the faint of heart nor for the inexperienced and mentally unprepared. Often the best performances are delivered by more experienced streamliner pilots.

The Teams

Since 2000 the speed trials have evolved from privately-

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Dutch rider Aniek Rooderkerken prepares for a start in Velox, a streamliner from Delft University. Delft has become a regular contender at the Battle Mountain Speed Trials. Photo by Frank Owen



Barbara Buatois gets ready to ride at the 2017 World Human Powered Speed Championship. Note the chainring! Photo by Jamie Guthrie

financed, free-lance teams-mostly American—to university-sponsored, international teams. For years the male world-record holder for the Battle Mountain trials was Sam Whittingham, a Canadian bicycle racer, riding streamliners designed and built by Georgi Georgiev, a Bulgarian-born sculptor who immigrated long ago to Vancouver Island. Georgiev has designed and built many streamliners with his brand name Varna. The current fastest female, Frenchwoman Barbara Buatois, set her speed record of 76+ mph in a Varna streamliner.

Georgiev is hands-on, has a lot of experience, uses his intuition to design a beautiful, aerodynamically sleek streamliner. He was again at Battle Mountain in 2017. Buatois was also there racing a Varna bike.

But since 2000 the times have changed. Now the majority of the teams are university-sponsored teams. The 2017 event saw competing teams from Delft University (Netherlands), the University of Toronto, LaSalle University (Mexico), the University of Liverpool (England), Macquarie University (Australia), and the Politecnico di Torino (Italy). There are still privately sponsored teams, some of them long-time participants at the speed trials at Battle Mountain. A private team of Japanese enthusiasts from near Kyoto has attended for the past two years. They are ponsored by Toray Carbon Magic Co., Ltd., of Shiga, Japan, which makes carbon-fiber components for race cars, airplanes, and helicopters.

The competition has evolved over the years. It's gotten more technical, since it is part of the studies of the student participants. The computer plays a much more important role in the design and analysis of the race bikes than it did in the past. Very detailed stress analysis is done on the streamliners' structures. Computational fluid dynamics is used to optimize the streamlined shape of the racers. A geometric computer model of the transmission is made to test the positioning and possible interference of the components and the rider. Parts and components, often custom-designed, are built nowadays using computeraided manufacturing and robust 3D printing.

Student participants on teams learn valuable design, analysis, and building skills that will enhance their chances for obtaining interesting employment upon their departure from the university. Indeed, two entrepreneuring students from the University of Toronto, Todd Reichert and Cameron Robertson, founded their own company, Aerovelo, which not only set the speed record of 89.59 mph in 2016 but previously won the American Helicopter Society's Sikorsky prize for developing and flying a human-powered helicopter in 2013. Aerovelo is currently working in Silicon Valley on the Kitty Hawk Flyer, a project funded by Google co-founder Larry Page to build an electric helicopter for personal transport.

That the trials have become so international is astonishing, especially given that Battle Mountain isn't the easiest place on earth to reach. But that is, in part, what draws teams from all over the globe to this lonely stretch of highway. For the student squads, it's a bit like going to Mars, it is so foreign to the surroundings back home.

The Time Trials: Drama and Trauma

Months, even years, of work go into designing and building a bike, training for Battle Mountain, packing it all up and arriving at the head of this long, straight arrow of highway. The chips are on the table and the hand is about to be dealt. The actual speed measurement is a speed trap 200 meters long at the end of a 2.5-mile or 5-mile run-up. This is called

19th Annual World Human Powered Speed Challenge (WHPSC) to be held in Battle Mountain, Nevada from September 10-15, 2018

The world's fastest pedal powered humans from around the world will gather from September 10-15, 2018 for the World Human Powered Speed Challenge on SR305 south of Battle Mountain, Nevada.

Racers will be there from many countries, including the US, France, Russia, Japan, Canada, Italy, Mexico, the Netherlands, Australia and England which include many Collegiate teams and their pedal powered vehicles. They will attempt to break the current land speed record of 89.59 mph set by Todd Reichert of team Aerovelo, of Toronto, Canada, the women's record set by Barbara Bautois from Draveil, France in 2010 of 75.69 mph, and the newly adopted category of Multi-track set by Gareth Hanks from Berwick Australia at 73.95.

Lander County Nevada's Highway SR 305 just south Battle Mountain possesses the unique traits necessary for these highly engineered bicycles to achieve top speeds. The 4,619ft (1,408m) alti-

a 200-meter flying start trial.

The first step is just to get the bike launched and going down the highway at a good clip. These bikes are built for speed, the regime where they are relatively stable. They are not built to go slow, and this often causes problems with low-speed stability. Without experience, without a good launch, the streamliner falls over, scrapes along the ground, and is not so streamlined as it was before.

2017 was full of falls like this. Time after time bikes fell over during the start. Even Barbara Buatois, who had not experienced false starts before in her career, suffered heartache after heartache of missed starts. The Italians had a beautiful bike, and they kept it off the ground until the last day of racing. Yet something went wrong on the first start of Andrea Gallo, and he fell over and scratched the beautiful surface of his streamliner Taurus.

The Liverpool team suffered fall after fall at the start. Nights would find them in the parking lot of the Big Chief Motel, applying Bondo to the scars on the fairing and then wet-sanding them down. During the course of the week their streamliner morphed from a beautiful carbonfiber shell to a heavy Bondo-laced fairing. They used and wet-sanded so much Bondo, there was a stream of white debris in front of their row of rooms into the Big Chief parking lot.

As the week wore on, riders built experience, and launches improved. Only one speed record was set in 2017, that in an arm-powered bike. Several teams were relatively new. They are still cutting their teeth with new bikes and new teams, hoping for success in years to come.

Continued on page 13

tude road allows riders an acceleration zone of over 5 miles, enabling them to reach their maximum velocity before being timed over a 200 meter distance. The section of the road used for this event was paved in 2009, with a smooth surface specially prepared for human powered cycle racing by Frehner Construction and the Nevada Department of Transportation using a Nevada Department of Tourism Grant from the US government.

As per the rules of the International Human Powered Vehicle Association (IHPVA), the world record keeping and sanctioning body of this sport, the maximum grade allowed cannot exceed 2/3 of one percent over the entire course, in homage to the first record attempts held in the early 70's on the Irwindale Speedway. The high altitude and arrow straight section of pavement has drawn athletes worldwide to test their speedbike designs and sprinting abilities since 2000.

The longstanding partnership between Lander County and the IHPVA has motivated both to create an independent permanent facility in Battle Mountain specially created for human power events, record attempts as other like minded endeavors. The IHPVA and Lander County are currently seeking partnerships to make this dream facility into reality.

Spectators are welcome to this free event each morning from 7:00-10:00 and each evening from 6:00-7:00. The commuter bus leaves the Battle Mountain Civic Center each day at 4:30 and returns at 7:30. Bleachers are located at the timing traps for maximum speed thrills or those curious about the riders and vehicles can wait in the "catch" area to see the racers assisted from their fully enclosed speedbikes. Spectators are encoraged to ride the bus as parking is limited and there is a 1/2 mile walk to the bleachers.

The Civic Center will also host a show and shine on Tuesday, Sept 11 from 12:00 – 2:00 for those who would like to see the bikes and meet the riders. Event T-shirts, hats and posters will be on sale.

Drag races will be held in town Friday morning at 12:00 near the High School. All are welcome to test their mettle against the world's fastest.

The WHPSC is open to all riders. Entries are limited due to roadclosure time constraints. All records set are sanctioned by the IHPVA (ihvpa.org)

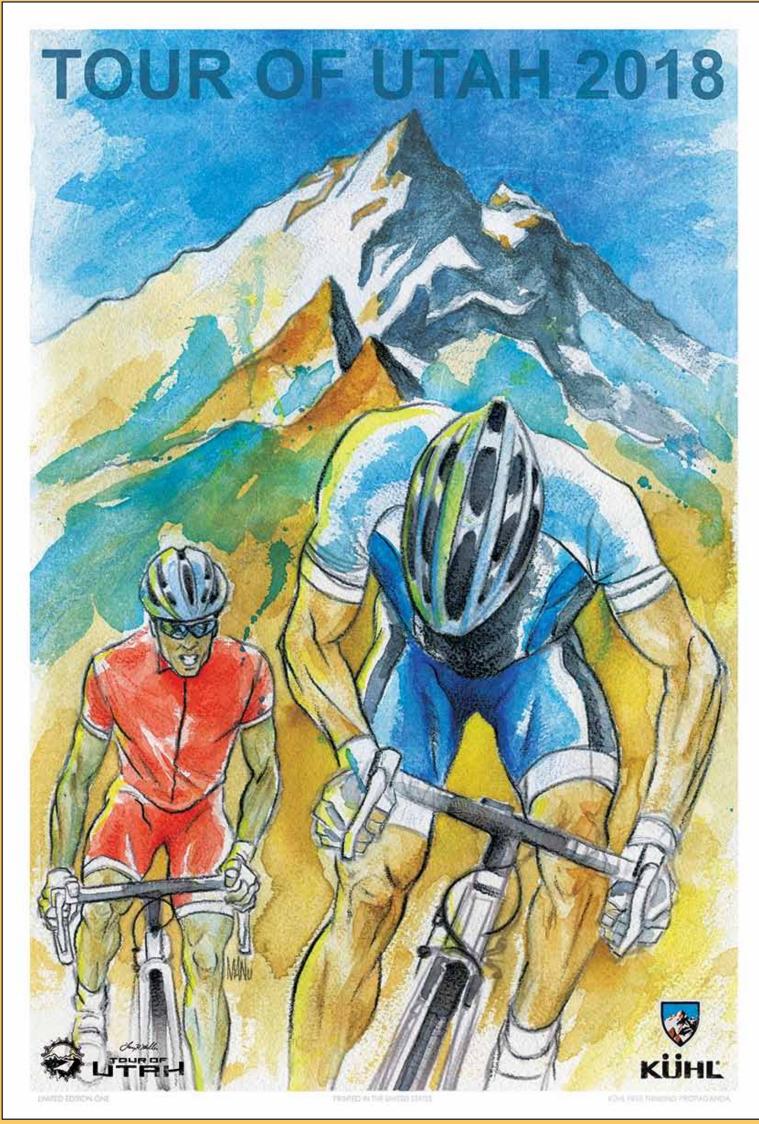
For more information, contact event coordinators/race directors: Al and Alice Krause: Email a.krause@sbcglobal.net or (707) 443-8261 or visit: WHPSC.org, and IHPVA.org and Landercountytourism.com

-Al Krause and Alice Krause



BICYCLE ART

'The Grit' - The Bicycle Art of Manny Carrasco



Artist Name: Manny Carrasco Name of Piece: The Grit

Medium: Lithograph - mixed media of watercolor, pencil, ink.

Artist Manny Carrasco created this year's limited edition Tour of Utah 2018 lithograph using mixed media, a combination of watercolor, pencil, and ink. Entitled 'The Grit,' the artwork captures the determination and grit of a professional cyclist in his prime, fighting for a personal best and the position of his team.

Manny Carrasco's work is recognized around the globe. He was the head illustrator of Bugs Bunny in the hit movie Space Jam and created Sonic the Hedgehog. He's worked for Dreamworks, Warner Brothers, and Nickelodeon and now shares his talents with us at KÜHL.

 $\ddot{\text{KUHL}}$ is pleased to present this limited edition lithograph to each of the 2018 Tour of Utah riders, teams, and key sponsors.

Printed on acid free 100 lbs. opaque cover high quality paper with soy based inks, this year's poster is available exclusively at the KÜHL Expo tent at Stages 2 – 6 of the Tour of Utah.

CYCLING UTAH

RACE RESULTS



Mountain Bike Racing Results
North Fork Punisher ICup,
Intermountain Cup, Liberty, UT,
July 7, 2018
Place, Name, Team, Time
Lil' Shredders Girls (9 & Under)
1 Rose HAWKES 6:43.01
Lil' Shredders Boys (9 & Under)
1 Owen IIPPETS 3:38.13
2 Griffin HAWKES 4:27.63
3 Anders MARK 4:29.09
4 Adam CALL 4:38.75
5 Ryan FGLEY 4:48.51
6 Dylan HYMAS 5:21.95
5 Shredders Boys (10-12)
1 Tyler MENLOVE 20:43.31
2 Lucas RAMAGE 23:05.43
3 Issac CALL 23:56.85
4 Cameron SCHENCK 2:425.11
5 Jackson JACOBS 25:08.79
5 Shredders Girls (10-12)
1 Hazel WALKER 23:53.07
Junior High Boys
1 Issac HORTIN Impactibevo p/b Bountiful
Bicycle 42:58.11
2 Maddux LEONARD Summit Bike Club
43:20.42
3 Noah HUNT 47:12.72
4 Mason BROWN Rouleur Devo p/b DNA
49:16.91
5 Stryker MELEHES 50:30.06
Junior High Girls
1 Ellie CREECH 1:01:07.05
2 Kenna STOWE Rouleur Devo p/b DNA
1:35:00.64
JV Boys
1 Ethan LASSITER 53:55.89
2 Mckade JAUSSI 55:5131
3 Parker CHRISTENSEN Feam Red Rock 56:11.35
4 Sage VENZ ImpactDevo p/b Bountiful
Bicycle 5:34.31
5 Aidan DEAN 58:46.57
JV Girls
Mia MENIOVE 1:14:52.50
2 Avery WALLIN ImpactDevo p/b Bountiful
Bicycle 5:33.31
5 Aldan DEAN 58:46.57
JV Girls
Mia MENIOVE 1:14:52.50
2 Avery MALLIN ImpactDevo p/b Bountiful
Bicycle 5:31.23.32
3 Nan Burst Min partedevo p/b Bountiful
Bicycle 5:33.31
5 Aldan DEAN 58:46.57
JV Girls
Mia MENIOVE 1:14:52.50

Dicycle 1:31:25.32
3 lyp BAILEY ImpactDevo p/b Bountiful Bicycle
1:31:24.15
4 Shaylee VOTH Logan Race Club 1:39:51.94 Varsity Boys
1 Porter HAWKES ImpactDevo p/b Bountiful

2 Andrew DRAPER Maybird Reyes-Psych 130:35.46 3 Brayden JOHNSON 131:52.29 4 Jackson NELSON 132:00.66 5 Jaxon COLES ImpactDevo p/b Bountiful Bicyde 134:15.83 Varsity Girls 1 Katelyn WILLIAMS 103:46.58 2 Madeline TANNER Bountiful Bicyde Racing p/b Nate Wade Subaru 136:612 3 Hannah FOREMAN Maybird Reyes-Psych 109:01.30

Fresh/Soph Boys
1 Porter MICHELL 55:22.65
2 Jacob VALLEJO Rouleur Devo p/b DNA
58:23.34
3 Bryce EGLEY Rouleur Devo p/b DNA 59:07.30

4 Sam GARDNER Skyridge Mtb 1:03:22.58 5 Landon VOTH Logan Race Club 1:06:27.62 Fresh/Soph Girls

1 Layla WALKER ImpactDevo p/b Bountiful 2 Jane HAIGHT Summit Bike Club 1:19:58.62 3 Alisha BACON Rouleur Devo p/b DNA 1:21:42.94 4 Kamber SASSER <u>UtahMountainBiking.com</u>

Novice Men 1 Aunika KEMP 1:23:32.00 Novice Men 1 Seth SHEARER CCHS MTB 1:06:18.96

Novice Men 1 Scott STANGER 1:16:00.38 2 Keawe NALUAI CCHS MTB 1:17:19.96 3 Logan PHIPPS 1:24:05.64

4 Erik LONO 1:24:09.77 6 David JACOBS 1:37:28.11 **Novice Women** 1 Lindsay VOTH Logan Race Club 56:28.80

3 Tracy KENDRICK 1:37:00.74 4 Kathy JACOBS 1:51:04.26 Sport Women 1 Lisa MEERTS 1:16:15.30

2 Kelly SCUDDER 1:22:38.96 3 Amy FINCH Maybird Reyes-Psych 1:34:38.06 Sport Men Open 1 William BRIGHT 1:01:15.43

2 James OWEN 1:03:24.38 3 Doug KENSICKI 1:05:00.32 4 Brandon CAMPBELL 1:05:11.33

Sport Men 35-49 1 Lance BAILEY The Bike Shoppe 59:02.52 2 Denmark JENSEN Uta com 1:01:40.72 3 Matt HUNT 1:02:29.86

4 Jeramie THOMPSON Bike Fix 1:02:33.86 5 Rich URELLO 1:02:36.86 Sport 84 - 75

2 Pete RICHARDS Maybird Reyes-Psych

3 Bogdan BALASA <u>UtahMountainBiking.</u> lames KISIFI FWSKI 1:17:50.40

Expert Men Open
1 Jeff HEAL Bountiful Bicycle Racing p/b Nate

2 Kody SANCHEZ 1:45:06.58 3 Bradon MARTIN 1:46:11.31 4 Michael WALKER 1:48:51.05

Expert Men 40-49 1 John OSGUTHORPE Rouleur Devo p/b DNA 2 Mick HARRIS 1:34:05.14

3 Kevin SCHWARTZ 1:34:56.04 4 Matthew PAYNE Lizard Skins Cycling 5 Bo FOREMAN Maybird Reyes-Psych

Expert Men 50-59 2 Reed TOPHAM Bingham Cyclery Peak Fasteners 1:40:55.86 3 Brad KEYES 1:42:44.73 4 John PENDLETON 1:43:09.97 5 Paul LASTAYO 1:44:19.39 Expert Men 60+

1 Ryan SPAINHOWER Team Red Rock 2 Dick NEWSON Bingham Cyclery Peak

Fasteners 1:14:22.38 3 Denny TYNAN Storm Cycles Stay Park City Cycling Corridor Recycling 1:24:08.84 **Expert Women** 1 Mila LEGER REDEL Pivot Competitive Cyclist

1:04:56.25 2 Meredith EHN 1:09:33.31 3 Emily MAUGHAN 1:22:51.86

Elite Women 1 Sofia GOMEZ-VILLAFANE 1:37:47.06 2 Kelsey URBAN Whole Athlete p/b DNA

3 Ellen CAMPBELL 1:40:04.83 4 Nicole TITTENSOR Jans/Scott/Reynolds :42:22.82

5 Sarah KAUFMANN K Cycling Coaching/ Fishers Cyclery 1:43:35 52 Fishers Cyclery 1:43:35.52 Elite Men

Elite Men 1 Ryan STANDISH 1:54:21.21 2 Anders JOHNSON Whole Athlete p/b DNA 1:55:10.28 3 Rylan SCHADEGG Pivot Competitive Cyclist 1:59:40.57

Justin LINDINE Apex/NBX/Hyperthreads 5 Bradyn LANGE Pivot Competitive Cyclist 2:03:29.57

The Crusher in the Tusher,
Beaver, UT, July 14, 2018
Place, Name, Team, Time
Pro/Open Men
12ACH CALIDO Spyr-LPW 04:14:42.22
2 JAMES DRISCOLL Donnelly Sports/Ascend
Nutrition 04:15:43.32
3 ALEX GRANT Canonodale/Gear Rush
04:16:31.80
4 RYAM PETRY C Rading 04:22:26.35
5 BRYAN LEWIS Cutaway USA 04:24:12.09
6 JULES GOGUELY Apex Hyperthreads
04:27:36.37
7 NED OYERFND Specialized 04:27:48.26
8 CORTLAN BROWN Hangar 15 04:29:02.28
9 TIMOTHY RUGG Lauf / Orange Seal
04:29:52.29
1 ROBERT SQUIRE Hangar 15 Bicycles
04:33:55.45

04:53:53-43

Pro/Open Women

1 LAUREN DE CRESCENZO DNA Cycling Team
04:56:49.09

2 KAREN JARCHOW Team Topeak-Ergon

05:05:28.69 3 Breanne Nalder Plan7 DS 05:08:26.20

4 AMITY GREGG meteorXgirdana 05:09:53.57 5 ALISON TERICK Specialized Racing 05:13:24.58 6 ANNE PERRY Bingham Cyclery Peak Fasteners

05:25:13.15 7 REBECCA RUSCH Red Bull/Niner 05:41:52.65 8 KRISTIN DUYN Point S Auto 05:53:21.62 9 JEANETTE PETERSON Sierra Forest Products 05:56:22.31 10 MALLORY MILLER Point S Racing

29 & Under Men 1 JOSH BROMLEY 04:41:58.01 2 NIELS WHEELWRIGHT LiVe Well p/b Harristone 05:07:41.55 3 SCOTT MILLER America First Credit Union

05:13:01.52 4 MATHIEU SIGNORETTY SBCSLC 05:14:16.75 5 KYLE JOHNSON Team Yacht Club 05:16:33.49

30-34 Men 1 MICHAEL FORSYTH Plan7 ds 04:49:56.83 2 CAMERON ANDERSON Sabotage 04:50:11.04 3 SAMUEL DEARDEN Zone Five Racing

04:54:05.51 4 ERIK BROCKHOFF Cicada 04:58:32.79 5 PABLO BLES 05:18:10.19

35-39 Men 1 SPENCER JOHNSON Endurance 360 04:31:50.53 2 ANDREW MCCLOSKEY Park City Bike Demos 04:42:17.87 3 RICHARD KNUTSON EI Grupo 04:43:28.98

4 VAL GIBSON SPRY Cycles 04:48:49.57 5 PRESTON EDWARDS Zone Five Racing 35 & Under Women 1 ELEISE HINTON Zone Five Racing 05:33:12.50

2 KIMBERLEY JOHNSON Hoggans Heroes 05:59:43.04 3 TIFFANY SCHWART7 06:20:03.52 4 KAITLIN MAROUSIS 06:38:18.78 5 EMILY GUFFIN 9Seventy Racing 06:48:14.91

1 MARCI KIMBALL 05:20:50.95 2 AMY THORNQUIST-DUNLEAVY Kuhl 05:26:25.95 3 SHIRI FY I FYDSMAN Team Red Rock

05:33:21.65 4 MEGHAN SHERIDAN Bingham Cyclery Peak Fasterners 05:33:46.10 5 CLAUDIA BEHRING 05:41:39.38 40-44 Men

40-44 Men1 JON ROSE 4 Life - Mad Dog Cycles
04:48:25.50
2 AARON O'BRIEN O Town Hack 05:00:29.86 2 ARRON O GNIEN O TOWN HACK 03:00:29:00 3 TIM MATTHEWS Poison Spider Bikes / Hyper Threads 05:01:41.87 4 ADAM PACAL Swami's Cycling Club

INTEGUS US3191-1.0

A DADAM PACL Swami's Cycling Club

05:03:06.62

STWAN TURBO BARRETT Turbo Sports

05:05:20.42

45-49 Men

16ARY HOLT GROUVE Auto 04:38:01.56

2 CHRIS ABBOTT G.S. Mimmo 04:51:11.21

3 THOMAS COMEX - MEN 04:54:11.2

4 FRANK OVERTON FasCat Coaching

04:56:03.33

50-59 Men

1 MIKE DONAHUE Dacat Racing 04:55:42.93

2 DAVID ZINK Steamboat Velo 04:59:29.70

3 CHAD CURTIS Canyon Bicycles 05:03:10.52

4 RICH THURMAN Christ 05:04:41.10

4 RICH THURMAN Christ 05:04:41.09 5 BILL HARRIS BBI-SIC 05:07:11.60

2 LAURA HOWAT 06:15:45.38 3 KELLY HUNSAKER DNACycling 06:21:09.43 4 KARIN BUDDING 06:34:00.51 5 SUE STOKES Stages Cycling 07:13:11.31

60+ Men1 WILLIAM KELLAGHER Rocky Mountain Cancer Centers Cycling Team 05:29:59.62 2 JOHN LAUCK Bountiful Bicycle Racing 05:41:04.24 3 WILLIAM DODGE Hefler Performance Coaching 05:58:02.41 4 DAVID BENNER Purely Dental Cycling

5 MARK ENDERS OCef 06:00:57.90 Singlespeed Open 1 VINCE ANDERSON Cloven Hoofed Sharks 05:24:02.47 2 MATT CROWLEY 0000 Racing 05:35:45.29

4 BRADI FY KEYES Carborocket 05:45:59.72 5 RICH CARAMADRE Kuhl Cycling Tean 05:52:10.45

Tandem 1 STEVE WASMUND Saturday Cycles 05:53:39.39 1 AMY ANDREWS Saturday Cycles 05:53:39.39 2 KAOLIN CUMMENS Roca Roia Bicycles/Flat Tire Bike Shop 06:09:31.23

2 DAX MASSEY 06:09:31.23 Pomerelle Pounder Downhill. Go-Ride Gravity Series, Albion, ID, July 21-22, 2018 Saturday Downhill Place, Name, Team, Time

Cat 1 Boys 13-18 1 BINGHAM, Bryn Yeti Fox 2:47.52 2 SHEPHERD, Max 3:03.17 2 SHEPHERD, Cole Mojo Wheels 3:04.46 3 SILBERMAN, Nathan Commencal Co Factory/

Cat 1 Men 30-39 Cat 1 Men 30-39 1 FIELDS, Garson 3:06.65 2 WIESER, Mike Canfield/SuperPit/ Moondusters/Fly Racing 3:07.39 3 CLARK, Michael Bohemian Cycling Team 3:10.96 4 MCINNIS, Kyle 3:13.27

4 MURIND, Kyle 3:13.2/ 5 SHIRLEY, Matthew 3:16.48 Cat 1 Men 40-49 1 KUGEL, Mark 3:08.77 2 GILLESPIE, James Mojo Wheels 3:22.98 Cat 1 Men 50-1 KIRCHMEIER, Damon Fezzari 3:28.74 Cat 1 Women 1 BINGHAM, Lauren Yeti Fox 3:23.01 2 ST PIERRE, Ashley 3:42.31 3 MAICKE, Kira Go-Ride.com 4:12.95 4 MOLSEE, Racon GT/Lakebown 3:17.53 2 PARISH, Alex 3:22.77 3 WATERS, Marko 3:37.19 4 PHETMISAI, Alex 3:45.71

3 WHILES, MARIO 33-7, 19
4 PHETMISK, Alex 3-45-71
Cat 2 Boys 1 6-18
1 PHIPPS, Sladen Dirt Academy 3:26.21
2 DEHWALT, Erik 3:27-46
3 WILLIAMSON, Chance 3:49.08
Cat 2 Men 19-29
1 COBERN, Dylan Unit 3:07.87
2 BUCHWALTER, Brody 3:09.15
3 JARSON, DVlan 3:12-48 3 LARSON, Dylan 3:12.48 4 LAZANICH, Matthew 3:14.44 Cat 2 Men 30-39 1 LAWS, Ryan 3:16.83 2 HOLLAND, Kelly 3:25.83

3 BIEHLER, Dave Bohemian Cycling Team, Cat 2 Men 40-49 1 NEWTON, Brady 3:07.81 2 COLES, Darren RubberSideDown GoRide 3 CARLTON, Chris 3:46.96 4 WIGGINS, Jason Rubber Side Down Racing 3:50.61 5 MARTINEZ, Vaughn 4:12.76

Cat 2 Men 50+ 1 BULLOCK, Clint Laketown/Dumpster Fire/ Flyin Fossils 4:23.97 Cat 2 Girls 13-18 STEELE, Zoe Go-Ride 4:05.51 Cat 3 Juniors 9-12 1 TAYLOR, Jacob 3:56.03 2 HYLDAHL, Syd 4:26.27 3 CANDELARIA, Kohlton 5:00.18

Cat 3 Boys 13-15 1 GAZTAMBIDE, Mikel 3:20.36 2 PHIPPEN, Thomas Mack 3:25.10 3 BLACKMAN, Walter Healthy Habits 3:26.78 4 CAMPBELL, Chase 3:30.73 5 PARISH, Aiden 3:37.09 6 TITUS, Jonah 3:51.48 Cat 3 Boys 16-18

1 MAXWELL, Ethan Outlaw/Spv Optics 3:49.80 Cat 3 Men 19-39 1 HORTON, Trevor Bohemian Brewery 3:42.71 AGIJIRRE. Armando Bohemian Brewer

S SAMPLES, Colten 3:46.24 4 WHEELER, Max 4:15.09 4 WHELLER, MAX 4:15.09

Cat 3 Men 40+

1 BATEMAN, Chandler 3:33.57

2 HELBLING, James 3:58.42

3 MCELMON, Wayne 3:59.00

4 CARRILLO, Gustavo Rubber Side Down

4 CARRILLO, Gustavo Rubber Side Down Racing 407.3 I 5 PARISH, Ian 4:35.21 GREGORY, Sophie 5:33.12 2 HYLDAHL, Lyon 6:46.23 Pro Men 1 ULMER, Naish Scott/Dakine/Storm Cycles/

1 ULMER, Naish Scott/Dakine/Storm Cycles/ Park City Brewery 248.91 2 HELBLING, Bryce Knolly/Laketown/POC/ DVO 2-50.34 3 MCELMON, Ryan 2-56.75 4 MALLEY, Dustin Rubber Side Down/ Reynolds/Go-Ride 2-56.88 5 FERRI, James Laketown/TruckerCo/AdTech 2-57.87

Pro Women

1 WESTERMANN, Lia Pivot/Salt Cycles 3:19.64
2 LINN, Kera Kugels Gravity School 3:29.01
3 OPPLIGER, Emily 3:50.50

Place, Name, Team, Time Cat 1 Boys 13-18 1 BINGHAM, Bryn Yeti Fox 2:39.12 2 SHEPHERD, Max 2:56.04 3 MCPHIF Longs 3:21.40 3 MCPHIE, Logan 3:31.49 **Cat 1 Men 19-29** 1 HURLEY, Patrick 2:54.56

1 HURLY, Patrick 254,56
SHPPHERO, Gow Mojo Wheels 256.11
SILBERMAN, Nathan Commencal Co Factory/
Get Air 3:11.60
Cat 1 Men 30-39
1 WIESER, Mike Canfield/SuperPit/
Moondusters/Pacing 2:52.54
2 SHIRLY, Matthew 2:57.18
3 FIELD C 6:3200-327.42 3 FIELDS, Garson 2:57.42 4 CLARK, Michael Bohemian Cycling Team Cat 1 Men 40-49 1 GILLESPIE, James Mojo Wheels 3:07.55

Cat 1 Men 50+ 1 KIRCHMEIER, Damon Fezzari 3:16.61 Cat 1 Women 1 BINGHAM, Lauren Yeti Fox 3:23.58 2 ST PIERRE, Ashley 3:36,08 ide.com 6:21.71 Cat 2 Boys 13-15 2 SPENCER, Carson GT/Laketown 3:10.98 3 WATERS, Marko 3:33.52 4 PHETMISAY, Alex 3:57.19 Cat 2 Boys 16-18 1 DENWALT, Erik 3:20.62 2 WILLIAMSON, Chanc Cat 2 Men 19-29

2:57.44 2 LAZANICH, Matthew

3:01.81 3 LARSON, Dylan 3:03.09 4 PIRRUCCIO, Tyler 3:05.99 5 OLSON, Will 3:19.45 **Cat 2 Men 30-39** 1 LAWS, Ryan 3:06.36

2 HOLLAND, Kelly 3:12.75 3 BIEHLER, Dave Bohemian Cycling Team/ TRP 3:22.88 Cat 2 Men 40-49

1 NEWTON, Brady 3:10.21

2 COLES, Darren RubberSideDown GoRidecom 3:34.25

WIGGINS, Jason Rubber Side Down Racing

2 CADITON Chric 3:39 07

Cat 2 Men 50+

1 BULLOCK, Clint Laketown/Dumpster Fire/
Flyin Fossils 4:20.50 Flyin Fossils 4:20.50

Cat 2 Girls 13-18

1 STEELE, Zoe Go-Ride 4: Cat 3 Junior 9-12 1 TAYLOR, Jacob 4:33.83 2 CANDELARIA, Kohlton Outlaw Bike Team

5:06.00 3 COLES, James RubberSideDown GoRide-com 5:12.95 4 MARTINEZ, Cameron 5:19.81 4 MARINEZ, Calleron 3:19.81 Cat 3 Boys 13-15 1 PHIPPEN, Thomas Mack 3:59.62 2 BLACKMAN, Walter Healthy Habits 4:05.11 3 GAZTAMBIDE, Mikel 4:09.88 Cat 3 Men 19-39

1 SAMPLES, Colten 4:31.58

2 HORTON, Trevor Bohemian Brewery 4:31.93

3 AGUIRRE, Armando Bohemian Brewery

2 HURION, Irevor bonemian Brewery 4:31.9:
3 AGUIRRE, Armande Bohemian Brewery
4:35.21
CAR 3 Men 40+
1 MCELMON, Wayne 4:42.39
2 HELBLING, James 4:48.34
3 PARISH, Jan 4:459.81
4 JOHNSON, Kevin 7:00.52
CAR 3 Youth 6:-8
1 GREGORY, Sophie 6:32.99
Pro Men
1 UILMER, Naish Scott/Dakine/Storm Cydes/
Park City Brewery 2:37.35
2 MCELMON, Ryan 2:43.49
3 MALLEY, Dustin Rubber Side Down/
Reynolds/Go-Ride 2:43.81
4 HELBLING, Bryce Knolly/Laketown/POC/
DVO 2:43.87
5 PERRI, James Laketown/TruckerCo/AdTech
2:47.59
FRO Momen

2:41.79

Pro Women

1 WESTERMANN, Lia Pivot/Salt Cycles 3:14.73

2 LINN, Kera Kugels Gravity School 3:48.15

3 OPPLIGER, Emily 7:24.28



UT, July 28, 2018
Place, Name, Team, Time
Junior Citizen Men
1 Ryder Jordin Hangar 15 0:46:53
2 Joshua Gilbert FFR Architects racing 0:55:19
3 Oliver Hatfield 0:55:26
4 Iam McNeely 1:36:50
5 Charlie Bland 1:57:26
Citizen Men 20-29
1 Grant Simonds Ski City 0:49:13 Men
Citizen 20-29 Citizen 20-29 2 Adam Mahar Stay Park City Cycling 0:52:43

Men Citizen 20-29 3 Ezra Jefferies 0:54:33 Men Citizen 20-29 4 Eduardo Davis En Serio Cycling Team 1:01:51 Men Citizen 20-29 5 Tennisen Schwartz 1:03:59 Men Citizen

Jerember Schwartz 10.559 went duzen 20-29 Citizen Men 30-39 Lesse Gaude Extra Mile Racing 0:48:50 Men Citizen 30-39 2 Anthony Lemon 0:50:41 Men Citizen 30-39 3 Andrew McCloskey Park City Bike Demos 0:51:38 Men Citizen 30-39 5 Ben Brooks Vcbo 0:53:31 Men Citizen 30-39 5 Ben Brooks Vcbo 0:53:31 Men Citizen 30-39 Leff Phillips 0:52:35 2 Brad Gilson 0:54:15 3 Cory McHeely 0:54:40 4 Paul Larson Team Larson 0:54:51 5 Demy Kalar Cole Sport 0:58:01 Citizen Men 50-59 1 Todd Pellmann 0:55:51

1 Todd Pellmann 0:55:51 2 Kenneth Morris Ski City Cycling Team 0:56:38 3 James Ferguson Bountiful Mazda 0:57:0: 4 Barry Makarewicz Ski City 0:57:31 5 Stephen Tueller Bountiful Mazda Cycling

Team 0:59:35

Citizen Men 60-64

1 Edward Chauner Miduole 0:53:01

2 Norman Frye Ski City Cycling 1:01:19

3 Mark Messick Bountiful Mazda 1:02:58

Sam Elike Frui Pub (Edi. 10:00) 4 Sam Fisher Stay Park City 1:08:00 5 Alan Jarrett 1:12:53 Citizen Men 65-69 1 David Hillyard 1:03:17 2 Earl Xaiz 1:08:09 3 Jacobs Russell 1:08:45

4 J Steven Newton 1:53:01 Citizen Men 75-79 1 Steve Swanson 1:50:21 Citizen Men 80+ Citizen Women 20-29 2 Eileen May-West Wasatch Adaptive Sports Citizen Women 30-39 1 Breanne Nalder PLAN7 DS 0:55:28

2 Meghan Sheridan Bingham Cyclery Peal Fasteners 0:59:29 3 Abbie Spencer 1:07:56 4 Sage Maaranen 1:13:59 5 Shannon Tuddenham Plan7 DS 1:17:55 Citizen Women 40-49 1 Leslie Iverson 1:12:36 2 Samantha Slark 1:15:38 3 Annita Peterson 1:39:25 4 Andrea Guthrie 1:49:02 Citizen Women 50-59 1 Alison Frye Ski City Cycling 0:57:44 2 Laura Howat Ski City Cycling 1:06:04 3 Carolyn Wale Snowbird 1:09:21 4 Sheri Dunleavy 1:17:51 Citizen Women 60-64 1 Donna Bailey 1:21:25 2 Neva Lewis 1:34:37

Citizen Women 70+

1 Melinda Berge 2:00:38

WHPSC -Continued from page 11

The camaraderie

HPV racing is, indeed, a small world. Everybody knows everybody else. For the Battle Mountain speed trials, all make the same effort during the year to design and build bikes, to scrape together the financial support for a new effort, to train, to push aside studies to work with your buddies getting your hands dirty day after day, often night after long night, to bring all of this together and then make the long trek to far-away Battle Mountain, Nevada, for the culmination of all this work. Even though the aim is to go ever faster, to be the fastest man or woman on earth, there are other non-aimed-for results, collateral effects, above all a camaraderie that arises during the speed runs.

Paolo Baldissera expressed this to me as the Italian team stopped by San Luis Obispo after the Battle Mountain trials. "These students really weren't friends before the start of our effort last year," he explained. "Now they are the best of friends, a real team." I pointed out to him that that effect was lifelong, that even after they leave the Politecnico, they have had this profound shared experience that will extend on into their professional lives and careers.

The HPV speed trials also have no age limit. Quite often the guile of age trumps the physiology of youth, due to its naïveté. Some riders come year after year to Battle Mountain. Barbara Buatois made an appearance in 2017 after two years of absence. Ellen Van Vugt, from Holland, is a regular competitor at Battle Mountain. Georgi Georgiev, the designer/builder of the Varna streamliners is a regular fixture at the speed trials. With such long-term commitment and participation in the event, there is a continuity that also lends camaraderie to the event. Sam Whittingham was not at Battle Mountain in 2017, but his presence was still felt there. Andrea Gallo, the semi-professional Italian rider, dreamed of going as fast as he could as a boy in Turin. To him, Sam Whittingham was a hero. To be in Battle Mountain and to sit in a Varna streamliner to have his picture made was a dream-come-true for him.

At the end of the competition, Saturday night 16 September, there was a somewhat rowdy awards presentation and dinner. The internationality of the event in far-away Battle Mountain was almost surreal to experience. The English were taunting the Italians, and the Italians were giving it back, all in an atmosphere of fellowship. Everyone understood what colossal effort was behind bringing each of them to this remote place, because each had played his or her part in the drama of getting there. The profound shared experience was universal in the group and crossed international and language barriers.

The underlying culture of the speed trials is open. Secrecy is almost unknown. Participants are welcomed to browse the bikes, poke their heads inside the fairings to get a good look at the often very complicated transmissions of these bikes. Nothing is standard when the objective is to cram a human and a transmission for 70-90 mph together in close proximity inside a tight shell. Again, the longevity of the competition brings old rivalries back to go at it once again at the annual event. The camaraderie accumulates year after year and imbues the HPV culture with a very nice aura.

The Nevada State Highway Patrol Gives **Speeding Tickets**

A nice touch to the competition is the participation of the Nevada State Highway Patrol in the event. They gave "speeding tickets" to the riders who had exceeded 70 mph on the course. Reckless speeders were handcuffed and put into the back of the NSHP squad SUV and then ticketed later. The ticket requires them to appear in court on the first day of the Speed Challenge for 2018, to assure that they return for that event. Thanks to Officers Arther Aten and Steve Day for adding some levity to the 2017 World Human Powered Speed Challenge.

Conclusion

The WHPSC is a great event to be part of, whether it be as a rider, part of the support team, a volunteer, or simply a spectator. Battle Mountain becomes truly international, having found its way onto the HPV world map because of its remoteness, desert, and thin air. It's fun to see these bikes zip pass at hard-to-believe speeds. And the good vibes that the event emits bring a smile to one's face, a good feeling about human potential, and the desire to return for next year's

This story was reprinted with permission from Human Power News, the official newsletter of the International Human Powered Vehicle Association (IHPVA).

2018 Red Bull Rampage Set for October 26

Veterans Sorge and Zink Return to Battle With Nell and Other Young Guns at a Totally New Location

Virgin, Utah (July 12, 2018) - The date has been set for the 2018 edition of the biggest show in freeride mountain biking: Red Bull Rampage returns to the Utah desert on October 26th. This fall, 21 of the world's greatest freeriders will transform the unforgiving terrain of southern Utah into descending lines of form and function, with the goal of displaying the kind of riding that will place them at the top of the podium at one of the most arduous tests of fortitude on two wheels.

Red Bull Rampage veterans Kurt Sorge and Cam Zink top the list of returning riders this year after taking home gold and silver, respectively, in 2017. Utah's Ethan Nell, the hometown hero who took home third in 2017 plans to continue to show his growing skills on the the mountains outside of Virgin, UT. The question everyone wants answered is whether the tenure of athletes like Sorge, Zink and Semenuk can keep pace the new era of rippers, especially those with year-round exposure to the riding conditions of the arid Southwest and the totally new location for

The elite group of 21 riders will create their own handmade lines down the mountain without the use of power tools. As a result no two rider's path down the near-vertical sandstone ridges will be the same. In advance of the competition, the riders, along with their two-person build crews, will spend four days of building and then four additional days to practice in order to build their ultimate line in what is touted as one of the most intense contests in the world.

PRE-QUALIFIED ATHLETES FOR RED BULL RAMPAGE 2018

- 1. Kurt Sorge (CAN)
- 2. Cameron Zink (USA)
- 3. Ethan Nell (USA Utah)
- 4. Brandon Semenuk (CAN) 5. Brett Rheeder (CAN)
- 6. Thomas Genon (BEL)
- 7. Carson Storch (USA) 8. Kyle Strait (USA)
- 9. Tyler McCaul (USA

10. Tom van Steenbergen (CAN) Invited Wild Card and Alternate athletes to be announced.

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HEALTH

Eat Your Greens! Spirulina is a Real Food Supplement

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We've heard it our whole lives, whether it was from our mothers or in adult lives as we strive to eat perfectly. That line has always stuck with me. In fact anyone who knows me will tell you that you can catch me with a green smoothie every morning and a "trough" of a salad every night. Healthy food is my job though, so maybe it's easier for me to keep up on my nutrition... Nope, it takes work! I totally understand that it's not easy to eat like a rabbit all day every day. Our lives are busy, plain and simple, so we turn to supplements to help us get all of the essential nutrients.

As a registered dietitian nutritionist (RDN), when making recommendations for supplement use, I want to be sure to emphasize that we should get as much nutrition from real food as we can. More specifically, endurance athlete's bodies demand more vitamins and minerals than the average person in order to keep up with the massive hours of training. Therefore we turn to supplements to maintain performance and also recover properly. Note that by definition supplements are meant to make up for what may lack in our regular diet.

Choosing nutrient dense foods will help you perform better, feel stronger, and lend to your longterm health. The simplest tip I can give is to eat in COLOR. If your plate is full of a variety of colors, you are more likely to be getting most your necessary nutrients. But again, you may still need supplements to get essential nutrients that you just can't get enough of from your dinner salad. You may be asking yourself, "how do I know if I need supplements?" or "how do I apply this idea to my everyday life choices?"

I've personally been using a product called SP2 Life that bridges the gap between green supplements and real food. Spirulina is an ultimate superfood, and it's the ONLY

ingredient packed into an easy to By Breanne Nalder, MS, RDN, use pod, delivered to you in a box of ice cubes. A single serving of SP2, provides a complete plantbased protein, A B C D E vitamins, and high concentrations of vital minerals such as potassium, calcium, chromium, copper, magnesium, manganese, phosphorus, selenium, sodium, zinc and bio-available iron. All of these are essential for athletes, so why not get them from a real food source rather than always having to take pills. I'm not saying that your multi-vitamin is obsolete, or that you shouldn't use supplements, but this is a really cool option. I know I appreciate any time I can find a supplement that has the right food science, especially when it adds to the quality of my everyday food.

> The take-away message today is that a body well-fueled with spirulina will undoubtedly perform better. Supplement use is a complex web on information, so talk with a dietitian before changing your diet or buying a bunch of bottles of pills/powders/potions. Instead, use real food (in this case a supplement comprised solely of real food) to fuel your machine of a body and help reach your ultimate potential.

> Note: Want to try SP2 Life??!! It's almost too easy to pack this superfood into your normal routine. I add a cube to my recovery smoothie every day and absolutely love it. Learn more and order yours at sp2life.com and use promo code "PLAN7" to get 10% off!

Breanne Nalder, MS, RDN has a Master's degree in nutrition with an emphasis in sports dietetics from the University of Utah. A recently retired professional road cyclist, she still competes in road racing and gravel grinding as a coach at PLAN7 Endurance Coaching. For customized coaching, contact <u>breanne@plan7coaching</u>.

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CYCLOCROSS

It's Time to Cross Over!

By Heidi Westfall

Fall is coming. Yes, it is time to hang up the skinny tires and downhill bikes, it's time to cross over from summer to fall, which means only one thing - Cyclocross season is coming. Time to let the cow bells ring. Affectionately known as Cross, cyclocross started in the early 1900's as a way for European road racers to stay fit through the winter months. From a humble start of navigating the muddy backroads and cobblestones of Europe, cyclocross has evolved into cycling's fastest

Today, cyclocross is a mash up of pavement, gravel, single track, stairs, grass, sand and barriers. All lovingly put together in a closed course. Usually found at local parks Saturday mornings September through December, Cross attracts an eclectic family-friendly tribe of fun loving diehards. Whether the summer was spent on single track, pavement or gravel, cyclocross welcomes all cycling enthusiasts to come out and play.

Cowbells and donut hand ups are just part of fun. The real fun is out on the course. Cyclocross is not about staying on your bike, it is about navigating each lap most efficiently. This can mean running the stairs, bunny hopping the barriers or carrying your bike up a grass hill. It's this combination of cycling, stunt riding, carrying, running and scrambling over obstacles that makes cyclocross so exciting, such a phenomenal workout and so darn much fun! The best part of cross is that you are welcome to come as you are at local races. Bring the bike you have and give it a go

- cross, gravel, or mountain bikes work great. There isn't any better tribe to spend Saturday mornings riding bikes with.

From the first mud soaked image or tutu clad cyclocross U-Tube video this sport can look a little intimidating. Remember, looks can be deceiving. Cross is fun. All out fun. Whether a toddler on a strider bike or Grampa kicking up mud to the chasing Cat 1-2 racers, there is a place for you to soak in the love on a great course away from traffic, surrounded by cheering and yes sometime tutu wearing team mates and toddlers alike. Super hero capes also welcome. So how do you learn to navigate a cross course and find the local races? The best place to start is at your local bike shop, cycling club or team (CyclingWest. com has a great directory of teams and clubs to help you find your local cross tribe). Many shops and teams offer cyclocross clinics in the late summer and early fall. These clinics are a great place to learn the basics of dismounting and remounting on the fly, riding sand, cornering on mixed surfaces and meet other cross converts. Whether you are a newbie or seasoned rider, clinics are a great way to start off the season. Having an understanding of cross skills and getting to practice them will make you more confident and make you appreciate that you will probably get a little dirty. Okay really dirty. Everyone, yes everyone, even the most experienced riders will tip over out there on the course. Cross is not always a graceful sport. That is all part of the fun. If you really get excited after your first cyclocross race and want to make an impression the next season join a Cross training program. The conditioning

and strength building are quite different than preparing for long road rides or technical MTB tracks. Look for a great cycling coach to help you prepare for being part mountain goat, ballerina (running through sand may look graceful but it will work you!) and sprinter rocking that tutu or super hero cape.

Sometimes it's hard to hard to fit in riding, family, friends and time to play into a busy schedule. That is the beauty of Cross. It is a timed race. Depending on your category races last from 30 minutes to 60 minutes. Leaving lots of time for full day of activities after all the donuts are gone. And don't feel bad if you want to bail on a drizzly Saturday morning. Even the most seasoned Cross disciple may wake up whiny, making up many, many lame excuses while dreaming of fireplaces or beaches in their pj's, anything to skip out on suiting up for the race. But Cross is calling and you can still can take the kids to pumpkin patch, hike with the dog or brunch with friends - after the race. Even if you have convinced yourself that skipping the race would be better for the whole family. The whole family will be more grateful if you get out there. The smiles and cowbells are worth every minute. Just remember with fall comes the mud, sometimes rain or snow, along with a little sunshine and always the cow bells cheering every rider on. Cyclocross can be a sport of all seasons wrapped into one day. Bring layers and a towel. Your friends and family are more likely to let you back in the car for the ride home if you at least attempt to towel off.

Have fun out there!

Bike Utah Closes Out an Outstanding Mid Week MTB Racing Season

Earlier this year, Bike Utah took over the extremely popular Mid Week MTB Race Series. The series hosts weeknight races at venues all across the Wasatch Front and Back. Race formats are Cross Country and the nation's first and only Mini

Over the 2018 race season, there were 11 races in Heber, Park City, Draper, Kamas, Solitude, and Snowbird. There were 7 cross country races and 4 mini enduros, including Mid Week MTB's first Women's

The Mid Week MTB Race Series includes everyone from two year olds on balance bikes to masters and first-time racers to pros. The series has a great community of racers and supporters and Bike Utah built upon the series' strong foundation by continuing to make this an inclusive series for everyone interested in mountain biking.

Here are some quick participation stats from the season:

- More than 1,000 unique racers over the course of the season
 - An average of more than 200

racers at each cross country race

- Each of the three mini enduros sold out weeks in advance with more than 200 racers
- The first-ever Women's Mini Enduro with almost 100 racers

We are already planning for the 2019 race season. Feel free to send us an email at info@midweekmtb. com and let us know where you would like to race in 2019. Also, we're always looking for great sponsors to make the series an awesome and reasonably-priced racing experience. If you know of potential sponsors, have them reach out to us.

All of the proceeds from the Mid Week MTB Series help to support Bike Utah's advocacy and education efforts. This includes our Youth Bicycle Education and Safety

Training Program and our efforts to develop more bike lanes, paths, and trails all around Utah.

2018 Mid Week MTB Series sponsors include: Peak Fasteners, Alta View Hospital, Summit Cyclery, Bingham Cyclery, Go-Ride, DNA Cycling, Trail Truffles, PROBAR, CarboRocket, Mark Miller Subaru, Storm Cycles, Trek Bicycle Salt Lake City, ENVE, Fifty Studio, Visit Heber Valley, Kali Protective, NAAWK, Patagonia, REI, Scheels, Specialized Bicycles, Ski Utah, TOGS, Squatters Pub & Brewery, White Pine Touring, and Gear Rush.

Learn more about the series at www.midweekmtb.com and learn more about Bike Utah at bikeutah.

-Phil Sarnoff

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EVENT PREVIEW

Pedal the Plains is a 3 Day Bike Celebration in Central Colorado



Pedal the Plains showcases Colorado's agricultural heritage. Courtesy

By Dave Iltis

Pedal the Plains is a 3-day road ride in central Colorado that will be held from September 14-16, 2018. The ride features a 3-day fully-supported option, with a one-day road or gravel century option too.

The ride celebrates Colorado's rich pioneer and agricultural traditions with a new route each year.

We asked organizer Deirdre Moynihan of the Denver Post Community Foundation about the ride.

Cycling West: Tell us about the ride and the course. What are the highlights along the way? How many riders do you expect?

Pedal the Plains: We get approximately 1100 riders annually. Day 1 goes from Kiowa to Bennett. It is a shorter day of approximately 32

miles on the Kiowa Bennett Road. What is really interesting is that both Kiowa and Bennett border the more Metro areas of Denver and the Front Range. The surrounding completely changes when you cross into these towns - you know you are in the country immediately. Once in Kiowa, I parked my car to go to a local café (Patty Ann's Café) and a group of folks on horses rode up and parked their horses! The Kiowa-Bennett Rd has many farms and ranches and it is beautiful countryside. One of the Aid Stations will be a local Alpaca Ranch - Kamali Alpaca Ranch - and the cyclists will be able to meet and hang out with the Alpaca. Day 2 will showcase big wheat farms and cattle ranches before heading south on Route 71 towards Limon. There will be a great aid station at one of the largest bison ranches. A fun stop will be Last Chance. Last Chance is all but gone now but was the town

that everyone traveling East would stop at for gas and food because it was their "Last Chance" for a long time! The building of Interstate 70 made the town unnecessary and people stopped going. For those riders that want an extra challenge they can continue onto Genoa after reaching Limon. The trip to Genoa adds about 20 miles to make it a century with a great aid station at the World's Wonder View Tower. This was highlighted in Rigley's Believe or Not at one point. They say that you can see 6 states from the top of the tower. And for those that want a big challenge they can do the Great Mustang Gravel 100 with lunch at the Great Escape Mustang Sanctuary. The gravel route winds in and out of true farm country with ranches, corn, and wheat. It is just beautiful. The final day heads back to Kiowa traveling through some little towns along the way. Day 3 has more towns than the previous days so it is really fun to stop in them. One of the great highlights will be the Paint Mines a geological wonder in the Eastern

And the route is only part of the fun - what happens at the Headquarters each day when you finish is amazing - farmers show off their crops, knee slapping music, some great food and of course beer!

CW: What are the food and beverage highlights during and after the ride each day? How do you showcase the local agriculture and culinary folks?

PTP: We showcase them in a variety of ways. For example the



Sag wagon support at Pedal the Plains Friday September 16, 2016. Photo

Station every day with hard boiled eggs. The Colorado FFA (Future Farmers of America) do lunch every day and source out local food to use. We always try to use the local crop as much as possible - this area is a bit interesting because the local crop really is beef! The 2018 Route really travels through cattle country.

CW: What's the new gravel ride

PTP: Fun, beautiful, challenging! For the most part it is a packed dirt, although there are a few sandy spots. It has a few rolling hills that add to the challenge but for the most part it is just some beautiful roads surrounding by corn and horses. You feel like it is just you and the road. There are a few farm vehicles but not many so you feel very safe as you ride along.

CW: Tell us more about the history of the area and the points of interest on the ride.

PTP: Much of the history comes from people traveling. Limon has remnants of the Smoky Hill Trail, established in 1859, went from Atchison, Kansas to Denver to provide a route for individuals during the Colorado Gold Rush. Strasburg, the town next to Bennett, is the location where the Transcontinental Railroad met. There is a great story about that. Union Pacific celebrated the meeting of the Transcontinental Railroad in Utah 15 months before it actually happened. Kiowa and Elbert County possess a quintessential Western landscape with longdistance views of the Front Range and working agricultural lands. This area marks the end of the Front Range and the beginning of high plains grasslands.

CW: Can you tell us about the beneficiaries of the ride?

PTP: The 2 key beneficiaries are: Colorado FFA: Integrated into the curriculum of over 100 high schools in Colorado, the Colorado FFA Foundation is the premier cocurricular leadership organization for students ages 14 – 18. Most members of Colorado FFA do not come from

learn more about agriculture and the inspiring task of providing food and fiber to a growing population. Areas of focus are: premier leadership; personal growth; and career success through agricultural education.

Colorado 4-H: Embedded in the CSU Extension Offices, 4-H is a non-profit designed for youth ages 5 through 18 years of age living in counties across the state. 4-H began over 100 years ago as an educational program for the rural youth of America. Their mission remains to empower young people to reach their full potential, working and learning in partnership with caring adults. Through projects in environmental science, rocketry, foods and nutrition, animal science, and photography, members of 4-H learn important skills such as leadership, ethics, decision making, record keeping, responsibility, and community service. The 4-H motto, "To make the best BETTER," is something that this non-profit strives to accomplish as it embarks on another century of service for America's youth.

Event Details:

September 14-16, 2018 — Pedal the Plains, Kiowa, CO, PTP will take cyclists through the host communities of Kiowa, Bennett and Limon. Celebrates the agricultural roots and frontier heritage of the Eastern Plains of Colorado. Learn about farming and ranching, while experiencing the culture, history and landscape of Colorado's high plains. The Tour incorporates interactive on-route experiences by staging rest stops on farms, posting educational points of interest and serving community meals composed of locally sourced food. New in 2018 is the Great Mustang Gravel 100 80% on packed dirt or gravel roads, this route will be fun and challenging for the gravel expert or rookie! Proceeds from Pedal The Plains benefit The Denver Post Community Foundation in support of the Colorado FFA Foundation and Colorado 4-H., Deirdre Moynihan, 303-954-6704, dmoynihan@denverpost.com, ridetherockies.com



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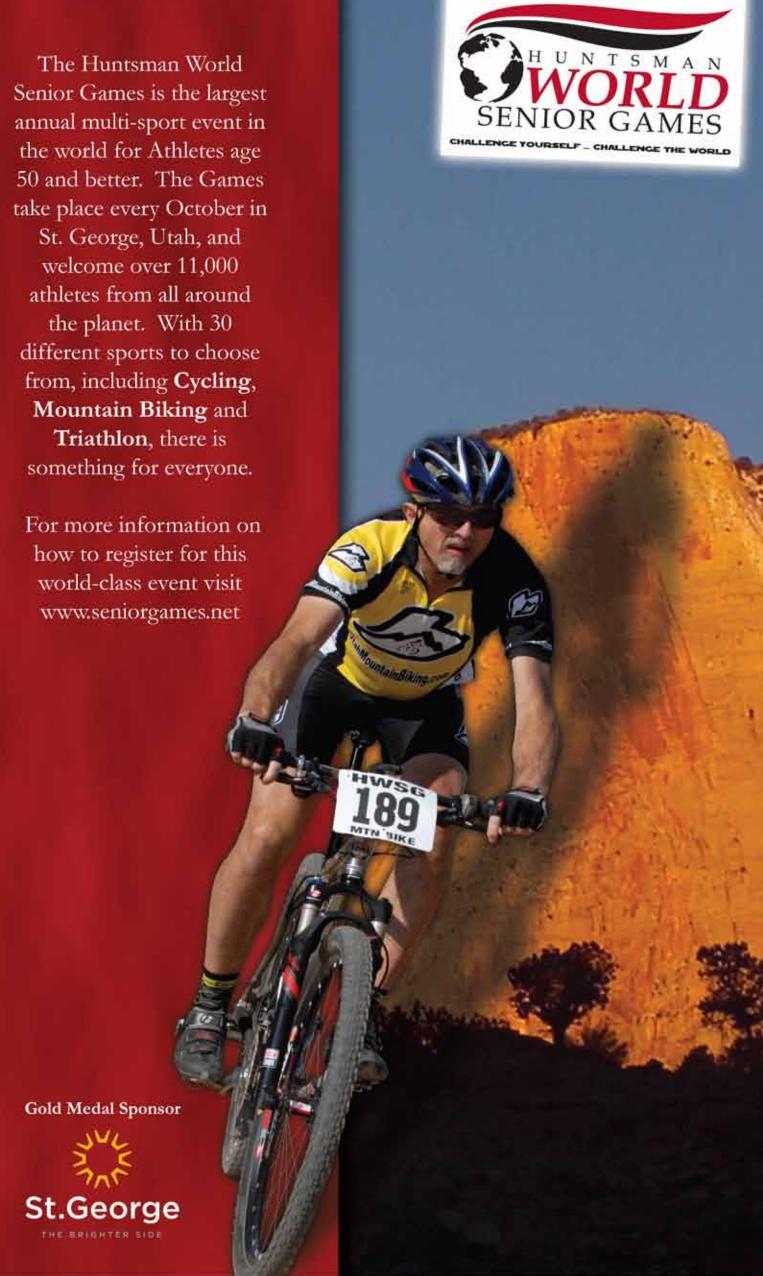
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GRAVEL RACING

De Crescenzo Returns To Racing With Crusher In The Tushar Women's Title, While 21-Year-Old Calton Impresses In Men's Win



By Neil Shirley and Steven Sheffield

Beaver, Utah- The Crusher in the Tushar once again proved anything but predictable in both the weather and riders that would be standing on the podium. By Saturday afternoon, two first-time winners proved to be up to whatever challenge the Tushar Mountains could dish out, with Lauren De Crescenzo (DNA Cycling) having an incredible return to racing after a two and a half year absence caused by a severe accident. On the men's side, it was another unexpected name at the top, with

First-time rider Zach Calton takes the 21-year-old professional mountain win in the Pro/Open Men. Photo bybiker Zach Calton (Spry-LPW) put-Steven Sheffield

ting in an impressive performance.

As the 600 riders arrived in Beaver for check-in on Friday, the weather picked up right where it left off last year with rain greeting everyone and rekindling the memories from the finish line hail storm. But by race morning, the clouds had lifted enough to allow full view of the mighty Tushar Mountains that would dole out 10,000 feet of climbing over the 69-mile course that featured a 60/40 split between dirt and paved roads.

Tacky, dust-free dirt roads made for a fast start on to the day's first climb, with 15 riders separating themselves in the men's group.

About halfway up the first climb, Utah local Cortlan Brown (Hangar 15) separated himself from the rest of



Aview of the Cold' Crush. Photo by Cathy Fegan-Kim, Cottsonsoxphotography.

the lead group, which included three-

time winner Robert Squire (Hangar 15), James Driscoll (Pivot Cycles-Maxxis), Alex Grant (Cannondale-Gear Rush), as well as the 62-year old Ned Overend (Specialized) and young MTB pro and first-time Crusher Zach Colton (Spry-LPW).

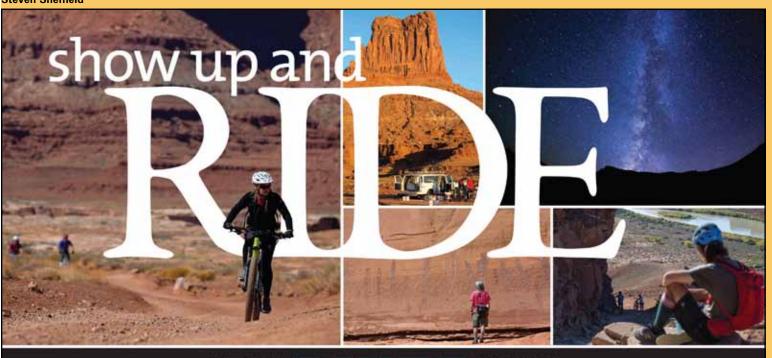
Brown held his lead over the top of the first climb and through the paved sections from Junction to Circleville, opening up a gap of about 2:30 at one point before starting the climb back up Doc Springs Road (aka the Sarlacc Pit) towards the Col de Crush, as the chase group dwindled down to around 6 riders.

Further back, the majority of riders settled into a steady rhythm content to keep something in the tank for the second half. The final 20 miles can be unforgiving, beginning with the Col de Crush and providing little respite until crossing the finish line at Eagle Point Resort. Thankfully, cooler temperatures in the valley floor compared to last year's triple digits took less of a toll on the riders and allowed finish times to be notably faster.

As Brown made the turn back onto Highway 153 at the base of the Col de Crush, his lead reduced to about a minute, and the question became not if he would be caught by the chase group, but when, with Zach Colton making the catch about half way to the KOM point.

The five-mile, 2,300 foot Col de Crush KOM has always proven to be the decisive moment in sorting out the winners from the rest of the podium, and this year was no different as Calton made his move just a mile from the KOM line. "I looked back probably every two or three minutes from the top of the climb to the finish just because it feels like you're going so slow; when that soft dirt starts to weigh you down, and you're tired and your legs are starting to give out, and your back starts to hurt", Calton said. "You just keep looking back wondering if they're coming. But it worked out, and this is definitely my biggest win ever, for sure.'

Lauren De Crescenzo's return to racing, and subsequent Crusher win, is something that few could have predicted after she suffered a traumatic brain injury in April of 2016 and spent two months in the hospital. De Crescenzo actually attributed part of her success to the injury. "I'm just



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A rider flies through the Fishlake National Forest in the 2018 Crusher in the Tushar. Photo by Chris See, christopher-see.photoshelter.com



2018 Crusher in the Tushar, held in Beaver, Utah. Photo by Chris See, christopher-see.photoshelter.com

saying that my pain receptors in my brain don't work anymore, so now it's just a matter of physical output, what I can actually put out." She said at the awards ceremony, "The Crusher is definitely on the podium of races that I've done. It's my style of racing. I just want to go really, really hard; and it's not a matter of playing mind games, it's just how hard can you go?"

Perennial favorites Ned Overend and Rebecca Rusch also had strong rides in their first appearance at the Crusher. Overend, who would go on to finish in 7th, is 41 years the elder to race winner Calton. Rusch, who recently won the 350-mile DKXL, and typically prefers distances much greater the Crusher's 69 miles, went on to finish 7th in the pro women's field.

Men's Top 10

- 1. Zach Calton (Spry-LPW) 4:14:42 2. James Driscoll (Pivot Cycles-Maxxis p/b Stans-DNA Team) 4:15:43
- 3. Alex Grant (Cannondale-Gear Rush) 4:16:31



The first chase group in the men's pro/open in the 2018 Crusher in the Tushar, some 2:30 behind the leader. Photo by Steven Sheffield

- 4. Ryan Petry (CZ Racing) 4:22:265. Bryan Lewis (Cutaway USA)
- 5. Bryan Lewis (Cutaway USA 4:24:12
- 6. Jules Goguely (Apex Hyperthreads) 4:27:36
- 7. Ned Overend (Specialized) 4:27:48
 8. Cortlan Brown (Hangar 15)
- 9. Timothy Rugg (Lauf/Orange Seal) 4:29:52
- 10. Robert Squire (Hangar 15) 4:33:55

Women's Top 5

- 1. Lauren De Crescenzo (DNA Cycling Team) 4:56:49
- 2. Karen Jarchow (Team Topeak-Ergon) 5:05:28
- 3. Breanne Nalder (Plan7 DS) 5:08:26
- 4. Amity Gregg (MeteorX Giordana) 5:09:53
- 5. Alison Tetrick (Specialized Racing) 5:13:24



Halfway through the race Karen Jarchow was still in the lead but De Crescenzo's had her in her sights. Photo by Cathy Fegan-Kim, cottonsoxphotography,net

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MOUNTAIN BIKE RACING

Standish and Gomez-Villafane Take the Battle at North Fork



Sofia Gomez-Villafane won the women's elite division at the 2018 North Fork ICup. Photo by Nate Gibby



Ryan Standish won the men's elite division at the 2018 North Fork ICup. Photo by Nate Gibby

By Nate Gibby

Eden, Utah (July 7, 2018)—Ryan Standish (Orange Seal/Merida Bikes Australia) and Sofia Gomez Villafane (Stans Pivot Protein p/b Maxxis) powered through the heat, dust and fierce competition to take top spot in the elite men's and elite women's respectively in the Intermountain Cup Battle at North Fork X-country MTB race.

Situated north of Pineview Dam in Ogden Valley with incredibly scenic mountain views featuring ubiquitous green scrub oak obscuring the trails and granite slabs protruding from the mountains above, the second iteration of the Battle at North Fork has become one of the more difficult X-country races of the Intermountain Cup series. Not only did the 200+ racers struggle with approximately 1,300' of climbing in the seven-mile loop, but they also battled temperatures in the mid 90s and dry, dusty trails with respite coming only in some of the fast and flow singletrack.

After trailing Anders Johnson (Whole Athlete p/b DNA) after the first lap, Durango-based Standish attacked on the second lap to take the lead in the elite men's division. After the two battled for the next two laps,

Standish created some separation on the fourth and final lap. "I gave it a little squirt near the top and pinned it on the descent, and tried to keep it smooth to open up a little bit of a gap" he said. "Coming into the last time up the road, I just kept it solid."

Standish held off Johnson and Rylan Schadegg (Pivot Competitive Cyclist) to win by 1:09.

In the elite women's division, Argentina transplant Gomez Villafane jumped to a quick lead after starting from the back of the group. "I nipped Nikki (Tittensor) right before the singletrack," she said. "After that I rode at my own pace and then had a little bit of gap and rode consistent and I just kept chasing the guys in front of me."

Gomez Villafane added to her lead during each of the three laps to beat out Kelsey Urban (Whole Athlete p/b DNA) and Ellen Campbell (Pivot Summit Bike Club) by nearly two minutes.

In the varsity divisions, Porter Hawkes (ImpactDevo p/b Bountiful Bicycle), Andrew Draper (Maybird Reyes-Psych) and Brayden Johnson took the boys podium, while Layla Walker (ImpactDevo p/b Bountiful Bicycle), Jane Haight (Summit Bike Club) and Alisha Bacon (Rouleur Devo p/b DNA) rounded out the podium for the girls.

Full race results can be found at intermountaincup.com.

About the Intermountain Cup Mountain Bike Racing Series

Founded in 1991, the Intermountain Cup consists of Xcountry and endurance MTB races throughout Utah. With six X-country races of approximately 25 miles and one endurance race of approximately 50 miles, the series covers some of the most pristine and difficult rides in the state. With categories for kids and youth to the highly competitive elite segments, Intermountain Cup offers a competitive MTB race for every level

For more information about the Intermountain Cup, visit: www.intermountaincup.com





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ROAD RIDING

How to Make Cycling Difficult



Joey Dye and Bobasaurus (at least that's what he told us his name was) cruising up the "easy" when you are pretclimb. Photo by Lukas Brinkerhoff

difficult.

By Lukas Brinkerhoff

I've just finished the hardest 50 miles of my life. I'm sitting under a big red tent proudly sporting my Red Rock kit and feeling completely blown. It's been a while since I've felt this way. My right thigh has been threatening to cramp since mile 30. I see some pickles. I pop one in my mouth trying to use the least effort possible.

As per Mooseknuckler Cycling Alliance Standard Operating Procedures, there is a beer waiting for me. I know it's ice cold and only about 10 feet away. I don't want it. Instead, I keep sipping down water trying to move past this feeling of being done.

What I've just completed was pitched to me as being easy. By the metrics, it was probably one of the easier 50-mile rides I've done. It was all on pavement. My bike was not loaded down with anything but water and some snacks. There was some climbing, but it was minimal and mellow. The scenery was fantastic, we went at a fairly slow pace, and yet, I was blown.

I guess with the proper preparation it's possible to make any ride



Joey Dye rocking the bike path on the return trip down the bike path in Red Canyon. Photo by Lukas Brinkerhoff

Step 1: Don't ride your bike.

For all intents and purposes, I stopped riding my bike about three months prior. This wasn't a conscience decision, it just kind of happened that way. And before you start burning this article, when I say I stopped riding my bike I mean for any real distance. Almost all the riding I did in the last three months was in three block increments, three blocks to work and then three blocks home. Occasionally, the need for food arose, and I would ride the two blocks to the grocery store. So, to say that I didn't ride at all isn't accurate, but at the same time, it kind of is.

I also may be glossing over one or two rides in between there, but 20 miles once doesn't exactly maintain a level of fitness. And that's the key, don't do anything that would actually keep you in cycling shape.

Step 2: Beer is your friend.

And by friend, I mean your BFF. That one person you would spend all your time with if you possibly could and you still wouldn't get sick of them. Some may say this is a problem. I say it's ok to be passionate about things. This happens to be my thing. It also happens to be a big bonus in the "making things difficult" department. While I've read that beer is a great recovery drink, it apparently is not a great drink for maintaining endurance whilst not actually doing anything else to maintain that endurance. Unless, of course, you are trying to see how much beer you can drink.

Step 3: Forget everything you may have once known about nutrition

Keeping your body fueled during a ride can often make or break a ride. In this case, there is no reason to try and do it right, so go ahead and through everything you know or think you know about nutrition right out the window.

For breakfast, eat exactly half of what you think you should. Give the other half to your friend who is also riding and make sure they don't eat it either. Then drink a bunch of coffee.

Typically, you would drink water

at regular intervals. Stop doing that. Instead, drink a little bit here and then forget that you have water altogether and just ride. Any fuel that you may have forgotten about and then remembered 45 seconds before the ride began, should remain nicely stored. Only when you are pret-

ty much bonking and trying to stay ahead of the group of ladies in fake Red Rock Bicycle kits because that would be too much to be passed by them, can you finally eat. And yes, you should then eat all of it at once as fast as you can.

Step 4: Suffer through it

At this point, it is important to point out that riding bicycles is often more about knowing how to suffer than it is about being good at riding bicycles. A smarter person would recognize their own failings and throw in the towel with a vow to learn from their mistakes, but that would be too easy. Depending on who you ask and what day of the week it is, I'm not very good at bikes, but I've learned to suffer with the best. I may not cross the line first, or second, or third, but I will cross that line and finish.

And finish I did.

As aforementioned, by the metrics the Desperado Duel is an easy 50-mile ride. There isn't a ton of climbing and none of it is overly steep. The scenery is fantastic as the route takes you through Red Canyon which is Bryce Canyon's little brother and shares the same fantastical hoodoos and red coloring of the iconic park. A good chunk of the ride is also on a separate bike path letting you pedal without having to worry about traffic and the parts that are on the highway have little traffic.

And the weather. For those of you not from the fiery pits of Southern Utah, July is a time when you do anything you can to escape the oppressive heat of the summer. Panguitch in July is a perfect way to do just that. The mornings are crisp and the evenings cool off nicely. It's about the best riding weather you can find.

All that is fine and dandy, but isn't riding all about the challenge? The Desperado Duel 50 certainly isn't the hardest course you will encounter, but with the proper preparation you can turn it into a truly hard day that ends with you sitting under a tent, completely blown, eating pickles and wondering why it hurt so bad.

And that is what it's all about.

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

CYCLING AND THE LAW

How Well Do You Know Utah's Cycling Laws?

By Ken Christensen and Russ Hymas

Because of the dangers inherent in cycling alongside 3,000-lb vehicles, most cyclists become much more well-versed on the laws governing their conduct than their motorist counterparts. In fact, many cyclists have even found themselves in the awkward situation of educating law enforcement officials on some of the more recent cycling laws!

Are you a cycling-law scholar? Take the quiz below to test your knowledge. Keep in mind that some of the laws below are specific to Utah. So if you're a cyclist in another state, be sure to check your local laws for the rules that apply to you.

TRUE OR FALSE:

- 1. Motor vehicles may not park in bicycle lanes.
- a. False. Utah, like most other states, does not prohibit parking a car in a bicycle lane.
- 2. In Utah, bicycles may ride "three abreast."
- a. False. It is only legal for two cyclists to ride side by side as long as they do not impede traffic. If you slow down the cars behind you riding side by side, it's not only courteous but required that you ride single file
- 3. You must wear a helmet when riding a bike.
- a. False. Utah, Wyoming, and Idaho do not have laws requiring cyclists to wear helmets.
- 4. It is illegal in Utah to ride your bike with no hands.
- a. True. Utah Code 41-6a-1112 specifically states that all cyclists must have at least one hand on the handle bars at all times.
- 5. A person under the age of 18 can ride their bike on a sidewalk in Utah
- a. True. Until last year, it was illegal in some Utah cities to ride a bike on a sidewalk. Last year, the Utah legislature changed the law so children can ride on sidewalks anywhere in the state.
- 6. Drivers pay for roads, so they should get priority.
- a. False. Drivers are not the only ones paying for road. Cars

and cyclists have equal rights to the road. They should mutually share the road and obey the laws to create a safe environment for all.

- 7. You can run a red light as a cyclist after waiting 30 seconds.
- a. False. If you are 16 years old or older, you can ride through a red light only if 1) the traffic sensors have not sensed you after waiting 90 seconds, and 2) there are no cars or pedestrians with the right-of-way near the intersection.
- 8. You are approaching an intersection where four cars traveling in your same direction are waiting at a red light. You can legally pass the waiting cars on the right using the shoulder of the road, and proceed to the front of the intersection to wait for the light to change.
- a. True. Until May of 2013, it was illegal for a cyclist to pass cars on the right while riding up to the front of an intersection. But our attorneys, Ken Christensen and Russ Hymas, wrote legislation (HB324) that became law making it legal for a cyclist to pass cars on the right.
- 9. Utah passed the "Idaho stop" law this year allowing cyclists to treat stop signs as yield signs.
- a. False. HB58 passed the House of Representatives, but was not heard in the Senate before the end of the 2018 legislative session.
- 10. Cyclists can make a claim under their car insurance if they are hit by a car.
- a. True. Many cyclists erroneously think their car insurance does not apply if they're not in their own vehicle when injured. The opposite is true coverages such as uninsured motorist (UM), underinsured motorist (UIM) and personal injury protection (PIP) benefits often provide the greatest safety net for cyclists when hit by a car.

Ken Christensen and Russ Hymas are avid cyclists and Utah attorneys at UtahBicycle-Lawyers.com. Their legal practice is devoted to helping cyclists injured in collisions with motor vehicles. They are authors of the Utah Bicycle Accident Handbook and are nationally recognized legal experts on cycling laws and safety.



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, rad-canyonbmx.com, rad-canyonbmx.com, rad-canyonbmx.com, rad-canyonbmx.com

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

August 3-5, 2018 — USA BMX Great Salt Lake Nationals, USA BMX National Series, South Jordan, UT, Location: 5200 W, 9800 South. , Dallas Edwards, 801-803-1900, radcanyon-bmx@radcanyonbmx.com, radcanyonbmx.com, facebook.com/radcanyonbmx.

Advocacy

Bike Utah — UT, Utah's Statewide Advocac Group., Phil Sarnoff, 801-440-3729, <u>psarnoff@bikeutah.org</u>, <u>bikeutah.org</u>

Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) — Salt Lake City, UT, Meetings are the 3rd Monday of the month from 5-7 pm in the SLC Transportation Division Conference room, Becka Roolf, 801-535-6630, bikeslc@slcaov.com, bikeslc.om

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

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

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

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

Bonneville Shoreline Trail Committee — Salt Lake City, UT, Volunteer to help build the Bonneville Shoreline Trail. (801) 485-6974 or visit our web page., Dave Roth, 801-824-5339, bonnevilleshorelinetrail.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 1-80 via Parley's Creek Corridor and the Sugar House Rail Spur to connect the Bonneville Shoreline Trail with the Provo/Jordan River Parkway., Juan Arce-Larreta, 801-694-8925, parleystrail@gmail.com, parleystrail.org

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

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

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

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

Idaho Bike Walk Alliance — Boise, ID, Idaho's Statewide bicycle advocacy organization, Cynthia Gibson, 208-345-1105, <u>cynthia@ida-</u> howalkbike.org, Idahowalkbike.org

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

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

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

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

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

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

Teton Valley Trails and Pathways (TVTAP) —

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

Events, Swaps,Lectures

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

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

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

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

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

August 25, 2018 — Tour de Fat, New Belgium Brewing's Tour de Fat, Denver, CO, Tour de Fat, the greatest little show on earth, is about to embork on a six-city bonanza of bikes, beers and philanthriopic fun. Entering its 19th season, the Tour de Fat has raised more than \$5 million dollars for local bike non-profits since its inception. It's a celebration of great beer, good people, and humankind's most wonderful invention – the bicycle! Held at Sculpture Park, 1736 Speer Boulevard, Paul Gruber, 888-622-4044, nbb@newbelgium.com, newbelgium.com/tour-de-fat

September 1-2, 2018 — Outside Bike & Brew Festival, Santa Fe, NM, There are mountain and road rides, skill clinics, a Festival Expo and bike art show, bike demos, poker ride, beer dinners, concerts, movies and morel, Tim Fowler, 505-209-5760, tim@outsidesantafe.com, outsidesantafe.com

September 1, 2018 — Tour de Fat, New Belgium Brewing's Tour de Fat, Fort Collins, AZ, Tour de Fat, the greatest little show on earth, is about to embark on a six-city bonanza of bikes, beers and philanthropic fun. Entering its 19th season, the Tour de Fat has raised more than \$5 million dollars for local bike non-profits since its inception. It's a celebration of great beer, good people, and humankind's most wonderful invention – the bicycle! Held at New Belgium Brewing, 500 Linden \$t, Paul Gruber, 888-622-4044, nbb@newbelgium.com, newbelgium.com/tour-de-fat

September 10-14, 2018 — University of Utah Bike Week, Salt Lake City, UT, A week of education and encouragement for bicyclists at the University of Utah, Ginger Cannon, 801-581-7505, ginger.cannon@utah.edu, sustainability.utah.edu/ublikeweek

September 22, 2018 — World Car Free Day, UT, Ride your bike and leave the car at home!, None, noemail@cyclingutah.com, worldcar-free.net

October 6, 2018 — Tour de Fat, New Belgium Brewing's Tour de Fat, Tempe, AZ, Tour de Fat, the greatest little show on earth, is about to embark on a six-city bonanza of bikes, beers and philanthropic fun. Entering its 19th season, the Tour de Fat has raised more than \$5 million dollars for local bike non-profits since its inception. It's a celebration of great beer, good people, and humankind's most wonderful invention – the bicyclel Held at Tempe Beach Park, Paul Gruber, 888-622-4044, nbb@newbelgium.com, newbelgium.com/tour-de-fat

November 17, 2018 — Henderson Stroll 'n Roll, Henderson , NV, Henderson Stroll 'n Roll is modeled after the Ciclovia founded Bogota, 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

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

and contact person and

other appropiate informa-

Let us know about any corrections to existing listings!

with activities for all ages. Along the route, enjoy children's activities, interactive demonstrations, free fitness classes and games, Chuck Ashby, 702-267-5707, bikehenderson@cityofhenderson.com, Annette Mullins, 877-775-5252, bikehenderson@cityofhenderson.com, bikehenderson.org

Mountain Bike

Tours and Festivals

August 4-5, 2018 — Trek Dirt Series Mountain Bike Camp, Park City, UT, Women's Mountain Bike Camp for beginner to advanced levels, focusing on skill development and trail riding, for cross country and downhill riders. Skill instruction ranges from basic front wheel lifts and switchback turns to technical climbs, descents, drops, jumps and more, Penny Deck, 604-484-6238 (Canada), register@dirtseries.com, Elli Petersille, elli@dirtseries.com, Elli Petersille, elli@dirtseries.com, Elli Petersille, elli@dirtseries.com

August 4-5, 2018 — VIDA MTB Series: Snowmass Bike Park, VIDA MTB Series Flagship Clinics, Snowmass Village, CO, Women's mountain bike skills clinic, Rachel Gottfried, 949-677-6809, info@vidamtb.com, vidamtb.com

6809, info@vidamtb.com, vidamtb.com

August 4, 2018 — South Boundary Big Ride,
Angel Fire, NM, The South Boundary BigRide
is an absolutely stunning 40 mile mostly singletrack ride from Angel Fire Resort to Taos Youth
and Family Center on the South Boundary
Trail. The South Boundary trail is arguably the
best ride in New Mexico and probably one of
the top rides in the whole country with beautiful high alpine views and amazing aspen
forests. It will be a perfect warm up for those
training for Leadville, as the course tops out
at nearly 11,000 feet!, Seth Bush, 505-554-0059,
ElCapitan@ZiaRides.com, zlarides.com







- August 18-20, 2018 Outerbike Summer in Crested Butte, Crested Butte, CO, An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos, shuttles, lunch, beer, and admission to parties and films, at Crested Butte Mountain Resort, Mark Sevenoff, 800-845-2453, 435-259-8732, outerbike@westernspirit.com, outerbike.com
- August 23-26, 2018 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 rafflest All skill levels welcome. Nyssa, fart@landercycling.org. Tony Ferlisl, landercycling@gmail.com, Mike Dicken, 307-332-2926, jurassicclassicfest@gmail.com, jurassicclassicfest.com, landercycling.org
- August 25, 2018 York 38 Special, York, MT, Mountain bike rides of either 38 or 76 miles of breathtaking scenery through the Big Belt Mountains, gaining 3,000 vertical feet from lowest point, 6 aid stations. Starts at York Fire Station 7:00 9:00 am; Spirit of 76 starts at 6:30 am, Rita Naylor, 406-475-3085, tohmontana@amail.com, york38special.org
- gmall.com, yorkasspecial.org

 August 31-September 3, 2018 Wydaho Rendezvous Teton Mountain Bike Festival, Teton Valley, WY/ID, 9th annual hosted at Grand Targhee Resort. Come enjoy endless miles of cross-country, singletrack, dirt road, lift-served downhill, dirt jump and freeride. Wydaho Rendezvous Bike Festival supports Teton Valley Trails and Pathways tytop.org. Includes 2018 demos, group rides, skills clinics, shenanigans, kids activities, music and libations. New Shoshone chairlift bike part access, TVTAP, 208-201-1622, info@tetonbike-test.org, Devin Dwyer, 208-201-1622, devin@tetonbikestest.org, tetonbikefest.org, grand-targhee.com
- targhee.com

 September 14-16, 2018 Tinker Classic, Beatty, NV, MTB Race and Festival, 100k and 60k races, Guided rides, demo bikes and industry vendors. Enjoy 60 + miles of Single track and many more miles or gravel roads and pavement. The weekend events will include a 3 day Bike Expo with demo's, festival rides on 60 + miles of single track, races for kids, a cyclocoss style Crit Race, the 60 K Gravel Gran Fondo though Death Valley National Park and Rhyolite Ghost town, and the Main Event 1 The 100K Tinker Classic Mountain Bike Race. Held at Spicer Ranch, Cimarron Chacon, 970-759-3048, info@graces.com, tinkerclassic.com, GROpromotions.com
- com, GROpromotions.com

 September 14-16, 2018 Northstar Freeride
 Festival, Truckee, CA, Held at Northstar Resort.
 For the first time, Interbike will open its doors to
 the public with the all new Northstar Free-Rick
 Festival powered by Interbike. The festival
 will take place at Northstar California Resort
 in North Lake Tahoe, September 14-16, 2018.
 The event will kick off Friday night and will
 go through Sunday evening, providing a
 haven for cycling enthusiasts of all levels and
 their families. Your favorite Interbike brands
 will be onsite starting Saturday morning with
 plenty of bikes to demo on Northstar's epic
 trails. Gondola access is available tool. The
 weekend will be packed with riding, product
 demos, live music, food and drink, shopping and much more, Kristen Koury, Kristen.
 Khoury@Emeraldexpo.com, Interbike.com/
 events/northstar-free-ride-festival/

 September 15, 2018 VIDA MTB Series: Golden
- September 15, 2018 VIDA MTB Series: Golden Giddyup, VIDA MTB Series , Golden, CO, Women's mountain bike skills clinic, Rachel Gottfried, 949-677-6809, info@vidamtb.com, vidamtb.com
- September 16, 2018 Monarch Crest Crank, Sallda, CO, A mountain bike event along one of the top mountain bike trails in the nation. The Crest Crank will be the final day of Sallda Bike Fest, which includes several events for cyclists of all abilities and their families. End Bike Fest weekend with us for this bucket list ride followed by an after party at Riverside Park open for Crest Crank cyclists and the public. Your entry fee will include the ride, a guide, breakfast snacks, a shuttle to and from downtown Sallda, and an after party in Riverside Park, featuring live music, free lunch, libations, a goodie bag, silent auction, and more. Entry fee and individual fundraising efforts will raise money for The Alliance, a non-profit organization with a mission to empower individuals beyond domestic and sexual violence, Monica Gutierrez, crestcrank@gmail.com, monarchcrestcrank.com
- September 16, 2018 Salida Bike Fest, Salida CO, A 4 day festival celebrating bicycles of all kinds! Various groups in Salida have teamed up to create and promote unique and fun bike events throughout the week. Free group rides, bike-related travelogue, the chainless race, a kick-off party at Soulcraft Brewing with live music, a bike parade, the Banana Belt Mountain Bike Race sponsored by Absolute Bikes, the 20th Annual Monarch Crest Crank and much morel, Monica Gutierrez, crest crank@gmail.com, Lanette Hartmann, salida
- September 21-23, 2018 MECCA Fall MTB Festival, Wedge Overlook (Near Castle Dale), UT, Registration begins Friday at 1 pm 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-yourown) scenic ride. Family-friendly (meal tickets only available). Kim Player, 435-653-2440, meccabikeclub@etv.net. biketheswell.org
- September 22-23, 2018 Trek Dir Series Mountain Bike Camp, Fruita, CO, Women's Mountain Bike Camp for beginner to advanced levels, focusing on skill development and trail ridling, for cross country and downhill riders. Skill instruction ranges from basic front wheel lifts and switchback turns to technical climbs, descents, drops, jumps and more., Penny Deck, 604-484-6238 (Canada), register@dirtseries.com, Elli Petersille, elli@dirtseries.com, diffseries.com, diffseries.com
- September 29-30, 2018 Albuquerque MTB Festival, Albuquerque, NM, 12 hour race, 2 hour race, and weekend long mtb festival, Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, zlarides.com
- October 5-7, 2018 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@westernsplitt.com, outerbike.com
- October 6-7, 2018 October Trek, Weiser, ID, 2 day mountain bike gravel ride, 86 mile rails-totrails conversion trail from New Meadows to

- Weiser, Idaho. Supported ride with meals and camping. Craig Kjar, 208-571-7447, 208-253. 4433, octobertrek@gmail.com, weiserirvertrail.org/octobertrek.html, kotaho.com/octobertrek.html.
- October 6-7, 2018 Trek Dirt Series Mountain Bike Camp, Sedona, AZ, Women's Mountain Bike Camp for beginner to advanced levels, focusing on skill development and trail riding, for cross country and downhill riders. Skill instruction ranges from basic front wheel lifts and switchback turns to technical climbs, descents, drops, jumps and more. Penny Deck, 604-484-6238 (Canada), register@clirtseries.com. Elli Petersille, elli@dirtseries.com.
- October 25-28, 2018 Moab Ho-Down Mountain Bike Festival & Film Fest, Moab, UT, 12th Annual Mountain bike festival with dual stage enduro race, group shuttle rides, bike films, townie tour with poker run, dirt jump comp and costume party! The festival is a fundraiser for local trails and the bike park, Tracy Reed, 435-259-4688, info@chilebikes.com, moabhodown.com, chilebikes.com

Utah Weekly MTB

Race Series

- May 1-August 31, 2018 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. May to August. The 2018 season will be a mix of XC and mini-enduros. Please check website for dates and venues. Phil Sarnoff, 801-440-3729, psarnoff@bikeutah.org, midweekmtb.com
- June 20-August 29, 2018 Mt. Ogden Midweek Race Series, Snowbasin Resort, UT, Courses are on Trailforks for all details, Fun races, great prizes. Registration-5pm-6:30pm at Grizzly Center, Race Start: 6:30. Cash and prizes each week. Beg. sport, expert, pro classes. No race July 4th, Tim Eastley, 801-620-1000, 801-620-1045. teastley@enowbasin.com, mtogdenraceseries.com, snowbasin.com

Regional Weekly

MTB Race Series

- May 8-August 28, 2018 Colin Craig Memorial Series, Bozeman, MT, Weekly series that includes road races, time trials, criteriums, mountain bike races and more, Alex Lussier, lussiera@hotmail.com, Phil Rotherman, phil@rothconst.com, Mollie McKlernan, mollie, mcklernan@gmail.com, pritck Wessel@yahoo.com, ccms.gallatinvalley-blovalecub.org
- July 12-August 16, 2018 Thursday Night Race Series, Whitefish, MT, Josh Knight, 406-862-2900, info@skiwhitefish.com, skiwhitefish.com/ events

Utah Mountain

Bike and Gravel

Racing

- August 3-4, 2018 Abajo (Blue Mountain) Enduro, Monticello, UT, Two day, three stage race in the Abajo Mountains by Monticello Utah. Stage 1 starts at 3:00 PM on Friday. A shuttle will be provided from the end of each stage to the start of the following course or to the parking area for the stage. Stages announced May 2018, Dustin Randall, 435-590-2741, info@roamutah.com, roamutah.com/abajoenduro
- August 4, 2018 The Rage at Snowbird, Intermountain Cup, Snowbird, UT, XC race. Snowbird has done a great job with some new trails and creating trails for real MTB racing with a great mix of fast flowy single track, service roads, and a few short technical sections to keep you on your toes. 5-25 miles, 570° elevation gain per lap, Darren Goff, 801-896-8244, into@intermountaincup.com, intermountaincup.com
- August 11-12, 2018 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, into@utahdh.org, go-ride.com, utahdh.org
- August 11, 2018 Eagle Point Mini Enduro, Beaver, UT, 3 stages, enduro mtb race, Eagel Point, info@SklEaglePoint.com, eaglepointresort.com/blog/archive/201807/eagle-point-mbleaduro-2018
- August 18, 2018 Cedar City Fire Road 100 Gravel Grinder, Cedar City, UT, 100K or 60K options - with over 80% dirtl Chip timed. Prizes for top finishers., Deborah Bowling, 818-889-2453, embassy@planetultra.com, gravelarinder.com
- August 18, 2018 Dirty Arts Gravel Grinder Fondo, Helper, UT, The Fondo is a 62 mille ride on pavement, gravel and dirt roads. The route takes you through central Carbon County exploring some high desert vistas and the foothills of the Manti La-Sal mountains. 5,000° of climbing and 5,000° of climbing and specific straight of short climbs. Enjoy the Helper Arts & Film Festival afterwards for food, drink and fun, if you have the strength. Start: Historic Conoco Station, Mark Jesperson, 435-637-2453, mark@castlecountrycycling.com, Cory Jensen, 801-824-8455, cory.jensen@carbon.utah.gov, Ed Malmagne, 435-637-2453, ed@castlecountrycycling.com, castlecountrycycling.com, castlecountrycycling.com, castlecountrycycling.com, castlecountrycycling.com, carbon castlecountrycycling.com, carbon castlecountrycycling.com, carbon carb
- August 18, 2018 El Doce at Pow Mow, Powder Mountain Eden, UT, 12/6 Hour Mountain Bike Race at Powder Mountain, Utah. Solo, Duo and 3-4 Person Tearns. 12 Mile lap, 1200' vertical per lap, 12 hours. Limited to 400 riders., Jenny Scothern, 801-399-1773, jenny@goalfoundation.com, Clairesse Miljour, 801-399-1773, claire@goalfoundation.com, eldo-
- August 18, 2018 Utah High School Cycling League Central Region Race #1, Utah High School Cycling League Race Series, Soldier Hollow, Midway, 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 3000+ students on 90+ teams across the state participating., Lori

- Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, Brooke Howard, 385-227-5741, brooke@utahmtb.org, utahmtb.org
- August 25, 2018 Utah High School Cycling League South Region Race #1, Utah High School Cycling League Race Series, High Star, Kamas, 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 30004 students on 904 teams across the state participating, Lori Harward, 801-502-8516, 801-885-6884, jori@utahmtb.org, Jason Christiansen, 801-885-6884, jason@utahmtb.org, utahmtb.org
- August 25-26, 2018 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 unkempt, technical descents to fast-rolling, speed driven trails., Jessica Kunzer, 801-349-4612, |kunzer@mtsports.com, Sara Valerious, 847-946-4182, svalerious@mtsports.com, endurocupmtb.
- August 25, 2018 Powder Mountain ICup, Intermountain Cup, Powder Mountain, UT, XC race, Distance: 6.3-30 miles, Elevation Gain: 500-1,800'/lap (depending on category), Darren Goff, 801-896-8244, info@intermountailous on interportations on interportations.
- August 25-26, 2018 Brian Head Collegiate MTB IMCCC, Collegiate MTB- IMCCC, Brian Head, UT, collegiate mtb, IMCCC , incccdir@gmail.com, theimccc.org, extramileracting.com
- September 1, 2018 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 & 12,000ff of climbing., Jay Burke, 801-330-3214, snow-chicken.jb@gmail.com, thepcpp.com
- September 1, 2018 Utah High School Cycling League Central Region Race #2, Utah High School Cycling League Race Series, Snowbasin Resort, 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 3000+ students on 90+ teams across the state participating., Lori Harward, 801-502-8516, 801-885-6884, Lori@utahmtb.org, Brooke Howard, 385-227-5741, brooke@utahmtb.org, utahmtb.org.
- September 3, 2018 Utah High School Cycling League North Region Race #1, Utah High School Cycling League Race Series, Snowbasin, Huntsville, 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 3000+ students on 90+ teams across the state participating. Loif Harward, 801-502-8516, 801-885-6884, Iori@utahmtb.org, Tasha Heilwell, 801-448-2234, Tasha@utahmtb.org, utahmtb.org
- September 7-8, 2018 Kokopelli 100 and 140, 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@kokopelli 100.com, kokopelli 100.com
- kokopelli 100.com, kokopelli 100.com

 September 8, 2018 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 3000+ students on 90+ teams across the state participating. Lori Utahmtb.org, Jason Christiansen, 801-885-6884, jason@utahmtb.org, utahmtb.org
- September 8, 2018 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 8-9, 2018 Sundance Collegiate MTB IMCCC, Collegiate MTB- IMCCC, Sundance, UT, collegiate mtb, IMCCC, Imcccdi@gmail.com, theimccc.org, extra-mileracing.com
- September 15, 2018 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 mth 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, czari@sundance-utah.com, John Woodruff, 801-223-4044, 801-223-4849, johnw@sundance-utah.com, sundanceresort.com/summer
- September 15, 2018 Widowmaker 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 15, 2018 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 blike teams all over the state. Grades 7-12 participate in individual categories and include both individual and team scoring. Join or start a team in your area., Lori Harward, 801-502-8516, 801-885-6884, Iori@utahmtb.org, Tasha Heilweil, 801-448-2234, tasha@utahmtb.org, utahmtb.org
- September 15, 2018 Utah High School Cycling League Central Region Race #3, Utah High School Cycling League Race Series, Vernal, 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 3000+ students on 90+ teams across the state participating., Lori Harward, 801-502-8516, 801-885-6884, lori@

- utahmtb.org, Brooke Howard, 385-227-57-
- September 15, 2018 Pony Express Gravel Grinder Series, Delta, UT, Minimally-supported 62 or 125-mile (100/200km) gravel ride along the Pony Express Irail. 99% on gravel roads. This is a timed brevet co-sponsored by the national organization, Randonnneurs USA, held NW of Delta, Utah, Richard Stum, 435-462-2266, ichard@eogear.com, sallidakerandos.org
- September 16, 2018 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@mountaintrails.org, mountaintrails.org
- September 22, 2018 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. The Utah League has 3000+ students on 90+ teams across the state participating, Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, Jason Christiansen, 801-885-6884, lason@utahmtb.org, utahmtb.org
- September 22, 2018 Nordic Valley Collegiate MTB IMCCC, Collegiate MTB IMCCC, Nordic Valley, UT, collegiate mtb, IMCCC , Imccc. dir@gmail.com, theimccc.org, extramilerac ing.com
- ing.com

 September 29, 2018 Utah High School Cycling League North Region Race #3, Utah High School Cycling League Race Series, Soldier Hollow, Midway, 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 3000+ students on 90+ teams across the state participating. Loft Harward, 801-502-8516, 801-885-6884, Iori@utahmtb.org, Tasha Heliweil, 801-448-2234, tasha@utahmtb.org, utahmtb.org
- tasha@utahmtb.org, utahmtb.org

 September 29, 2018 Utah High School Cycling
 League Central Region Race #4, Utah High
 School Cycling League Race Series, TBD,
 UT, Utah league races are the culmination
 of months of fun and practice on schoolbased 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 3000+ students on
 90+ teams across the state participating. Lori
 Harward, 801-502-8516, 801-885-6884, Ioria
 utahmtb.org, Brooke Howard, 385-227-5741,
 brooke@utahmtb.org, utahmtb.org

 October 6, 2018 Utah High School Cycling
- October 6, 2018 Utah High School Cycling League South Region Race #4, 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 3000+ students on 90+ teams across the state participating. Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, Jason Christiansen, 801-885-6884, loson@utahmtb.org, utahmtb.org
- October 6, 2018 Antelope Island 50K MTB Race, Antelope Island, UT, 4th edition of Antelope 50k Mountain Bike Race will be held at White Rock Bay Trailhead, Antelope Island State Park. There will be 3 race distances: 50k, 25k, and 15k. This is an MTB race on double and single track with varying elevation and some technical stretches on the 50k and 25k distances. Wynn Hall, 801-941-4255, wynnhall@gmail.com, Matt Hall, 801-648-4659, matt@enduraevents.com, enduraevents.com
- Com

 October 6, 2018 Utah High School Cycling League North Region Race #4, 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, Loil Harward, 801-502-8516, 801-885-6884, Ioria utahmtb.org, Tasha Heilweil, 801-448-2234, tasha@utahmtb.org, utahmtb.org
- October 13, 2018 Utah High School Cycling League Rain Out, Utah High School Cycling League Race Series, Eagle 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 3000+ students on 90+ teams across the state participating. , Lori Harward, 801-502-8516, 801-885-6884, lori@utahmtb.org, utahmtb.org

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- October 15-16, 2018 Huntsman World Senior Games Mountain Biking, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, 435-674-0550, hwsg@seniorgames.net, seniorgames.net
- October 19-20, 2018 Utah High School Cycling League State Championships, Utah High School Cycling League Race Series, IBD, UT, This race will combine North, Central, 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
- October 26, 2018 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. 13th annuall, Red Bull, 310-393-4647, noemail@cyclingutah.com, Chris Worden, 310-393-4647, chris.worden@us.redbull.com, redbull.com/us/en/bike/events
- November 3-4, 2018 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. 10th Annual, Cimarron Chacon, 970-759-3048, info@groraces.com, 25hoursinfroahollow.com

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NM, CO, MT, OR, WA,

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- August 2-5, 2018 Downieville Classic, Lost Sierra Triple Crown, Downieville, CA, All mountain, cross country, and downhill races, Live music, premium beer, food vendors and anali-weekend mainstreet industry expo top off the event, mountain bike festival, Greg Williams, willie@sierratrails.org, downieville-classic.com
- August 3-5, 2018 Rocky Mountain Race Series Powderhorn, Mesa, CO, Keith Darmer, 719-221-1251, Keith@chocolatebunnyproductions. com, chocolatebunnyproductions.com
- August 4, 2018 Pierre's Hole MTB Race, National Ultra Endurance Series, Alta, WY, 10th 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/he-resort/lest-80100.php
- August 4-5, 2018 Big Mountain Enduro/Enduro World Series Aspen Snowmass, Big Mountain Enduro Series, Aspen Snowmass, CO, Aspen Snowmass will host the BME Finals for 2018. The two-day event will blend high altitude riding adventures mixed with some of the biggest descents and best riding in the area. Also part of the Enduro World Series, Brandon Ontiveros, brandon@bigmountainenduro.com, bigmountainenduro.com
- August 4, 2018 South Boundary Big Ride Angel Fire, NM, 40 mile singletrack race and ride, Seth Bush, 505-554-0059, <u>ElCapitan@</u> ZioRides.com, <u>Ziarides.com</u>
- August 4, 2018 Sun Valley Enduro, Idaho Enduro Series, Sun Valley, ID, New venue. Partial lift-served. Tons of fast flow. Pro pay-

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- August 5, 2018 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, racemtitic.com
- August 11, 2018 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-andback., Paul Anderson, 719-219-9364, panderson4@lifetimefitness.com, leadvilleraceseries.com
- August 11, 2018 Steamboat Stinger, Mountain Town Challenge Series, Steamboat Springs, CO, Beginning at 8:00am at the Howelsen Hill Ski Area in the heart of Steamboat Springs. The course takes a 50 mile single-track detour into the beautiful backcountry of Routt County with a total of roughly 3,500ft elevation gain before returning to the transition/finish area. Solo and duo team options available, Nate Bird, 866-464-6639, nate@honeystinger.com, Jordan Edwards, 866-464-6639, steamboatstinger@honeystinger.com, honeystinger.com
- August 11-12, 2018 Scott Enduro Cup at Durango, Scott Enduro Cup Series, Durango, CO, New dafel Athletes can expect climbs at altitude, abundant wildlife and technical descents from Round 3 in Durango, CO. This stop will feature one day of backcountry riding and one day of litt-accessed racing at Purgatory Resort., Jessica Kunzer, 801-349-4612. |kunzer@mtsports.com, Sara Valerious, 847-946-4182, syalerious@mtsports.com, endurocupmtb.com
- August 11, 2018 Powderhorn 100k Gravel Grinder, Tour of Colorado Series, Leadville CO, The last event in our 2018 Series, the Powderhorn 100k is a scenic road & gravel tour of the Western Colorado region featuring high altitude lakes, alpine climbs, and epic views along the Grand Mesa Scenic Byway. 63 milles, Andy Bohlmann, 719-428-5807, 719-651-1677, info@tourofcolorado.com, tourof.colorado.com
- August 17-19, 2018 Rocky Mountain Race Series Purgatory, Durango, CO, Keith Darner 719-221-1251, keith@chocolatebunnyproductions.com. chocolatebunnyproductions.com
- August 18, 2018 Wright Brothers The Building Company Enduro, Idaho Enduro Series, McCall, ID, Enduro Sunday, Courses divided by ability. No license required. Hotel McCall is available right on the lake, plus plenty of camping nearby. Held at Jug Mountain. Pro payout, James Lang, 208-571-1853, 208-344-9182, [lang83702@yahoo.com, idahoenduroseries.com, jugmountainranch.com
- August 18-19, 2018 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. Race features both bicycle and hand cycle courses. Held in Herron Park., Tia Celentano, 406-261-1769, info@24hoursofflathead.org, 24hoursofflathead.org, facebook.com/24HoursOfFlathead.org, facebook.com/24HoursOfFlathead
- August 18-19, 2018 Enduro X Race, Revolution Enduro Series, Steamboat Springs, CO, David Scully, 970-846-5012, david@revolutionenduro.com, revolutionenduro.com
- August 18, 2018 Togwotee Gravel Fondo, Jackson , WY, 60 and 105 mile options, held at Togwotee Pass, a mountain pass located on the Continental Divide in the Absaroka Mountains of Wyoming, between the towns of Dubois and Moran Junction in the Jackson Hole valley. All participants must carry accesible bear sprayl, Forest Dramis, jacksonholecycling@gmail.com, jhcycling.org
- August 18-19, 2018 Rendezvous Enduro, Montana Enduro Series, Teton Village, WY, Montana Enduro Series , contact@montanaenduro.com, Christine Wike, christine@montanabicycleguild.org, montanaenduro.com, montanabicycleguild.org
- August 18-19, 2018 Steamboat Springs Enduro, Revolution Enduro Series, Steamboat Springs, CO, Saturday racing will start with a shuttle ride to access new never raced trails for 3-4 Stages in the back country. Sunday August 19, will be three Stages with lift and pedal transfers at the Steamboat Bike Park and Forest Service trail system, David Scully, 970-846-5012, david@revolutionenduro.com revolutionenduro.com
- August 19, 2018 Tamarack Twister, Knobby Tire Series, Donnelly, ID, Cross country and enduro race on Sunday at a beautiful venue, Alex Phipps, 208-841-4120, alex01phipps@ gmail.com, knobbytireseries.com
- August 24-26, 2018 NW Cup Series #7, Northwest Cup Downhill Series, Whitefish, MT, Downhill race. Held at Whitefish Bike Park. Friday will be open practice. Saturday will be split practice by category. Pro/JuniorX seeding Saturday evening. Sunday racing all categories, Scott Tucker, 360-797-4288, scott@nwcup.com, www.nwcup.com
- August 25-26, 2018 Grand Targhee Enduro, Montana Enduro Series, Grand Targhee, WY, There's some seriously fun trails at Wyoming's

- Grand Targhee Resort, so we're going to race 'em. It's going to be a weekend long celebration of the Tetons. Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, Montana Enduro Series , contact@montanaenduro.com, Christine Wike, christine@montanabicycleguild.org, montanaenduro.com, christine@montanabicycleguild.org, montanaenduro.com
- August 25, 2018 Idaho High School Cycling League Race, Magic Mountain, ID, Dylan Gradhandt, 208-340-5200, dylan@idahomtb. com, idahomtb.org
- August 25, 2018 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 25-24, 2018 Big Sky Biggie, Big Sky, MT, 30 and 50 Mile races on Saturday, Short Track on Sunday, Starting in Big Sky's Town Center (Meadow Village) and climbing into the scenic views from Lone Peak and Buck Ridge, riders will ride some of the area's most exhilarating (and challenging) pieces of single-track, double-track, gravel roads and the occasional paved segment, Natalie Osborn, 907-223-8658, natalie@wonderbuild.com, bigskybiggie.com
- August 25, 2018 Battle of the Gravel, Wyoming Gravel Grinder Series, Savery, WY, South of Rawlings, WY, The race will start and finish at the Little Snake River Museum. Riders will start between 7 and 9 am and return to a BBQ, band and brews on the grounds of the Museum. 95 miles, Adam Leiferman, 307-462-6038, leiferman.adam@gmail.com, Kimberly Coats, 307-383-7778, 530-744-8773, teamwandacycling@gmail.com, wyominggrayel.com, battlegtheartoxel.com
- August 31-September 2, 2018 Rebecca's Private Idaho, Ketchum, ID, 50mi or 100mi gravel ginder 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 1-3, 2018 Purgatory's Revenge Pro XCT and GRT, Purgartory, CO, Pro cross country and gravity four races, Chuck Hodge, 719-434-4200, chodge@usacycling.org, purgatoryresort.com
- September 1, 2018 Joe Cosley Pancake Ride Gravel Grinder, Whitefish, MT, 140 miles, 15000 feet of climbing, gravel grinder, Brad Lamson, 406-250-9827, pancakeride.com
- September 2, 2018 Signal Peak Challenge MTB Race, New Mexico Off Road Series, Silver City, NM, 12, 25, and 31 mile races, Jan Bear, 505-670-4665, janbea@gmail.com, Martyn Pearson, 575-654-3966, martynpearson56@ gmail.com, signalpeakchallenge.com, nmois. org
- September 8, 2018 Barn Burner 104, Leadville Race Series, Flagstaff, AZ, 104 mille mountain bike race, Solo, Duo, Teams, Kaibab and Coconino National Forest, Camping on private land. 26 and 52 mile options. Party afferwards with music, food, and beer, Jeff Frost, 928-380-0633, canisbleu@gmail.com. barnburnermtb.com. leadvilleraceseries.com
- September 8, 2018 Idaho High School Cycling League Race, Targhee, ID, Dylan Gradhandt, 208-340-5200, dylan@idahomtb. com, idahomtb.org
- September 8, 2018 Crosscut Crush, 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 (formerly Bohart Bash), Alex Lussier, lussiera@hotmail.com, Megan Lawson, 406-570-7475, meganmclawson@gmail.com, gallatinvalleybicycleclub.org, gascyclingfeam.com
- September 8-9, 2018 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 8, 2018 Wyo 131 Gravel Grinder, Wyoming Gravel Grinder Series, Lander, Wy, 51 or 106 miles, gravel grinders around and through the Snowy Range Mountains in southeast Wyoming, landercycling. Tony Ferlisl, landercycling@gmail.com, Mike Dicken, 307-332-2926, jurassicclassicfest@gmail.com, Adam Leiferman, 307-462-6038, leiferman, adam@gmail.com, wyominggravel.com,
- September 8, 2018 Race the Rails, Ely, NV, Race the train in Elyl Fun for the whole family! Race a coal fired steam engine that is over 100 years old. The event will accommodate both road and mountain bike riders of all ages. Meg Rhoades, 775-289-3720, 800-496-9350, ccassist@mwpower.net, www.elyneyada.net
- September 14-16, 2018 Tinker Classic, Beatty, NV, MTB Race and Festival, 60k race, Guided rides, demo bikes and industry vendors. Enjoy 60+ miles of single track or gravel roads and

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- pavement., Cimarron Chacon, 970-759-3048, info@groraces.com, tinkerclassic.com
- September 15, 2018 Fire on the Rim Mountain Bike Race, Pine, AZ, 15, 30, and 45 mile mtb races near Payson, AZ, Janet Brandt, info@
- September 15, 2018 Idaho High School Cycling League Race, Galena Lodge, ID, Dylan Gradhandt, 208-340-5200, dylan@idabattle pap idahomble street
- September 15-16, 2018 Two Moon 24, Glendo, WY, 24 hour race on the trails of Glendo State Park in eastern Wyoming. 9.5 mille loop; approximately 10 laps possible. Fun time all night with hot breakfast served Sunday morningl, Evan O'Toole, evan@laramieracing.com, Niesey Heckart, 307-761-1741, niesey@laramieracing.com, twomoon24.com
- September 15, 2018 Double Dip Downhill Whitefish, MT, Josh Knight, 406-862-2900, info@ skiwhitefish.com, skiwhitefish.com/events
- September 15, 2018 Scott Junior Enduro Cup at Gunnison, Scott Enduro Cup Series, Gunnison, CO, Junior riders ages 9-17 will put it all on the line at this one-day enduro race at the storied Hartman Rocks Recreation Area. A local favorite, Hartman Rocks offers playful and challenging trails in the high desert for a variety of skill levels, not part of the series, Jessica Kunzer, 801-349-4612, kunzer@mtsports.com, Sara Valerious, 847-946-4182, svalerious@mtsports.com, endurocupmtb.
- September 15, 2018 Squash Blossam Screamer MTB Race, New Mexico Off Road Series, Gallup, NM, Takes place on the High Desert Trail System, a series of loops on the pristine mesas overlooking Gallup. The course is primarily single-track, hard packed clay interspersed with slick rock, small climbs and technical sections., Jan Bear, 505-670-4665, ianbee@gmail.com, Andy Stravers, 505-862-2442, SquashBlossomClassic@gmail.com, saugshblossomclassic.com, progs.ord
- September 16, 2018 Sunrise Ski Resort Enduro Sunrise Ski Resort, AZ, MBAA, 480-442-4229
- September 22, 2018 Royal 50 Mountain Bike Race, Canon City, CO, mtb race, 20 or 50 miles, Gordon Eckstrom, director@bikesandbrews.org, Ashlee Sack, 719-248-6376, coordinator@joinFAR.org, bikesandbrews.org, royu150, com
- September 22, 2018 Roan Cliff Chaos, Rifle, CO, Start west end of Town of Rifle on W 3rd St. Bike race leads to Hubbard Mesa trail network and finish there. Run race stays around town and finishes same location as start. Bike: Various distances up to 22 miles, depending on category and course. Run: 5k with various course challenges and features., John Klish, 970-744-4450, madness@madracingcolorado.com, madracingcolorado.com
- September 23, 2018 Horny Toad Hustle MTB Race, New Mexico Off Road Series, Los Cruces, NM, Jan Bear, 505-670-4665, janbea@ gmail.com, Dave Halliburton, 575-312-5991, gofdirfnm@gmail.com, hornytoadhustle.com, nmors.org
- September 26-30, 2018 The San Juan Mountain Bike Festival, Durango, CO, Held at Purgatory Ski Resort, three days of mountain bike riding via chair lift and shuttled high country rides (permit pending), live music and numerous craft beer and spirits. This event will also include a demo program. We have invited many industry leaders in the world of mountain bikes to have product at this event, so come on out and throw your leg over a bike or two and try a few accessories from the best of the industry. This event happens in September to maximize the viewing pleasure of the fall color change in the southwest corner of the state and to showcase all the trails that Purgatory Ski Area has been building for the past couple of years. Keith Darner, 719-221-1251, keith@chocolatebunnyproductions.
- September 29, 2018 Idaho High School Cycling League Race, McCall, ID, Jug Mountain Ranch, Dylan Gradhandt, 208-340-5200 (ylan@idahomth.com.idahomth.car
- September 29, 2018 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 YNPI, Jay Petervary, 307-413-2248, jaypetervary@gmail.com, gravelpursuif.com
- September 29, 2018 Grinduro, Lost Sierra Triple Crown, Quincy, CA, 62 miles of pavement, gravel, and singletrack with a TON of climbing and twisty descents. Most of the ride is casual, there are four timed sections that are designed to cater to specific strengths. Grinduro racers and spectators are treated tothree days of camping, live music (including a late-night DJ), beer, awesome food, and campfires., Greg Williams, willie@sierratrails.org, grinduro.com
- September 29-30, 2018 12 Hour of Albuquerque Race and MTB Festival, Albuquerque, NM, The weekend will be full of activities with the anchor event being the 12 Hours of Albuquerque from 7am to 7pm on Saturday. The course for the 12 Hours of Albuquerque is 11+ miles of fast, fun, occasionally technical, but mostly flowy singletrack in the beautiful pine forests above Albuquerque, Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, 2iarides.com
- September 30, 2018 Kingman Enduro, Kingman, AZ, MBAA , 480-442-4229, racing@ mbaa.net, mbaa.net
- October 6, 2018 Road Apple Rally MTB Race New Mexico Off Road Series, Farmington, NM



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THE POWER OF BICYCLES

The Road Apple Rally began in 1981 as a competition between horses and bicycles. It has since become a bicycle only race and stands as the longest running annual mountain bike race in the United States. Bring the family for a day of fun and try the children's riding obstacle course. This celebrated mountain bike race features five divisions: Beginner, Pro, Expert, Sport, Single Speed. The Beginner, Pro, Expert, Sport, Single Speed. The Beginner course is a 15 mile loop, all others ride the full 30 mile Road Apple Rally course. Both courses feature the whoops, where you spend more time in the air then on the ground! Course terrain also includes short climbs, flats, sandy arroys and sharp corners. Jan Bear, 505-570-4665, janbea@gmail.com, Leslie Mueller, org/277/Road-Apple-Rally, mmors.org

- October 7, 2018 Great Trail Race, Truckee, CA, Ride or Run between Truckee and Taloc 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, Klley McInroy, klley@bigblueadventure.com, bigblueadventure.com, pagedtrailinges.com
- October 13, 2018 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 Loftreda, 520-623-1584, info@epicrides.com, Dave Castro, dcastro@epicrides.com, plorides.com
- October 13, 2018 Idaho High School Cycling League Race, Boise, ID, Bogus Basin, Dylan Gradhandt, 208-340-5200, <u>dylan@idahomtb.com</u>, <u>Idahomtb.org</u>
- October 14, 2018 Prescott Enduro, Prescott, AZ, MBAA , 480-442-4229, racing@mbaa.net, mbaa.net
- October 19-21, 2018 USA Cycling Collegiate Mountain Bike National Championships.
 Missoula, MT, Collegiate National Championships and Montana High School Championships, Chuck Hodge, 719-434-4200, chad@gorge.net, Ben Horan, 312-502-5997, bfhoran@gmail.com, usacycling.org
- October 27, 2018 Prescott 6er, Prescott, AZ, 6 hour and 12 hour mountain bike race on a 9 mile loop with solo, duo, junior, masters and singlespeed categories, Breanna Bissell, 480-734-0558, info@mangledmomentum.com, prescottber.com
- October 27, 2018 Mount Lemmon Gravel Grinder, Oracle, AZ, 3rd Annual, 40, 50, 60 mile options on the back gravel roads of Mt. Lemmon with elevation gains ranging from 3,000 to 8,000ft. Begins at 7 a.m. at the YMCA Triangle Y Ranch just north of Tucson on the "backside" of the Santa Catalina Mountains. John McCarrell, 615-636-4828, john@mtlemmongravelgrinder.com, mtlemmongravel-arinder.com
- October 27-28, 2018 Glorieta Cyclocross, Glorieta, NM, New Mexico-El Paso Regional XC Championship, Jan Bear, 505-670-4665, [anbea@gmail.com, core-crew.com
- November 3, 2018 Showdown at Usery Pass, Phoenix, AZ, 8 hour cross country race on an 11 mile loop, solo, duo, quad, and relay options, free kids races, Two Wheel Jones , events@twowheeljones.com, mesabikerace. net
- November 17, 2018—12 Hours of Fury, Fountain Hills, AZ, 12 Hours of Fury will test your body, mind and mountain biking skills. The race will begin and end at the Four Peaks Staging Area in McDowell Mountain Regional Park. The 15 mile loop is smooth, fast and fun. The most loops in 12 hours wins It!, Jeremy Graham, 623-330-0913, jereny@Apeaksracing.com/eyeaksracing.com/eyents/12-hours-of-fury-2017
- December 8, 2018 Frosty the Fat Bike series Race #1 Grand Targhee, . Grand Targhee, . WY, The series opener of the Frosty the Fat Bike series will be held at Grand Targhee Resort. The course will be mostly groomed single track course of 8-9 miles long. There will also be fat bike demos for the race day race details will be posted in November., Andy Williams, 800-TARGHEE ext. 1309, awilliams@grandtarghee.com, frostythefatbike.com/2018/, grandtarghee.com

December 8, 2018 — Dawn to Dusk, Fountain Hills, AZ, Endurance mountain bike relay, Compete as a solo, duo, or team on a fast, fun course in McDowell Mountain Regional Park. Family friendly camping and event expo promises a fun weekend! Space is limited to 125 solo riders, 100 two-person, 50 fourperson, and 10 corporate entries, Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, ziarides.com/event-register/dawn-dusk-arizona

August 2018

- December 15, 2018 JayP's Backyard Fat Bike Pursuit 60k, JayP's Backyard Series, Island Park/West Yellowstone, ID, 60k snow bike race on groomed snow machine trails in Island Park, ID near Yellowstone National Park., Jay Petervary, 307-413-2248, jaypetervary@gmail..com, fatpursuit.com
- January 4-6, 2019 JayP's Backyard Fat Bike
 Pursuit 200km or 200 mile, JayP's Backyard
 Series, Island Park/West Yellowstone, ID, 2
 Distances- 200 km or 200 mile. These endurance events take on an expedition feel
 and you will need to have outdoor winter
 camping skills., Jay Petervary, 307-413-2248,
 jaypetervary@gmail.com, fatpursuit.com
- June 1, 2019 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 untarmed. Brooke Jeffs, 208-528-0664, ridetheangryhorse.com, cbiblikes.com, ridethean

Utah Weekly

Road Race Series

- Rocky Mountain Raceways Criterium 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, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries.com
- Salt Air Time Trial Series Utah Crit Series, Salt Lake City, UT, Every other Thursday April -September, I-80 Frontage Road West of the International Center, Marek Shon, 801-209-2479, utcritseries@gmail.com, utahcritseries. com
- DLD (DMV) Criterium Utoh Crit Series, West Valley City, UT, Weekly Training Crit at the Driver's Training Center, 4700S. 2780W., A filte 6 pm, B filte between 6:45 and 7:05, Call for information regarding C filte. Wednesdys, April April August, Marek Shon, 801-209-2479, utaltseties com
- Emigration Canyon Hillclimb Series Utah Crit Series, Salt Lake City, UT, Starts north of Zoo 7.4 miles to top of Emigration. First rider off at 6:30. Every other Thursday April through August, Marek Shon, 801-209-2479, utcritseries@gmail. com, utahcritseries.com

Utah Road Racing

- August 6-12, 2018 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 11, 2018 Wildflower Hill Climb, Mountain Green, UT, Timed 5.5 mille climb during the 75 mile course option in this women-only cycling event. Age-group cash prizes Gift for all who complete the climb., Stace Palmer, 801-644-9940, 801-336-6198, wildflowerpedalfest.com
- August 11, 2018 The Ultimate Challenge Presented by University of Utah Health Care, Salt Lake City, UT, A Gran Fondo hossted by the Larry H. Miller Tour of Utah. Riders will follow the Tour of Utah's Queen Stage route



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before the pros start, with the same climbs and high altitude finish. This ride has earned the titlle 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 18, 2018 — Utah State Time Trial Championship, UCA Series, Goshen, UT, Jared Eborn, 801-599-9268, jared@extramileracing.com, utahbikeracing.com

August 24-27, 2018 — 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, Hoodoo500.com

August 25, 2018 — Utah Tour de Donut, American Fork, UT, 11th Annual event - Most fun you'll have on a blike. Three 7-mille laps, eat donuts to reduce your time. Starts at 8:00 am., Glenn Smith, info@ufahtourdedonut. com, utahtourdedonut.org

August 25, 2018 — West Mountain Road Race, UCA Series, West Mountain, UT, 100 Miles of rolling terrain around West Mountain in Utah County, Jared Eborn, 801-599-9268, jared@ extramileracina.com, extramileracina.com

September 8, 2018 — LOTOJA Classic Road Race, Logan, UT, 36th 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, lotojaclassic.com

September 29, 2018 — Gran Fondo Moab, Moab, UN, Mass start timed road cycling event on the beautiful La Sal Loop road, 60 miles with 5500 feet of climbing. Not a sanctioned race, but you will get a time, awards, and placing. Scott Newton, 435-654-8650, 800-635-1792, info@granfondomoab.com, aranfondomoab.com

October 9-12, 2018 — Huntsman World Senior Games Cycling, St. George, UT, Must be 50 years or loder. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, 435-674-0550, hwsg@seniorgames.net, seniorgames.net

October 13, 2018 — 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@spotfs-am.com, sports-am.com

Regional Weekly

Road Race Series

May 9-August 8, 2018 — ICE BAR Time Trial/Hillclimb Series, ICE BAR Series, Pocatello, ID, Flott time trials: Start at Rainbow Road, 6.2m(10k). Scoring is best 2 of 4 times., May 9 at 6:30 pm?:00 pm, June 6, June 27 and July 25Hill 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 23 -Crystal Summit, 6:30 pm.7:00 pm; June 13-Scout, July 11-Crystal Summit, August 8-Scout Categories: End of season awards for men and women's overall winners of these categories: A's , B's, Master's 50+, Triatheler, Recteational (Non TI bike, Eddie Merckx style), Single Speed, and Clydesdale (210 lbs+) and Athena (150 lbs+). Peter Joyce, 208-282-3912, joycpete@isu.edu, Tony Chesrow, 435-671-2506, hebermisports@yahoo.com, Idahoeycling.com

Regional Road Racing

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

and Beyond

August 4-5, 2018 — Idaho Senior Games, Kuna, ID, 5k and 10K Time Trials both at 9 a.m. date cooresponds to order of listing, 20 K Aug 5 and 40 K Aug 4 Road Races at 10 a.m., qualifying year for 2019 National Senior Games. Held at 3. Cole Road & Hubbard/10 Mile Creek Rd., Mike Thorton, 208-861-8000, idahoseniorgamesinfo@gmail.com, Frank Gilbert, 208-853-1964, frank@georgescycles.com, idahoseniorgames.org

August 11, 2018 — Lamoille Canyon Hill Climb, Lamoille, NV, 13th annual. Road Race hill climb, 12 miles, 3000ft hill climb in Ruby Mountains. Race starts at 9am. Post event picnic and awards in Lamoille Grove, 11:30am, Gayle Hughes, 775-753-7789, 775-934-4532, nvelkoveio@gmail.com, elkovelo.

August 11, 2018 — Pikes Peak Hill Climb, Colorado Summit Cycling Series, Colorado Springs, CO, The start line is located at 9,390 ft./2,862 m and the finish line is 156 turns, 12.42 mi./20 km, later, with an average grade of 7%, and a gain in attitude of 4,725 ft./1.440 m, to conclude at 14,115 ft./4,302m. It will be held in conjunction with The Broadmoor Pikes Peak Cycling Hill Climb gran fondo fun ride, The Sports Corp., 719-634-7333, info@ thesportscorp.org, Jeff Mosher, 719-634-7333 st 1005, jeff@hhesportscorp.org, usacycling.org. PikesPeakCyclingHillClimb.org

August 18, 2018 — Bogus Basin Hill Climb, Boise, ID, 42nd Annual, Mike Cooley, 208-



343-3782, mcooley@georgescycles.com, georgescycles.com

August 19, 2018 — Arizona State Time Trial 20K Championships. Picacho, AZ, Arizona State Individual Time trial, 20K. Course out & back, flat, first ride start 6:30 AM, rider go off in 30 seconds intervals. USA Cycling State awards. Nippy Feldhake III, 520-747-2544 , nippy-mrsmarty-pants@juno.com, tucsonmasters.org, associated and state of the state of th

August 19, 2018 — Double Eagle Time Trial Series, Albequerque, NM, 20k, Phil Neis, EchelonRace@gmail.com, teams com.

August 26, 2018 — Arizona State Time Trial 40K Championships, Arizona City, AZ, Arizona State Individual Time trial, 40K. Course out & back, flat, first ride start 6:30 AM, rider go off in 30 seconds intervals. USA Cycling State awards. Nippy Feldhake III, 520-747-2544, nippy-mrsaters.org, azcycling.org

September 2, 2018 — Kitt Peak Time Trial, Tucson, AZ, 11.6 mile hill climb time trial up Kitt Peak, 3400' vertical. Donald Melhado, 520-325-7978, dmelhado@cox.net, azcycling. org, saguarovelo.org

September 2, 2018 — West Elk Bicycle Classic, Gunnison, CO, 34-46 mile north rim Black Canyon, 52 mile Raghorn, or 134 mile West Elk Bicycle Classic routes options available. This ride is fully supported with optional fundraising to help stop type 1 diabetes by donations to research and freatment. Bikes and Books for Kids will also benefit., Jeff Hillis, p2pcycling@gmail.com, westelkblcycleclassic.com, p2pcolorado.com

September 10-15, 2018 — World Human Powered Speed Challenge (WHPSC), 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 Krause, 707-443-8261, a.krause@sbcglobal.net, ihpva.org, whpsc.org

org, whpsc.org

September 14-16, 2018 — Silver State 508, Reno, NV, 35th 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. The Silver State 508 is a Race Across Almerica (RAAM) Qualifier, which traverses Highway 50, the Loneliest Road in America., Robert Panzera, 197-543-2670, robert@ccsd.com, Jo Panzera, io@ccsd.com, the508.com

September 16, 2018 — Mt. Graham Hill Climb, Safford, AZ, 8 am, mass start, Nippy Feldhake III, 520-747-2544 , nippy-mr-smarty-pants@ juno.com, azcycling.org

September 22, 2018 — Bear Lake Monster Cross, St. Charles, UT/ID, A Dirt Fondo along the back roads of the Bear Lake Valley, Startling and finishing at St. Charles, Idaho, the race tours the foothills and backcountry of the Bear Lake Valley with approximately 70 miles of dirt and gravel and just enough pavernent to get you where you're going. A cut off exists for those looking for closer to 60 miles. Cyclocross or Mountain Bikes are your best options. Race it, ride it, love it., Jared Eborn, 801-599-9268, jared@extramileracing.

September 22, 2018 — 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 Klds Foundation. Todd Hageman, 435-414-1942, todd@fourofutah.com, Victoria Lovely, 773-590-6499, vblovely@yahoo.com, m2dbiketide.com

October 12, 2018 — Nevada Senior Games, Las Vegas, NV, Cycling competition for age groups: 50-94. 5 and 10k time trials, 20 and 40k road races, start: Part of the Huntsman World Senior Games in 2018, Tim Jones, 702-994-6205, Itiones@cox.net, .com, seniorgames.net

Utah Road Touring and

Gran Fondos

August 9-10, 2018 — Warrior Recovery Challenge - Expedition Wasatch, Salt Lake City, UT, Free Wheel Foundation is kicking-off a new series of fundraising events titled the Warrior Recovery Challenge. As a first event, we are announcing the 2018 Expedition Wasatch - A multi-day cycling fundraiser set in the Wasatch Mountains just to the east of Salt Lake City, Utah. Expedition Wasatch offers fantastic, challenging cycling venues, the opportunity to fuel the recovery journey

for our injured veterans and their families, plus a chance to connect with some of our military heroes, Brian Marcucci, 602-284-6419, brianm@freewheelfoundation.org, classy.org/event/expedition-wasatch-2018/e167261

August 11, 2018 — 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 tittle 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@lourofutah.com, tourofutah.com

August 11, 2018 — 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, stacle Palmer, 801-644-9940, 801-336-6198, wildflowerpedalfest@gmail.com, wildflowerpedalfest.com

August 11, 2018 — 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 RWHCR will be used to enhance bird habitat through out Cache Valley area and promote Be Safe Be Seen cycling practices, Dee Cudney, 435-363-6183, 435-753-4777, dee@caffeibls.com, randywirthhor.org, randywirth50miles.org

August 18, 2018 — 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, Ibadley@cff.org, Amanda Livnat, 801-532-2335, ilivnat@cff. org, Jessica Rose, 801-532-2335, ilivnat@cff. John Wojciechowski, 801-532-2335, 801-725-3227, jwojciechowski@cff.org, fightcf.cff.org

August 18, 2018 — 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 Raliroad, non-profit organizations that help rescue children from trafficking and sexual exploitation., Karen Redden, 435-828-0467, roxyredden@gmail.com, tothemoonand-back-events.com

August 25, 2018 — Cache Valley Century Tour, Richmond, UT, 35, 60, or 100 mile options. Proceeds benefit Common Ground, a Logan, Utah non-profit. Funds support their adaptive cycling program. Richmond to Preston, Idaho and back through scenic terrain. Great last century before LoToJal, Bob Jardine, 435-713-0288, 435-757-2889, info@CacheValleyCentury.com, Sammie Macfarlane, 435-713-0288, Sammie@cgadventures.org, CJ Sherlock, 435-713-0288, 435-757-2889, info@cachevalleycentury.com, CacheValleyCentury.com

CacheValleyCentury.com

August 25, 2018 — Summit Challenge, Park
City, UT, Riders of all ages and abilities will hif
the pavement for a 100, 52, or 16-mille 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., Burchie Benton,
435-649-3991, 435-200-0990, events@discovernac.org, Whitney Thompson, 435-649-3991,
whitney[discovernac.org,
summitchallenge100.org, discovernac.org

August 25, 2018 — Sevier Valley Rooster Ride, Richfield, UT, Sevier County in conjunction with Sevier County Trail Days is presenting a 33, 55, or 100 mile bike ride thru scenic Central Utah. Event will be chipped, with fully stocked rest stops, great swag and lunch. Metal and Tee Shift provided. 33 mile option has a 800 ft gain, 1,163 ft gain for the 55 mile option, and 4,061 ft for the 100 mile option., Chad McWilliams, 435-893-0457, 435-421-2743, cmcwilliams@sevier.utah.gov, traildaysutah.com/sv-rooster-fide/

September 2-8, 2018 — 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/fide part, Deborah Bowling, 818-889-2453, embassy@ planefullfa.com, planefullfa.com

September 15, 2018 — Wheels of Justice, Ain't No Mountain High Enough, Sandy, UT, The ride will ascend each of Salt Lake City's five riding canyons, for a total of 116.3 miles and



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14,272 feet —one of the most challenging one-day bike rides in Utahl, Greg Hoole, 801-272-7556, gregh@wheelsofjusticeutah.org, wheelsofjusticeutah.org

September 14-16, 2018 — Haute Route Utah, Cedar City, UT, 3 day ride featuring two road climbs and a time-trial all based out of the hosting city. , Katrina Younce, kyounce@milefortyfour.com, Gretchen Brett, 719-287-8489, contact.northamerica@hauteroute.org, hauteroute.org

September 15, 2018 — Wonder Woman Ride, Payson, UT, Join us for the 9th 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, wonderwomaniide@gmail.com, Carolina Herrin, herrin.carolina@gmail.com, wonderwomanride.com

September 21-22, 2018 — 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, nrpalmer@comcast.net, Tom Jensen, 801-475-7488, tom.jensen@scouting.org, trappertrails.org/bike

September 21-22, 2018 — 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@saltfosaint.com, saltfosaint.com

September 22-23, 2018 — Moab Century Tour, Moab, UT, A two day cycling event that covers all of the amazing landscape Moab has to offer! From gaining elevation into the La Sal Mountains (including "The Big Nasty!"), to carving down through our red rock canyons, and finishing along the Colorado River, this event has landscape worth training for! Live music, beverages, great food await you at the post-ride party. Every registration includes a donation to the Moab Healthcare Foundation/cancer treatment room. Ask how your community can benefit! Join us in September when temperatures cool down, the fall foliage comes alive, and cyclists from across the country unite in red rock country to experience awe-inspiring landscapes, Beth Logan, 435-260-8889, 435-260-2334, Info@skinnytireevents.com, skinnytireevents.

September 22, 2018 — Goldilocks Utah, Goldilocks Bike Ride, Provo, UT, Goldilocks is a women only bike ride, with a gorgeous route starting at Utah State Park and beautiful fall weather! With 100, 80, 60, 40, and 20 mile route options, Goldilocks has a route that is 'just right' for everyone!, Randy Gibb, 801-222-9577, randy@oldilocksride.com, goldilocksride.com/gsl

goldliockstide.com/gsl

September 22, 2018 — 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 avallable at www.rcwilley.com/ride Ride begins at Syracuse RC Willey, 1693 W. 2700 S. Syracuse, UT. Breakfast, lunch and drinks will be provided. Tons of prizes given away in raffle, Devin Kingsbury, 801-663-3267, devin kingsbury@cwilley.com , Brent Jones, 801-774-2801, 801-645-0247, brent.jones@rcwilley.com, rcwilley.com/dp/Ride-for-the-Kids-2018.jsp

September 29, 2018 — Gran Fondo Moab, Moab, UT, Mass start timed road cycling event on the beautiful La Sal Loop road, 60 miles with 5500 feet of climbing. Not a sanctioned race, but you will get a time, awards, and placing. Scott Newton, 435-634-8550, 800-635-1792. info@granfondomoab.com, granfondomoab.com.

October 20, 2018 — SoJo Marathon Bike Tour, SoJo Race Series, South Jordan, UT, SoJo India Series, South Jordan, UT, SoJo India Series, South Jordan, UT, SoJo India Series, South Jordan, Janel Payne, Boltz School, South Jordan, Janell Payne, 801-253-5203, ext 1411, jpayne@sjc.utah.gov, SoJoMarathon.com

October 20, 2018 — Extra Mile Racing Mini Fondo, Salt Lake City, UT, A mini-gran fondo, Jared Eborn, 801-599-9268, jared@extramileracing.com, extramilleracing.com

October 27, 2018 — Fall Tour de St. George, St. George, UT, Tour around southern Utah and see some of the most scenic views as you climb to Veyo and go through Gunlock State Park as well as all the beautiful colors throughout this 35, 75, or 100 mile ride. This event is one of our best Gran Fondos in southern Utah., Joey Dye, 435-674-3185, joey@redrockbicycle.com, Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, Ryan Gurr, info@spingeeks.com, ridesouthernutah.com

Regional Road Touring

and Gran Fondos

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

and Beyond

August 4-11, 2018 — Ride Idaho, Ketchum, Sun Valley, ID, 7-Day fully supported, noncompetitive roadbike four with \$AG support, mechanics, showers, beer garden, entertainment, 355 miles of spectacular scenery. Tent and Porter Service available. Post Falls to Sandpoint, Trout Creek, Prichard, Wallace, Medimont, Post Falls, Earl Grief, 208-890-4434, earief@cableone.net, rideidaho.org

egrief@cableone.net, fideidaho.org

August 4, 2018 — 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 scenery, gorgeous roads and three challenging climbs,
the ride exemplifies cycling in the Colorado
Rockles. The course is 78 miles, with an
elevation gain of almost 6,000 feet over three
mountain passes., Scott Olmsted, info@copperfriangle.com, Scott Olmsted, info@copperfriangle.com, Amanda Knutson, 515681-6036, amanda@clippedinproductions.
com, copperfriangle.com, emgcolorado.
com/wordpress/?page_id=10

August 4, 2018 — Tour de Big Bear Gran Fondo, Big Bear Lake, CA, 25, 50, 70, 107 and 125 milest Enjoy the scenic beauty of the lake, San Bernardino National Forest, 11,500° San Gorgonio and its 10,000° plus peaks., Tour de Big Bear , tourdebigbear@live.com, tourdebigbear.com

August 4-11, 2018 — BRNW California 2018, Yreka, CA, Spirit of Shasta: One-week road tour, fully supported, with legendary BRNW food and amenities. 435 miles, 34,000 feet of elevation gain. Yreka, Happy Camp, Hoopa, Weaverville, Etna, Weed, Mt. Shasta Climb, Yreka, Jim Moore, 503-281-1526, 503-504-2656, Info@bicycletidesnw.org

August 5, 2018 — SPNDX Stampede Gravel Grinder, Big Bear Loke, CA, Taking place on Sunday following the Tour de Big Bear road event riders start in the Village and are challenged with a 44 mile route including fire road climbs and single track through the trees, that will make it a Stampede like no other in the series. The gravel ride will be limited to 200 stampeders., Tour de Big Bear, tourdebigbear@live.com, Unicorn, unicorn@spndxstampede.com

August 11, 2018 — HeART of Idaho Century Ride, Idaho Falls, ID, 25, 62, and 100 mile options. Entry fees cover entry, t-shirts, fully stocked rest stops, and post ride BBQ. Route is flat to rolling, easy to moderate difficulty. Benefit for the Art Museum of Eastern Idaho, Miyai Griggs, 208-524-7777, 208-766-6485, mabe@theartmuseum.org, theartmuseum.org/Century.htm

August 11, 2018 — Le Tour de Koocanusa, Libby, MT, Fully supported 83 or 44 mile bike ride which tours the breathtaking shoreline of Lake Koocanusa. Ride finishes with a Blues Festival Finale. Fundraiser for Search & Rescue. Starts at 8 am., Dejon Raines, 406-291-3635, dejonraines@hotmail.com, Pam Boyke, 406-293-3556, info@lefourdekoocanusa.com, lefourdekoocanusa.com,

August 11-12, 2018 — Bike MS - Wyoming's Bighorn Country Classic, Bike MS, Sheridan, WY, Bike MS has become a rallying point of the MS movement creating a community of shared commitment determined to end MS.



16th ANNUAL TOUR DE TAHOE Sunday, September 9, 2018 Lake Tahoe, NV

27th ANNUAL O.A.T.B.R.A.N.

One Awesome Tour Bike Ride Across Nevada
America's Loneliest Road, US Hwy 50
September 23-29, 2018

TO REGISTER VISIT BIKETHEWEST.COM

Bike MS is a weekend that allows people to come together and celebrate being part of a movement by and for the 400,000 Americans living with MS. This two-day, fully supported ride covers rolling plains, mountain climbs, scenic vistas, and historic towns including Buffalo, Story, Big Horn, Ranchester, Dayton and many more! We offer a challenge for novice and experienced cyclists dilke. Alexis Johnson, 303-698-5403, alexis.bradley@nmss.org, Molly Palmer, 307-433-8664, 855-372-1331, molly.palmer@nmss.org, bikemswoming.org

August 11, 2018 — The Broadmoor Pikes Peak Cycling Hill Climb, Colorado Springs, CO, This is an epic hill climb on Pikes Peak America's Mountain, starting at 9,390 feet and finishing 12.42 miles later at 14,115 feet. There is a timed race and gran fondo, with waves starting at 6:15 am., The Sports Corp, 719-634-7333, into@thesportscorp.org, Jeff Mosher, 719-634-7333 Ext 1005, jeff@thesportscorp.org, PikesPeakCyclindHillClimb.org

August 18, 2018 — Four Peaks Gran Fondo, Pocatello, ID, One Day: 82 miles, Four Peaks: 7800ft total elevation gain. Climb the 4 peaks: of the Portneuf Valley: Crystal, Scout Mountain, Pebble Creek, Buckskin. The hill climb portions are timed with timing chips. Downhill portions are not timed. Cumulative climb times will be combined to determine rank. Ride 1-4 peaks as you wish, Katie Loveday, 208-232-8996, barriesevents@gmall.com, David George, 208-317-2225, dgeorge@victoryofidaho.com, 4PGF.com

August 26-September 1, 2018 — Yellowstone National Park Bike Tour, Belgrade, MT Experience the world's first national parkl 7-Day tour includes 6 nights lodging/meats guide service, entrance fees, daily lunch en route, and more!, John Humphries, 970 728-5891, info@lizardheadcyclingguides.com lizardheadcyclingguides.com

September 8, 2018 — Race the Rails, Ely, NV, Race the train in Ely! Fun for the whole family! Race a coal fired steam engine that is over 100 years old. The event will accommodate both road and mountain bike iders of all ages., Meg Rhoades, 775-289-3720, 800-496-9350, ccassist@mwpower.net, www.elynevada.net

September 8, 2018 — American Diabetes Association's Tour de Cure Colorado, Parker, CO, Tour de Cure is an incredible experience for cyclists, runners, walkers, and extreme ninjas! All routes end back at the Salisbury Park Festival where community members are invited to join in the fun. If you have diabetes you are the VIP of the day. Route options of 5K Walk/Run, 20K Ride, 50K Ride, 100 Mile Century Ride, and Xtreme Obstacle Course, Kelly Jackson, 720-855-1102 X7020, kjackson@diabetes.org, diabetes.org/colora-

September 9, 2018 — Tour de Tahoe - Bike Big Blue, Lake Tahoe, NV, 16th Annual ride around Lake Tahoe's 72 mile Shoreline. Fully supported with rest stops, tech support and SAG. 72 miles, 4300 ft vertical gain. (Boat cruise and 35 mile fun ride TBD)., Curtis Fong, 800-565-2704, 775-771-3246, tgft@bikethewest. com, bikethewest.com

September 14-15, 2018 — Grind de Galena, Pocatello, ID, 100 miles, 2 day group ride, Katie Loveday, 208-232-8996, <u>barriesevents@</u> amail.com, barriessports.com

gmail.com, barriessports.com

September 14-16, 2018 — Pedal the Plains, Klowa, CO, PTP will take cyclists through the host communities of Klowa, Bennett and Limon. Celebrates the agricultural roots and frontier heritage of the Eastern Plains of Colorado. Learn about farming and ranching, while experiencing the culture, history and landscape of Colorado's high plains.The Tour incorporates interactive on-route experiences by staging rest stops on farms, posting educational points of interest and serving community meals composed of locally sourced food. New in 2018 is the Great Mustang Gravel 100 – 80% on packed dift or gravel roads, this route will be fun and challenging for the gravel expert or rookie! Proceeds from Pedal The Plains benefit The Denver Post Community Foundation in support of the Colorado FFA Foundation and Colorado 4-H., Deirdre Moynihan, 303-954-6704, dmoynihan@denverpost.com, ridetherockies.com

September 15, 2018 — Three Feet for Pete, Las Vegas, NV, Fun ride and rally to raise awareness for cycling safety. Honors Pete Makowski. Raises money for awareness around Nevada's 3 foot law. Start: Camping World, 13175 L

October Trek Weiser River Trail Weiser, Idaho

October 6 - 7, 2018

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NV 89044, Andy Bestwick, 702-806-5991, 3fee forpete@gmail.com, threefeetforpete.org

September 15, 2018 — Tour de Vineyards, Palisade, CO, Come join this 25-mile ride through Colorado's Wine County just prior to the Colorado Mountain Winefest., Scott Olmsted, scottyo@clippedinevents.com, Amanda Knutson, 515-681-6036, amanda@clippedinproductions.com, tourdevineyards.com

September 15-16, 2018 — Bike MS: Cycle the Silver Valley, Bike MS, Coeur d'Alene, ID, Bike MS: Cycle the Silver Valley is an unforgettable, one- or two-day journey through the ancestral lands of the Coeur d'Alene nation on a "Rails to Trails" path almost completely off of roadways. What makes this ride so special? As many as 200 riders will cruise along looping routes that start and finish at the Silver Mountain Resort. Full meals, generous amenities, stunning landscapes, fully stocked rest stops and spirited festivities are all included., Geoff Doiron, 801-424-0112, geoff.doiron@nmss.org.

September 16, 2018 — Edible Pedal 100, Carson City, NV, 10 mile, 50 mile and Nevada 150k ride options, Start: Bowers Mansion Regional Park, Washoe Valley, NV. Challenging course fully equipped ride stops, SAG, water bottle maps, post ride BBQ, priceless views, cama raderie and an unbeatable sense of accom plishment., Don Iddings, 775-393-9158, ride@ediblepedal100.org, ediblepedal100.org

September 22, 2018 — Gran Fondo Taos-Mora-Angel Fire, Taos, NM, 8:00 am start. 105, 84, or 46 miles. Five aid stations. Beautiful scenery. Ride for fun, ride for time; all riders welcomel Proceeds from this event will go to the Taos Sports Alliance, whose goal is bringing more sporting opportunities to Taos County youth. Start/finish for all three distances is at the Taos Youth and Family Center, 407 Paseo del Canon East, Taos NM, 87571, Registration: newmexicosportsonline.com/Cvcling/GRANDFONDO-Taos,-Mora,-Angel-Fire!-2018/67872, Jennifer Buntz, 505-306-1443, dukecitywheelmen@ggmail.com, taossportsal-liance.com, dukecitywheelmen.org

September 22, 2018 — Mountains to the Desert Bike Ride, Telluride, CO, 14th Annual Mountains to the Desert Bike Ride, 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 and onwards to the beautiful desert landscape of Gateway. Mileage options: 70, 100 & 130. This ride benefits the Just For Kids Foundation, Lara Young, 970-708-1105, m2dbikeride@gmail.com, m2dbikeride.com

September 22-26, 2018 — Montana Gravel Tour, Missoula, MT, 4 gravel rides in 4 days. Lake Placid, Garnet, Blackfoot River, Ovando, Shaun Radley, 406-219-1318, montanacyclocross@gmail.com, thecyclinghouse.com/trip/montana-gravel-tour/

September 23-29, 2018 — OATBRAN, Lake Tahoe, NV, 27th annual One Awesome Tour Bike Ride Across Nevadal Following the Legendary Pony Express Trail on U.S. Hwy. 50. 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, Fully Supported motel style tour... limited to 50 participants, Curtis Fong, 800-565-2704, 775-771-3246, tgft@bikethewest.com, bikethewest.com

September 29, 2018 — West Yellowstone Old Faithful Cycling Tour, West Yellowstone, MT, West Yellowstone to Old Faithful and back, 60 miles past golden aspen, bugling elk, majestic bison, gurgling geysers, and steaming hot pots, supported ride., Moira Dow, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com

September 29, 2018 — ICON Eyecare Tour of the Moon, Grand Junction, CO, 6th Anniversary Metric Century or Classic 41 mille loop over the beautiful canyons of the Colorado National Monument made farmous by the Coors Classic and American Flyer movie., Scott Olmsted, 303-282-9015, info@tourofthemoon.com, Amanda Knutson, 515-681, amanda@clippedinproductions.com, tourofthemoon.com, emgcolorado.com/wordpress/?page_id=10

October 6, 2018 — No Hill Hundred Century Bike Tour, Fallon, NV, 30-mile, 60-mile, and 100-mile tour, fully supported. Event swag, gift bags, lunch (for metric and century riders), post event lunch at noon for all riders. Check in and start 7:00-8:30 am, Churchill County Fairgrounds, David Ernst, 775-423-7733, 775-427-6679, dernst@Churchillcounty.org, churchillcounty.org

October 13, 2018 — Park to Park Pedal Extreme Nevada 100, Callente, NV, Road bike starting at Kershaw-Tyan and takes peddlers through the towns of Callente and Pioche, and through three other state parks: Cathedral Gorge, Echo Canyon, and Spring Valley and back to Kershaw-Ryan State Park. 3 rides available: 100, 60 and 40 mile options. A Dutch oven dinner will be provided afterwards., Dawn Andone, 775-728-4460, cathedralgorge vc@cturbonet.com, parktoparkpedal.com, lincolncountynevada.com/exploiting/blking/park-to-park-pedal/

October 13, 2018 — Gila Monster Gran Fondue Fondo, Silver City, NM, With three distances to choose from, everyone can find their challenge. Gran Fondo 115 miles, Gough Park, Silver City 8:00am. Medio Fondo 78 miles, Gough Park, Silver City 8:00am. Nano Fondo 40 miles, Camp Thunderbird, HWY 35 10:00 am.

, Jack Brennan, 575-590-2612, <u>brennan5231@</u> comcast.net, tourofthegila.com

October 20, 2018 — Goldilocks Vegas, Goldilocks Bike Ride, Las Vegas, NV, The only women exclusive ride event in Nevada. Cyclists can choose from a 20, 40, 60, 80, and 100 mile ride all featuring downhill, flat, and rolling terrain in Red Rock Canyon., Randy Gilbb, 801-222-9577, analy@goldilocksride.com, goldilocksride.com, events/glv

October 20, 2018 — Solvang Autumn Double Century and Double Metric Century, Solvang, CA, 200 miles or 200 kilometers in Southern CA's most scenic and popular cycling region. A perfect first time double century. 100 mile option too., Deborah Bowling, 818-889-2453, embossy@planefultra.com, planefultra.com

October 27, 2018 — Bike MS Las Vegas, Bike MS, Las Vegas, NV, Fundraiser for the National Multiple Sclerosis Society. Fully supported. Start/Finish Location: Lou Ruvo Center for Brain Health - Cleveland Clinic, 30, 50, or 100 miles, Rest Stops approximately every 15 miles, Joe Grubbs, 310-481-1134, Joseph. Grubbs@nmss.org, Angela Van Brackle, 702-736-7272, 855-372-1331, fundraisingsupport@nmss.org, bikeMSvegas.org, bikems.org, bikeMSvegas.org, bikems.org, bikeMSvegas.org, bikems.org, bikems.or

November 10, 2018 — Ride 2 Recovery Honor Ride Las Vegas, Honor Ride, Las Vegas, NV, Starts and rides down Las Vegas Boulevard with a full escort down the strip! 2 routes will be available with the longer heading out towards Henderson., Jack Shepard, 818-888-7091 Ext. 106, info@projecthero.org, r2r.convio.net/site/IR?fr_id=1361&pg=entry

November 17, 2018 — Death Valley Century, ,
Death Valley, CA, 50 and 100 mile options.
Entry includes chip timing; fully stocked
checkpoints along the route with water and
a great selection of food and snacks; roving
SAG support; tech tee and finish line award.
Start at The Ranch at Furnace Creek Resort.
, Deborah Bowling, 818-889-2453, embassy@
planefultra.com, planefultra.com

Multisport Races

August 4, 2018 — XTERRA Aspen Valley, XTERRA America, Kodiak Ski Lake, WY, 1200m swim, 2-Lap 12 mile mountain bike, and finishes with a 5K run., Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.com

August 4, 2018 — Great Snake River Triathlon, Idaho Falls, ID, The Great Snake River Triathlon, Idaho Falls, ID, The Great Snake River Triathlon is one of Idaho's fastest. With both sprint and Olympic down current swims in the Snake River, a flat and fast bike, and ending with a very fast 5k/10k Run around Idaho Falls beautiful green belt. Sprint and Olympic Triathlon, and Duathlon, and team triathlon, Michael Hayes, 208-521-2243, events@pb-performance.com, Gray Augustus, 801-574-5916, grayaugustus@gmail.com, pbp. website

August 10-11, 2018 — Emmett's Most Excellent Triathlons, Emmett, ID, Kla's Tri on Friday, Olympic/Aquabike, Sprint on Saturday, Kristen Seitz, 208-365-5748, gard@gemcountyrecreation.com, Lora Loveall, 208-867-6763, emmettrialive.com, emmettri.com

August 11, 2018 — Escape from Black Ridge Sprint & Olympic Triathlon in Herriman, RACE TRI, Herriman, UT, Sprint Triathlon: there are two transition areas, with T1 at the reservoir and T2 at nearby Butterfield Park. Athletes will swim 500 yards in the reservoir then ride a 11 mille clockwise loop down around Herriman City and into Butterfield Park to begin their 5K run loop along the footpaths and return to Butterfield Park for the finish. The race is capped at 400 athletes., Aaron Shamy, 801-358-1411, info@racetri.com, racetri.com

August 11, 2018 — Kids Tri Harder, Idaho Falls, ID, 13 and under kids triathlon, Michael Hayes, 208-521-2243, events@pb-performance.com, pbp.website, Idahotalisladho.gov/638/Kids-

August 11, 2018 — Rexburg Youth Triathlon, Rexburg, ID, at Riverside Park, Two skill level categories for 5-12 year olds, Bob Yeatman, 208-359-3020, 208-716-1349, boby@rexburg.org, Jeff Crowther, 208-372-2395, jeff.crowther@exburg.org, http://www.rexburg.org/pages/youth-triathlon-

August 12, 2018 — Steamboat Triathlon, Steamboat Springs, CO, Sprint and Olympic distances, at Lake Catamount, Triathlon, Duathlon, Aquabike, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, without-limits.com, without-

August 18, 2018 — Jordanelle Triathlon, TriUtah Points Series, Park City, UT, Enjoy everything from the wildlife and boardwalks on the river bottoms in Rock Cliff Recreation Area at Jordanelle to the local country backdrop of the towns of Francis and Woodland., Dan Aamodt, 385-228-3454, info@triutah.com, triu-

August 18, 2018 — TriathaMom, Riverton, UT, Women only triathlon at the Riverton Country Pool. 300 yard swim, 12 mile bike ride, and 5k run. Carnival style cheering section provided for families of participants., Cody Ford, 801-558-2503, 801-432-0511, cody@ustrisports.com, Aly Brooks, alybrooks@gmail.com, gatriathamom.com

August 18, 2018 — Stansbury Days Triathlon,
Stansbury Park, UT, Sprint triathlon, unofficial
distances: Swim 500m, Bike 20k, Run 5k. Start
7 AM. Swim is open water in Stansbury Lake,
starts at Stansbury Park Club House, Elliot
Morris, 801-647-8383, emorris53@hotmail.com,
stansburydaystif.com

August 19, 2018 — XTERRA Wild Ride Mountain Triathlon (American Tour Points), XTERRA America / Wild Rockies Series, McCall, ID, Ponderosa State Park at Payette Lake, 3/4-



Become a member of the League of American Bicyclists: bikeleague.org/join mile swim, a 18.5-mile mountain bike and a 6.2-mile trail run, mass start at 9 am in the Park and the finish line festivities begin at noon with the racer feed and music. Kids triathlon to follow-2 different lengths, 13 and under., Darren Lightfield, 208-608-6444, wildrockiesemail@yothoo.com, wildrockiesracing.com, xterraplanet.com

August 19, 2018 — XTERRA Lake Tahoe, XTERRA America, Incline Village, NV, XTERRA, Sprint, and Duathlon. Course Distance: Full Course: 2X 750 meter swim laps with a 50 meter beach run, 22 mile bike, 6 mile run. Bike Tunnel Creek, and then onto the Flume Trail, which overlooks Lake Tahoe to the Tahoe Rim Trail. Both the Short and Long course complete the 22 mile bike, approximately 4000 feet of climbing. The trail running course is relatively flat, fast and scenic., Todd Jackson, 530-546-1019, todd@bigblueadventure.com, bigblueadventure.com/event/xterra-lake-tahoe/, xterraplane1.com

August 25, 2018 — Boulder Sunset Triathlon, Boulder, CO, Scenic course, sweet swag and all for a good cause! Includes olympic, sprint, duathlon, Aquabike, 10k, and 5k, Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com

August 25, 2018 — Race on the Rock, Rock Spings, WY, In it's fifth year the Race on the Rock hosts Olympic and Spint Triathlons, Specialty and youth divisions. We have moved to Flaming Gorge Reservoir this year. Start time is 7 a.m., Traci Ciepiela, 307-922-1840, tclepiela/23@yahoo.com, raceontherock.weebly.com

August 25-26, 2018 — Lake Tahoe Triathlon, Tahoma, CA, Kids TRI, Sprint TRI, Half TRI, AquaBike, Olympic TRI, Duathlon. Held at Ed Z'berg Sugar Pine Point State Park, Todd Jackson, 530-546-1019, todd@bigblueadventure.com, Kiley Molnroy, kiley@bigblueadventure.com, bigblueadventure.com

August 25, 2018 — Padale, Pedal, Padale, Jordanelle, UT, Our version of a Triathlon. It is 5 miles of standup padaleboarding, followed by 10 miles of mountain biking, finished with 5 miles of standup padaleboarding. By using the mountain bike to exhaust the legs and then ask them to support you on the final stage of the event, we feel that last stage is almost nothing like the first. The typical weather pattern over the last 4 years of running this event has been calm glassy water for stage one and windy choppy water for stage three. Race can be divided into 2 or 3 person teams. Registration begins at 7:30 a.m., race begins at 9:00 a.m., Rockollif entry to Jordanelle, Trent Hickman, 801-558-9878, parkcitysup@gmail.com, parkcitysup.com

September 3, 2018 — Murray Youth and Family Triathlon, Murray, UT, A youth and novice triathlon for ages 5-85. Distances follow USAT recommendations for each age group. Novice adults compete at the same distance as 11+ age groups. Please see Murray City Recreation, call 801-264-2614, or lo@agegroupsports.com for details., Jo Garuccio, 801-566-9727, 801-557-6844, lo@agegroupsports.com, greatbasincoaching.com, murray, utah.gov

September 3, 2018 — South Davis Labor Day Triathlon, South Davis Racing Series, Bountiful, UT, Start at 8:00 am, Swirn 350 yas; Bike 12:02 mi; Run 5k, relay: Split the Sprint between 2-3 racers, Novice: Swirn 150 yas; Bike 2.5 mi; Run 1.5 miNovices start at: 8:45aml.ocation: South Davis Recreation Center; 550 N 200 W, John Miller, 801-298-6220, john@southdavisrecreation.com, Cindy Hunt, 801-298-6220, cindy@southdavisrecreation.com, southdavisrecreation.com, southdavisrecreation.com

September 8, 2018 — Brine Man Triathlon, TriUtah Points Series, Syracuse, UT, This is the culmination of all your hard work for the 2016 season! serious awards and prizes, festival, and the crowning of the Utah State age group champions. Kids, Sprint, Olympic and Long distances, Dan Aamodt, 385-228-3454,

September 8, 2018 — Kokopelli Triathlon, BBSC Triathlon Series, Hurricane, UT, This family-friendly event at Sand Hollow Reservoir has something for everyone! Featuring a Sprint, Olympic, Duathlon, Aquabike, 10k and 5k distances., Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com

September 8-9, 2018 — XTERRA Fruita Triathlon and Desett's Edge Triathlon Festival, XTERRA America Tour, Fruita, CO, The Desett's Edge Tri Festival brings you two days of racing, a weekend of camping with other triathletes and their fans, and a fun end to the Colorado Tri Season. Desert's Edge weekend includes your choice of XTERRA Sprint (not eligible for points) or XTERRA Tri on Saturday, your choice of Sprint or Olympic distance road tri's on Sundayl, John Klish, 970-744-4450, madness@madracingcolorado.com. DesertsEdgeTri.com, madracingcolorado.com

September 15, 2018 — Camp Yuba Sprint Triathlon, RACE TRI, Yuba State Park, UT, These Sprint and olympic triathlons are all about indian summers, camping, and good of fashion swimming, biking, and running. All of the campsites in the state park will be reserved for triathletes and their families., Aaron Shamy, 801-358-1411, info@racetri.com, racetri.com

September 15, 2018 — XTERRA USA/Pan American Championship and XTERRA Utah Sprint Race, XTERRA America Tour, Ogden, UT, XTERRA Utah, two distance options: 750m / 19K mountain bike / 5K trail and 1.5K swim/ 30k mountain bike / 10k trail run; XTERRA USA/Pan America Championship: 1.5k swim / 30k mountain bike / 10k trail run, Reena Cassidy, 877-751-8880, info@xterraplanet.com, xterraplanet.com, xterraplanet.c

September 15, 2018 — Bear Lake Brawl Triathlon, Laketown, UT, Sprint, Olympic, Half 70, Full 140, Joe Coles, 801-335-4940, joe@onhillevents. com, bearlakebrawl.com, onhillevents.com

September 16, 2018 — Harvest Moon Triathlon, Boulder, CO, Long course, at Boulder Reservoir, Triathlon, Duathlon, Aquabike, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.co

September 23, 2018 — Oktoberfest Triathlon, Longmont, CO, Union Reservoir, Sprint, Lance Panigutti, 303-408-1195, <u>lance@withoutlimits.com</u>, withoutlimits.co

September 29, 2018 — Nevada Senior Games Triathlon, Las Vegas, NV, The sprint race of the Las Vegas Triathlon is Nevada's qualifying event to the 2019 National Senior Games for triathletes ages 50 or better, Tim Jones, 702-994-6205, Itjones@cox.net, Bonnie Parish-Kell, 702-373-5293 , pparrishkell@slowpokedivas.com, NevadaSeniorGames.com

September 30, 2018 — Las Vegas Triathlon, BBSC Double Down Series, Boulder City, NV, The Las Vegas Triathlon is turning 21 this year, so we're going to party! Featuring a Half, Olympic, Sprint, Duathlon, Aquabike, and 10k, Sk, Boulder Beach, Lake Mead, Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com

October 13, 2018 — Huntsman World Senior Games Triathlon, St. George, UT, Triathlon, Must be 50 years or older. 450 Meter Outdoor Swim, 20K Bike, 5K Run. It's the best little triathlon in the world., Kyle Case, 800-562-1268, 435-674-0550, hwsg@seniorgames.net, seniorgames.net

October 20, 2018 — Pumpkinman Triathlon, BBSC Double Down Series, Boulder City, NV, Point-to-point race begins in Lake Mead National Recreation Area and ends in Boulder City, with Sprint, Olympic, Aquabike, 10k, and 5k; costumes welcomel, Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com/pumpkinman

October 27, 2018 — Southern Utah Triathlon, St. George, UT, Sprint and Olympic. Held at Quali Creek Reservoir, Joe Coles, 801-335-4940, joe@onhillevents.com, southernutahtriathlon.com, onhillevents.com

November 3, 2018 — Telos Turkey Triathlon & 5K, T3TRI EVENTS, Orem, UT, Splash distance triathlon which includes a 5K Run, 12 Mile Bike, and 350 Metra Swim in that order. Located at the Orem Rec Center, 665 W Center Street, Shaun Christian, 801-769-3576, 801-678-4032, shaun@ 13triathlon.com, Parker Goodwin, 801-769-3576, parker@t3triathlon.com, 13triathlon.com

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



Riding the Goose is not a Euphemism.



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Weekly Cyclocross

Series

August 29-September 19, 2018 — Back 2 Basics Cyclocross Series, Golden, CO, Wednesdays: A mid-week cyclocross race series designed to promote cross racing to the new fider and to challenge the experienced racer. Course change each week and we try to increase the technical and physical challenges each week to help our riders move smoothly in to the cross season. Categories offered: Men C (Cat 4-5, Jr. Men13-14), Men B (Cat 3-4, Jr. Men15-18), Men A (Cat 1/2/3, Jr. Wm 15-18), SS, Newbie Women (never raced cross). Held at Lookout Mtn. Youth Services Center. 2901 Ford Street, Golden, Colorado. Just South of the roundabout at Johnson Rd. and South Golden Rd. 5 pm. Free registration for Newbie Women but must pre-register and buy a one day license., Lee Waldman, 720-313-5312, https://www.waldman3@gmail.com/racedirectorsolutions.com/LandingPage@30307/Back2BasicsSeriesPack2018/Home

September 8-November 17, 2018 — Shimano Cyclo X Cyclocross Series, Boulder, CO, 6 event cyclocross series at various locations, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.com

September 8-December 1, 2018 — Sagebrush CX Series, Reno, NV, September 8th. Dorothy McAlinden ParkSeptember 19th. RenoCross at Rancho San RafaelSeptember 30th. TBDNovember 3rd. (Night race) Shadow MountainNovember 10th. TBDDecember 1st. Hidden Valley Regional Park, Coby Rowe, 775-830-0310, coby@glaciercycling.com, facebook.com/sagebrushcx, renowheelmen.org

September 15-December 8, 2018 — Utah Cyclocross Series Race, Utah Cyclocross Series, Various, UT, Utah's weekend cyclocross series, Marek Shon, 801-209-2479, utaritseries@gmail.com, utahbikeracing.com

September 19-October 24, 2018 — Missoula Wednesday Night CX Series, Missoula, MT, Pat Scharf, montanapat@msn.com, montanacy-cling.net

October 13-December 16, 2018 — Arizona Cyclocross Series p/b SRAM, Various, AZ, October 13, Globe; October 27 Northern AZ CX p/b Absolute Bikes, Sedona; November 10, Gilbert; November 24, Horse Lovers Park, Phoenix; December 1-2, Oracle; December 15-16 AZ CX Series Finals and State Championships powered by SRAM p/b Bicycle Ranch, Crossroads Park, Gilbert, Jeff Frost, 928-380-0633, canisbleu@gmail.com, Mark Bibbey, mbibbey@hofmail.com, azcross.com

Cyclocross

September 15, 2018 — Utah Cyclocross Series Race , Utah Cyclocross Series, Kearns, UT, Thomas Jefferson Jr High5850 s 5600 W, Kearns, UT 84118, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series , utcx.net@gmail.com, utahbikeracing.com

September 19, 2018 — Clif Bar RenoCross, Reno, NV, The biggest cross race in the USA featuring UCI Pro Cyclocross Race Elite Men and Women, Wheelers and Dealers Industry Race and USA Cycling Categories during Interblike. Held in the evening under the lightsl, Coby Rowe, 775-830-0310, coby@glaciercycling.com, renocross.com

September 22, 2018 — Utoh Cyclocross Series Race, Utah Cyclocross Series, Ogden, UT, Ogden Cyclocross Park2599 A Ave, Ogden, UT 84401, Marek Shon, 801-209-2479, utcritseries@agmail.com, Utah Cyclocross Series, utox.net@gmail.com, utahbikeracing.com

September 29, 2018 — Eagle Island Cyclocross, tentative, Eagle Island State Park, ID, Come out and enjoy the area's best cross venue! Eagle Island State Park. Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs. 12th Annual, benefits Idaho Humane Society, Brad Streeter, 208-866-3384, brad.streeter@gmail.com,

September 29, 2018 — Utah Cyclocross Series Race, Utah Cyclocross Series, Ogden, UT, Weber County Faitgrounds1000 N 1200 W St. Ogden, UT 84404., Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series , utcx.net@gmail.com, utahbikeracing.com

October 6, 2018 — Utah Cyclocross Series Race, Utah Cyclocross Series, Ogden, UT, Snowbasin Ski Area, Marek Shon, 801-209-2479, <u>utcritseries@gmail.com</u>, Utah Cyclocross Series, utcx.net@gmail.com, utahbikeracing.com

October 13, 2018 — Utah Cyclocross Series Race, Utah Cyclocross Series, Ogden, UT, Ogden Cyclocross Park2599 A Ave, Ogden, UT 84401, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series , utcx.net@gmail.com, utahbikeracing.com

October 13-14, 2018 — Waffle Cross, Waffle Cross Series (IWCX), DOC Idaho Superprestige, Boise, ID, Held at the Eagle Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer from Payette Brewing and waffles from Bob's Red Mill. Saturdays race will be an late afternoon-early evening race in conjunction with a food truck rally. https://goo.gl/maps/Mmh80, Brian Price, 208-908-5421, brianp@catapult3.com, Cory Bolen, corybolen@yahoo.com, idahowafflecross.com, eaglebikepark.org

October 20, 2018 — The Cube Cyclocross, Rexburg, ID, A fun, high-quality, small town cyclocross event. Held at Rexburg Nature Park, Kids' Race 10:00, "B" Race 11:00, "A" Race 12:00, Dave Anderson, 208-313-2021, dandersonmmh@gmail.com, rexburgcube.com

October 20, 2018 — Utah Cyclocross Series Race , Utah Cyclocross Series, Ogden, UT, Weber County Fairgrounds1000 N 1200 W St, Ogden, UT 84404., Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series , utcx.net@gmail.com, utahbikeracing.com

October 26-27, 2018 — Crosstoberfest, Hailey, ID, CX Race, location TBD, Josh Glick, 208-720-2192, 208-721-1220, joshglick@hofmail.com.crosstoberfestidaho.com, powerhouseidaho.com

October 27-28, 2018 — Turkey Cross, Waffle Cross Series (IWCX), DOC Idaho Superprestige, Boise, ID, Held at the Eagle Sports Complex, supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer from Payette Brewing and waffles from Bob's Red Mill. https://goo.gl/maps/Mmh80, Brian Price, 208-908-5421, brianp@catapulf3.com, Cory Bolen, corybolen@yahoo.com, idahowafflectoss.com, eaglebikepark.org

October 27, 2018 — Utah Cyclocross Series Race, Utah Cyclocross Series, American Fork, UT, Art Dye Park573 E. 700 N, American Fork, UT 84003, Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series, utc.n.et@gmail.com, utahbikeracing.com

November 3, 2018 — Utah Cyclocross Series Race, Utah Cyclocross Series, Kaysville, UT, Barnes Park, 950 W, 200 N., 8:00 a.m. - 5:00 p.m., Marek Shon, 801-209-2479, utcritseries@gmail. com, Utah Cyclocross Series , utcx.net@gmail. com, utahbikeracing.com

November 10, 2018 — SICX Sandy Point, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Alex Phipps, 208-841-4120, alex01phipps@gmail.com, cxidaho.com

November 10, 2018 — Bengal Cross, Pocatello, ID, 10 am at Bartz Field at Idaho State University, B class starts at 11 am for 45 minutes; A class starts at noon for 55 minutes, Peter Joyce, 208-282-3912, joycpete@isu.edu, www2.isu.edu/outdoor/pdf/bengal cross flyer 2017.pdf

November 10, 2018 — Utah Cyclocross Series Race, Utah Cyclocross Series, Ogden, UT, Ogden Cyclocross Park2599 A Ave, Ogden, UT 84401, Marek Shon, 801-209-2479, utcritseries@ gmail.com, Utah Cyclocross Series , utcx.net@ gmail.com, utahbikeracing.com

November 11, 2018 — SICX Sandy Point, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, ID, Alex Phipps, 208-841-4120. alex01 phipps@amail.com, cxidaho.com

November 17, 2018 — Utah Cyclocross State Championship, Utah Cyclocross Series, Ogden, UT, No series points. Ogden CX Park, 2599 A Ave, 8:00 a.m. - 5:00 p.m., Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series , utcx.net@gmail.com, utahbikeracing.com

November 17-18, 2018 — Avimor Cyclocross, Boise, ID, Douglas Tobin, <u>douglas@tobin-coaching.com</u>, <u>byrdscycling.com</u>

December 1-2, 2018 — Kringle Cross, Waffle Cross Series (IWCX), , DOC Idaho Superprestige, Boise, ID, Held at the Eagle Sports Complex; supports a different charitable benefactor each weekend so come on out and enjoy the dirt, grass and pavement as well as beer from Payette Brewing and waffles from Bob's Red Mill. https://goo.gl/maps/Mmh80, Brian Price, 208-908-5421, brianp@catapult3.com, Cory Bolen, corybolen@yahoo.com, idahowafflecross.com, eaglebikepark.org

December 1, 2018 — Utah Cyclocross Series Race, tentative location, Utah Cyclocross Series, Ogden, UT, Weber County Fairgrounds1000 N 1200 W St, Ogden, UT 84404., Marek Shon, 801-209-2479, utcritseries@gmail.com, Utah Cyclocross Series , utcx.net@gmail.com, utah-bikeracing.com

December 1-2, 2018 — Colorado State Cyclocross Championships, Parker, CO, Salisbury Equestrian Park 11920 Motsenbocker Rd, Parker, CO 80134, Lance Panigutti, 303408-1195, lance@withoutlimits.com, withoutlimits.co/rocky-mountain-cyclocross-champions

December 8, 2018 — SICX Sandy Point, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, Alex Phipps, 208-841-4120, alex01 phipps@gmail.com, cxidaho.com

December 8, 2018 — Rocky Mountain Cyclocross Championships. Longmont, CO, Colorado welcomes the best from Utah, Wyoming, Montana, Arizona, and New Mexico to battle it out for the title of Regional Champion. Held at Sandstone Park, the battle ground consists of tight grass, fast flowing pavement, sidewalk transitions, run ups, and even more grass to showcase those off camber technical skills. The Championships are open to racers from across the region. Start order is based on USAC ranking. Winners of each category receive a Rocky Mountain Cyclocross Champion jersey, Brook Watts, 303-684-9170, brook@wattsmar-

keting.com, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.co/rocky-mountain-cyclocross-champions

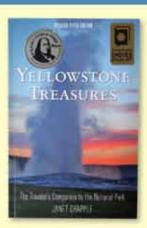
December 8, 2018 — Utah Cyclocross Series Race, Utah Cyclocross Series, Kaysville, UT, Barnes Park, 950 W, 200 N., 8:00 a.m. - 5:00 p.m., Marek Shon, 801-209-2479, utah/bitseries@gmail.com, utah/bitseries@gmail.com,

December 9, 2018 — SICX Sandy Point, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Boise, ID, Lucky Peak State Park, 9725 Idaho 21, Boise, Alex Phipps, 208-841-4120, dlexO1phipps@gmail.com, cxidaho.com

December 11-16, 2018 — USA Cycling Cyclocross National Championships v2. Louisville, KY, Elite and amateur cyclocross national championships, Chuck Hodge, 719-434-4200, chodge@usacycling.org, usacycling.org

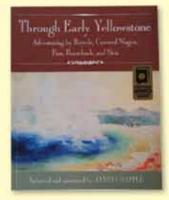


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ADVOCACY

Does Bikeshare Serve All Communities?



GreenBike Bikeshare in Salt Lake City has changed downtown by making it easier to get around without a car. Photo by Dave Iltis

By Charles Pekow

No question that the bikeshare programs sprouting up across the USA have helped many people get around, often providing the last link between public transit and the office. But probably bikeshare systems disproportionately serve the relatively well-to-do who work in business areas where stations are located. Meanwhile, people in lowincome and minority communities can't avail themselves of the service because of a lack of stations or bikes, even though they could well use it to get to work, school or other destinations if they could afford and find the service.

Bikesharing has caught the eye of many a transportation policy maker and researcher. But while academic investigators focus on issues ranging from stocking bikes reducing congestion to coordinating with other modes of transit, etc., not much official research has focused how well bikesharing is or isn't or could be playing a major role in helping people in underserved areas.

Until now. A study from the National Center for Sustainable Transportation (NCST), a federally funded think tank headquartered at the University of California Davis, has released a report designed to spur cities to expand bikeshare to the financially neediest communities.

High Impact Prioritization of Bikeshare Program Investment to Improve Underserved Communities' Access to Jobs & Essential Services (goo.gl/6ow2V9) discusses barriers to serving low-income populations and says cities should do a better job.

The report says "existing bikeshare systems are typically aimed at users that tend to be white, affluent, and educated. Underserved commu- in more low-income neighborhoods nities have largely been invisible or anything like that," Giang says. when planning and implementing "A limiting factor is the cost of

on to explain that "(a)s a way of ensuring profitability, bikeshare operations have targeted populations more likely to use the service, typically, male, white, younger, employed, affluent, educated and those more likely to be already engaged in cycling independent of bikeshare." Also, they tend to place stations near bike lanes and paths or popular starting and drop-off points, such as shopping centers, employment centers and transit hubs.

Other than lack of access, people in lower-income neighborhoods may face additional problems in using bikeshare, ranging from lack of helmets to no insurance, a presumption that bikeshare is designed for the more affluent, lack of money or credit cards to pay the fees, or not possessing a smartphone with the appropriate app.

NCST examined bikeshare in 34 US cities but focused on Chicago and Philadelphia. "Our modeling suggests that, in fact, bikeshare stations tend to be located in areas with a more affluent and white population" in those two cities, NCST

So how are cities trying to deal with the issue? Some are offering price breaks to those with economic issues but that won't alter the infrastructure challenges.

"Our stations are unfortunately in more affluent neighborhoods but we do offer low-income memberships," says Martin Giang, a customer support employee at Denver Bcycle. Those who show financial need, such as Medicaid or public housing ID, can join for an annual fee of \$10, as opposed to the standard \$135.

Denver Bcycle, which uses exclusively docked stations, focuses primarily on downtown. "Our system doesn't have many stations out private bikeshare solutions." It goes stations themselves, a minimum of



A GreenBike station in Salt Lake City, Utah. Photo by Dave Iltis \$50,000 "

And BOISEGreenBIKE (BGB) in Idaho focuses primarily on downtown and Boise State University. Valley Regional Transit, the local transportation agency, runs the service. "One of the challenges we face is the way our system is set up, you need a credit card to be a member in case you incur additional fees" such as overtime, BGB Director Dave

"Our biggest challenge is we only have 127 bikes. We'd love to expand further than our core service area. Until we have more bikes, we can't do that. We have on order 115 new bikes. Unfortunately, they're not expected to arrive until December," Fotsch says. Before then, however, BGB has arranged to acquire about 90 bikes from another bikeshare service in Topeka, KS. "They are all red. We're going to have to strip them and repaint them green. We hope to complete that by the end of August. That would allow us to stretch out a little more," Fotsch explains.

Last time BGB had the money to expand, it set up stations "in city parks because our data showed that's where people ride," Fotsch says. On the other hand, he acknowledges that perhaps people don't ride in some areas because the zones lack bikes. "It's a chicken and egg kind of thing," he says.

"It's been an ongoing issue since bikeshare rolled out," says Ben Bolte, founder and director of GREENbike, Salt Lake City's nonprofit bike share. GREENbike relies on docks, so it can't just dump bikes wherever, like dockless systems might. "You have to get people from the community advocating for it," Bolte says.

That said, GREENbike plans to open a station across from Catholic Community Services transitional housing for the homeless and at other locations near affordable housing. Next year, GREENbike plans to offer free membership to Salt Lake City residents eligible for Utah Transit Authority discount passes.

"The difference between us and our for-profit counterparts is our goal is about ridership, community," Bolte says. "We're going to take it on the head because that's what we

think is the right thing to do. Our goal isn't to make money; it's to break even."

Boulder B-cycle in Colorado, meanwhile, is trying to diversify the economic class of its audience with two programs. It's too early to judge their impact, says Kevin Bell, Boulder B-cycle's marketing and sales director. One involves giving free passes to those getting public assistance. The other involves a cash option. The trouble with people paying cash is that you don't know who is using the bike, which makes it harder to recover them if stolen or

"We had a pilot program a couple years ago with prepaid cards. It didn't have a high take rate," Bell

Boulder B-cycle focuses on the most densely populated parts of town. So you won't find many stations in more sparsely populated wealthier parts of town as well as in poorer areas, Bell points out. The strategic plan describes a "vision to create a viable, sustainable bikeshare system that serves and benefits all reaches of the Boulder Community."

The Institute for Transportation Development Policy, an international non-profit headquartered in New York City, issued its Bikeshare Planning Guide 2018 Edition (goo. gl/5gj17W). It devotes a section to Building Political Will. It asks "Bikeshare offers a less-costly alternative to owning and maintaining a personal bike, especially for first time and occasional riders. So why isn't there more diversity of races and socioeconomic statuses among bikeshare users?"

The guide goes on to suggest that "(c)ities must recognize equity as a critical component of the success of their bikeshare system and should measure equity and access to the system over time. Indicators such as the availability of bikes (number of bikes per 1,000 residents), the percentage of low-income populations who live and/or work within the service area, and the convenience and usability of the system (number of stations per square kilometer, number of trips per bike) are important

Yet the Institute says efforts to expand into low-income neighbor-

hoods can backfire - it cites a community in San Francisco that vetoed bikeshare stations because residents thought it meant an effort to kick them out in favor of wealthier folks moving in. Therefore "(a) truly equitable system should integrate equity into its hiring practices - - for system staff and vendors -- as well as ensure that community outreach and promotional efforts are organized with input and/or direct involvement from champions and advocates from target communities."

Meanwhile, another study released in July indicated that the same problem exists in Canada. "Public bicycle share users are predominantly Caucasian, employed, and have higher incomes and education levels, as compared to the general population," says Who Are Public Bicycle Share Programs Serving? An Evaluation of the Equity of Spatial Access to Bicycle Share Service Areas in Canadian Cities, written by researchers at the University of British Columbia (goo. gl/ZvU2Zn). Or so they found in four of the five cities studied. "This analysis indicates that in most cities, substantial effort is needed to expand service areas to disadvantaged areas in order to increase spatial access for lower socioeconomic populations," they write.

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GUEST EDITORIAL

The Spokes of Our Local Economic Wheel Connect Our Neighborhood or Why You Should Support Your Local Bike Shop



Cris Pereira of Cranky's Bike Shop wants you to know why it's important to buy from your local shop. Photo by Dave Iltis

Bv Cristiano Pereira

A neighborhood is like the spokes of a wheel, in that we are all interconnected, particularly when it comes to economics and commerce. I say that because as a small business owner of a local bicycle shop I see our interconnection every day.

First, as the consumer and user of the Internet I am besieged hourly by slick advertisements about products I have expressed interest in by my Internet browsing habits. The onslaught also shows my desired item at significantly discounted price. And, on the other hand, I see these web-based products when I am asked frequently about to fix these products after my neighbor/customer who has gotten "a great deal" from Amazon or a big box store, but without adequate instruction or now that the product is not working.

I generally try to help my neighbor/customer, but I also remind them of how economically interconnected we are. That is, if they buy locally they not only help our economy, but they will have someone who will make sure their purchase works or is properly repaired.

Every time a small, locally owned business closes there are fewer jobs, more people on unemployment and less tax revenue for our community. For example, if my bike shop closes because everyone chose to save a few dollars and buy their equipment on Amazon, now besides not having an expert mechanic to fix your bike, that bike mechanic is without a job and maybe on welfare.

The closure of a local business has a negative rippling effect through our local economy. The unemployed certainly will not be partaking of the local restaurants, but more seriously, they may well lose their home, their car or other items of value without their local paycheck. And in some cases, the former might out of necessity become welfare recipient.

Small businesses have created over 8 million jobs since 1990. One of those jobs be yours and if not, not having local people employed will affect the local economic environment and potentially your job. Over 50% of the working population begin (120 million) is employed by small businesses and since 1995, those small businesses have generated 66% of all new jobs in the United States.

Small businesses are a big deal! What do you think will happen to our community if the small businesses are fewer in number? When you support a local business, you're supporting your town, city, and neighborhood. Businesses pay sales taxes to your town, city and county where the small business is located. Wander off to a big box business elsewhere or on the Internet and that money isn't benefiting your community. Plus, tax money is used to support your public schools, parks, roads, bike lanes, trails and sidewalks, as well as, funding public services such as police and fire.

Is Amazon, eBay or any of the other online retailers paying those taxes into your community? The great aspect about buying local is it your supporting people who live in your community, your friends and neighbors. Who knows if the local small business may someday end up being your own customer or if not, the money you spend locally will find a way to benefit your local community? Small business operators are experts. You are their friends and neighbors, and locally owned businesses have a vested interest in knowing how to serve you. They are passionate about what they do. Why not take advantage of these expert local services? Small business owners strive to survive and one of their biggest advantages they have over large retailers is the ability to provide more personable, hands-on and memorable customer experiences. If you go into a local bike shop and they don't meet your needs, you have a choice, go to another local store. Does the Internet, or big box stores give you that choice?

Another aspect of shopping locally is an implicit guarantee of quality both for the work in the product. In

today's global economy it's entirely possible that some product you believed was made in a certain location or was certain quality control has in fact been produced on a gray market where there is no known location or quality control. When this product fails if you have bought it from the Internet or a big box store your ability to return it for a refund is de minimis. If you purchased it from a local merchant, they are part of the community and have an obligation to correct the inadequacy of the product they sold. You have someone who can personally right the wrong.

In my business, a bike shop, we are not ripping you off! It might not seem like you need to support your local bike shop, because generally you'll be able to get absolutely everything you need cheaper when you go online. But due to the gray market and some manufactures unwillingness to control their products, a lot of times you will be able to buy for example Shimano parts online for cheaper than Shimano sells the same parts to a local bike shop. What happens when those online retailers run all local bike shops out of business and suddenly, they hold a monopoly on what you need? No service, and you are stuck. Algorithms don't right wrongs.

A website can't thread brake cables through a frame. Unless you live next door to the Shimano factory in Japan or the Cathedral Della Campagnolo in Italy, your local bike shop will be the first port of call when you want someone who can properly re-true your wheels or accurately tune your gear? Buying and knowing your local bike shop, or local merchant will make your life easier and economically more productive.

Think about it. Who is more likely to help you, your neighbor or Amazon or a big box store? Your choice to this question should determine who you buy from next. A neighbor or an anonymous, antagonistic, algorithm? Act locally, think globally.

Cristiano Pereira is the owner of Cranky's Bike Shop in Salt



BICYCLE HISTORY

Feats of an Avid Cyclist: Frank Lenz's 1893 Ride Through Yellowstone



Frank D. Lenz and his safety bicycle. (Courtesy of Archives and Special Collections, Mansfield Library, University of Montana: 11926)

By Janet Chapple

[Editor's Note: The following is a commentary on and an account of Frank D. Lenz's ride through Yellowstone Park in 1892 during his attempt at an around the world bicycle tour. It has been reprinted in its entirety courtesy the publisher from Through Early Yellowstone: Adventuring by Bicycle, Covered Wagon, Foot, Horseback, and Skis (Granite Peak Publications, 2016), pp. 163-177. Janet Chapple compiled the accounts, historical photos, and watercolors in the anthology during a decade of research for her guidebook.]

Rapid transit of some kind . . . will reverse the present order of having to ride in a continuous cloud of dust over a road so rutted and cut up by ten thousand wheels that if you have a weak spot in any part of the vertebral column the jerks will find it out.

-YNP guide George L. Henderson, Yellowstone Park: Past, Present, and Future, 1891, p. 12

Frank Lenz's account of cycling through Yellowstone in 1892 is only a small part of his extensive report of a planned solo world bicycle tour. Installments of his report appeared in *Outing* magazine every month from August 1892 through July 1896. ¹

Lenz set out on his trip on June 4, 1892, leaving from New York City, where, as he wrote, people "crowded"

around me in such numbers that I found it impossible to mount my wheel, much less make the start." Before reaching Yellowstone in late August, he had cycled some 1,700 miles. When possible, he followed wagon roads or railroad tracks—even bumping over the ties at times. In North Dakota's Badlands, cac-

tus needles punctured both his tires. Nearing Montana, he was invited to spend a day at the Eaton Brothers' ranch, where he rode a horse but did not enjoy the jolting, apparently finding bicycle riding to be smoother.

A few days later Lenz rode along the Yellowstone River toward Yellowstone Park. He passed through the town of Billings, still one

of the starting points for tours of Yellowstone—and dear to the heart of this anthologist, who lived her first eighteen years there.

It is not surprising that Lenz makes quite a few errors of geography while whizzing through the park in five days, since he could not have had time to take many notes. He did not allow himself to tarry in the geyser basins, and his tour included only the road segments from Gardiner to Norris and what is now called the Southern Loop of the Grand Loop Road. The present segments between Canyon and Tower junctions and between Tower and Mammoth Hot Springs were not yet completed.

Lenz was not the first man to tour Yellowstone by bicycle. W. O. Owen and two other members of the Laramie Bicycle Club claimed that honor in an account appearing in the June 1891 issue of *Outing* and reproduced in Paul Schullery's collection, *Old Yellowstone Days*.

Lenz must have been in superb physical shape, since he mentions several times the abysmal condition of the roads and acknowledges late in his account that the ride through Yellowstone was not a pleasant one. He writes of two places with elevation changes of around one thousand feet but mentions only that one is "a continuous up-grade and the road very dusty" and the other has "heavy sand and continual up-grade." Another cyclist, Lyman B. Glover, detailed his complaints about

It has often been remarked

that between the cyclist and

his wheel a more than senti-

mental friendship springs up.

Of a verity I can indorse this,

so far as the wheel that has

borne my burden and cheered

my pilgrimage is concerned.

It has been a steadfast friend

indeed, and that in direst need

too. What other wheel could

have withstood the wear and

tear to which I have subjected

my safety pneumatic "Victor"?

-Frank Lenz

Yellowstone's roads in 1896:

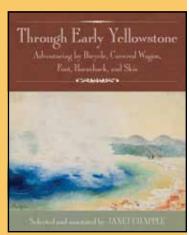
"The mountain road laid with obsidian sand, filled in with powdered geyserite, plowed into impassable furrows by the wheels of the stagecoach and the hunter's outfit, is a proposition calculated to make the stoutest heart quail. Upon such a footing the cyclist can neither ride up nor down hill. The shifting obsidian sand

skews his wheel about and the gaping precipice at the side contents him to walk laboriously up or down the steep incline, happy if a firmer interval of bench land permits the luxury of riding for a little while."⁴

If Lenz made rather a large number of factual errors in his telegraphed reports, it is not surprising. He could not have carried many maps or guidebooks nor could he connect to the Internet!

Frank Lenz entered history-or at least the part now preserved in the New York Times archives—when, as captain of the Allegheny Cyclers of Pittsburgh, he cycled to New Orleans in 1891. The next year, he headed west alone, launched on what was to become more than 14,000 miles of a world tour "a-wheel," with Outing magazine and the Victor Bicycle Company sponsoring his tour. Lenz managed to send reports from telegraph stations, even from remotest China and Persia, and Outing continued publishing his story just as he had sent it.

By autumn 1896 Lenz was missing in Asiatic Turkey, but Outing's publisher kept up hopeful reports through January 1897, implying that Lenz would soon report further. The New York Times became interested in what had happened to him and printed reports over a period of eighteen months that varied in their details as to place, nationality, and number of assailants. One story had it that "he had been seen by two Turkish soldiers riding along an Armenian road on his machine, and a dispute arose between them as to whether the strange object was man or devil. To settle the controversy they fired at the cyclist and he fell from his wheel." Another: "The natives thought his wheel was of silver, and murdered him and broke up his bicycle and divided the different parts." It was finally determined that Lenz was indeed murdered in rural Turkey. Compared to his tragic end, his difficulties riding through Montana and Yellowstone were minor!



Through Early Yellowstone: Adventuring by Bicycle, Covered Wagon, Foot, Horseback, and Skis (Granite Peak Publications, 2016) by Janet Chapple

Lenz's World Tour

Awheel

1893

By Frank D. Lenz born Philadelphia, Pennsylvania, 1868

died Turkey, 1896

Original in *Outing* magazine, volumes 20, 21, 1892-1893.

From Miles City to Yellowstone Park

I struck the Valley of the Yellowstone at Glendon. Had not this valley become famous as the gateway to the wonders of our great National Park, it would to all time be memorable for its associations. The arena in which was worked out what was probably the last act in the great drama that brought the land of the red man under the developing influences of civilization, the battlefields and resting-places of Custer and many of his gallant band, the region which Sitting Bull fired, like Moscow, but failed to hold, must ever touch the chords of sentiment and patriotism. Nor, indeed, does the fame of the Valley of the Yellowstone rest either upon the great marvelland to which it leads or its historic associations; for it bears, in the great railroad which threads its sinuous course, the towns which dot its river, and the myriad cattle which it sustains, evidences of the enterprise and industry of our nation.

Who would think, standing beneath the shadow of the handsome court-house of Miles City, surrounded by its schools, bank and hotels, that a few years ago all its great surrounding pastures and rich valleys were the home of the once countless buffalo, and that from the ashes of the destruction of that traffic Miles City should rise, phoenix-like, to become probably the greatest cattle center in the world. It is named after General Miles, whose brilliant campaign in 1877 against the Nez Percés opened up so much of the valley to settlement. He built Fort Keogh, about two miles and a half west of here. I visited the Fort in company with Claude U. Potter as escort. It is the most important post in the Northwest, is delightfully situated, and affords ample accommodation to about one thousand officers and men. An excellent brass band furnishes music, and on certain evenings in the

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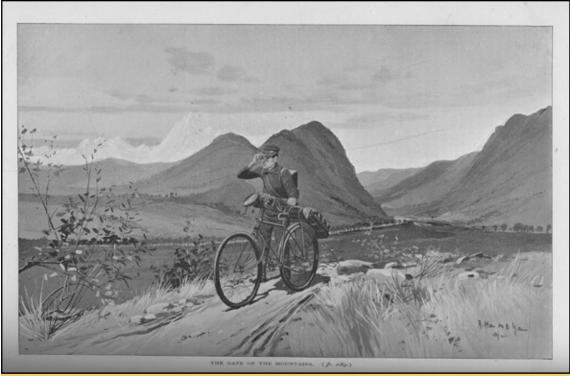
IS PROUD TO SUPPORT



RIDING TO PUT AN END TO CHILD ABUSE



ON STRAVA



The Gate of the Mountains. Painted for Outing by Albert Hencke. Page 287, Outing Magazine, Vol. 21, 1893 week gives concerts.

Cold Spring Sheep Ranch, and by of Napoleon Bonaparte by pa

Miles City, like all Western cities however remote, has its bicycle club. Fifteen wheelmen, most entertaining, make a thoroughly sociable club.

On the morning of August 17th I had my wheel nicely cleaned to continue the journey West along the banks of Yellowstone River. The wind was blowing with terrific force, and when I reached the ferry, where I intended to cross, the wife of the ferryman informed me that the wind was too strong to risk the boat across. I sat down and patiently waited for an hour for the wind to subside. At last a lull came on, and I was soon shoving my machine up a steep and deep gravel road to the top of the hill on the north bank; once the top reached, the wind fairly whistled from the west. The headwind I rode against for thirty-eight miles at Leamington, Canada, along the north shore of Lake Erie, was steady, but to-day's wind came in tremendous puffs, carrying me clear off the road, and my eyes kept filling with dust. Many miles of this would surely exhaust

The first ranch that hove in sight I stopped at, tired out, only ten miles west of Miles City [italics original]. The occupant was a bachelor, cooking, sleeping and living in one room. But E. C. Stoneing was a hospitable man, and had lived here for years. He was formerly a government scout and courier, and at one time was companion to Buffalo Bill. Many interesting stories he told as the wind blew outside, until sundown. The old fellow kindly gave me his bed, while he slept on the floor. The coarse straw in the mattress and pillow kept working through the muslin during the night, annoying me not a little, but I was also kept awake by the coyotes howling dismally without.

Arising early, I partook that morning of a plain breakfast, prepared by the old man, and then started west at 7:30. The air was cool and calm. The road continues following in sight of the Yellowstone River. The hard wind the day before had blown the dust and sand off the road. The bearing of the wheel now being cleaned, it seemed to run easily. I quickly passed ranches, with herds of horses and cattle, which usually stampeded off at sight of me. By noon I reached

Cold Spring Sheep Ranch, and by sundown Rancher P. O., eighty miles for the day. The road was mostly level and good riding—only three hills in the entire stretch. Up these the roads followed the gravel beds of dried-up streams, which made it impossible to ride.

The road next day improved to Junction City, a small village on the Yellowstone. Here I ferried across the river to the Crow Indian reservation, as usual waiting an hour for the ferryman. The Crows are good-natured Indians, and have always been the best of friends with the whites. They ford the Yellowstone on their horses, and daily come to settlements on the north side of the river. Some of them make good farmers, raising cattle and horses in large numbers. I met an old buck and his squaw, who motioned to me to stop, to enable them to examine the wheel more closely; and I don't know what feature of it astonished them most. The spring fork saddle, the adjustable gearing and the brake specially interested the buck, and I shall never forget the blank astonishment of these red people when I took out the pump and proceeded to pump up. "The Victor" fairly raised the phlegm of the buck, and that is an achievement indeed; it takes something akin to the marvel-

The road now follows along the N. P. R. R. [Northern Pacific Railroad] through the reservation, sometimes running inside the fence, along the track; at other times through some fenced ranges, making it quite frequently necessary to let down poles and open gates. At Bull Mountain the road winds along some cliffs, one of the most picturesque spots on the Yellowstone River. The hills or buttes are now sparsely covered with small pines, showing that the long prairie would soon end.

From Bull Mountain to Pompey's Pillar is another flat stretch. Pompey's Pillar, a mass of yellow sandstone rising abruptly to a height of 400 feet, and with its base covering nearly an acre of ground, has quite an interesting history. Capt. Meriwether Lewis and Capt. Wm. Clark, U.S.A., on their three years' exploration of this territory for the government in 1804–1807, then known as the "Louisiana purchase," because it was acquired

of Napoleon Bonaparte by payment of \$15,000,000, stopped here. Their colored cook, named Pompey, died while at this point and was buried on the top of this rock, which, curiously enough, is covered with quite a deep soil. This rock has a very striking appearance, looking at a distance like a huge pillar. The inscription and date (July 25, 1806) still remain. 8

The sun was just setting as I wheeled up to the Huntley section-house for the night. The road next morning started up a hill four miles long. From the top I had a splendid view of the valley. A spur of the Rockies could be faintly seen in the distance, fifty miles away. A short distance farther the road joins the Fort Custer trail to Billings, a town just ten years old and containing already a population of 3,000 souls. It is a supply town for a radius of about 100 miles, including valuable mines, and is quite a wool market.

From Billings west the road is on the north side of the Yellowstone again. The scenery now is all grandeur and beauty, such as we hope to get in wheeling through Switzerland. Through Laurel Park City, to within four miles of Stillwater, is level bottom, making excellent wheeling, although somewhat dusty—or rather it would be excellent wheeling were

it not for bridgeless irrigating ditches, which frequently cross the road and necessitate dismounting. Near Stillwater the road turns up a ravine, and a mile's walk up a steep hill and a terribly steep ride down the other side over layers of rock prepared my appetite for a good supper. [Laurel and Park City are two separate towns west of Billings.]

Next day I reached Big Timber, at the confluence of Big Boulder and Big Lumber Creeks with the Yellowstone. Continuing along the Yellowstone River, the valley road is excellent to Merrill. To keep the valley it is necessary to cross over the river on the railroad bridge to Reed's Point section-house. From here Crazy Mountains can be distinctly seen in the distance, thirty miles away, the tops partly covered with snow. They became more and more distinct from Greycliff to Big Timber on the Boulder River. This stream is well named. Round boulders of every size simply cover everything, including the town itself. But there is a wheelman even there. After riding 1,200 miles of dreary prairie this is like entering a new country. Mountains are visible within twenty miles of here-west and north and south. The riding next day to Livingston, through the valley of the gate of the mountains, was very good. In some places there were many loose stones, however, and within four miles of Livingston it was very stony until the Yellowstone was crossed into town. Livingston, although only ten years old, is a very thriving town. It is situated at the base of the mountains, 4,600 feet above the sea-level.

<note>Big Boulder and Big Lumber Creeks: The Boulder River enters the Yellowstone from the south, and Big Timber Creek enters it from the north at the town of Big Timber, Montana.

Two wheelmen accompanied me from Livingston to the first cañon. The wind was blowing through here at a tremendous rate against us. I had so far been riding my wheel geared to fifty-four inches, but I had my wheel arranged to gear down to forty-five inches for mountainous country. The strong wind compelled me to change it. Bidding the Livingston wheelmen good-by, I continued on a

good road down the valley through the mountains along the Yellowstone River. Several ranchmen have settled in this happy valley [Paradise Valley], where the soil is good for raising crops and cattle, and the mountain scenery changes at every bend in the river. Emigrant is a small hamlet twenty-four miles from Livingston, where the hungry wheelman can satisfy the inner man. The long dry seasons thoroughly dry up the road, and in some places the dust lies two to four inches thick.

Continuing on comes another cañon, much narrower than the first ones, called "Yankee Jim Cañon," after an old Indian fighter, scout, guide and hunter who settled in the valley in 1871.9 Yankee Jim is an interesting character-very enterprising. He constructed a wagon-road through this rocky path and for years collected toll from everybody passing into the park. He still has the gates across the road, and collects toll; for many people go through the park in camping outfits, spending two and three weeks there. Wheelmen are exempt from this toll. The old fellow informed me he thought it hard labor 'working them damn'd old velocipedes all day." He turned out to be a congenial companion for the night. His stories of frontier life would fill a good-sized volume. He is a bachelor and a splendid cook.

Nature has endowed many countries with fair scenes; but we have in the Yellowstone—as it were, snatched pure and undefiled from the hand of the Creator—one of His very gems, and mean to preserve it in all its pristine loveliness.

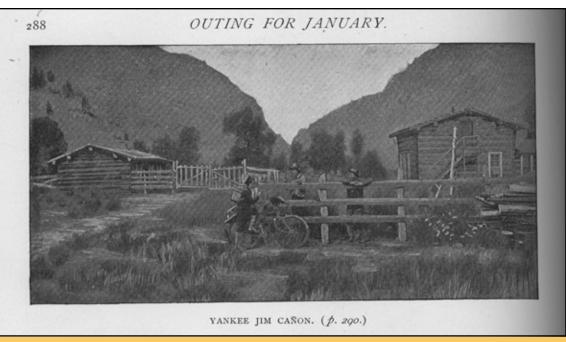
All around the teeming multitude is transfiguring the earth, turning it to man's use, and in too many cases marring its features; but "Yellowstone," by the fiat of the nation, is to remain to us a thing of beauty and a joy forever.

It has nothing more than a figurative relation to a gem, however, for its area would make a respectable kingdom in some parts of the world, and its attractiveness, not to say productiveness would provide a princely revenue. It taxes the memory to recall—even in the works of those somewhat fervid and overwrought

Continued on Page 34

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 • Nathanial 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





Yankee Jim Cañon. Painted for Outing by Albert Hencke. Page 288, Outing Magazine, Vol. 21, 1893

Yellowstone - Continued from page 33

inventors of marvels, the early travelers—any other portion of the world presenting a greater diversity of character than do the rivers and mountains, torrents and waterfalls, hills and valleys of the Yellowstone.

The verdure of abundant nature and the blanched and alkali-withered desert blend their effects into a phantasmagoria of unequaled grandeur and unexcelled attraction to the cyclist, if he have the good sense to provide himself with a pneumatic, and the good fortune to have in it as honest and trusty a friend as my "Victor" has proved to me. It has often been remarked that between the cyclist and his wheel a more than sentimental friendship springs up. Of a verity I can indorse this, so far as the wheel that has borne my burden and cheered my pilgrimage is concerned. It has been a steadfast friend indeed, and that in direst need too. What other wheel could have withstood the wear and tear to which I have subjected my safety pneumatic 'Victor"? These journeys over railroad ties and prairie grass have put it to a crucial test, and, as was my purpose, the question whether the pneumatic safety will stand the strain of a wheelman's world tour over rough and rugged wayside is forever

Yellowstone Park

and most favorably settled now. 10

Eureka! I have girdled the great wonderland of our continent, and put behind me the greatest temptation to deviate from my onward track. I would by no means have missed it, though it has cost me five precious days. There are many wonderlands in store for me in Asia and in Europe, but will there be any quite like this one in the Rockies? Think of an area of fifty-five miles in width from east to west, and sixty-five miles in length from north to south, covering about 3,575 square miles, laid out as a national park! How "little Rhody" [Rhode Island] and "peach Delaware" must swell into pride when told that the Yellowstone Park reminds [one] of them. When compared in size to any of the States, these two are usually cited as being together just large enough to be comfortably accommodated within the "park." It should be added, however, that such a disposition of the two States would leave still a margin of over 200 square miles for a national playground. But, aside from its selection as a national playground, the Yellowstone would be noteworthy, for from the slopes of these highlands spring the rills which grow into the mightiest rivers of the United States. The springs

of the Missouri-Mississippi system, as well as those of the Columbia and the Colorado, take life here, and "from the summit of Mount Washburn, the highest point of observation embraced by the park, may be seen the grim and towering walls which partition a complex of waters, forcing the flow either eastward, by way of the Gulf of Mexico, into the Atlantic, or westward into the Pacific Ocean."11

The tourists coming into the park from Livingston take the branch road to Cinnabar. There they are compelled to enter the stage-coach for an eight-mile ride to the Mammoth Hot Springs Hotel [a climb of nearly a thousand feetl. Of course I did nothing of the sort. My "Victor" was a good enough vehicle for me, though, I confess, it proved a pretty hard pull. It is almost a continuous up-grade and the road very dusty. Writing of dusty roads brings back the strange impressions the various travelers made upon me. I could easily distinguish by their dusty clothing and begrimed and sunburned faces those who had "made" the park from the tidily dressed and fair-complexioned new arrivals. It does not take a very long stay within these natural pleasure precincts to change one to a backwoodsman. As for myself, I must have been a sight when I dismounted at the hotel. My face and

nose and ears were not only brown but peeling off, and my trusty wheel bore signs of many a gallant league's work over the alkali roads.

I topped my first day by a ride over the hill through the forest and up a terrible steep and dusty grade through the Golden Gate [another thousand-foot climb], where the west branch of the Gardiner River [Glen Creek] falls over a series of mossgrown cascades with sinuous courses, creating the exquisitely formed and splendidly colored Minerva Terrace by its magic alchemy. ¹² The roadway through the "Golden Gate" is very appropriately named. Though less than a mile in length, I was told that it cost Uncle Sam \$15,000 to build it.

After leaving the Golden Gate gorge the road continues along the top of the mountain, and its even surface is a great relief after the tremendous pull up from the Mammoth Hotel to the famous Obsidian Cliff or Glass Mountain, which rises, basaltlike, in almost vertical columns, from the eastern shores of Beaver Lake to a height of from 150 to 250 feet, and is probably unequaled in the world. The volcanic glass glistens like jet, but is quite opaque. Sometimes it is variegated with streaks of red and yellow. The material lends itself to the formation of a perfect road-bed. It successfully resists drills and giant powder, and only disintegrates under a process of heating by fire and then rapidly cools. No wonder that its fame and use spread wide among the aborigines, for the continent does not produce another natural substance capable of such an edge as flaked obsidian. The sacrificial knives of the Aztec priests, and other tools, were made from it.

My rendezvous for the night was to be Norris Geyser Basin, ¹³ a short ride for a day for me; but then there had been so much to see en route, and after arrival there would still be the geysers to see. This was to be my initiation into the mysteries of the great geyser system which Yellowstone marks as its own, at once its pride and its terror. Who can stand upon the trembling earth, with evidences all around of the mighty buried forces of nature scarce slumbering skin-deep beneath one's feet, without a sense of the mighty powers of imprisoned chaos?

Next morning I started down the road which winds through the Elk and Johnson parks, 14 and thence through the four miles of Gibbon Cañon, a narrow, rocky defile, with scarce width sufficient for road and river. The wild grandeur of this rocky chasm is, like so much else in this wonder-working district, difficult of portrayal. On one side the cliffs rise with precipice abruptness a thousand feet, on the other they are clothed with the somber pine to their tops. from subterranean caldrons, not too pleasant in aroma; there the crystal water, fresh from the snow-clad heights, pours through the hundred obstructions in its way, with swish and swirl, and glint of many colors.

Fortunately the road is all downgrade and very good for nine miles to the Fire Hole River, which one must perforce ford. ¹⁵ After that there is, by way of compensation, a succession of steep and dusty hills, almost impassable for a wheel in some plac-

es, until the Lower Geyser Basin, the midway basin, and the Upper Geyser Basin successively arrest your attention and claim your too short hours.

In the Lower Geyser Basin alone there are nearly 700 hot springs, and nigh a score of the greater giants that lay claim to the higher distinction of geysers, whilst collectively those of the three basins seem to defy computation. Suffice to note the more important in their order—the "Excelsior," of the midway basin, the sleeping monster who, when he wakes, sends forth a voice that can be heard for miles, and a volume of water that turns the adjacent river into a seething torrent, with boiling water from his raging maw.

I did not stop to see this myself, but passed onward to the Oblong Geyser, not so much because of its power, but because its formation permits a closer and better inspection than usual of the masses of crystal which, in liquid form, are ever being ejected from this or the other hundred mouths direct from nature's laboratory. Wondrous in delicacy, color and formation are these gems, laces and fairy frost-work, if such a term can be applied to creations in which fire plays the principal part.

<note>ejected: Geyserite eggs, knobs, and biscuits are actually aggregated from silicon dioxide precipitated from the hot spring waters.

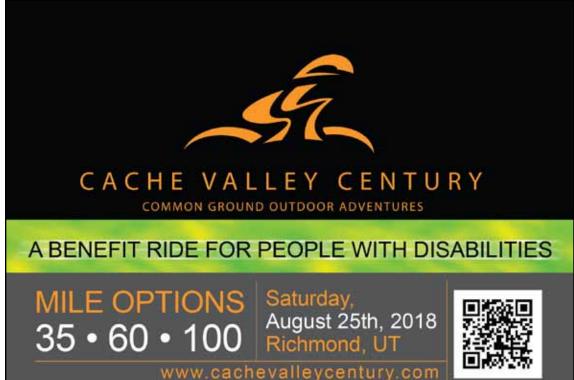
"Old Faithful" holds the post of honor in point of popularity, somewhat probably from its position in contiguity to one of the hotels, but mainly from the reliability of the exhibition of his powers; for day and night through all the year round, at intervals of about an hour, he raises his graceful column, to be wind-wafted with feather-like grace, a height of 150 feet.

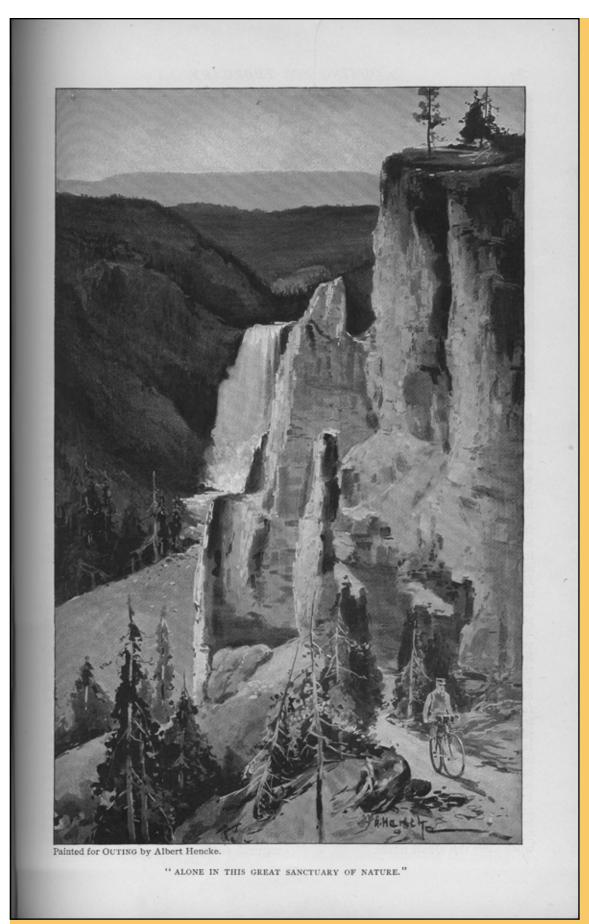
From the lower to the upper basin, some nine miles, the road is level enough, but I found it sandy and dusty. Here a fellow wheelman, who had rashly partaken of a drink of the pellucid but treacherous water, with results more enduring than pleasant, left me to return to Billings, his home. It is a venture, and a dangerous one, to drink from any stream in this neighborhood.

The next morning I started for fair Shoshone Lake and over the divide to Yellowstone Lake, following the course of Fire Hole River a short distance; but even in that short way had to ford the stream three times, not a very pleasant experience, for, though its name is fire, its waters are icy cold. Once more clear of the water, the road turns up a newly made ravine, 16 fairly good riding in at the start, but after the first eight miles it grew from bad to worse, and the bestnatured wheel in the world would have refused to move over the heavy sand and continual up-grade which lasted to within four and a half miles of the lake, where the road improves again and is good as far as the lunch station on the lake side.

This lunch station [at West Thumb] is presided over by a jolly Irishman, who keeps the guests thoroughly amused by his humor and his yarns.

<note>The Irishman Larry Mathews managed various lunch stations in the park over many years





"Alone in this great sanctuary of nature." Painted for Outing by Albert Hencke. Page 379, Outing Magazine, Vol.

and is mentioned frequently as a convivial host.

It is curious to see, right on the borders of the lake, bubbling hot springs; indeed in one case the cone of the geyser is within the lake and the hot water within is only separated from the cold water without by the thinnest of partitions. I had of necessity to forego much that I should very much liked to have seen. I would gladly have gone over into the Red Mountain Range and followed the Lewis [River] from the lake downward over Sherman's trail;¹⁷ but time has its limitations, and I could not even afford the lesser excursion southward round the West Bay Thumb of Yellowstone Lake.

I had lingered already longer than I could well afford, and had yet before me the Grand Cañon, which was sure to overpower the scruples of conscience and chain me a votary.

True, I could have taken from here a steamer to the Lower Lake Hotel, as do most explorers, even those who have hitherto enjoyed the less toilsome stage, but that was foreign to my mission. Though most of the wheelmen who have hitherto done the park have availed themselves of the steamer at this stage, it was denied to me, for I would not ride by water wherever possible for a wheel to carry me-or, if needs be, be pushed-and I knew that where the stage went, and often where it did not go, there the Victor would carry me. I do not blame the wheelmen-indeed, after my experience, I think in the ordinary course of a pleasure trip they are to be commended for their wisdom, for the ride will tire even the most hardened

After lunch I continued on round the lake for a good twenty miles to the hotel, and it took me nearly four hours to do it. Here I again set my face north, and next morning started down the valley with the intention of reaching the falls, eighteen miles off, and thence facing westward, back to Norris Geyser Basin and out again, by Yankee Jim's, to resume my greater journey.

The road from the outlet down the valley is, as roads in the late summer go, not a very bad one, though in some places very sandy and, need I say dusty However it was infinitely better than those over which I had toiled for the past two days, and I was congratulating myself upon having passed through the most uncomfortable portion of my trip when I espied it raining on the opposite side of the river, and soon the icy-cold spray reached me. When within half a mile of a government engineer's camp, what was my surprise to see the rain change into snow. As it blew up quite strong, I made for the cook's tent for shelter, and here for three

hours I thawed out my fingers and feet, which were nearly frozen. The thermometer dropped from 60° to 39° in three hours. The snow continued to fall until the grass and trees were thickly covered. Anxious to reach the hotel but four miles away, I started out, but stopped at two camps to warm up before reaching there. This was a nice state of affairs-snowbound in the Yellowstone Park, and yet in the valley, 3,000 feet below, all was warm and dry. Some one has said of Yellowstone Park that "nature puts forth all her powers, and her moods are ever changing from 'grave to gay, from lively to severe."18 I had the full opportunity of approving this writer. Surely, if my trip through the park was not a pleasant one, it was at least a memorable one, and I had seen nature changing from "lively to severe."

Next morning the sky slowly cleared, but as it was impossible to start with the wheel in this mud, I had ample time to overhaul my machine, which again was the center of attraction to the guests. I also improved the time to make a visit to the Great Falls and Grand Cañon of the Yellowstone. The best point of view for the falls is Lookout Point, a rugged precipice extending out in the cañon; but Inspiration Point, about two miles below, affords another splendid view of the cañon, both up and down. The wonders of the Grand Cañon have been told by abler pens than mine. The truth is, language fails to do it justice.

The falls are two in number, the upper and lower; the former some hundred feet or more, and the latter 350 feet. It is not, however, either in the depth of the falls or the volume of the water which passes over them that their charm exists, but in the wonderful setting in which nature has placed them, every form of rock, every color in nature's palette, every hue of foliage, every play of light and shade, every variety of grouping, every effect which it seems possible for sun, air, water and earth to produce, is spread with lavish hand, and placed and posed with an artistic effect that almost bespeaks design. Yet the hand of man is conspicuous only by its absence here; nature, reveling in her own strength and drawing on her own resources, has planned the vista and spread the canvas; the emblazoned walls, the tessellated floor, the canopy of matchless blue, all are hers, and never can we be too grateful to those who, in a decade often scoffed at as prosaic, utilitarian, and uneducated in matters

merely esthetic, could provide the funds and the protection which alike were needed to save this masterpiece of nature from the destroying vandal, the vulgar advertiser, and the pothunting man of the world.

While photographing the falls from Lookout Point, my cap went over the precipice sixty feet below on a ledge of rock. It was a dangerous task, but I climbed down and succeeded in getting it and returning alive. An old tourist standing above actually sat down overcome by the sight of seeing me climbing up. A misstep and I would have been precipitated 1,500 feet below into the Yellowstone River rushing through the cañon.

The next morning everything was covered by a heavy frost, the thermometer was below freezing-point, and there was a dense fog everywhere. I was determined, however, to get off that day, if possible, and although the frozen dirt road was rather rough riding it had no terrors to the rider of a pneumatic.

As far as Norris Geyser Basin it was mostly down grade, and I progressed fairly well (thirteen miles in two hours). Then the sun shone warmly; the road, improved by the snow and rain of the two days before, dried up, and I briskly wheeled off the twenty miles to the Hot Springs, the end of the circuit. My cyclometer showed just 139 miles around the park.

I should not advise wheelmen visiting the park to make the entire circuit, as from Norris Basin to the Upper Basin, and across to the lake and thence up the cañon, it is mostly poor wheeling. Work is being pushed with all possible speed, but it will be some time before this stretch can be called a good road. But those desiring to see, at least, the most important portions of the park, can wheel from Mammoth Hot Springs to the Norris Geyser Basin, over twenty miles of fairly good road, thence cross to the Grand Cañon and Great Falls thirteen miles farther, and by returning over the same route can make a pleasant and not too fatiguing tour. Adding in the sixteen miles from Cinnabar to the Mammoth Hot Springs and return, this would make a total of eighty-two miles, and to all wheelmen in search of a holiday amid the fairest and most wonderful of nature's handiwork I say, Take your pneumatic and see the Yellowstone Park awheel as I did.

Manifold as are the beauties and

Continued on Page 36



Yellowstone -**Continued from Page 35**

attractions of the Yellowstone, as seen by the every-day tourist and written of in the most accessible books of travel, it is startling, but true, that two-thirds of its area is practically unknown. Here and there an occasional enthusiast with time on his hands and the needy hardihood [robustness], some mountain climber, lone fisherman, hunter or geologist have penetrated its remoter waterways and mountains, but their stories do not reach far beyond the camp-fire and the hotel corridor, unless indeed, as is sometimes happily the case, they make their way into the pages of OUTING, like the story of Mr. Owen and his companions awheel there, and Mr. Guptill's graphic narrative.* [Footnote in the original: *In Outing, July 1890 and June 1891.]¹⁹ The latter, I remember, says that in the northeastern portions of the park, where I did not go, there are vast areas strewn with the fossilized remains of animal and vegetable life, and huge trunks and fragments of petrified trees, many still standing erect, preserving much

of their old form and outline, deep

<note> In an annual report, Supt. Norris (1877–82) mentioned his exploration of the Hoodoos. He wrote that prospector Adam Miller and two

down among the roots of which may be found clustering deposits of the most brilliant and beautiful crystallizations, varying in color from delicate shades of pink to deep cherry, while colorless amethyst and yellow quartz lie scattered in profusion. Then, again, between the Passamaria fork of the Big Horn [now called the North Fork of the Shoshone River] and the east fork of the Yellowstone [the Lamar River] is the celebrated Hoodoo Region, or Goblin Land, designations which in nowise belie the character and appearance of the locality—a region in which volcanic action and erosion have seemingly striven to outvie each other in the production of fantastic forms and shapes. To the superstitious Indian it was the abode of evil spirits; to the white man, roused from his slumbers by the weird mutterings of the voiceless air, the region presented an enigma solved by the term "Hoodoo."

companions discovered and named Hoodoo or Goblin Land in 1870 and continued: "In shape they are unlike any elsewhere known, being a cross between the usual spire and steeple form, and the slender-based, and flat, tottering, table-topped sandstone monuments near the Garden of the Gods, in Colorado; and while lacking the symmetry and beauty of these, surpass both in wild, weird fascination. . . ." (Norris, Report for

The story of a slightly later trip to the Hoodoos by E. V. Wilcox appears on page 203.

From Yellowstone Park to Bearmouth

Even such marvelous attractions of superb scenery and weird phenomena as fairly riot in mine Uncle Sam's unrivaled national playground, cannot hold, magnetic though they be, a lone wheelman who has yet full three-fourths of the world to girdle. Regretfully, therefore, I was compelled to bind myself by most solemn covenant to start once more upon my long pursuit of the sun westward.

There were many charming and curious features which I had not seen; but no traveler, unless his travels are to end in that wonderland, can hope to see all of the marvels of Yellowstone Park, and I know from my brief experience that I might dally an entire year and then go on unsatisfied. So I prepared my faithful steel courser for another stage forthwith. There was a choice of routes northward out of the park. A new one would surely have revealed much to repay the venture, but my run south over the Valley Road had proved its excellence for wheeling, and, as it is unquestionably the best route, I decided to travel north by it, though really re-covering the line already traveled.

The fifty-one-mile run back to old "Yankee Jim's" was accomplished comfortably and without special incident. The old boy appeared really pleased to see me again, and when we got settled down for a chat he fired off story after story, all savoring strongly of the strange, free, breezy West.

Next morning I bade him final farewell, and went on through the Yellowstone Valley. Imposing panoramas of peak and crag were disclosed as I wheeled steadily forward-scenes that pen cannot describe nor brush portray; for eyes, and eyes alone, can rightly convey to the spirit of these mountain pictures. Passing the grand bulk of Emigrant Peak, I noticed with pleasure that the grim old sentinel had received a shining silver helmet of new-fallen snow, and so I bore away another delightful memory of him 20 memory of him. . . .

- 1. Lenz, "Lenz's World Tour Awheel," Outing 21, nos. 4 and 5, 286-90; 378-83.
- 2. Lenz, "Lenz's World Tour Awheel," Outing 20, no. 6, 482.
- 3. From 1879 through 1903, the Eaton family ran a horse and cattle ranch near Medora, North Dakota, and soon began to take in paying guests. They moved the ranch to its location near Sheridan, Wyoming, in 1904 and became well known for

- taking horseback parties from there to Yellowstone.
- 4. Quoted from "Cycling through Yellowstone Park," in Whittlesey and Watry, Ho! for Wonderland, 174.
- 5. See David V. Herlihy, The Lost Cyclist (2010), for the complete story of Lenz's adventure and the stories of other nineteenth-century worldcircling cyclists.
- 6. Lenz entered eastern Montana Territory near Glendive. Barely settled in 1880, it grew to a fair-sized town in 1881, when the Northern Pacific tracks reached it.
- 7. Lenz refers to Chief Sitting Bull of the Hunkpapa Lakota Sioux tribe, who was a spiritual and political leader (not a warrior) at the time of Custer's 1876 defeat in southeastern Montana. This battle, formerly called Custer's Last Stand, is now called the Battle of the Little Bighorn. The "firing" of Moscow refers to the famous fire of 1571, when a Turkish khan set the city ablaze, and tens of thousands of people died.
- 8. Lenz (or his editor) had the wrong story about Pompey's Pillar. William Clark named the huge, unique rock along the Yellowstone River near Huntley for the son of the expedition's only woman, Sacajawea. Clark called the boy Pomp or Pompy (DeVoto, Journals of Lewis and Clark, 451). The only black man on the Lewis and Clark Expedition was York, Clark's slave.
- 9. James George ("Yankee Jim") took over and improved an existing road through what was then called the Second Canyon of the Yellowstone, making it passable for wagons. He lived and collected tolls there from 1874 until about 1910. He is described as a loquacious old character in many early travel accounts.
- 10. The safety bicycle, with two equal-sized wheels, had by 1890 become more popular than the ordinary or penny-farthing bicycle, which had a large wheel in front and a smaller one in back—a dangerous vehicle. Pneumatic tires had been used on bicycles for only a few years when Lenz made his tour.
- 11. This quote is not credited but came from Henry Jacob Winser's guidebook The Yellowstone National
- 12. Here Lenz seems to be confusing the cold water falling over Rustic Falls of Glen Creek with the hot spring water of a terrace that is nearly three miles north of the falls and originates from deep below the
- 13. When Lenz arrived at Norris Geyser Basin in summer of 1892, a temporary tent hotel had been erected to replace the Norris Hotel that had stood near the basin since 1887 but had burned down that May (Whittlesey, "History of the Norris Area," 15-19). Lenz seems to have spent very little time visiting Norris Geyser Basin.
- 14. The name Elk Park is still used, but "Johnson Park" is not. According to Whittlesey, it may be the same as Gibbon Meadows. The name was probably applied by Superintendent Norris for N. D. Johnson, whom he tried (unsuccessfully) to have appointed as U.S. Commissioner to help control crime-especially poaching-in the park.
- 15. The road in 1892 left the Gibbon River and headed southwest, bypassing Madison Junction and the Firehole Canyon (both passed along today's main road) before continuing south.
 - 16. The new 1892 road left the

Firehole River and turned east up the steep Spring Creek grade to cross the continental divide and descend to Yellowstone Lake. Culpin, Road System, 231.

- 17. Gen. William T. Sherman did visit Yellowstone (in 1877), but it was Gen. Philip H. Sheridan's party who, on an 1882 visit, cut the trail from Jackson Hole to Yellowstone Lake. It became a road only in 1895.
- 18. Winser, The Yellowstone National Park, 7.
- 19. Owen was the first cyclist who recorded a trip through Yellowstone. The June 1891 issue of Outing contains Owen's cycling report. The 1890 Outing article is a strong tribute to and plug for travel to the park, written by A. B. Guptill, an employee of Yellowstone photographer and concessionaire Frank J. Haynes.
- 20. This conclusion of the Yellowstone section of Lenz's world tour narrative appeared in Outing 21, no. 6 (March 1893), 444-45.

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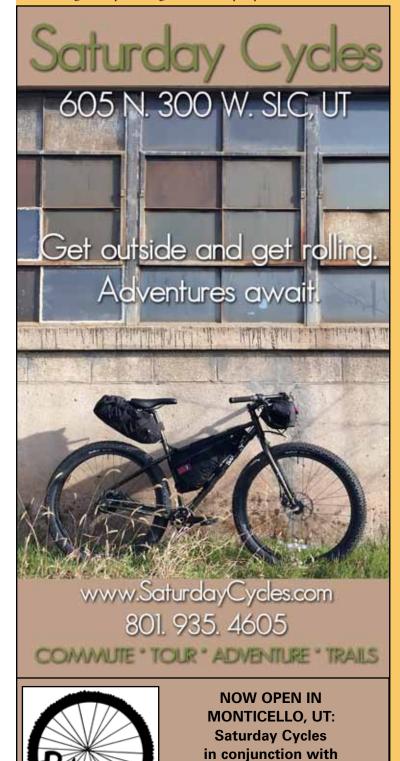
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Illustrations:

Albert Hencke (1865-1936) contributed three paintings to the Lenz Outing articles about Yellowstone. He was born and studied art in St. Louis, Missouri, then studied in California and New York City. He was a book and magazine illustrator, known especially for children's paintings and pen-and-ink drawings.



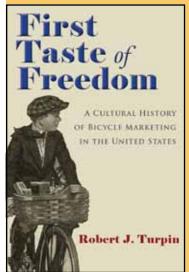
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BOOK REVIEW

First Taste of Freedom Highlights the History of Bicycle Marketing



By Charles Pekow

The major market for bicycles should be adults. No – children, mainly boys. People who need to get to work. No, recreational enthusiasts. Men. Women. The upper classes. The common worker.

Of course, all of the above ride bicycles. But the main market that the industry tried to sell to changed with economic conditions to emphasize these different audiences in different eras of American history since bicycle manufacturers got serious about selling them in the United States, circa 1868. The history of the selling of the bicycle to the public in this country is documented in a new book called First Taste of Freedom: A Cultural History of Bicycle Marketing in the United States by Robert Turpin, a history professor at Lees-McRae College in Banner Elk, NC.

A few people were riding bikes here in the 1830s, but the two-wheeler didn't become a cultural phenomenon until after the Civil War. The book takes us on a tour of how changes in society (and somewhat advances in vehicle design) repeatedly caused the industry to adapt and change the market it went after. The author writes of a few corporate execs, including the heads of Schwinn and its predecessors. But the book remains devoid of any understanding of the personalities of bicycle promoters. It provides more of an informative than an exciting read.

As Turpin puts it, the "bicycle has long been a part of American culture but its image and significance have been ever changing." In the 1800s, manufactures plied them as transportation for adults. As the automobile became more and more popular, bike makers had to find other ways to sell.

Like many other innovations, from the telephone to the Internet, it took a generation or so for the bike to catch on. Even without cars, people got around fine with horses. Early on, the closest many people came to seeing a bicycle was watching racing as a spectator sport, often an indoor one to boot. A bike race could draw seven times as many people than a professional baseball game at one point. Back in the 1890s, several million Americans owned bikes and made-in-America bike sales topped a million a year at its peak in 1899.



The 1953 Mead "Juvenile Ranger" came with cap guns and a design made to look like a cowboy's horse. Photo courtesy of the Bicycle Museum of America.



An advertisement from 1897 marketing bicycles to women: "I'm going to take a spin on my wheel, and will be back in two or three hours." Her Choice. The Young Man's Slave (Five Years Later). Print-lithograph, illustration in Puck, July 7, 1897, 16. Courtesy of the Library of Congress.

About 250 factories in the country made bikes back then.

But with the rise of the automobile, the main market, the well-do-do white male, lost interest after the turn of the 20th Century. But each attempt to find a new market turned off the previous one. Selling bikes to the middle-class made the wealthy consider riding at all (instead of just the saddle) beneath them. And marketing bikes to women turned off men who saw the bike as a masculine activity. And turning to children made adults consider cycles as toys to be outgrown.

Concurrent with the women's suffrage movement, industry marketed to women as a way to sell more bikes and women saw cycling as a way to show their independence – it allowed them to get further away from home and family surveillance. But the idea ran into some resistance as the "bicycle's ability to free women from their homes to enjoy the same spirit of adventurism as men enjoyed was a privilege that men were often reluctant to share," the book reminds us.

But as more women attended college, they became a bigger target of the industry – a bicycle gave a college student more freedom, not necessarily to get around campus (most of which were rather small) but to get off it and around and out of town for a break. The bicycle became a vehicle for the liberated woman.

Another theme throughout the history of selling bicycles that reoccurs in the book involves the growth of automobiles competing with or living alongside the demand for cycles. "In the 1910s, bicycle boosters continued promoting the bicycle as a curative for the ill effects of overmechanization and urbanization," the book tells us. This came after the growth of the auto industry in the early 20th Century coincided with a dramatic drop in bike sales.

And yes, Donald Trump's tariffs weren't the first ones to cause harm to the bike industry: the book shows that when import and export restrictions on bicycles and parts thereof were reduced, sales soared. Someone always profits from wars (let's face it; otherwise why would we fight them?) and World War I helped the bicycle industry recover as during the war, trade restrictions were lifted. Also, a PR campaign encouraged civilians to do their part for the war effort by saving gas; ride a bike.

But when the war ended, the industry had to find other reasons to sell bikes, such as business. Governments used them for everything from mail delivery to police patrols. Doctors used them for house calls and messengers to deliver everything from documents to groceries.

And you don't see much of this today (unless you count the ebike boom), but at one point it was common for a cycle shop to sell both motorcycles and bicycles, which created confusion about which they would promote. One way out consisted of a store trying to sell a motorcycles to a father and convince him to buy a non-motorized vehicle for his son.

The book also talks a lot about

of design changes to attract children. Sometimes makers designed children's bikes to look like cars, motorcycles and even airplanes so kids could play adult. Children, especially boys, became a major market and ads touted "A bike is the birthright of every American Boy" and "Boyhood without a bicycle is like a summer without flowers." Ironically, the industry promoted bicycles for kids as the perfect Christmas present, since it was the one great gift-giving occasion of the year, though it was hardly peak riding season in most of the country.

While the book includes 55 pages of footnotes and bibliography, the quotes and illustrations largely consist of ads in trade journals to tell us what the industry was thinking. It gets redundant after while, going on and on throughout the book about the conflict of marketing to adults vs. children, for instance. But it seems that was a major issue in most of the industry that seems to have been resolved by now. The growth of the suburbs made cycling more attractive to children but less so to adults, who thus had too long a commute by bike. So when the industry did sell bikes to adults, it had to shift the focus from transportation to exercise and recreation.

As bicycle accident rates soared, it had to address safety. It was often reluctant to do so, however. Cycle Trades of America (CTA), once the major trade association, ignored the issue, much as automobile manufacturers did for too long. Turpin writes that in the 1920s, the "CTA downplayed the safety concerns altogether. Instead, it instructed their two touring bicycle advocates - whose primary job was to visit schools and talk to children about bicycles – to refrain from talking about safety issues for fear that it would become the focus of the conversation."

And, if you believe the book, we still need to pedal up mountains to enhance the image of the cyclists. Even today, "adults who regularly ride bicycle are still often considered odd, or at least unconventional. Many Americans associate the bicycle with transportation for those unable to afford a car."

The history book takes us through the Depression and World War II. The former didn't seem to have depressed the growth of the bicycle – more because people needed cheap recreation than transportation. And even back then New York City made a point of building bike paths in its parks, though cities back then didn't think of adding a lot of bike lanes for transportation purposes as they do today.

Then after the war, as the nation grew in affluence, children became such a market that manufacturers "began creating bicycles that were literally toys, equipping them with holsters for cap guns, and donning them with the insignia of child television stars and comic book heroes or even cartoon characters such as Donald Duck." The 1953 Mead Juvenile Ranger, for instance came with cap guns and a design made to look like a cowboy's horse. The industry also



One Boy in 1918 Is Worth 3 Boys in 1914. U.S. Rubber Company's advertisement, Boy's Life, April 1918, 50.

set up kids' bike clubs (today largely the province of adults). While producers once promoted the bike as a means of independence, it later tired to promote groups.

Federal policy, however hampered growth of the bicycle, the author says, first by the War Production Board's decision to limit bicycle manufacturing in World War II and post-war by building the Interstate highway system, which further encouraged adults to drive rather than bike.

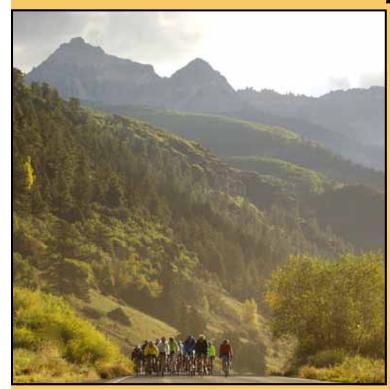
Adults didn't start getting interested in biking again until the 1970s but the book can't explain why, with the gasoline shortages of the era and the economic doldrums of the early 1980s only minor factors. Much of the increase consisted of interest int BMX and mountain bikes, and later hybrids, the stuff of recreation.

Though the book was published this year, recent history gets short shrift. It says the first bikeshare program launched in Tulsa, OK in 2007 and quickly became a phenomenon -but the subject gets only one paragraph. And the narrative stops in 2012. But if you want to know how the industry marketed and sold bicycles to the American public in generations before you even tried a tricycle, the book will probably constitute as good a chance as any to learn. It's easy and fun enough to read. And you can probably relate to at least part of it personally since you've probably ridden a bike as a child feminist commuter or other marketing target. And you can see how the industry saw the other types

First Taste of Freedom: A Cultural History of Bicycle Marketing in the United States by Robert Turpin, Syracuse University Press, \$60 hardcover, \$27.95 paper, Syracuse University Press, 621 Skytop Road, Suite 110, Syracuse, NY 13244-5290, 315-443-5534, fax 315-443-5545, supress@syr.edu, goo.gl/hyWcUG.

RIDE PREVIEW

Mountains to the Desert Ride Sports Great Views, Awesome Course



The start of the Mountains to the Desert Ride in Telluride, Colorado on Hwy 145. Photo by Jim Hurst

By Dave Iltis

July 30, 2018 - The Mountains to the Desert bike ride is a 70, 100, or 132 mile road ride that starts in Telluride, and travels to Gateway Canyons Resort, Colorado on September 22, 2018.

We asked organizer Lara Young of the Just for Kids Foundation a few questions about the event.

Cycling West: Tell us about the course. What are the highlights?

Mountains to the Desert: It really is the perfect race and ride. Half the riders are intense mountain athletes out to win or get their personal best time the other half are in it for the adventure and sheer beauty. The ride is so appealing because of the diversity of topography. Riders travel from the Town of Telluride in the peak of the fall colors in shimmering yellow and gold Aspens following the San Miguel and Dolores river watersheds to the iconic Red Rock Desert of Gateway. The ride is perfect for a first time Century rider or a competitive cyclist who wants to push them selves and take on the 132

mile with a grueling hill climb at the finish. The 70 mile option starting in Norwood is ideal for families or those who don't have the interest or time to train for a 100 miles. The Highlights are Telluride and Gateway both target destinations for the beauty and history and literally there is 100 miles of the most interesting geology and history in the west the lies between the two destinations.

CW: Tell us about the Just for Kids Foundation. How does the ride help the cause?

M2D: Just For Kids serves children from birth through high school graduation throughout the San Miguel Watershed, including the towns of Telluride, Norwood, Nucla, Naturita, Paradox and all points in between.

We provide funds for scholarship programs, operating grants, program support, capital needs, start-up projects, and equipment. We particularly target projects with leadership opportunities for children and projects promoting self-sufficiency and responsibility.Please contact us if you have questions about whether your organization qualifies for grant

eggsinthecityslc.com

consideration.

Some of the innovative programs we have funded include experiential learning programs, collaborative efforts between children's organizations, character building programs, early childhood programming, programs offering job skills training and assistance and college scholarships through the Man of La Mancha scholarship program.

Each year, the Mountains to the Desert Bike Ride serves as the single fundraising event for the Just For Kids Foundation which raises over 100k. Every dollar raised through participant fundraising is matched by the Carstens Family Fund at the Denver Foundation. That money is then awarded to individuals and organizations that provide leadership opportunities for regional youth as well as organizations that promote self-sufficiency and responsibility. Over the past ten years, the Just For Kids Foundation is proud to have raised over \$2 Million; all of which has been awarded to hundreds of organizations benefitting thousands of underprivileged children and to deserving seniors who are awarded college scholarships through the Man of La Mancha program.

CW: Telluride is in the high San Juan Mountains. Tell us about the geology and natural history that the ride travels through.

M2D: The ride begins in the awe inspiring San Juan Mountains riders cycle past towering 14,000-foot peaks and continue their descent parallel to the San Miguel River. A short climb at mile 28 leaves riders at the summit of Norwood Hill, overlooking miles of ranches, farmlands and the La Sal Mountains.

Riders who prefer a shorter, 70-mile ride, start in Norwood an hour later, at 8:30 AM. From Norwood, the ride continues through Naturita, Nucla and Uravan and winds further along the Unaweep-Tabeguache Scenic and Historic Byway past the Hanging Flume. Riders will pass millions of years of history, geology and ancient lands.

The route subsequently meanders along the Dolores River at the base of thousand-foot red sandstone walls into the sleepy town of Gateway, CO.



The Early Childhood Development Preschool in Norwood, Colorado is a beneficiary of the Just for Kids Foundation and the Mountains to the Desert Ride. Photo by Jim Hurst



A group rides by the Dolores River between Naturita and Gateway, Colorado. The Mountains to the Desert Ride in Telluride, Colorado raises funds for the Just for Kids Foundation. Photo by Jim Hurst

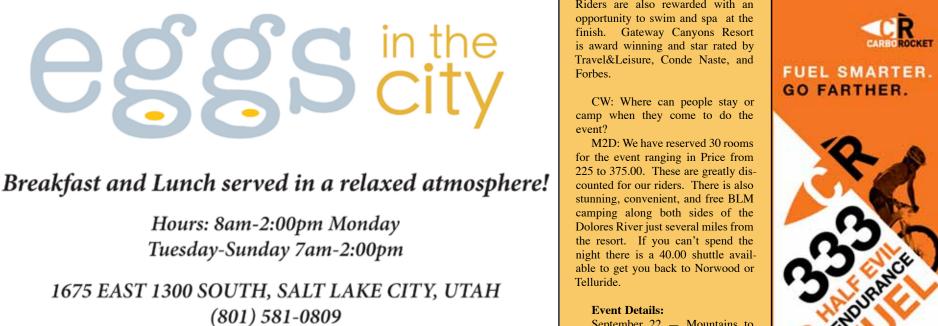
CW: What sort of support do you have for the riders? And, what about post-event festivities?

M2D: There are 5 strategically placed aid stations with food, water, and energy drinks and of course youth program volunteers cheering riders along the 101 mile route. There is also a smoothie aid station at the top of the additional hill climb at Mile 115. The ride is not to be missed because it supports all area youth programs to scholarship kids and the sheer physical beauty of the event. If that's not enough the ride finishes with a grand feed and music. Riders are also rewarded with an opportunity to swim and spa at the finish. Gateway Canyons Resort is award winning and star rated by Travel&Leisure, Conde Naste, and Forbes.

September 22 — Mountains to the Desert Bike Ride

Telluride, CO, 15th Annual

Mountains to the Desert Bike Ride, From the high mountains of Telluride, cyclists descend past hill-sides 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 and onwards to the beautiful desert landscape of Gateway. Mileage options: 70, 100 & 130. This ride benefits the Just For Kids Foundation, Lara Young, 970-708-1105, m2dbikeride@gmail.com, justforkidsfoundation.org



RIDE OF THE MONTH

Marsh Valley Cruise Highlights Southeastern Idaho



Riders in Marsh Valley in Southeast Idaho. Photo by Steve Sullivan

By Wayne Cottrell

The Marsh Valley Cruise is a 40.1-mile, clockwise loop tour of Idaho's Marsh Valley. The valley is a lightly-populated agricultural region, with its northern end located 15 miles south of Pocatello. There is plenty of movement through the valley, along the I-15 freeway. But, with I-15 as a speedy alternative,

traffic is light on the valley's surface streets, making them ideal for bike riding. The elevation differential is only 253 feet, although a combination of false flats and wind can add some difficulty to the pedaling. The route remains within the corridor between the Portneuf Range on the east, and Scout Mountain (and other high points) of the Caribou National Forest on the west. The starting elevation is 4,779 feet.

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CENTENNIAL PARK

145

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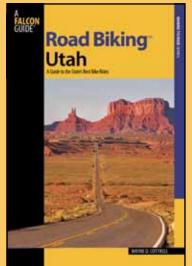
To Souther Rd

To South Lake City

The Marsh Valley Cruise is a 40.1-mile, clockwise loop tour of Idaho's Marsh Valley. Map by Wayne Cottrell

Start the ride in McCammon. With a population of just 810 in 2010, McCammon is actually the largest settlement along the entire ride. So, get that urban feeling here before venturing off onto the valley roads. From Centennial Park - the address is listed as "Bannock Street," but the park is accessed from Logan Street, at 9th street – turn right onto Logan and head south. At the end of Logan, turn left onto 11th Street, followed by a right turn onto State Street. State merges with Center Street at the 2.15-mile mark, remaining as State Street, and then becoming Old U.S. Highway 91. The ride leaves McCammon and enters the rural valley. Most of the ride is admittedly nondescript, passing a mix of cultured and undeveloped fields. The best scenery is of the mountains on either side of the valley, and of Marsh Creek, which the route crosses. As for Old U.S. 91, this was the predecessor of U.S. 91, which, in turn, was the predecessor of I-15. The old route is no longer through, merging with U.S. 91 in places; but, segments of the old highway exist in Idaho and Utah.

Enter Arimo at mile 6.05. With a population of 355 in 2010, this is the second-largest city along the route. You will be in and out of Arimo very quickly, as you head south on the old highway. Bear right onto County Road at mile 10.45. At the end of



County (mile 10.6), turn left onto U.S. 91, and continue heading south. The highway has a wide shoulder. Enter and leave the tiny community of Virginia. At mile 12.35, turn right onto Bowman Road and head west. Bowman passes over I-15 at mile 13.1. At the end of Bowman (mile 14.15), turn left onto Tool Road and head south. Tool curves left, and then right, eventually running immediately adjacent I-15. At the end of Tool (mile 17.85), turn right onto Treasure Lane and head west. At the end of Treasure (mile 19.2), turn right onto Marsh Valley Road and head north. You are now heading back, although this road's curves and small rolling hills make it a more interesting ride than that along 91. Cross Marsh Creek at mile 27.6. At mile 29.8, turn left onto Arimo Road and head west. Cross over Marsh Creek again at mile 30.05, and begin a gradual climb (2.6% grade) that continues for the next mile or so. Arimo descends, and then climbs again, gradually. At the highest elevation of the ride (4,877 feet; mile 33.65), avoid going too far west by turning right onto Robin Road. Robin continues the northward trek.

Robin descends gradually (1.6% grade) for the next three miles, to the ride's lowest elevation (4,624 feet; mile 36.4) – cross over Marsh Creek. Be sure to stay on Robin Road as it curves northward and eastward, through the valley. Stay left at mile 38.1 to remain on Robin. Cross under I-15 at 39.25. Enter McCammon just beyond the freeway. Robin curves to

the right, becoming 11th Street. Turn left onto Logan Street; as you head north, look for Centennial Park on the left. End the ride here. History buffs may be interested in visiting a couple of buildings in McCammon which are on the National Register of Historic Places: the McCammon State Bank Building at 206 Center Street, and the H.O. Harkness State Building, at 105 South Railroad Avenue. Both are located to the northeast of Centennial Park.

Starting & ending point coordinates: 42.647569oN 112.194267oW

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.



