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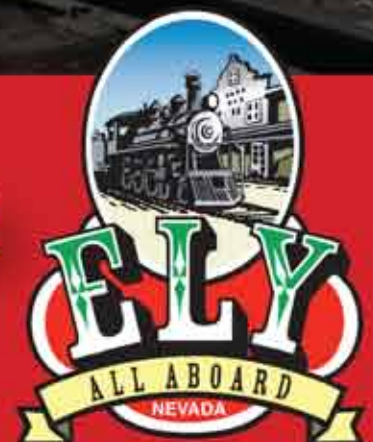
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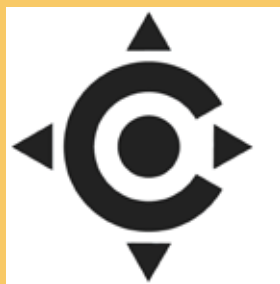
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Cover Photo: Plentiful wildflowers, a fast descent and the eye-popping Teton backdrop make the Mill Creek trail just outside of Grand Targhee a top option for experienced mountain bikers exploring the Idaho side of the Tetons. You can shuttle it, too! Rider: Jenni Curtis Shafer

Photo by Photo John, see more at photo-john.net

SPEAKING OF SPOKES

Discovering the Trails of St. George, Utah



Karma on the JEM Trail. Photo by David Ward

By David Ward

Thanks to Karma's (my wife) and my travel bug, our mobile children, and mostly our globe-trotting, Foreign Service employed daughter, I have had the opportunity and joy of riding a bike at various destinations nationally and internationally. From urban mountain biking in Kathmandu to exploring the Balkan countries of Serbia, Bosnia-Herzegovina and Croatia, and from riding the famous cols of the Tour de

France to pedaling my way around Acadia National Park, I have been fortunate to experience these exotic locales on the seat of a bicycle.

So it was not without some degree of amazement that I have realized that some of the most exotic and beautiful bicycling to be had is only a few hours away in sunny St. George, Utah. It is only in the last month or so that this realization dawned on me, largely the result of my daughter, Marinda, and her family having recently moved there.

I had, of course, already ridden in

St. George on a few occasions. Years ago, when I was a competitive road racer, I journeyed to St. George a few times to race. When racing, of course, you are mostly focused on the wheel just in front of you rather than the surrounding countryside. But even then, I remember being impressed by the colorful green foliage and contrasting red sandstone from Veyo down past the Gunlock Reservoir. It

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COMMUTER COLUMN

E-Bikes for Commuting, An Interview with Salt Lake E-Bikes

Aly Hopkins is an owner of Salt Lake eBikes. Photo courtesy Salt Lake eBikes

By Lou Melini

Aly Hopkins and Matt Passey of Salt Lake eBikes opened their shop in 2017. Their new shop is located across the street from Liberty Park and is one of the few shops to rent eBikes. When we asked Matt on why they opened the shop, he exclaimed, "They're fun! And they just took off!" The shop sells Magnum, Eco, Yuba, and Faraday Bikes. They also convert regular bikes to e-bikes through installation of a conversion kit.

Cycling West recently interviewed them to ask them about current e-bike news and issues, and on their commuting experience with e-bikes.

Cycling West: The Wall Street Journal reported on March 24, 2018 on an 800-person study conducted by the University of Tennessee that stated e-bike owners rode (perhaps commuting) 3.6 days/week compared to 2.7 days/week by those riding conventional bikes. What has your experience been in regards to people purchasing e-bikes for commuting? Do you have clientele that have put away conventional bikes to purchase e-bikes for commuting? Does this transition represent a significant impact on sales?

Salt Lake eBikes: Yes, in fact one of our very first customers was commuting from North Salt Lake to downtown Salt Lake on a conventional pedal bike. He bought one of our electric bikes and hasn't looked

back. There have been other customers as well who have said they commute by bike already but would like to make their trip faster. It seems like most people who purchase an e-bike to commute have mainly been commuting by car or public transportation but recently discovered the possibilities with an electric bike.

CW: One of the arguments against e-bikes is speed and safety. The article quoted a New York City bike courier stating that e-bikes "typically reach 20-28 mph" with an "uptick in accidents involving e-bikes and pedestrians". It is my understanding that e-bikes come in various "classes" and that Class 1 e-bikes typically are governed to have a maximum assist of 20 mph. Can you explain the various classes of e-bikes (assuming I am using the correct technology) and speeds relative to each class. What is the general trend with e-bike acceptance and speeds? What is legal in Utah and perhaps other states? At what point does and e-bike become a motor scooter?

Salt Lake eBikes: I can see the concern with e-bikes and pedestrians. In our business we haven't personally seen anything. We do let our renters and customers know about bicycle etiquette and speed limits on bike paths. [Note: Municipalities in Utah may regulate e-bikes on sidewalks and paths]. Maybe there should be a statewide education course. There are avid bikers who are used to going 20 mph but you get the average biker who casually pedals then gets that power and they don't necessarily know how to control that.

There are 3 classes of e-bikes designating their speed and whether pedaling is used or only the motor. Different states have different laws. The federal law defines an e-bike as not exceeding 750 watts or 20 MPH. Utah, however, defines an e-bike as a conventional bike not exceeding 750 watts and a max speed of 20 MPH (motor only), or 28 MPH (motor and pedaling) on a flat surface. [See Utah Code: 41-6a-102] Other than that I haven't been able to see much research or new laws behind e-bikes. I'm sure they're coming though. I know California has stricter laws with e-bikes.

[See also: People for Bikes <https://peopleforbikes.org/our-work/e-bikes/> and Utah Code: 41-6a-1115]

CW: The argument against e-bikes included a discussion of batteries (3-year longevity was stated). What has your experience been with battery longevity and regular use by a bike commuter? Does this matter to the person that is achieving the benefits of an assist for their commuting needs?

Salt Lake eBikes: Batteries are surprisingly getting better, lasting longer, more powerful, and getting less expensive. If you're using an electric bike as a commuter, just think of how much your saving versus driving a car. No gas, no oil changes, sure you have regular maintenance and the battery replacement



Matt Passey about to lead a ride for Salt Lake eBikes. Photo by Alya Hopkins

after a few years but the cost is still lower than owning and driving a car.

CW: The New York Times (March 17, 2018) reported the confiscation of e-bikes by the city from delivery riders. The article pointed out that this was particularly harmful to older (40ish) immigrant delivery riders that needed to support their family. What are some of the Utah laws governing e-bikes? What constitutes legal? Are pedal assist bikes for delivery riders and pedicabs becoming more common in Utah? Could the New York situation happen here in Utah to delivery riders?

Salt Lake eBikes: Every pedicab [in Utah] is electric. You can't really compare Salt Lake to New York. We have so much more space and less pedestrians. I've seen some delivery services starting to use electric and I honestly don't know why more aren't using electric. What happened in New York would not happen here

for a very long time. We have so much more space than New York. We also don't have as many "walking neighborhoods". Most people get in their car to go to the store, take kids to school, and to go to work.

E-Bike Commuter Questions

CW: When did you first become interested in e-bikes and when did it become a business for you?

Matt Passey: 3 years ago I converted my Cannondale to electric. I started riding it every day and stopped using my car as much. I was excited in the morning to get out on the rode on my bike. When my wife saw my enthusiasm for riding electric we started questioning why more people aren't commuting on e-bikes. She started doing research in other cities and discovered Salt Lake was behind the times on the e-bikes movement. Most other major

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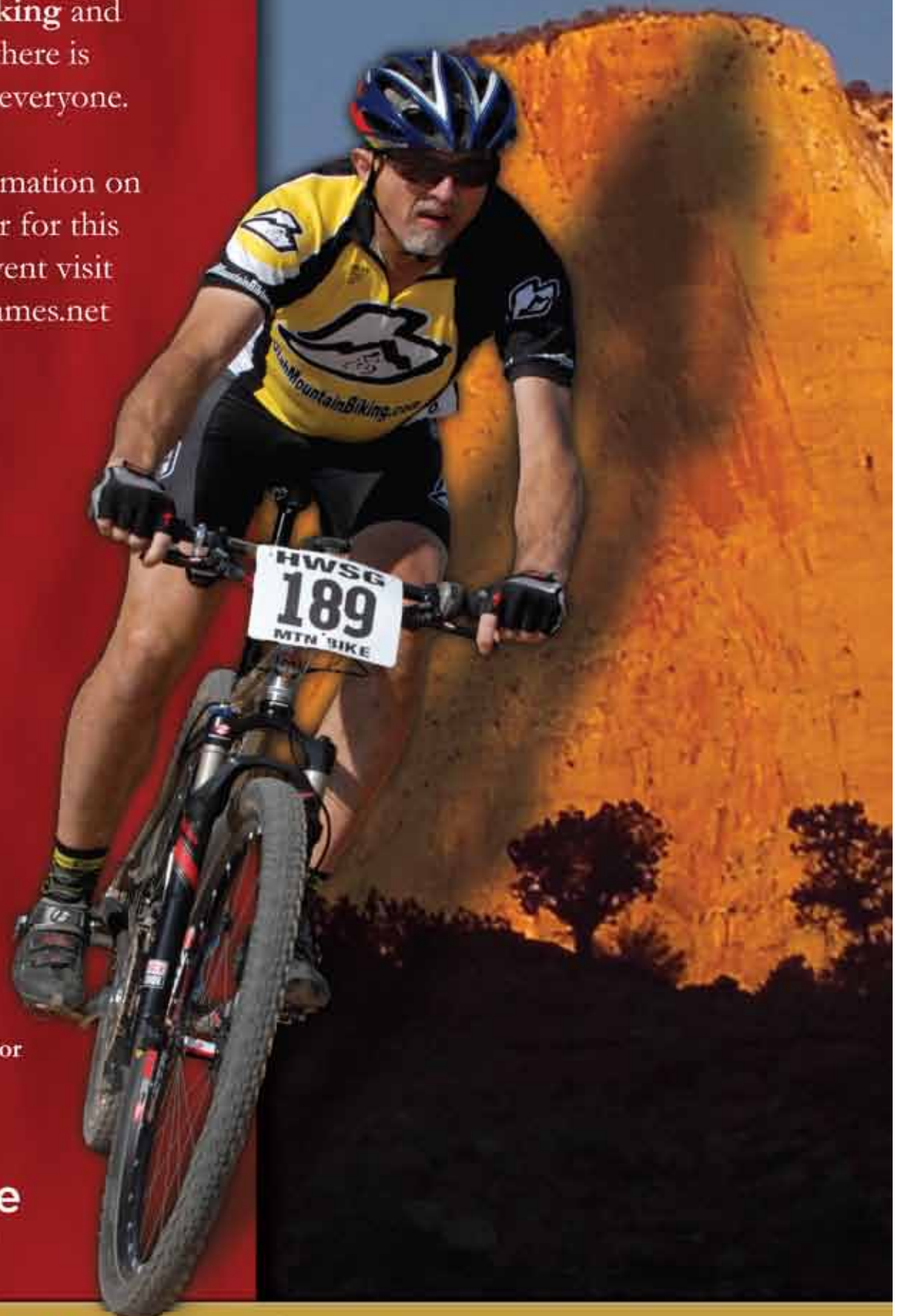
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Karma on the Virgin River Trail recreational bike path. Photo by David Ward

St. George Trails - Continued from page 3

still remains one of my favorite sections of road for an enjoyable ride on my road bike.

But a month ago, when Karma and I went to St. George to help Marinda and her family move in, Karma suggested taking our moun-

tain bikes for a little off-road riding. Taking a cue from some friends, we drove out past Hurricane to log a few miles on the JEM trail. From where we parked, we rode along the rim of the Virgin River for a short distance, enjoying some lovely river overlooks, before following the trail out onto the broad plateau where we bumped and rolled along for a couple of hours.



David Ward on the Barrel Roll Trail in St. George, Utah. Photo by Karma Ward

I had the good fortune during this ride of running into an old friend and teammate from our VMG/Utah Premier days, Ellen Guthrie. It was a delight to introduce her to Karma, reminisce about our racing days and exchange news of our children. Later on this same ride, I ran into another old Utah Premier teammate, Todd Taft, along with Shane Dunleavy, my physical therapist from when I had my left hip replaced. All these people were there pre-riding the course for the next day's 6 Hours of Frog Hollow mountain bike race.

Later during that same trip, when Karma and I had only a couple of hours, we did a shorter ride on the Barrel Roll Trail, only a few miles from my daughter's new home. It was in locating and doing these two rides that I came to understand how much mountain biking is available in the St. George area, terrain that will satisfy everyone from the novice to the hardcore.

Then just this last week, we were again in St. George. I had been told that St. George had a good network of separated, paved bike paths. Since Karma is not a big fan of riding in traffic, especially when there is not a marked bike path, we decided to take our road bikes and try this out. I planned specifically to take my fixed gear bike which I had just broken out of the cellar for the first time in a year and log some miles on it. I love riding this bike, but living up a canyon where the road is always either uphill or downhill is not conducive to this.

[For those who may not know, a fixed gear bike is a single speed bike with the single rear cog firmly "fixed" to the rear axle. As a result, if the wheel is turning, so are the pedals. You can't coast, nor shift gears for changes in terrain, which is what makes riding a fixed gear bike somewhat challenging and uniquely fun.]

Before riding, I found my way



David Ward on the JEM Trail in St. George, Utah. Photo by Karma Ward

to St. George's Red Rock Bicycle Company to ask about local paved bike paths. A friendly, helpful sales associate took time to show me on a bike path and trail map a paved all-purpose trail along the Virgin River as it flows through the middle of St. George. This map, the "Trail Map & Guide for: St. George, Hurricane & Zion NP, Utah" put out by Adventure Maps, Inc., is a great map for road cyclists, mountain bikers and hikers. With no hesitation, I pulled out my credit card to pay the \$12.99 it cost.

The recommended trail, the Virgin River Trail, virtually all flat with no traffic, appeared to be perfect for what Karma and I were looking for. We were able to pick up the trail just off I-15 on Dixie Drive, about a 4 mile ride from my daughter's home.

The ride turned out even better than we had hoped. After hopping on the trail, it ducked underneath I-15 then took us northeast along the Virgin River. On our left we had urban development, and on our right was the beautiful Virgin River landscape cradling the river itself. We pedaled north till we reached Fossil Falls Park where the local high schoolers were out in the river enjoying their skimboards.

After that we doubled back a couple of miles and then crossed to

the south side of the river by way of a dedicated bike/pedestrian bridge. From there we wound our way back, passing several nice parks along the way, before crossing another bridge back across the river to return to where we had first picked up the trail. Instead of tracing our route from here back to our daughter's home, however, we continued on the pathway as it headed west along the Santa Clara River till the trail finally ended at Cove Park. From there, it was just a short ride of less than two miles to our daughter's home.

So this last month has been a time of awakening for me to the much more varied possibilities for enjoying the thrill of riding a bike in St. George. I already knew of the scenic rides in Snow Canyon and along the Veyo/Gunlock stretch of road. Now I know of the many mountain biking options of which I have only experienced a couple so far. And I have found a fun, relaxing path for enjoying the unique sensation of riding my fixed gear bike, with even more separated bike paths to explore and ride.

What can I say? St. George, which is now home to my daughter, her husband and an 18 month old grandson I adore, beckons to me with a plethora of cycling options. And I have a great map with which to explore.



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PHOTO: St. George Pursuit Cycling Team

COACH'S CORNER

It's Time to Climb!

By Sarah Kaufmann

If you live in the mountain west region, we are in for another hot summer. One way we cyclists like to escape the heat is by climbing canyon roads. With each gain of a couple of thousand feet of altitude, we can expect a welcome drop in temperature of 10-20°. Of course climbing a couple thousand feet is no easy task. Here are a few tips to make the climb a little more manageable and get you out of the valley heat.

To begin with, you need the right tool for the job. Make sure your bike is set up with adequate climbing

gears. Few things will flatten your legs more quickly than stomping a massive gear. Try not to 'save' gears when you are climbing. Shift as you need to so you can maintain a quick, smooth cadence. Shoot for above 80 rpm and focus on pedaling nice smooth circles, not jagged squares. Stay 'on top' of the gear and avoid slow, heavy cadences. Try practicing 90 or 100+ rpm on flat terrain to develop the neuromuscular connection and make it easier to hold higher cadences on climbs. If you do not have adequate gearing to maintain a high cadence, check with your favorite shop to see if it is an easy swap to add gears to your bike. (i.e., a cassette with a larger cog and/or a compact crank).

Once you have the right tool for the job, there is a lot you can do with your body (even before dedicated training) to make the effort more manageable. As you settle into a long climb, keep your upper body relaxed. On a drop bar bike, you will usually want to have your hands on the tops of the bars or sometimes out on the hoods. There isn't much reason to be in the drops when you are climbing. Bend from the hips to keep your back flat/straight and not rounded. As you do this, you should feel your glutes get more recruitment. Your glutes are big muscles so use them! Relax and open your shoulders to create more space in your chest and open your lungs. You want to be able to take deep breaths and fill up

your lungs, rather than short shallow breaths into your chest. Keep your head up and look ahead for balance and focus. Keep your feet flat the whole way around the pedal stroke (do not pedal with your toes). As you do this you should feel your calves get more recruitment. Try standing on short pitches to stretch and stay on top of the gear instead of shifting down to spin up those pitches. Watch undulations in the grade of the road and shift in anticipation.

It is easy to charge into a climb and forget how hard it will be when fatigue starts to catch up. Break climbs into thirds for pacing strategy. Break them up using anticipated time (not mileage). For the first third, your main goal will be to hold yourself back a little. Spin easy gears and keep things conservative. In the second third of the climb, your effort will start to catch up and your goal is just to hold steady. In the final third, you will be feeling the effort and it's time to empty the tank.

Climbing is hard work and you want to be well fueled for these kinds of efforts. Try to plan ahead and avoid eating too much right before or during the climb. Start with a solid meal before your ride and fuel in small bites and bits once you are into the climb. With lots of blood diverted from your belly to your working muscles, you may have a hard time digesting a large amount or heavy food so you want to start topped off and just keep up after that.



Sarah Kaufmann climbing in Farmington Canyon, Utah. Photo by Sarah Kaufmann

Eat light and eat often as you climb. And remember to drink! Use an electrolyte mix like GU Brew to replace the electrolytes you are sweating out in the heat.

These tips give you a broad map to get you started.

For training protocol for climbing and all cycling goals, please contact Sarah for coaching.

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.

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BIKE FIT

What is a Bike Fit, and is it for me?

John Higgins works through a bike fit at the Bike Fitr studio. Photo by Derek Israelsen Photography



John Higgins measures saddle height at the Bike Fitr studio. Photo by Derek Israelsen Photography



John Higgins takes measurements during a bike fit at the Bike Fitr studio. Photo by Derek Israelsen Photography

By John Higgins

Many cyclists don't know what a bike fit is, haven't had one, or don't know if it's for them. Recently I had 3 customers in quick succession who had never heard of a bike fit until being advised that they should get one, and were either referred directly to me or advised to go get a bike fit and found my services by searching the web.

For those that are aware of bike

fitting, a common myth-perception is that is just for pros. Not so. It's for anybody that rides a bike – or intends to ride a decent amount, be they novices or enthusiasts; racers or weekend warriors; and commuters, tourers, triathletes and mountain bikers. It can be relevant and beneficial for any cyclist of any experience level.

What is a bike fit? Simply put, a bike fit is a process of adjusting your bicycle to prevent or alleviate dis-

comfort, or increase riding efficiency. Why is this needed? A bike out of a bike shop or out of a box or out of the classifieds is not optimized for you from the outset, which can cause problems. The first step in buying a new bike is getting the right size and geometry, but assuming this is done well (See John's article on buying a new bike that fits: Cycling Utah March 2016 issue online: <http://www.cyclingutah.com/news/cycling-utahs-march-2016-issue-is-now-available/>), that doesn't mean the bike fits you and is awesome to ride as is. It just means a good fit can be achieved, and a good fit is about finding harmony between you and the machine.

A product manager working for a bike brand will specify a handlebar and saddle for a particular bike model and size. That specification may not be appropriate for your anatomy, so part of the bike fit process is assessing the "contact points" of shoes, pedals, saddle and handlebars to see that the size selection and style is a good match for you. If it is not, a bike fit will involve recommending and replacing one or more items. Expect to pay for some parts as well as the service.

Another part of the fit process is

adjusting the relationship between these contact points, such as setting the seat height and the handlebar position so that you are comfortable, powerful and efficient on the bike. Anything that is "off" will cause a chain reaction of compensations in how you ride your bike. These compensations can show up as numb hands, achy knees, a sore back, restricted breathing or other niggles that detract from rather than enhance your riding experience. Additional small adjustments that can have a big impact is the angle of the handlebars, the position of the hoods / grips or extensions, and the reach to the brake levers. Yes – you should be able to reach the brake levers.

Most bike shops will endeavor to rough in the saddle height for you and do a quick visual assessment of you on your new bike before you roll it out the door. You may think this is a bike fit. It partly is, but it mostly isn't. A full bike fit takes 2 – 4 hours, so if your bike fit took 10 minutes, you got what you paid for, which is a bicycle not a bicycle fit. Some bike stores pay more attention to offering fit services than others, which will be evidenced by a dedicated fitting area and equipment, and one or two people who are trained and practiced in fitting protocols and processes.

Fitting is a specialized service requiring specialized skills. As not all staff in a bike shop are mechanics, even less are trained and experienced as fitters. Bike shops might appear to be the obvious place to go to for a bike fit but you can also find

bike fitters who are doctors, cycling coaches, physical therapists, athletic trainers, or simply just bike fitters! It is a thing, and most cities have one or more specialty fitters serving the local cycling community. A proper bike fit will involve a scheduled appointment, fee for service, and an uninterrupted focus on you and your bicycle.

Why might you consider getting a bike fit, or be advised to get one?

1. You buy a new bike, and want to get it set up to prevent problems.
2. You are feeling at odds with your bike, and are fidgeting around on it never quite getting comfortable.
3. Your saddle sucks.
4. You experience numbness in the feet, genitals, or hands and/or unreasonable tension in the back, shoulders or neck.
5. You have had a significant change to your body in fitness, weight, or experienced an accident requiring surgery and rehab.
6. Someone suggested it to you because of how you present on the bike.
7. Riding is important to you and you want to optimize your experience.

Should every cyclist get a bike fit? Probably. Would every cyclist benefit from a bike fit? Not necessarily. Some cyclists tinker with their own adjustments and quickly find riding harmony. They wonder why anyone would spend money on a bike fit. Others consider it poor decision making to spend a few thousand dollars on a bike, but not to spend a few hundred to get it fitted to make the most of it.

You can give up one 3 hour ride to get a bike fit so you can ride happily thereafter, or ride for 3 hours complaining to your group about how uncomfortable you are, and keep repeating that experience. Your bike, your body. Enjoy!

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

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THE METAL COWBOY

Farewell To A (Cycling) Friend

By Joe Kurmaskie

Alejandro Alvarez had a way of moving a bicycle through space so effortlessly that, even though I stood half a foot taller than him, he dwarfed me with his skills. My friend from Monterrey, Mexico rode like it was the first AND last time he might own a pair of legs.

I hated him a little for that. But he seemed to live as effortlessly as he rode and so I loved Alejandro as one loves a brother from another mother.

I featured him in the final chapter of Riding Outside The Lines, and tried, but surely failed, to learn much from his style.

We met on a mountain bike adventure high in the hills above Puerto Vallarta. Alejandro and Chiquis were our guides for the week. When I asked why they weren't taking the small airplane of questionable mechanical repute the next morning, Chiquis mumbled something about being attached to living for another day, but it was Alejandro who offered up the real reason, "Because I

want to get in a warm-up ride."

Holy Moly, that warm-up ride involved pedaling uphill while we flew, not metaphorically, but actually flew to the starting point. When Alejandro arrived not ten minutes behind the last panic stricken shuttle of tourists and bicycles, many of whom were kissing the ground after disembarking the Cessna, I knew I wanted to hang with my guides more than any of the guests.

"When did you start?" I asked. His smile was the size of the world. "Today."

Autumn in the mountain town of San Sebastian, high up on "La buffa," is almost heaven. We were relaxing in what was still John Houston's villa. Lit only by hurricane lamps and a fat harvest moon, we decided to hike out to a cornfield where a flatbed truck missing its wheels, but featuring a working radio, provided a comfortable bed to view the stars. We passed around some herb and concurred that even Mexican radio stations overplay the Eagles.

By the end of the week the three

of us were joined at the hip. On a long climb, just to show me how strong he was, Alejandro would talk during the push to the top of the next switchback. And though he would not have been confused for a New Age facilitator, at that moment he did ask me what animal I would compare my riding style to.

"El gato" but only because it was one of the few animal names I knew how to say in Spanish and to say in one quick breath. He knew as much, laughing so hard I was able to pass him for a few yards.

When this racer, once ranked number one in Mexico, caught up, Alejandro looked me in the eye, gave me a keen smile and said, "No, no, my friend. I ride like el gato. Remember you told me how I float and glide and pedal lightly and land on my feet. You? More like el armadillo."

On the downhill, back in earshot, I yelled, "The world needs armadillos, you know!"

When someone emailed me the link to that article and horrific photo

of the bike race tragedy in which a Texas man killed a cyclist and injured 10 more in a drunk driving nightmare at a bicycle race in Mexico, I did what most of you who saw it did.

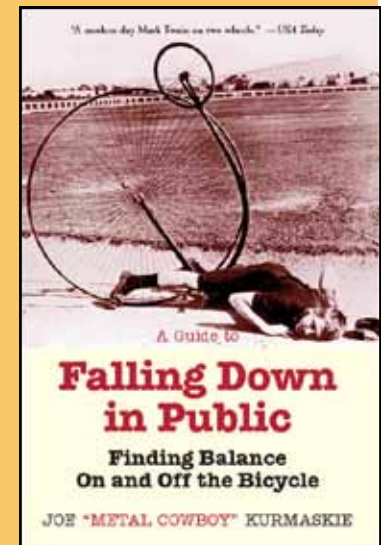
I wrung my hands, felt a piece of myself sag, and even though it is not my daily practice, I said a silent prayer for the dead. Then I read the name of the cyclist who had been killed. Then his age and his hometown. Respect for the passing of an anonymous fellow cyclist became very personal. The bottom fell out of my heart and I desperately needed to put some speed in the saddle, some velocity to help slow my anger and dull this loss. I went for a very long ride. Home after darkness.

I told Alejandro I thought he was bigger than Mexico's race scene, that he could be a player on the world stage, he just smiled, "You know, I used to sell crap to tourists at the airport. We are friends now so I say it's a nice idea, but it won't sell for someone like me, someone from here...not today, maybe not ever."

I like to think that the reason Alejandro was the one cyclist out of 420 racers who got his ticket punched that day... it's because he

was the one out front, always floating and gliding and making it look effortless.

Forever young and always going very, very fast.



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.

MOUNTAIN BIKE RACING

Grant and Harvey Power Through for Victories at 2018 Wasatch 50



Caedran Harvey won the pro women's division in the 2018 Wasatch 50. This is only her second year of racing. Photo by Nate Gibby



Alex Grant on his way to the win in the 2018 Wasatch 50, part of the Intermountain Cup. Photo by Nate Gibby



Jen Hanks flies down a descent in the 2018 Intermountain Cup with Timpanogos in the background. Photo by Nate Gibby

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Bingham Cyclery

By Nate Gibby

Heber City, Utah (June 2, 2018)—On a perfect morning with the late spring foliage blanketing Heber Valley and the majestic Mt. Timpanogos looking on, Alex Grant (Cannondale/Gear Rush) and Caedran Harvey (Fitzgerald's Bicycling) powered through more than 40 miles and 3,500' of gain for comfortable victories in the elite men's and elite women's categories respectively of the 2018 Wasatch 50 MTB race.

With more than 150 riders up for the challenge of the Intermountain Cup's lone endurance race in its MTB race series, the course featured a 21-mile loop with more than 1,700' of elevation gain per lap.

In the elite men's category, a pack of riders competed throughout the first lap, with less than 25 seconds separating the top three. However, on the second lap, Grant created separation from Drew Free (Kuhl/ Pivot Cycles/ Go-Ride) and Sam Sweetser to cruise to the win by almost six minutes.

On the elite women's side Harvey,

in only her second season of competitive MTB racing was able to create separation on the first climb and continued adding from there. With a plus three-minute lead after the first lap, she added to her lead for the second and final lap, beating out K.C. Holley (Kuhl Cycling) and Ami Stuart by more than eight minutes.

"I went off the line pretty fast and there was no one with me," said Harvey. "That [first] climb suited me and I knew that that climb suited me, so that if I could make a dent in, like, a lead, it would be good for the second lap and for the decent. I had never ridden the course before,

so I took the descent pretty conservatively and to make as much time."

For results, see page 13.

Full race results can be found at <http://wasatch50.com>.

The Intermountain Cup returns to the X-country format with its next race at North Fork, near Liberty, Utah on July 7. The course features an amazing mountain backdrop on a seven-mile course with nearly 1,300' of gain per lap. More information about the North Fork race and any other upcoming races is available at <http://intermountaincup.com>.

About the Intermountain Cup Mountain Bike Racing Series

Founded in 1991, the Intermountain Cup consists of X-country 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 of rider.

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

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BICYCLE ART

'Vintage Riders' - The Bicycle Art of Trenton Higley



Artist Name: Trenton Higley

Name of Piece: Vintage Riders

Medium: 24 x 18 Oil on Panel

Trenton Higley's work can be seen at: Robert Kelly Gallery, Park City, Utah; 15th Street Gallery, Salt Lake City, Utah; and Rare Gallery, Jackson Hole, Wyoming.




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www.theartmuseum.org/century.htm

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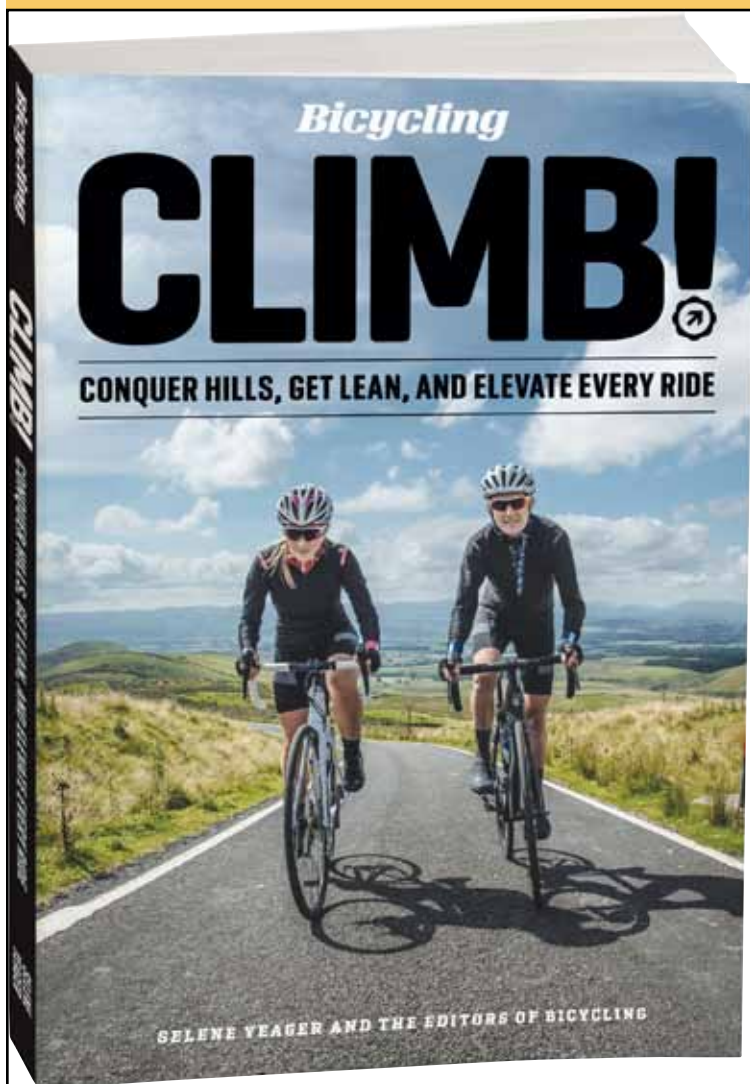
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BOOK REVIEW

Become Better on Hills, Read 'Climb!' by Selene Yeager



Selene Yeager is a renown author of cycling books. Photo courtesy Bicycling Magazine.

She shares not only her hard-earned expertise but also wisdom and advice from exercise physiologists, cycling coaches, nutrition experts, and widely known amateur and professional climbers to help riders from all capacities make a marked improvement in their ability and confidence to conquer the art of climbing hills on their bicycles.

Selene gets right to the point in the first chapter by stating that the more you climb, the greater the rewards—on and off the bike. She breaks down what's happening to your body on a climb. Your average 15-minute climb is the equivalent of doing 1,200 leg presses to the top. Your heart has to work harder to supply oxygen and blood where it's needed. This allows your muscle cells to have all the blood they need to get ample amounts of oxygen and nutrients to produce energy. All the

oxygen being used by your energy-producing furnaces has to come from somewhere, and that somewhere is your respiratory system. Selene explains that climbing is as much mental training as it is physical. She devotes an entire chapter on brain-training techniques such as self-talk, visualization, and focus.

Selene offers a presentation of the physics involved in pedaling uphill – basically what must be done to counter gravity. She explains when and how to climb both seated and out of the saddle. Cadence is a toss-up between legs versus your lungs. Selene shows the difference between bigger gear, slower pedaling and lower gear, high speed spinning style. She also explains the four types of climbs and how to attack them.

Perhaps the most influential climbing information in the book is the various interval drills that will help riders of every classification. There are steady-style, threshold, and climbing intervals to name just a few.

She also presents a variety of stretching and weight-training drills that can be done in the riding season or during the winter months. In the high-intensity interval training (HIIT) category, the reader will learn about fast acting, punchy ups, full-recovery full throttle, hill and power surges, big gear acceleration and ramp intervals. The selection allows riders a variety of training methods to choose from – boredom will never be a factor.

In addition to gear ratio and ratios, the writer provides information and tips on how to set up your bicycle. Next, she tells us how to eat on and off the bike and why not to

get hung up on weight.

A section entitled "Get Hill Strong" gives riders some drills that include "hill repeats" which will address all of our hill-climbing needs. And she doesn't forget to include some valuable tips on how to descend the hills that we have conquered. Despite keeping the reader focused on the task of becoming a better climber, Selene inserted some humor at just the right time. After thousands of miles ascending on her bicycle and hundreds of hours putting her thoughts on paper, Selene realized that a chuckle here and there will keep the reader on the right trail.

The final chapter focuses on training plans and climbing challenges. Included are four, eight, and twelve-week plans that give riders suggested training rides for each day. Selene summed up the entire message in her book while she was describing different intervals. She wrote, "It's a no-brainer. If you want to get better at climbing, you climb!"

Climb! was extremely well written and covered all the aspects of 'how to climb.' As a matter of fact, that could have very well been the title since it was definitely a 'how to' book. Whether the reader is a newcomer to cycling or someone who has been riding for 20 years, all riders will pick up a few pearls that will make ascending up hills a little bit more comfortable and a lot more enjoyable.

Climb!
By Selene Yeager
Publisher: Hearst Magazines Inc., New York, New York, 2018
ISBN: 978-1-63565-209-3

Climb! is a new book by Selene Yeager

By Bill Roland

Climb!, a recently written book by Bicycling Magazine's fitness columnist Selene Yeager, is filled with facts, opinions, and suggested training plans that will undoubtedly help you become a better climber. She

states in the introduction, "I have made it much of my life's work to learn as much about climbing as possible. Climb! is the culmination of 20 years of studying, training, racing, coaching, interviewing, absorbing, seemingly endless rambling and ruminating, and ultimately accumulating all the climbing know-how I

RIDING TIPS

Etiquette for Road and Mountain Biking



Kira Maicke in a women's A collegiate road race when she raced for the University of Georgia. Photo by Nick Luther

By Kira Maicke

“Rule #1: Obey the rules.” While great for a fun read, “The Rules” according to the Velominati should be taken with a grain of salt. When riders, particularly road cyclists, cite the rules, they are often referring to those that help paint a mental image of the stereotypical “Euro” road rider.

“Tan lines should be cultivated and kept razor sharp. Shorts should be black. Shorts and socks should be like Goldilocks (Not too long and not too short). Eyewear should be cycling specific.” etc...

This sport has been exclusive and elitist for far too long. Wear your jean shorts and flannels! Sport your aviators with an aero road helmet! Just get out and enjoy the ride!

There are, however, some important “rules” to consider when cycling in groups. Road racing and group rides share similar etiquette to ensure everyone is safe and has fun.

“Hold your line.” Be consistent and predictable. Riding erratically in

a large group can be very dangerous. If you notice road or trail debris up ahead, alert other riders by pointing at the object, or waving everyone over to a certain side to avoid the object. When closely drafting, the riders following cannot see upcoming obstacles quickly enough, so the riders up front need to point them out. Signaling, in general, is very important. Alert other riders with hand signals when changing direction, slowing, or stopping. For riders not yet comfortable with one handed riding, verbal cues will suffice. Hand signals also help to let cars know which direction the group is heading. This is not quite as necessary in a race scenario where the courses are typically closed to cars, but for group rides, signaling is a must.

“Don’t overlap wheels.” Overlapping wheels is when the front wheel of the trailing bike overlaps the rear wheel of the leading bike. This is dangerous, especially if the leading rider has to swerve quickly to avoid an object. If the rider swerves in the direction of the trailing rider’s

front wheel, this will very likely result in a crash.

“Do your time in the wind.” This one is a little more relevant for the roadies, but can also apply for open, windy trails. Pacelines are a great way to save energy and ride faster and farther than you could on your own. Single and double file pacelines are both common for road group rides. On very windy days, rotating pacelines are a popular choice. With a rotating paceline, the lead rider(s) are not in the wind very long at all. The line is constantly changing. As soon as the rider gets to the front of the paceline, they continue to ride left and ride next to the line of riders until they are back at the end of the line, shielded from the wind. Often when riding in a double paceline, the two front riders will pull for a longer amount of time and pull to the sides after a couple of miles to draft off the group to recover.

Most of the rules and standard etiquette highlighted so far have been pretty road oriented, but there are some rules and guidelines to consider when riding trails as well. When riding multidirectional trails, the downhill riders must yield to the uphill riders. When trails are directional, be sure to ride them in the designated direction. Downhill only trails will have riders bombing down expecting not to see anyone climbing, and if someone is climbing up a downhill-only trail, this can cause a dangerous wreck.

Ride trails and features within your ability. If you plan to work on a specific section of trail or a cer-

tain feature, be sure others can see you. Do not stand on the landing of a jump, or push your bike back up the trail without knowing the trail is clear up top. Yield to faster riders. I know I do not have as much fun when someone is right on my wheel, and I am sure the rider behind would have more fun if they could ride the trail at their speed. Even in a race situation, if you can tell someone is itching to go by, it is proper etiquette to let them pass. As hard as that is when you are racing against the clock, or in a pack of XC racers, if someone is able to pass, they are having a better race than you.

Whether on the road or on the

trail, in a race or just riding with friends, following these guidelines will ensure everyone has a safe and enjoyable riding experience.

For a complete list of “The Rules” by the Velominati, visit <http://www.velominati.com/the-rules/>

Kira has been racing bikes since 2010. She started racing road bikes for the University of Georgia and raced at the elite level until transitioning to mountain bike racing in 2016. She currently races downhill, and can usually be found sitting on chairlifts in Utah, Idaho, Wyoming and Montana.



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EVENT PREVIEW

Rooster Ride, A New Road Tour in Central Utah, Showcases Beauty and Little Traffic



Riders in Clear Creek Canyon in Sevier County. The Rooster Ride will feature this canyon. Photo by Kirk Rasmussen

traffic. The ride will take you around the Sevier Valley from little town to little town. Where the locals will be there to take care of you in one of the six aid stations. Test yourself with a Century ride that offers over 4,000 feet of climbing in one of the most scenic canyons in all of Utah. While out riding you can stop at the aid station at the Fremont Indian State Park and take a quick photo of some of the Fremont Indian rock art. This event will become one of the premier cycling events in south central Utah.

CW: What support will you have on the ride?

RR: The guys at Jorgensen's along with Cliff will keep you nourished and hydrated with 6 fully stocked aid stations. They will also help make any last-minute adjustments the night before at packet pick up.

CW: When people visit Richfield for the event, where can they stay or camp?

RR: We have tons lodging options in the Sevier Valley. Richfield is the host city and the start and finish line of the Rooster Ride. With over 20 hotels to choose from, you can find the place that is right for you. For those that want a chance to be outdoors we offer tons of camp sites and RV camping at places like the famous Big Rock Candy Mountain and Fremont Indian State Park and KOA right in Richfield. You can find all this by going to trailcountry.com.

CW: Tell us a little about the history of the area.

RR: Located in scenic Sevier



Riders in Clear Creek Canyon in Sevier County. The Rooster Ride will feature this canyon. Photo by Kirk Rasmussen

Valley, Richfield is one Utah's best-kept secrets. Why are we calling it the "Rooster Ride": Way back in the day Sevier Valley was one of the premier pheasant hunting areas of Utah. You too can hunt for your own epic riding experience by "Riding the Rooster". Sevier County is also known as "Utah's Trail County" with over 2,000 miles of the best off-road adventures and located here is the word famous Paiute ATV/UTV trail system.

The first recorded inhabitants of Trail Country were the Fremont Indians and the century ride will take your right past an area where you can see from your bike their way of life. So after you come Ride the Rooster you will want to come back and find your new favorite trail.

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

RR: The 1st 200 riders to register will get a pair of custom Rooster Ride socks along with a medal and tee shirt. For more information and to register go to traildaysutah.com

also follow us on Facebook for updates: Sevier Valley Rooster Ride. So while you are off riding the family can enjoy "Trail Days" that will be going on at the same time. They will be able to enjoy golf and car and air shows, a relay run, and equestrian ride. There will food and live entertainment during the day while you are off riding so they are not stuck waiting in the hotel.

Ride Details: August 25 — Sevier Valley Rooster Ride, Richfield, UT. Sevier County in conjunction with Sevier County Trail Days and Jorgensen's is presenting a 33, 55, or 100 mile bike ride thru scenic Central Utah. Event will be chipped, with fully stocked rest stops, great swag and lunch. Metal and Tee shirt will be 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, 435-421-2743, cmcwilliams@sevier.utah.gov, traildaysutah.com/sv-rooster-ride/

By Dave Iltis

questions about the ride.

Cycling West: Tell us about the ride. What are the courses like, and what are the highlights?

Rooster Ride: We have teamed up with Jorgensen's in Richfield for our first annual what we are calling the "Rooster Ride". This ride will be tough to beat with our clean air and beautiful scenery with almost zero

The Sevier Valley Rooster Ride will be held in Richfield, Utah on August 25, 2018. The new ride travels through the backroads of Sevier County, and features beautiful scenery and few cars.

We asked organizer Chad McWilliams of Sevier County a few

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BIKE EDUCATION

Bike Utah Seeking Elementary Schools to Participate in Their Youth Bicycle Education and Safety Training Program

By Phil Sarnoff

The Youth Bicycle Education and Safety Training (BEST) Program is Utah's only statewide effort to educate youth about riding bicycles. By getting more kids and their families riding, we are working to get people physically active, improving air quality, and making communities better places to live. In addition, getting physical activity each day even helps to improve academic performance among students.

The Youth BEST Program is a 5-hour, on-bike program that teaches

students how to safely and confidently get around by bicycle. The program is administered at schools and targets students in the 5th to 7th grade range. The course takes place for one-hour per day over the course of five consecutive days.

During the Youth BEST Program, students will learn:

- The benefits of riding a bicycle
- Rules of the road
- Helmet fitting
- Bicycle safety checks
- Navigating intersections
- Right of Avoiding hazards

There is no cost for any school or student to participate. Bike Utah provides trained instructors, bicycles, helmets, and all other necessary equipment for the duration of the program. The program is mobile and can be brought to schools around the state. To date, almost 6,000 students from across Utah have participated in the program. They are increasing their knowledge of safe bicycling, their own interest in riding, and their families are more interested in riding as a result of their student's participation.

Scheduling for the 2018-2019 school year is going on right now. If



Another happy student who learned how to ride in Bike Utah's Youth BEST Program. Photo courtesy of Bike Utah

you know of schools or teachers who might be interested in having the Youth BEST Program at their school, send an email to youth@bikeutah.org For more information, visit bikeutah.org

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ENDURO MOUNTAIN BIKING

Fears, Tears, and Beers Enduro Photo Gallery by Photo-John - A Few of Our Favorite Shots!



Fears Tears and Beers competitors on the non-timed rollout at the beginning of the race. Photo by Photo John, photo-john.net



Bikes and racers lined-up and waiting for the riders' pre-race meeting to start. Photo by Photo John, photo-john.net



Second-place men's expert class finisher, Jared Williams, with a "little boned-out table" on the Whorehouse Hill descent. Photo by Photo John, photo-john.net



Kent Robertson (left) and Kelly Ernest, giving final directions to racers in the Saturday morning riders' meeting. Photo by Photo John, photo-john.net



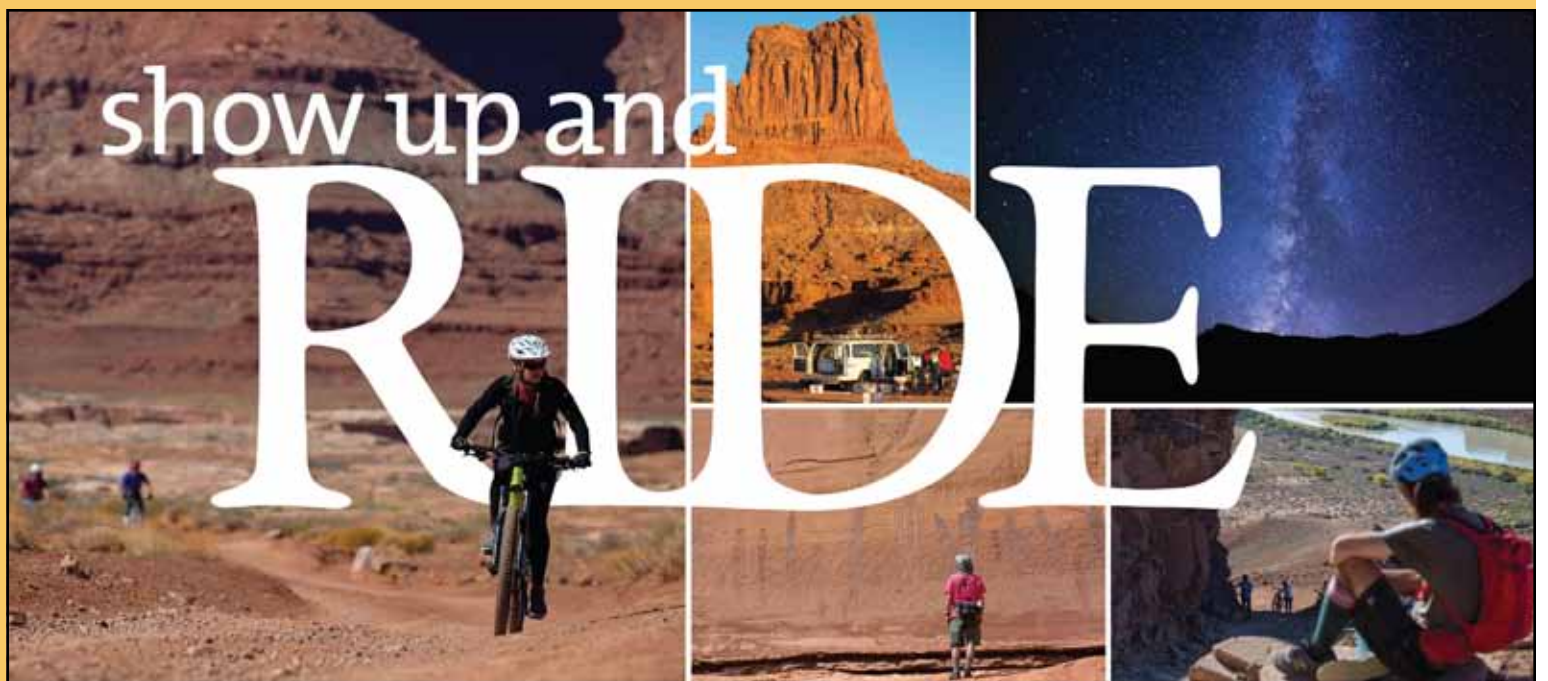
Pro racer Larry Sussman, wheeling through the Jailhouse Casino. One of the most unique elements of the Fears Tears and Beers enduro is the race begins by rolling through two casinos, the Jailhouse and the Hotel Nevada. Photo by Photo John, photo-john.net



Winner of the women's beginner class, Nancy Herms, charging through one of Stage 3's many bery corners. Photo by Photo John, photo-john.net



Nevada gubernatorial candidate and regular FTB competitor, Jared Fisher, blasting through the Stage 3 berms on his full-suspension fat bike. Photo by Photo John, photo-john.net



HOLIDAY RIVER EXPEDITIONS

Let the guides at Holiday Expeditions outfit your adventure on three of Utah's premier mountain bike trails—the White Rim Trail, the Maze, and the San Rafael Swell. Fall bike trips begin Sept 1, starting at \$795 per person, 3-5 day trip options. Private trips available with 10 or more.

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Tears, Fears, and Beers -
Continued from page 21



A group of friends taking a break after finishing Stage 3. Photo by Photo John, photo-john.net



Overall (men's pro) race winner, Bryce Lewis, head down and wheels up on Whorehouse Hill. Photo by Photo John, photo-john.net



Third place women's pro finisher, Megan Kelley, calmly navigates one of the steepest, nastiest bits of Whorehouse Hill. Photo by Photo John, photo-john.net



Yes – there is beer at Fears, Tears, and Beers. Competitors celebrate at the post-race awards festivities. Photo by Photo John, photo-john.net



It was a full house in the White Pine County Convention Center for the post-FTB dinner, raffle and awards. Photo by Photo John, photo-john.net



Post-race taco bar bounty at the Fears Tears and Beers dinner and awards celebration. Photo by Photo John, photo-john.net



Kurt Gensheimer, better known as the Angry Singlespeeder, accepts his men's expert 2nd place trophy in proper Fears Tears and Beers style. Photo by Photo John, photo-john.net

ADVOCACY

New Bike Friendly Communities: Glenwood Springs, Colorado and Orem, Utah



The Rio Grande Trail. Glenwood Springs, Colorado was designated a Bicycle Friendly Community by the League of American Bicyclists in 2018. Photo by Jack Affleck, courtesy visitglenwood.com

By Charles Pekow

Small town status can bring some advantages when it comes to becoming a bicycle friendly community (BFC). Glenwood Springs, a city in western Colorado with an official population of less than 10,000, won silver status as a BFC in the spring round of awards given by the League of American Bicyclists (LAB). Only one other city in the Mountain West got a BFC designation this round (Orem, UT; more about it below.)

Glenwood Springs, Colorado

Glenwood Springs scored with LAB's reviewers because of its bike ambassador program started last year with a new local bicycle advocacy group, Glenwood Springs Bicycle Advocates. They stationed volunteers at key intersections. Volunteers in bright yellow vests help riders find their way around town, tell people how to ride safely and so forth, explains Tanya Allen, Glenwood Springs transportation manager.

The city started the collaboration last year when it realized that a major construction project was going to block roads downtown. "To keep traffic flowing through downtown, we needed to get 30 percent of cars off the road. Bicycling was seen as a big contributor," Allen explains. The advocates asked the city how they could help. The bike group also was able to point out some quick fixes, such as adjusting curbs and adding signage to make it easier to get around town by bike," Allen recalls.

The volunteers "reported back to us on how many people they saw and what kind of signage they needed," she added. "We are now building on the partnership to continue the momentum."

"In a smaller town, the education and encouragement can be easier because you have a smaller crowd and can reach a higher volume of the population," explains Amelia Neptune, LAB's bicycle friendly America director. Placing volunteers at a key intersection, "you can probably reach a higher percentage of commuters than you can in a big city...It might be easier to make connections between local advocacy groups, volunteers and local businesses where you have a more tight-knit community."

Also, in a small town, more people might be able to bike to work. The bicycle commuting rate in town totals 2.63 percent, better than a lot of places, Neptune says.

LAB was also impressed by Glenwood Springs' trail connections, including the Glenwood Canyon Trail managed by the Colorado Department of Transportation connecting the town to Glenwood Canyon; and the Rio Grande Trail, connecting to Aspen; Neptune says. LAB also liked the city's bike-ped bridge over the Colorado River that opened last year.

But if Glenwood Springs wants to score higher, it needs to create a bicycle advisory committee and come up with a "Vision Zero-type road safety comprehensive plan," Neptune says. Allen says she hasn't seen the recommendations yet. "We have a transportation committee with a couple of bicycle advocates but we don't have a standalone committee that deals with bike and pedestrian issues. Some of our neighboring communities have and we can see that in the future."

And the city expects to open more bike trails in the next year or two, she adds.

Orem, Utah

Orem, meanwhile, won bronze status. It impressed LAB with events such as its "Roll with the Mayor and Cruise with the Council bike ride. In 2015, the city passed a transportation master plan "that did a good job of prioritizing biking and walking," Neptune explains. LAB also liked the fact that city buses allow bikers to bring their bikes in the cabin and rack them vertically.

If Orem wants to score higher, it should create an official bicycle advisory committee and increase staff time for cycling, such as by designating a bike program manager. Neptune acknowledges that creating a position "can be hard for smaller communities. It doesn't have to be full time but we want to see more staff time dedicated for bicycling." Orem is also working on bike connections with neighboring towns, and LAB will want to see how they work.

For more, see: bikeleague.org/community

Electric Bikes - Continued from page 4

cities had several e-bikes rental shops and had tons of commuters on e-bikes. That's when we decided to open up shop. Our city is beautiful and unique and what better way to explore it then renting an e-bikes. We also cringe at our air quality here in the valley. We do what we can to do our part in not contributing to it but it wasn't enough. We thought if we could get even just a few people to ditch their cars and commute on an e-bikes then we have done good for our air.

CW: How much time do you save commuting by e-bike vs. a conventional bike?

MP: My commute is about 7 miles each way. I was not an avid biker before I went electric. If I were to ride a conventional bike it would take probably twice as long. Those bike lanes like on 7th East are where you can really open it up and get some speed under your belt.

CW: How would you compare your transportation choices such as running errands before and since using an e-bike? For example, do you use your car less now that you have an e-bike or have you downsized the number of cars that you (or your family) own?

MP: Errands are way more fun on an e-bike. If I get in my car and

its nice outside i'll start driving and I immediately regret not riding my bike. Sometimes I'll turn the car around and go get my bike instead. So ya, I use my car way less now that I have an e-bike. We actually have downsized the number of cars in our family since I mostly use a bike.

CW: Are there any routine maintenance needs specific to e-bikes compared to a standard bike? For example is chain wear and tire wear more excessive and need replacing more than a standard bike. (I know, a "it depends" type of question but do the best you can).

MP: Not really, you have the big battery change after a few years other than that the brakes, the gears, the tires all wear about the same. I guess the only difference would be the maintenance comes quicker because you generally put more miles on the e-bike than a conventional.

CW: What would you suggest to a customer that comes to you for an e-bike? What are some of the questions you would ask that customer to assist them with e-bike choices?

MP: I would find out what kind of riding they want to do. My first question to them is "are you ready to have fun?" What's your level of biking. You basically just listen to the customer about what they want,

their capabilities, their restrictions and things like that.

CW: What are the demographics of your customers that come to purchase an e-bike to commute to work? Are they cyclists that previously used a conventional bike or are they previous non-cyclists that seek a bike with ane assist from a battery?

MP: Usually avid bikers. A lot of the times it's people who used to bike and stopped for whatever reason and they're looking to get back into it.

MP: (Question for himself) Why is the conventional bike community so critical of a pedal assist bikes?

MP: It's all the same. We're all bikers wanting to get outside, take on that trail, get some exercise, feel the wind in our hair.

Shop Information:
Salt Lake eBikes
1035 S. 700 E.
Salt Lake City, UT 84105
801-997-0002
saltlakeebikes.com

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

New Paved Trail Planned for Lake Mead, Arizona/Nevada

The Arizona Heritage Trail got a go-ahead. The Bureau of Reclamation plans to solicit construction bids for the 3.6-mile bike and hike trail to connect Bullhead City, AZ and Laughlin, NV with the Lake Mead National Recreation Area along the Colorado River south of Lake Mojave in northwest Arizona. The plan calls for the city of Bullhead and Mohave County to operate the trail through agreements with the bureau and National Park Service.

"We're in the design stage. No

timeframe. It's at least a year or two out, probably," says bureau Contract Specialist Diane Rodriguez.

Since 1999, Bullhead has been working on creating bicycle connections to the Colorado River Heritage Greenway Trail.

This upcoming hard-surface trail will run from the top of Davis Dam south to Laughlin Bridge, paralleling Arizona St. Rt. 68. The plan calls for trailheads at Davis Dam and Davis Camp. The trail will be 12 feet wide with three eight-foot wide access spurs; plus spots for fishing and launching kayaks. The trailheads will include everything from maps and interpretive panels to solar lighting, bike racks, trash

cans, restrooms and doggy poop bag dispensers.

The trail will run from the dam to the Laughlin/Bullhead City Highway 163 Bridge that leads to Nevada, along an existing transmission line right-of-way. Those who want to climb a hill could use a planned spur to a scenic overlook with views of the Colorado River Valley, the dam, and Laughlin and Bullhead skylines. The proposed overlook would include a bench and shelter.

The bureau figures spending between \$200,000 and \$500,000 on construction.

-Charles Pekow

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, radcanyonbmx.com

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

Advocacy

Bike Utah — UT, Utah's Statewide Advocacy Group., Phil Sarnoff, 801-440-3729, psarnoff@bikeutah.org, bikeutah.org

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

Salt Lake County Bicycle Advisory Committee — Salt Lake County, 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.gov, 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@weber-pathways.org, weberpathways.org

Mooseknuckler 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

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

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

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

801-694-8925, parleystrail@gmail.com, parleystrail.org

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@groraces.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.org

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

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

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

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

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

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

Bike Walk Montana — Helena, MT, Statewide bicycle advocacy organization, Taylor Lonsdale, 406-449-2787, bnbybike@gmail.com, bikewalkmontana.org

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

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

Events, Swaps, Lectures

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

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

June 30, 2018 — Weber Pathways Trailfest, Ogden, UT, ride a section of the Centennial Trail, 8 am-12 pm, The Centennial Trail is a loop created by the connection of the Weber River Parkway, Ogden River Parkway and Bonneville Shoreline Trail, Rod Kramer, 801-393-2304, outreach@weberpathways.org, weberpathways.org

July 28-August 5, 2018 — Big Bear Cycling Festival, Big Bear Lake, CA, Enjoy the only week long cycling festival in the United States — daily rides and cycling activities for the entire family! Road, mountain, and gravel rides, craft beer, and more, Tour de Big Bear, fourdebear@live.com, bigbearcyclingfestival.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 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 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 more!, 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 St., 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/ubikeweek

September 22, 2018 — World Car Free Day, UT, Ride your bike and leave the car at home!, None, noemail@cyclingutah.com, worldcarfree.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 bicycle! 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 Ciclovía 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 with activities for all ages. Along the route,

Calendar Guidelines:

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

Submit your event to:

calendar@cyclingutah.com

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

Let us know about any corrections to existing listings!

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

July 8-August 10, 2018 — Glacier National Park Bike Tour, Whitefish, MT, 7/8-13; 7/15-20; 7/22-8/3; 8/5-10. Options for cyclists of all abilities. Ride the Going to the Sun Road! Big climbs and bonus mileage options available., John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, lizardheadcyclingguides.com

July 21, 2018 — Wyndah 100 Gravel Ride, Jackson, WY, From the foothills of the Teton Range, looking into the depths of Wilderness to the Big Hole Mountains, featuring some of the best gravel this Eastern Idaho has to offer, this route completes a 360-degree circumnavigation of Teton Valley! The road surface is predominately gravel and dirt ranging between steep mountain and rutted farm roads. Bring your gravel bike or ANY bike for that matter. Self-supported, Fitzgerald's, 307-201-5453, info@fitzgeraldsbicycles.com, fitzgeraldsbicycles.com

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@dirseries.com, Emily Neuman, 604-484-6238, info@dirseries.com, Elli Petersilie, elli@dirseries.com, dirseries.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

August 4, 2018 — South Boundary Big Ride, Angel Fire, NM, The South Boundary BigRide is an absolutely stunning 40 mile mostly single-track 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, ziarides.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, clin-

ics, group rides, parties, live music, film fest, beer, food trucks, and raffles! All skill levels welcome., Nyssa, fart@landercycling.org, Tony Ferlisi, landercycling@gmail.com, Mike Dicken, 307-332-2926, 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, ironmontana@gmail.com, york38special.org

August 31-September 3, 2018 — Wyndah 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. Wyndah Rendezvous Bike Festival supports Teton Valley Trails and Pathways tvmap.org. Includes 2018 demos, group rides, skills clinics, shenanigans, kids activities, music and libations. New Shoshone chairlift bike park access, TVTAP, 208-201-1622, info@tetonbikefest.org, Devin Dwyer, 208-201-1622, devin@tetonbikefest.org, tetonbikefest.org, grandtarghee.com

September 14-16 — 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-Ride 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 too! The weekend will be packed with riding, product demos, live music, food and drink, shopping and much more., Kristen Koury, Kirsten.Khoury@emeraldexpo.com, interbike.com/events/northstar-free-ride-festival/

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 of 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 cyclo-cross style Cit Race, the 60 K Gravel Gran Fondo though Death Valley National Park and Rhyolite Ghost town, and the Main Event! The 100K Tinker Classic Mountain Bike Race, Held at Spicer Ranch, Cimarron Chacon, 970-759-3048, info@groraces.com, tinkerclassic.com, GROpromotions.com

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

September 21-23, 2018 — MECCA Fall MTB Festival, Wedge Overlook (Near Castle Dale), UT, Registration begins Friday at 1pm followed by a warm up ride at 3pm. Evening meal

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ACADEMIC CYCLING

Study: Mountain Bikers are More Efficient, Hardier, and Have More Fun than Road Bikers - On the Road

By Charles Pekow

What can you tell about riders by the kind of bikes they ride? And can this information be useful in planning? A Canadian study looked at the issue. And while the authors acknowledge they haven't answered all the questions, they found some differences in behavior among Vancouver cyclists depending on whether they rode mountain bikes, hybrids or road bikes around town.

Researchers from the universities of British Columbia and Bologna studied 531 bicyclists using the three different types of cycles. Those using mountain bikes, as a rule, rode more efficiently, faster and comfortably on major roads and rode more year round. Those who rode road bikes scored worse on those criteria, with hybrid riders in the middle.

The study, Appearance & Behavior: Are Cyclist Physical Attributes Reflective of Their Preferences & Habits?, appeared in the July Travel Behaviour & Society (goo.gl/BQMw5P) journal produced by the Hong Kong Society for Transportation Studies. The authors note that they only could document associations, not cause. They also note that local conditions could affect results and cyclists may inflate data about how much they ride.

But the report says that "cyclist physical attributes have been large-

ly excluded from bicycle transportation analysis, limiting consideration of important aspects of physical performance...." In addition to type of vehicle, researchers have generally neglected matters such as clothing, tire type and pressure, and riding position.

Researchers queried cyclists at nine locations in summer 2016 at university, residential, downtown and waterfront bike path areas. They found that mountain bike users "had significantly lower household income than the other two clusters" and were less educated. (The study didn't examine whether these people were riding mountain bikes on the streets because they couldn't afford another bike and how many other cyclists also may have owned a mountain bike.) It merely notes that the least-efficient mountain bike riders "are significantly lower-income, likely related to purchase cost differences among bicycle types." The mountain bike crew tended to report riding more year-round, though all three groups did about the same amount in summer.

Road bike riders reported cycling more for commuting and shopping, but mountain bikers reported riding more for fun. But within all the clusters, amount and type of riding varied widely. In fact, the differences between the three weren't all that great "and the lack of large differences...could be viewed as a refutation of common cyclist stereotypes," the report says.

HEALTH

Sports Supplements: Buyer Beware?

By Nancy Clark, MS RD CSSD

Definition of Sports supplement: A food, food component, nutrient, or non-food compound that is purposefully ingested in addition to the habitually consumed diet with the aim of achieving a specific health and/or performance benefit.

The global sports nutrition supplement market (including sports foods, drinks and supplements) accounted for \$28+ billion in 2016 and, with the help of rigorous advertising, is expected to almost double by 2022. How many of the products are moneymaking ploys marketed to uninformed athletes? Unfortunately, too many.

Due to the plethora of products that have infiltrated gyms, fitness centers and professional sports teams alike, I get questioned by fitness exercisers and aspiring Olympians: Which of these supplements are actually effective?? Hands down, the most effective way to enhance sports performance is via your day-to-day sports diet, coordinated with a consistent training program. Eating the right foods at the right times creates the essential foundation to your success as an athlete.

That said, specific sports supplements could make a minor contribution to small performance improvements for certain elite athletes. If you wonder if the grass is greener on the other side of your sports diet's fence, here are some facts from the 2018 IOC Consensus Statement: Dietary Supplements and the High-Performance Athlete (1).

- Supplement use varies across sports. It increases with the athletes' training level and age, is higher in men than women and is strongly influenced by perceived cultural norms. (For example, "Everyone" on my team takes creatine, so I do, too.)

- Before making any decisions regarding sports supplements, you want to get a nutritional assessment to be sure your diet supports your performance goals. No amount of supplements will compensate for a lousy diet. To find a local sports dietitian who is a Certified Specialist in Sports Dietetics (CSSD), use the referral network at www.SCANDpg.org.

- Despite the ads you see for a zillion sports supplements, very few have strong proof of directly enhancing performance. These include caffeine, creatine, specific buffering agents, and nitrate. Period.

- Very little research with supplements offers definitive evidence, in part because the research is rarely done with elite athletes under real life conditions. Real life includes 1) multi-day tournaments, competitions or events, 2) "stacking" supplements (such as mixing caffeine and nitrates) and 3) determining if an elite athlete responds the same way to a supplement as does a Division-3 collegiate athlete.

Real life also includes your unique microbiome (the bacteria in your gut that influence your overall health and well-being). We do not yet know how much a microbiome,

which varies 80% to 90% between individuals, influences the effectiveness of a sports supplement and contributes to different responses.

Supplements are used for many different reasons.

Here's a breakdown of supplements by categories.

1. Supplements used to prevent/treat nutrient deficiency. Nutrients of concern for athletes include iron (to prevent anemia), calcium and vitamin D (for bone health), as well as iodine, folate and B-12 for specific sub-groups of athletes, including vegans and women who might become pregnant. The basic supplement question is: If you are deficient, what led to that deficiency and what dietary changes will you make to resolve the issue so that it doesn't happen again?

2. Supplements used to provide energy. Sports drinks, energy drinks, gels, electrolyte replacements, protein supplements, energy bars, and liquid meals are commonly used to help meet energy needs before, during and after exercise. They are a convenient, albeit more expensive alternative to common foods. They aren't magical or superior to natural food. They are just easy to carry, standardized and eliminate decisions about which foods would offer, let's say, the "recommended ratio" of carbs, protein and fat.

3. Supplements that directly improve performance. Caffeine, creatine monohydrate, nitrate, sodium bicarbonate, and possibly beta-alanine are the very few performance enhancing supplements that have adequate support to suggest they may offer a marginal performance gain. If you choose to use them, be sure to test them thoroughly during hard training that mimics the competitive event. Choose a brand that is NSF Certified for Sport to minimize the risk of inadvertent doping due to contamination. Every year, athletes get suspended for failing a drug test after they unknowingly took a supplement with an illegal ingredient...

4. Supplements that indirectly improve performance. Some supplements claim to enhance performance indirectly by supporting the athlete's health and limiting illness. "Immune support" supplements that have moderate research to support their health claims include probiotics, vitamin D, and vitamin C. Supplements that lack strong sup-

port for their immune-enhancing claims include zinc, glutamine, Echinacea, vitamin E, and fish oil. Tart cherry juice and curcumin show promise

A supplement with strong evidence to indirectly improve performance by helping build muscle is creatine monohydrate. Questionable supplements without strong evidence for athletes include gelatin and HMB.

Adverse effects.

If some supplements are good, would more be better? No, supplements can cause harm. Too much iron can lead to iron overload. Too much caffeine increases anxiety. Supplements are linked to liver toxicity, heart problems and seizures. In the USA in 2015, dietary supplements contributed to about 23,000 emergency department visits. Manufacturers are not required to show safety or assure quality of a supplement. Athletes beware— and try eating better to perform better?

Nancy Clark, MS, RD, CSSD counsels both casual and competitive athletes at her office in Newton, MA (617-795-1875). Her best selling Sports Nutrition Guidebook and food guides for marathon-ers, cyclists and soccer players offer additional information. They are available at www.NancyClarkRD.com. For her popular online workshop, see www.NutritionSportsExerciseCEUs.com.

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Nancy Clark, MS, RD, CSSD (Board Certified Specialist in Sports Dietetics) counsels both casual and competitive athletes at her office in Newton, MA (617-795-1875). Her best selling Sports Nutrition Guidebook and food guides for marathon-ers, cyclists and soccer players offer additional information. They are available at www.NancyClarkRD.com. For her popular online workshop, see www.NutritionSportsExerciseCEUs.com.

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TOUR OF UTAH

2018 Larry H. Miller Tour of Utah Where to Watch Spectator Guide

By Jackie Tyson

The nickname is “America’s Toughest Stage Race” and the 2018 Larry H. Miller Tour of Utah will live up to famous label. This year the men’s professional teams in the UCI 2.HC cycling stage race will face 536 miles of racing and 43,780 feet of elevation gain. The 14th edition of the Tour of Utah will take place Aug. 6-12.

When we say tough, we mean climbing. The Tour of Utah course will offer a total of nine Utah Office of Tourism King of the Mountain (KOM) climbs. It is the fifth time in 14 years that the Tour has included more than 43,000 feet of climbing. The highest climb of the race comes on Stage 1 near the ski resort town of Brian Head at 10,600 feet above sea level. Returning to the Tour are the summits of three legendary climbs

-- Mount Nebo, Little Cottonwood Canyon and Empire Pass, the latter two classified as Hors Category (HC, or beyond classification). Mount Nebo is the highest mountain in the Wasatch Range. The six-mile ascent of Little Cottonwood Canyon will take riders to the “Queen Stage” finish at Snowbird Resort on Stage 5 and the seven-mile incline across Empire Pass with pitches of more than 20 percent will set up the show-down in Park City for Stage 6 on the final day of racing.

All the climbs are great places to watch the best pro cyclists in the world race, and suffer. What is the best way to enjoy all the thrills and spills, the whirl of color and sound, the attacks and sprints? We asked two of the pros to provide some insider information about the best ways to enjoy this year’s Tour of Utah -- Brent Bookwalter of BMC Racing Team and TJ Eisenhart

of Holowesko-Citadel p/b Arapahoe Resources.

Bookwalter a stage winner and fifth on G.C. at the 2017 Tour of Utah, as well as the Points Classification winner and third on G.C. in 2015. Since the Tour has been a UCI stage race (2011), he’s been on the podium for seven times.

Eisenhart finished 11th on G.C. last year, and in 2016, racing as a stagiere for BMC Racing Team, he was seventh on G.C. and second in the Best Young Rider Classification.

In addition to some insight from the pros, there are some tips on what is happening in each host venue. Enjoy a day at the race, or make a week of it. Make sure to download the app for Tour Tracker presented by Adobe so you catch every pedal stroke. It is the ONLY stage race in North America that provides live start-to-finish coverage!

PRE-RACE FESTIVITIES

Tour of Utah Kickoff Party

Saturday, Aug. 4 beginning at 3:30 p.m.

Teams introduced at 5:15 p.m.

Greenshow Stage, Beverley Center for the Arts

200 West University Blvd., Cedar City, Utah 84720

Race week begins with the Tour of Utah Kickoff Party in Cedar City. This is a free event for spectators in a relaxed environment on Saturday prior to the overall race start in St. George. The Kickoff Party is free and will take place at the Ashton Family Greenshow Commons on the campus of Southern Utah University. The Greenshow Commons provides a grassy knoll with bench seating and a wooden stage for entertainment. Following music and games, all the professional teams competing in the Tour of Utah will be introduced. The top riders from each team will be interviewed by one of the race announcers. Spectators are encouraged to bring a camera to capture photos of favorite athletes. Reserved seating with complimentary beverages and food will be available as a VIP Experience Package, and details are available at TourofUtah.com.

EVERY DAY DURING RACE WEEK

Papa John’s Rider Sign-In and Autograph Alley

Bring a camera and a good pen to the start of the Prologue and each stage during race week. One hour before the races begin, fans are given access to all the riders for autographs and photographs. It is free for all spectators, and takes place adjacent to the announcer’s stage at the start line.

Kids Sprint to the Finish Bike Races presented by University of Utah Health

Children ages five to 12 have the



The yellow jersey group on the Little Cottonwood Canyon Climb in the 2017 Tour of Utah. Rob Britton, in yellow, went on to win the overall race. Photo by Dave Ittis

opportunity to race their bicycles near the finish line used by the pros at six race locations. Two great reasons to participate - it’s free and it’s fun! To participate, a parent or guardian must sign a waiver at the University of Utah Health exhibit in the KUTV 2 Healthy Living Expo. Make sure each child brings his or her helmet, closed-toe shoes and a bicycle! Registration ends 15 minutes prior to each race (times listed are start times):

Sprint to the Finish Locations

Monday, Aug. 6 -- St. George (9:15 a.m.)

Tuesday, Aug. 7 -- Cedar City (1 p.m.)

Wednesday, Aug. 8 -- Payson City (1 p.m.)

Thursday, Aug. 9 -- Layton City (1 p.m.)

Friday, Aug. 10 -- Salt Lake City (tbd)

Saturday, Aug. 11 - no race

Sunday, Aug. 12 -- Park City (1 p.m.)

KUTV 2 Healthy Living Expo

Plan to arrive early to any of the seven finish line host venues and spend some time at the KUTV 2 Healthy Living Expo. This free, interactive festival area and sponsor showcase serves as a gateway to the finish line every day. It provides an array of interactive exhibits, official Tour merchandise and live entertainment, including jumbo television screens to watch the race unfold as it heads to the finish. Listed below are the street addresses for each day’s finish line of the race, and the hours for the KUTV 2 Healthy Living Expo:

Monday, Aug. 6 St. George - 469 Red Hills Pkwy, St. George, 84770

9 a.m. to 1 p.m.

Tuesday, Aug. 7 Cedar City - 299 W Center St, Cedar City, 84720

10 a.m. to 3:45 p.m.

Wednesday, Aug. 8 Payson City - 275 S Main St, Payson, 84651

10:30 a.m. to 3:45 p.m.

Thursday, Aug. 9 Layton City - 465 N Wasatch Dr, Layton, 84041

12 p.m. to 3:45 p.m.

Friday, Aug. 10 Salt Lake City - 215 North Main St, Salt Lake City, 84103

11 a.m. to 3:45 p.m.

Saturday, Aug. 5 Snowbird Resort - 100 Little Cottonwood Canyon, Snowbird 84092

12 p.m. to 4:30 p.m.

Sunday, Aug. 6 Park City - 250 Main St, Park City, 84060

11 a.m. to 4:30 p.m.

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RACE WEEK

Monday, Aug. 6

Prologue

St. George

3.3 miles (5.3 km) – 305 feet of climbing

Start Time 10 a.m.

Finish Time 12:30 p.m.

Start/Finish Location - 469 Red Hills Pkwy, St. George, UT 84770

The Tour of Utah will start in its southernmost venue in its 14-year history, St. George, Utah. And the Prologue is back, last included in the Tour in 2011 when a little-known Colombian named Sergio Henao surprised the favorites with his victory at Utah Olympic Park in Park City. Henao is now a team leader at Team Sky and winner of Paris Nice.

The Prologue in St George is going to be a hot and hard affair. The out-and-back course will take place on Red Hills Parkway, adjacent to Pioneer Park. Just like the name of the road implies, athletes and spectators alike will be treated to inspiring views of the Red Cliffs Desert Reserve. It provides a mellow climb for the first two kilometers, followed by a short downhill to the turnaround. This provides a short climb to begin the return and a rapid, straight downhill track to the finish. The time gaps will be small, but it will set the stage for a great week of racing.

“I always enjoy and appreciate when the Tour of Utah has a prologue or a non-uphill time trial, because it rounds out the race,” Bookwalter said. “By adding in a prologue, it balances out the race a bit and forces the climbers to be in their best form in the race against the clock. Additionally, it allows the other guys a chance to equalize the field before the big climbs.

“The profile of the 2018 prologue remains in line with the overall Tour of Utah theme with lots of big climbing. Being only five kilometers long means it requires a highly anaerobic effort that caters to a rider with a good short, five to six-minute power output. I expect that we will see some interesting results. The guys vying for the G.C. will be up there, but I think a shorter, more explosive specialist—someone who might not be there when we reach the big climbs—will take the win,” added Bookwalter.

Prologue Tips:

The KUTV 2 Healthy Living Expo will be located adjacent to Red Hills Parkway outside the Red Hills Desert Garden.

Spectators will find Team Parking along the south side of Red Hills Parkway near the City Overlook Area.

There will be a shuttle for volunteers and spectators to access the start/finish line. The shuttle will run from the Dixie State University Testing Center, located at 954 E Tabernacle Street in St. George.

There will be an amateur time trial from 8:30-9:15 a.m., managed by the St. George Local Organizing Committee

Tuesday, Aug. 7

Stage 1 presented by America First Credit Union

Cedar City to Cedar City

101 miles (162.5 km) – 8,950 feet of climbing

Start Time 10:50 a.m.

Finish Time 3:15-3:45 p.m.

Start/Finish Location - 299 W Center St, Cedar City, UT 84720

Cedar City returns to the Tour for a fourth time. The stage features the highest climb of the week through Cedar Breaks National Monument, topping out at 10,600 feet. The course is similar to the one used in 2016, this year with a new circuit finish in downtown Cedar City.

The first Utah Sports Commission Sprint line will be contested in Parowan, 25 miles into the race. Then riders face a Category 1 climb up Parowan Canyon through Brian Head. This ascent into Cedar Breaks National Monument climbs 4,500 vertical feet in 15 miles, with some sections challenging riders with a 15 percent gradient.

“I am super excited to be back down south racing in Cedar City, and very excited about this year’s course,” said Eisenhart, who grew up in the Lehi area of Utah. “I spent a lot of time this year in Cedar City and in Brian Head. So I had some great opportunities to ride the beautiful roads that the race route will take. The climb over Brian Head up to Cedar Breaks is definitely not an easy climb. The climb has some very difficult pitches, and then adding into the mix the high altitude. It will be a very hard opening stage.”

The riders will traverse the Markagunt Plateau and serpentine through the Mammoth Creek lava flows. After turning west in Duck Creek, the riders will face a KOM at Bristlecone, named after the 2,500-year-old Bristlecone pine trees that line the summit.

Then it’s all downhill into the college town of Cedar City. The riders will complete three circuits around Cedar City and the campus of Southern Utah University. A new finish line will be placed in front of the new Southern Utah Museum of Art. International riders have dominated this stage, with all three winners coming from outside of the U.S. - Greg Van Avermaet of Belgium in 2012, and Moreno Hofland of The Netherlands in 2013, and Kris Dahl of Canada in 2016.

“The last time we finished in Cedar City it was such a great vibe. The fans were incredible, the race ripping down Cedar Canyon was super awesome. Like always, Cedar City does an incredible job at promoting the race and getting the whole community out to support,” Eisenhart stated.

Stage 1 Tips:

The start/finish line is new, located in front of the Southern Utah Museum of Art, on the east side of the intersection of 300 West and University Blvd.

There will be five miles of neutral racing in downtown Cedar City for the start. There will be temporary

rolling closures of intersections and roads (delays of 5 to 15 minutes) for the start. These roadways include

There are three circuits for the finish at Southern Utah University. The race finishing laps will take place from approximately 2:30 to 3:15 p.m. The circuit will take place in a clockwise pattern from 200 East to 1150 West and University/Center St. to 200 South.

Parking at Southern Utah University will be limited due to the circuit around campus. Shakespeare

patrons are encouraged to park in the parking lots on 200 south and 300 west. All other visitors attending the Lifestyle Expo/Velo Village are encouraged to park in the open lots near the SUU football stadium and SUU housing complex, behind downtown businesses, or in the Cedar City parking garage on 100 East.

In addition to hosting the KUTV 2 Healthy Living Expo, there will also be a Cedar City Velo Village, both adjacent to the start/finish area. The Velo Village will include live

music, yoga classes, a climbing wall, dunk tank, craft area, a helicopter display and much more.

Wednesday, Aug. 8

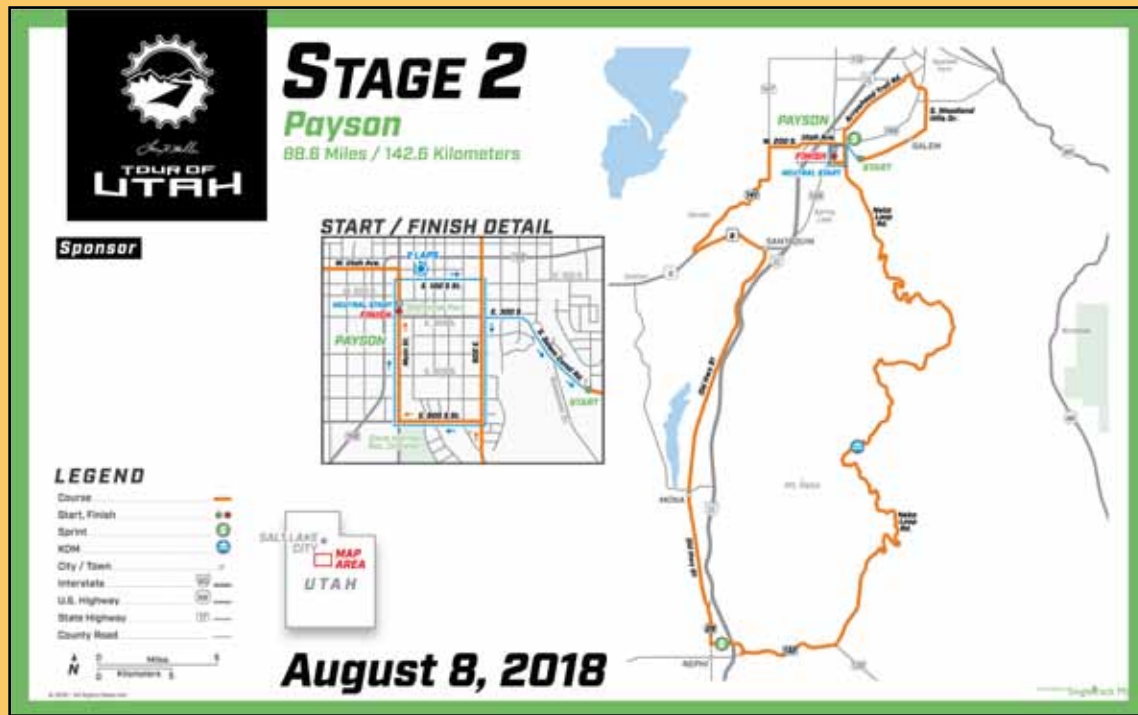
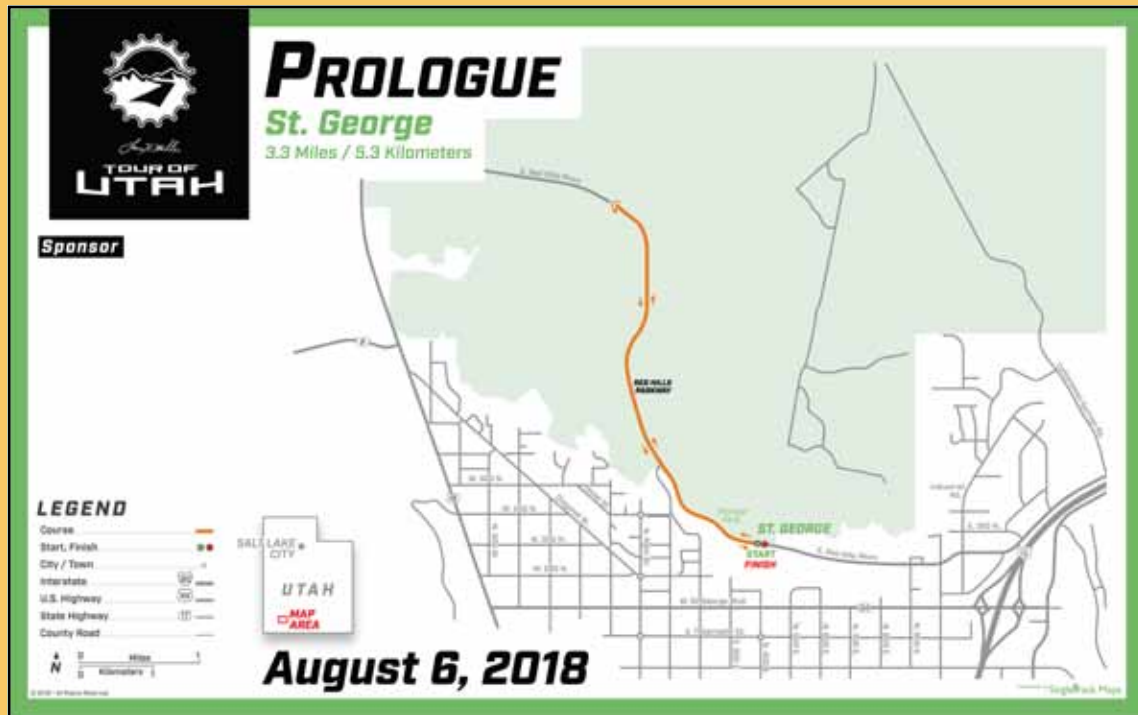
Stage 2

Payson City to Payson City

88.6 miles (142.6 km) - 6,750 feet of climbing

Start Time 11:30 a.m.

Finish Time 3:45 p.m.



Start/Finish Location - 275 S. Main St, Payson, UT 84651

This stage is all about one thing - Mount Nebo. The highest mountain in the Wasatch Range, at 11,928 feet, it has become legendary in the Tour of Utah. The first-ever edition of the Tour included Mount Nebo and it has now been included seven times. The last time the Tour traversed Mount Nebo was 2016 and Australian Lachlan Morton conquered the climb, and descent, to take the Larry H. Miller Group of Companies Leader's jersey. With Morton using the Tour of Utah as a springboard to a WorldTeam contract, he will not be back to Payson to defend his title, but there are many contenders to take the crown.

"It's awesome that the Tour of Utah has always loved including the stellar climb Mount Nebo. The last time I raced it at Utah was 2016, when I stagiared with BMC Racing Team. That was my first pro race, and the first race where my family truly was able to watch me race," Eisenhart recalled.

"That day was a super special day for me. It was a day I was just focused on doing my job for Darwin (Atapuma of Colombia). After I did my pull I looked back and realized I had a chance of finishing up in the Top 10. I knew my family was at the finish watching. Was incredible motivation to keep pushing and ripping. That was only my second time riding Mount Nebo. It will only be my third time this year," Eisenhart said, who did finish seventh on the stage, right behind his teammate Atapuma, who was sixth.

In 2018, the route will start and finish in Payson, after a 12-mile circuit north of town into Utah County, the race will return to Payson for a sprint in front of historic Peteetneet Museum before coming back though the start/finish line at Memorial Park. The route will then travel south through the orchards and lavender fields along Old U.S. Highway 91 for a sprint line in Nephi, then the final push on the Category 1 ascent across Mount Nebo. The cyclists will summit the roadway at 9,300 feet for the one KOM on the day, then have a twisting 22-mile descent for the finish back into the classic western town of Payson. Expect a lone rider or some group over the top to make it to the finish together.

Stage 2 Tips:

Payson offers three chances to watch the Tour - the start, a Utah Sprint Commission Sprint line, and the finish.

The start/finish is in front of Memorial Park, 10 North 600 East, in Payson.

The sprint line is in front of the Peteetneet Museum, 10 North 600 East, in Payson.

Among the activities at the KUTV 2 Healthy Living Expo in the park are - live bands performing from 12:15-2:30 p.m., inflatable obstacle course, rock climbing wall, community mural painting, and more.

Food vendors at the Expo are include food trucks (Waffle Love, Kona Ice) and food tents (Pacific Island Grill, Lion's Club)

A Mayor's Ride will take place

around Memorial Park from 1:30-2 p.m.

Thursday, Aug. 9

Stage 3 presented by America First Credit Union Antelope Island to Layton City

106 miles (170.6 km) - 4,350 feet of climbing

Start Time 11:25 a.m.

Finish Time 3:45 p.m.

Start Location - Fielding Garr Ranch, Antelope Island, UT

Finish Location - 465 N Wasatch Dr, Layton, UT 84041

Thursday gives the climbing legs a bit of a rest, but that in no way means Stage 3 is a rest day. It is the longest stage of the week, with the 106-mile route starting on the far end of Antelope Island at the Fielding Garr Ranch. It is the third time the Tour has started on the island. After a wind-swept seven miles over the causeway to cross the Great Salt Lake's Farmington Bay to the mainland, the race will serpentine through Davis County to the new finish in Layton City. The roads through Davis County might not be mountainous, but with an abundance of turns and road widths that vary every few hundred meters, it's a tough and stressful day for the racers.

Sprint lines will be contested once in Syracuse and twice in Farmington. One short, steep KOM up the Bountiful Bench could be the launching pad for a late breakaway. On the return stretch from Bountiful through Farmington, the race will make a loop inside Hill Air Force Base for a second year. From the base, it will be 13 miles to the finish in Layton City. The race will use N. Fairfield Road to complete three circuits through Layton Commons Park. A stage winner will be crowned on North Wasatch Drive across from the park.

Stage 3 Tips:

Pre-race activities begin Wednesday night at Antelope Island State Park, with a children's bicycle race at the marina at 6:30 p.m. and live music and free Dutch oven samples at the Visitor Center Amphitheater from 7-8:30 p.m.

New start at the Fielding Garr Ranch, on the southeastern portion of Antelope Island. Come early for the start festivities, with the first 200 children receiving free T-shirts.

In Bountiful, the race will use Pages Lane and 400 East to turn left on 400 North for one pass this year on the Bountiful Bench climb. This is the only KOM for the stage.

Farmington will see the peloton pass twice, as a Utah Sports Commission Sprint line will be contested in Farmington as the race passes in southbound to Bountiful, then northbound back to Layton. Enjoy chalk art and food trucks!

Before finishing in Layton City, the racers will make one circuit inside Hill Air Force Base, this year entering and departing through the South Gate on State Hwy 193.

Three finishing circuits will use N. Fairfield Road, E. Gentile Street, and Wasatch Drive, with the finish line between Layton High School and Layton Commons Park.



In Layton from 1:30-2:30 p.m. enjoy live performances by the Davis and Layton High School marching bands. More live music will be played throughout the day at the Expo.

Friday, Aug. 10

Stage 4 presented by Zions Bank

Salt Lake City
68.4 miles (110.1 km) - 5,500 feet of climbing

Start Time 12:35 p.m.

Finish Time 3:15-3:45 p.m.

Start/Finish Location - 215 North Main St, Salt Lake City, UT 84103

The Tour of Utah returns to downtown Salt Lake City with a slightly new course. It is the 11th year that Salt Lake City has served as a stage host, and a seventh time for a circuit course downtown. The start/finish line has moved from the Capital to Main St with an amazing backdrop of the Salt Lake City skyline.

"The classic Salt Lake City circuit is one of my favorite stages of the Tour of Utah because it brings us back into the city and in front of the great crowds that line the course. It is great to back racing in front of those rowdy crowds in Salt Lake City," said Bookwalter, who finished second last year when Salt Lake City was the final stage.

The riders will tackle 10 laps of

the 6.8-mile downtown course. The course will follow N. Main Street up to 500 North and through the old finish line area used in 2016, where Canadian Michael Woods won in dramatic fashion. The race will follow the traditional route through Bonneville Parkway to 11th Ave and down Virginia Ave through the University of Utah to South Temple, where the riders will turn up State St to North Temple and to the uphill finish on N. Main St. A strong sprinter, like Italian Marco Canola, who won the Salt Lake City stage last year just ahead of Bookwalter, will be the type of rider to watch for the win in Salt Lake City this year.

"The Salt Lake circuit is quite demanding in terms of climbing, but historically, the race is short enough that it doesn't really explode. Both the length of the stage and the climb keeps everything together and the break never really earns any true time," added Bookwalter. "This year, the finish is going to be much crazier. You are going to see a huge battle for position on those wide roads with everyone spread out and swarming for position. The last corner is where it will be won or lost."

Stage 4 Tips:

2018 features a new start/finish in downtown at 215 N. Main Street.

The climb on Main Street at the start/finish will be a Utah Sports Commission Sprint line on Laps 3,

5 and 7.

The race will flow in a clockwise direction, passing under The Eagle Gate monument on each lap, turning on N. Temple to reach the start/finish on N. Main Street

Like past years, the race will pass Reservoir Park on three sides on each circuit, allowing for multiple opportunities to see the pros up close and at high speed. Enjoy food trucks and entertainment from a D.J. at the park.

Police will begin closing the roads to traffic on the circuit at approximately 12:45 p.m.

Each lap is expected to take approximately 20 minutes to complete.

Pedestrians are welcome to walk the course. However, we request that you stay on the sidewalks, and do not impede the movement of local residents, police and course marshals who will be using the respites between circuits to move people in

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STAGE 5
Canyons Village to Snowbird
84.8 Miles / 152.8 Kilometers

August 11, 2018

STAGE 6
Park City
76.7 Miles / 123.4 Kilometers

August 12, 2018

and out of the neighborhoods.

Use a GREENbike to reach the course. Check the website for bike stations near the course - <https://greenbikeslc.org/station-map>.

Use Utah Transit Authority's TRAX Blue Line or Green Line for easy access to course from the City Center stop (100 S. Main Street).

Saturday, Aug. 11
Stage 5 presented by University of Utah Health
Canyons Village to Snowbird Resort
94.8 miles (152.6 km) – 9,975 feet of climbing
Start Time 11:30 a.m.
Finish Time 3:45 p.m.
Start Location - 4000 Canyons Resort Dr, Park City, UT 84098
Finish Location - 100 Little Cottonwood Canyon, Snowbird, UT 84092

The Queen Stage returns for an 11th time to Snowbird Resort. The signature climb up Little Cottonwood Canyon is known for the fan frenzy of Tanners Flat and the shake out of contenders for the Larry H. Miller Group of Companies overall leader jersey at the finish. Only twice has the winner of this stage worn the winner's jersey at the end of the week.

The professional teams take off from Canyons Village at 11:30 a.m.

The undulating terrain of Summit County includes an early KOM past Deer Mountain at Jordanelle Reservoir, a sprint at Wolf Creek Ranch, and a two-mile stretch of dirt road on Democrat Alley. The route then goes through Peoa and up Browns Canyon to reach historic Park City for a second sprint line of the day and the ascent of the Category 1 KOM, Guardsman Pass. A blistering 15-mile descent of Big Cottonwood Canyon leads to the Salt Lake Valley below and a short traverse along Wasatch Boulevard. Then it is on to the HC climb up Little Cottonwood Canyon for the signature six-mile battle across gradients of eight to 12 percent to the finish line at Snowbird Resort.

And pro cyclists are not the only ones on the route Saturday. Amateur riders in The Ultimate Challenge presented by University of Utah Health will ride the same roads on Saturday, beginning at 7:30 a.m. from Canyons Village. Registration for The Ultimate Challenge is available online for \$140, with a team discount offered for groups of eight or more.

Stage 5 Tips:

Little Cottonwood Canyon Road will be closed to all vehicular and bicycle traffic between 1 to 5 p.m. Plan your arrival to the finish line accordingly.

Follow signs at Snowbird Resort to free spectator parking.

If you are traveling along Big Cottonwood Canyon and Little Cottonwood Canyon early Saturday, use caution and watch for cyclists who are riding The Ultimate Challenge.

On Friday, visit Canyons Village at Park City for the Tour of Utah's Ultimate Challenge Kick-Off Party. This includes packet pick-up for Ultimate Challenge riders, live music,

and entertainment. The event is free and open for the public. All Ultimate Challenge riders, family members and friends can also enjoy the Dinner Party, 6-8 p.m. (fee for dinner and beverages).

On Saturday morning at Canyons Village, activities include a children's bicycle race, face painting, chalk art, games and a Birds of Prey display. Ceremonies will be held for two starts - The Ultimate Challenge and the Tour of Utah.

Sunday, Aug. 12
Stage 6 presented by Utah Sports Commission
Park City to Park City
76.7 miles (123.4 km) – 7,950 feet of climbing
Start Time 12:15 p.m.
Finish Time 3:45 p.m.
Start/Finish Location - 250 Main St, Park City, UT 84060

After a one-year hiatus, Park City is back as the overall finish. Historic Park City entertains the Tour for a ninth time, and a sixth time for the overall race finish.

"Park City is back for an exhilarating finish. Crowds are always massive on the final climb to Empire Pass, but from past years we know the race never ends there. The descent down to Upper Main Street could be the decisive stretch of the 536 miles to crown a new champion," said John Kimball, Managing Director of the Larry H. Miller Tour of Utah.

The route will pass down Browns Canyon and encounter a Sprint line in the town of Kamas before tackling a short Category 3 KOM in the private community of Wolf Creek Ranch. A technical descent into Wasatch County will allow the riders to regroup through Heber City before the final sprint line in Midway. From there, riders will jockey for position at the bottom of Pine Canyon Road for the HC climb of Empire Pass. While the road conditions have improved with new pavement since it was last used in 2016, riders continue to battle road pitches of 10 to

20 percent.

What is TJ Eisenhart's favorite climb, and the one he recommends as a must-see for race fans? "Empire, especially since it's the final day," the Utah native said. "Everyone will be sending it on that climb. All you can do is go full gas. Also, with how difficult the climb is, I think it's a great climb for fans to be out."

Like Kimball noted, the race doesn't end at the top of Empire Pass as we saw in 2014, when former World Champion and Tour de France winner, Cadel Evans, erased a one-minute deficit on the descent into historic Park City to capture the stage win. In 2015, it was a sprint finish on Historic Main Street between Bookwalter and Aussie Lachlan Norris, with Norris reaching the line first. This year will be another epic overall finish.

Stage 6 Tips:

Spectators are encouraged to arrive early and get a viewing spot on Upper Main Street in Park City for the exciting finish. It is recommended to use Park City Transit on the day of the event, or via cycling, walking or carpooling to the event.

Limited paid public parking (\$20/vehicle) will be available in the China Bridge parking structure. Access to China Bridge parking structure will be from Marsac Avenue only. Because China Bridge exits onto the race course, no vehicle parked in China Bridge will be allowed to exit China Bridge between 3-5 p.m.

For complete details on parking in Park City for Stage 6, visit www.tourofutah.com/stages/stage6

The popular Chalk Art activity returns to Main Street, beginning at 1:30 p.m.

A KÜHL Fashion Show will take place on the awards stage on upper Main Street.

For more information on the Tour of Utah, see <http://www.cyclingutah.com/category/tour-of-utah/> and also tourofutah.com

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BIKEPACKING

Bikepacking Canyonlands' White Rim Trail



Cole Taylor overlooking a canyon on day 2 on the White Rim Trail. Photo by Louis Lozier



On the White Rim Trail. Photo by Cole Taylor



Louis and I with all of our gear just before leaving. Photo by Liz Taylor

19 Miles

We made the long drive down to Canyonlands and pulled off at the intersection of Highway 313 and Shafer Road, which takes you over the edge of the mesa and out to the Rim. After eating lunch, Louis and I were itching to get started. It felt a little surreal that we were actually doing this. Before long, we were cruising down the road's smooth, steep switchbacks. The cliff edge of the upper mesa rose on either side of us like the majestic walls of some ancient city, framing the distant horizon, on which we could see Dead Horse Point and the canyon through which the Colorado flows. The ride down this section was definitely the biggest emotional high of the entire trip for me. With the road winding into the distance below us, we flew down the switchbacks and felt the breathtaking thrill of the wild, beautiful expanse of nature that extended endlessly ahead.

The ride on this day was easy, thanks to the massive elevation drop, and we reached Airport campground in less than two hours. There were some people at our campsite with a broken down jeep, waiting for another party to return from Moab with parts. They, like many other groups we encountered, had mountain bikes along with their vehicles. Save for



Our janky tarp tent- we gave up and slept under the stars the second night. Photo by Cole Taylor

By Cole Taylor

Last fall I discovered the world of bikepacking, the blissful union of my two favorite activities. I was inspired to ride the White Rim from browsing bikepacking.com, where there is a page that was helpful in planning. I called up two of my mountain biking friends and asked them about doing it over spring break, at the end of March. Thankfully, one of them said yes.

Neither Louis nor I had ever done any bikepacking before. One month before the trip we didn't have any bikepacking gear of any kind. I was also able to find an article on bikepacking.com about making frame bags. In a stroke of luck, my mom had some lengths of Cordura nylon she'd been saving in a closet for several years. We sewed frame bags for both of our mountain bikes. I was using the Giant Trance I had

just purchased in January, and Louis was on his GT Verb. I managed to fit my stove, mess kit, stakes, 16 ounces of water, multi tool, and some of my trail food in my frame bag. Additionally, Louis and I both bought bikepacking seat bags. This was where I put my pad, jacket, clothes, and food. Three liters of water fit comfortably in my backpack. We knew we needed a practice run before the real deal. After contacting city officials I confirmed that it is okay to camp out in Eagle Mountain, Utah (just try to avoid private property). For anyone wanting to go on a weekend bikepacking trip or try it out for the first time, this is a great place to do so. We found that the gear we brought worked just fine and we had everything we needed. We felt prepared to take on the White Rim.

Day One: Shafer Road to Airport

two crazies we met who were doing the whole road in one day, no one beside us was doing it self-supported. This is because the only place to filter water is at Potato Bottom, from the Green River. We weren't completely on our own, however- we had someone camping up in the main part of the park who agreed to hike down and meet us on the second day with water. Other than that, we carried or filtered everything we needed.

Louis and I spent the rest of the day practicing our bunnyhops and walking around, and then we built a tent out of a tarp using our bikes as supports. We cooked dehydrated dinner on portable stoves (no campfires allowed) and then went to sleep.

Well, Louis went to sleep. My side of the tent kept coming loose due to the gusts of wind that night, and I struggled to relax enough to fall asleep. Somehow I snatched a few hours before the next morning, which was good because Day 2 was going to be long and tiring.

Day Two: Airport to Potato Bottom 47 Miles

We knew this day was going to be a beast of a ride, with considerable elevation gain and many miles of road to cover. I would have liked to space our campsites more evenly, but we only got on the reservation system four months prior when

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Sunset facing east from Airport camp ground on the White Rim Trail. Photo by Cole Taylor

almost everything was taken. We rose before sunrise, ate, and got on our way. At a predetermined time, we met our water supplier at the intersection with Gooseberry Trail. After that, the road followed the edge of the mesa (the white slickrock here gives White Rim road its name) as it squiggled in and out over the vast, breathtaking surrounding landscape.

The biggest thing that impressed me about the desert was the overwhelming silence. When we stopped for breaks, we would sit on the dusty soil and hold our breath. Nothing. No breeze. No airplanes. Just the faint static in your ears that you hear in the total absence of sound. Every once in a while, the scuttling of a lizard's feet, movement of a blade of grass, or sound of a bird's wings from 200 feet away would catch our attention. There was one spot where a particular cliff formation made it so you could shout and hear the echo of your voice for 10-15 seconds. It was incredibly therapeutic to spend three days without the constant buzz of suburban life playing in the background.

There were a couple climbs on this day that were pretty difficult. The last of these had 500 feet of elevation gain culminating in a loose, exposed patch of road Louis and I affectionately named the Filthy Beast. We had quickly discovered on this trip that climbing with a fully loaded bike is a lot harder than climbing normally. Shortly before reaching the base, we met a pair of cyclists who were doing

previous day.

**Day Three: Potato Bottom to Mineral Road/Hwy 313 Junction
26 Miles**

We packed up faster and started earlier this morning than on the first and set out as soon as we could, eager to finish and get back to the car (non-dehydrated food! That alone was enough to motivate us). The road went up and over a low plateau, then followed the river as it wound in a wide, lazy arc. We passed the sign that marked the end of White Rim Road and the beginning of 13-mile Mineral Road, and not long after, came to the switchbacks that take you up onto the very top of the Island in the Sky mesa. After clearing the switchbacks, there was not much to note about Mineral Road except that it is incredibly flat, smooth, and boring. If I did White Rim again, I'd definitely cover this road first to get it out of the way. Our trip came to an unexpectedly early end (but one that we appreciated) when we spotted a van in the distance, driving toward us. I had already pledged that despite how much I despised the piece of hell that was Mineral Road, I would bike all the way to the end. Louis, I said, could hitch a ride if he wanted — we had already been offered at least one — but I wanted to stick it out so I could say I completed the entire ride, all 92 miles of it. However, it's hard to stick to that philosophy when your friend pulls up in the van six miles away from the end of the road, you've just eaten your last granola bar, the sun is shining overhead, and the road ahead seems to climb slowly on forever. We decided to put our bikes in the van and enjoy some non-dehydrated food while we drove the last six miles. We felt satisfied enough with what we had done.

All things considered, our first try at bikepacking went really smoothly. We didn't run into any major mechanical failures (the biggest scare was when Louis's leaky brakes started smoking on the way down Shafer Road), the weather was ideal, the pit toilets at every campsite were stocked, and the mileage was not too difficult. I would recommend

the whole route in one day. We talked and climbed the road together, and I learned that their names were Jeff and Walter and that they had driven all the way from Kansas to ride the Rim. Meetings like this are one of my favorite parts about mountain biking — you may be from different parts of the country but you always have something in common. After the four of us reached the summit, we saw that road started to descend gradually toward Potato Bottom, the site of our next camp. By mile 43, Louis and I were utterly exhausted. When we finally rolled into the campsite, we gratefully flopped onto the ground, took our shoes off, and felt the cool sand between our toes. Before sleeping, we filtered water from the Green River. The bank was eroded and crumbly, turning a simple filtering run into a long, sketchy ordeal. Once we had what we needed, we went back to camp and retired to our sleeping bags. It would be a good, long night of rest after a hard day.

...Or, it would have been, if I hadn't heard a tiny scuttling of feet on the tarp next to my head. A tiny mouse had decided to hang out in our camp while we were trying to sleep. He was cute, and he stopped bothering me after the first time, but poor Louis said that after I went to sleep the mouse climbed over him seventeen times (seventeen! Yes, he was counting) before he decided to relocate and sleep on the boulder that was our kitchen. After that he finally went to sleep. Guess we were even after my sleepless night on the



Mineral Road on the White Rim Trail. Photo by Cole Taylor

White Rim to anyone interested in bikepacking. If I were to do it again, I'd like to make a few changes. First, I'd do it the other way around, starting on Mineral Road and ending on Shafer. Second, I'd want to drop water at the Gooseberry intersection to avoid relying on someone for water. Third, I'd split up camps more evenly so we cover more miles on the first day and fewer on the second. If you do this route, definitely do what we did and plan it in the spring

or late fall so you avoid the crippling heat during the middle of the summer. Other than that, White Rim was a blast. Now I just have to research where I'm going to bikepack next.

Cole Taylor is entering his senior year at the Academy for Math, Engineering and Science (AMES). He also works and volunteers at the SLC Bicycle Collective and loves the Utah cycling community.

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Backyard Rediscovery – Overnight Ride to Pyramid Lake, Nevada

Pyramid Lake on a tandem rewards with beautiful views. Photo by Patrick Walsh

By Patrick Walsh

Sometimes a place needs to be watched, the light and color evolving to show you what you missed on prior visits. I had been to Pyramid Lake before by car and by bicycle

but had not connected with it like other places in the region. I thought it was pretty but washed out by mid-day sun; I had in fact simply missed it. On this trip, with perfect fall weather we saw the lake turn from blue to bright pink to purple and finally black as the sun slowly set. The cold

water reflected abundant clouds and nearby rock formations. Fisherman, first on ladders and eventually near shore tried to land one of the famous Lahontan trout, largest of the cut-throat subspecies and found only in Great Basin lakes and tributaries. The fish are a holdover from the ice age when Lake Lahontan covered 8,500 square miles. You can even see old Lake Lahontan shorelines high above dry lakebeds left behind in valley floors. The fishermen used tall ladders to extend their cast to reach a shelf, below which the trout feed. I did not see them catch any, but I am certain they were enjoying the sunset as much as we were.

There are several options for overnight rides from Reno. For pavement, Pyramid Lake is the perfect distance and is least hilly. More importantly it has nice distributed camping with great views of the lake and a nearby store for water and supplies. It was perfect for our first tandem overnight with camping gear (on tandem tours we usually opt for paid accommodations.) The 40-mile ride is mostly on Pyramid Highway (Nevada 445), a low-traffic approach with rolling hills that hide the lake until you are within about mile. A dramatic overlook provides the first view of the lake as well as the triangular tufa formation for which it is named. Camping and day use are allowed with a permit that can be obtained at the Pyramid Marina. The lake and the last part of the ride are within the Pyramid Piute Reservation, who restrict access to certain parts of the lake. There is an alternatively-routed Tahoe-Pyramid Bikeway in the works, with mostly dedicated bike paths. Unfortunately, that route is stalled between Sparks and Wadsworth. For now, Pyramid Highway is the best option for riding to the lake and taking in the scenery and recreational activities.

This trip was a good reminder for us to slow down, sit still, and watch scenery unfold as opposed to riding or even walking through it at a glance. Since then, we have (occasionally) heeded that advice and looked for other opportunities to focus on landscape transformation during diurnal cycles and even seasonal cycles in our local parks. Every year we enjoy Nevada's pink and orange fall sunsets, snowy winter peaks, the return of wildflowers and red wing blackbirds in the spring, and high-country vistas in the summer. Photography encourages me to look more closely sometimes, but there are many days when I forego it in favor of taking it all in. In any case, we are planning many more bike overnights.

Notes on Pyramid Lake (From Wikipedia, [en.wikipedia.org/wiki/Pyramid_Lake_\(Nevada\)](http://en.wikipedia.org/wiki/Pyramid_Lake_(Nevada))):

Pyramid Lake is located in southeastern Washoe County in western Nevada. It is in an elongated intermontane basin between the Lake Range on the east, the Virginia Mountains on the west and the Pah Rah



Fishing for Lahontan Trout on Pyramid Lake, Nevada. Photo by Patrick Walsh



Enjoying the sunrise from a lakeside camp on Pyramid Lake, Nevada. Photo by Patrick Walsh



Enjoying the sunset on the shores of Pyramid Lake, Nevada on a bicycle overnight tour. Photo by Patrick Walsh

Range on the southwest. The Fox Range and the Smoke Creek Desert lie to the north.

A remnant of the Pleistocene Lake Lahontan (~890 feet deep), the lake area was inhabited by the 19th-century Paiute, who fished the Tui chub and Lahontan cutthroat trout from the lake. The former is now endangered and the latter is threatened. The lake was first mapped in 1844 by John C. Frémont, the American discoverer of the lake who also

gave it its English title.

Information on visiting: Pyramid Lake: pyramidlake.us/permits
newtoreno.com/pyramid-lake-fishing-recreation-nevada.htm

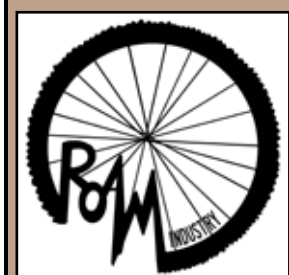
Tahoe-Pyramid Trail: tahoe-epyrainidtrail.org (Several sections are not completed, and the route currently requires riding on I-80 for at least 20 miles).

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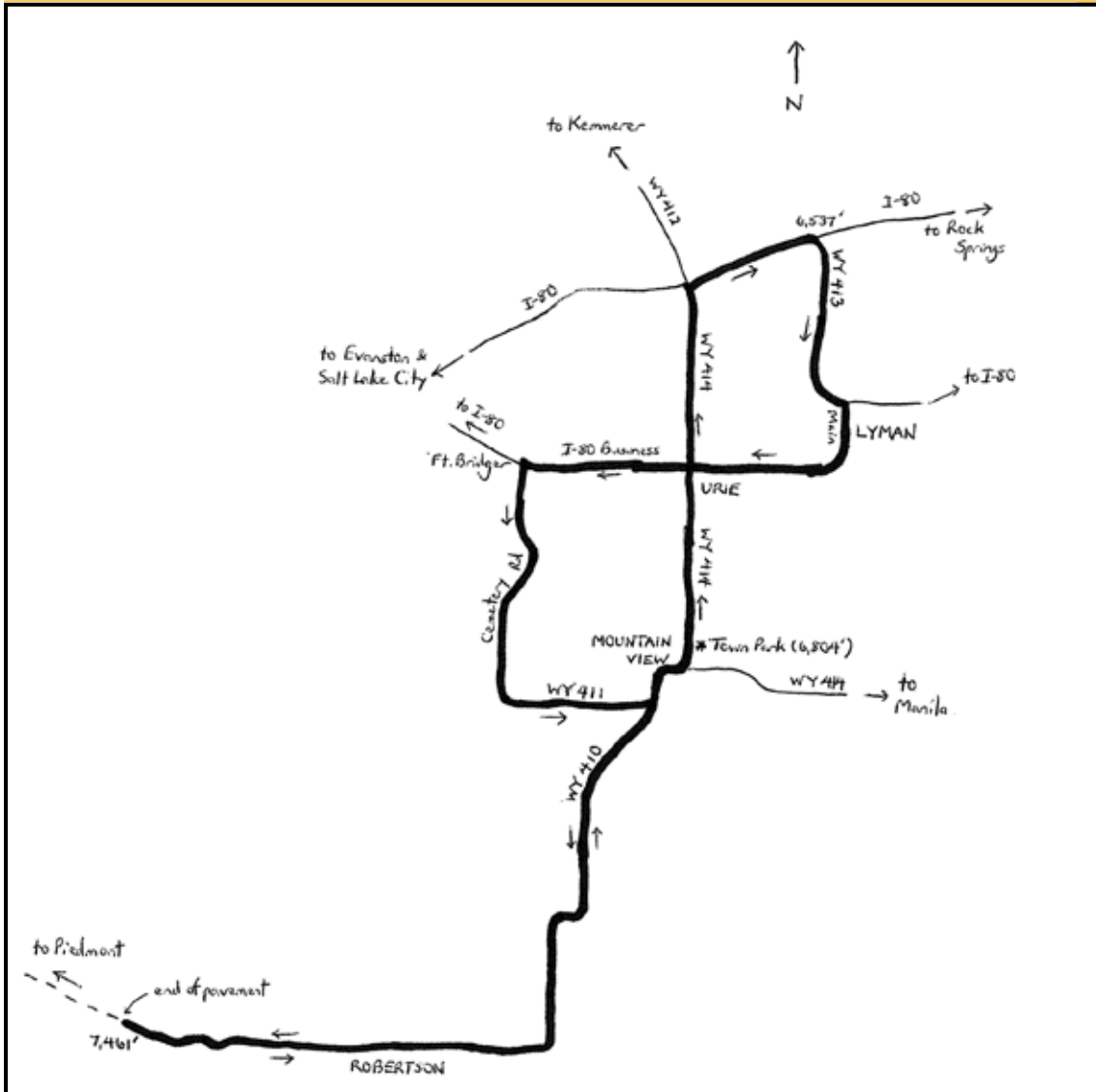
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RIDE OF THE MONTH

Wyoming's Bridger Valley Historic Byways Ride



The Bridger Valley Historic Byways Ride is a 49.7-mile route in Wyoming's Bridger Valley. Map by Wayne Cottrell

By Wayne Cottrell

The Bridger Valley Historic Byways Ride is a 49.7-mile route in Wyoming's Bridger Valley, including an extension to Bigelow Bench. The layout is that of a figure eight with a tail. The figure eight is 25.2 miles in length, while the tail adds on 24.5 miles. One could do the loop, without the tail – but why would you do that? Completing the entire route is highly recommended. The minimum elevation is 6,537 feet, while the maximum is a gasping 7,461 feet, so be prepared for some heavy, high-altitude breathing. This is a great summer ride; be sure to check the weather and road conditions during other times of the year.

Start the ride at Town Park in Mountain View, located at 405 North Wyoming State Highway 414 (WY

414). Mountain View is located to the south of I-80, along WY 414, 122 miles east northeast of Salt Lake City. The ride starts here, in the town of Mountain View, and visits the town of Lyman, and the communities of Urrie, Fort Bridger, and Robertson, all in Bridger Valley. A total population of just over 4,000 resides in the valley. While this is small by today's standards, the valley was a hubbub of activity in the mid-19th century. After the legendary "mountain men" began to rendezvous in the region, starting in the 1820s, Fort Bridger was established as a fur trading outpost in 1842. Later, the fort became a critical supply center along the California, Mormon and Oregon Trails, all of which passed through the area. By the late 1850s, hostilities between Mormon pioneers and the U.S. government had escalated, and the outpost was converted into a military fort. By the 1860s, the fort was also serving as a stop along the Pony Express. Yet, when the Transcontinental Railroad was completed in 1869, thereby relegating the Pony Express and wagon trains to extinction, the fort's role diminished. Military positions had shifted elsewhere by then, to Camp Lloyd and Fort Douglas near and in Salt Lake City. Fort Bridger was shut down in 1890. Historical sites in the valley are limited to Fort Bridger, and an old bridge across Black's Fork. The real history, though, is in retracing the routes of the travelers who passed along those trails.

From Town Park, turn right and head north on WY 414. The starting elevation is 6,804 feet, and the highway is effectively downhill as you head north. Enter the community of Urrie at mile 3.0, and keep right on through, all the way to I-80. The I-80 freeway? Yes – there are not enough roads in this area to avoid a short stretch on the shoulder of the freeway. The freeway was carrying 16,480 vehicles per day in 2016, though, which is very light by Interstate standards. Cross over Black's Fork at mile 7.75. At mile 8.1, turn right and enter I-80. Stay to the far right, on the shoulder. Take the next exit (Lyman). At the end of the off-ramp, turn right and head south on WY 413. This is the lowest elevation of the entire ride (6,537 feet; mile 10.2). From here, the highway climbs gradually, and then steeply (8.2% grade) to enter Lyman. With over 2,000 residents, Lyman is the largest town along the ride. Follow WY 413 as it climbs and curves to the left. At the end of WY 413 (elevation 6,714 feet; mile 13.0), turn right onto Main Street. Main takes you through the heart of town. Beyond Lyman, Main curves to the right, becoming "Business I-80." You are on the Bridger Valley Historic Byway, retracing the route that many pioneers took, long before I-80 was built. Return to Urrie at mile 16.1. Keep straight through once again, heading west toward Fort Bridger. Once there, turn left onto Cemetery Road (mile 18.6),

just in advance of Fort Bridger. In fact, a slight detour to the fort would be in order, as part of your historical journey!

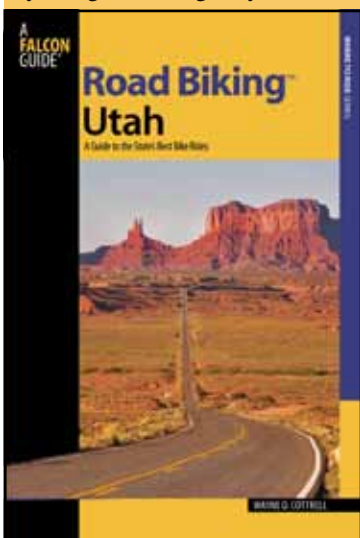
Once back on Cemetery, head south. It is a steady climb to WY 411 (elevation 6,963 feet; mile 22.4). Turn left here, to head east on WY 411. Now you are descending, heading in Mountain View's direction. At the end of WY 411, to continue the ride, turn right onto WY 410 and head south. (The alternative is to return to Mountain View). You are now at mile 24.0 (elevation 6,855 feet). The next part of the ride is an out-and-back segment, on WY 410. The outbound ride is a steady climb to Bigelow Bench. The highway heads south, and then turns 90° to head west, taking you through the community of Robertson, and on to the end of pavement (mile 36.25; elevation 7,461 feet). This is the turnaround point. The unpaved road continues to Piedmont, a ghost town that once thrived because of its timber, and its location along the railroad. Save that trip for your mountain bike, perhaps, and begin the return ride to Mountain View. Follow WY 410 as it descends, heading eastward, and then curving to the left to head north. Return to the figure eight loop at mile 48.5, at the intersection with WY 411. Keep straight here, heading

toward Mountain View. Follow WY 410 as it turns to the right, to head east, coming to a T-intersection with WY 414. Turn left here to return to Mountain View Town Park, which will be on the right.

Starting & ending point coordinates: 41.272369N 110.336367W

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.



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