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SUMMER 2025

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*2025 EVENT  
CALENDARS  
INSIDE!*



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Summer 2025 Issue;  
Volume 33 Number 5; Issue 259

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**Distribution:** Reliable Distribution, Denver Boulder Couriers, and others

**Carry Cycling West:** To add your business to our free distribution list, give us a call or send an email.

**Printing:** Transcript Bulletin Publishing

**Cycling West and Cycling Utah** is published eight times a year beginning in March through December.

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**Cycling West Summer 2025 Cover Photo:** Action in the women's field during stage 4, Anthony Lakes, in the 2025 Baker City Classic.

Photo by Sean Benesh, [seanbenesh.com](http://seanbenesh.com)

## COMMUNITY BIKE SHOPS

### Reno Bike Project Refurbishes Bikes, Trains Mechanics, and Provides Workstations



People chat while working on their bikes at the Reno Bike Project. Photo courtesy of Reno Bike Project.

**By James Knight**

Reno Bike Project is a community bike shop and nonprofit, featuring a store full of parts and bicycles that are all donated. People can come in and work on their bicycles as well as take classes where they can repair their bikes or even build an entire bike from scratch using materials provided by the shop.

The Reno Bike Project (RPB) is located in Reno, Nevada and was founded in 2006 by Noah Chubb-Silverman and Kyle Kozar. The shop features workstations where people can pay to come in and work on their bikes. Tom Chapel, a program manager at RBP, described the shop's environment: "People can come in and rent a workstation, and we have mechanic educators that

will show them how to use all the tools and walk them through any kind of labor they do on their bike. Also, memberships. Members kind of just can use our tools a lot. So, we get people who don't really need help with stuff, but don't have a full tool kit, who will just come in and use our work stands. We also have like, 100 bikes on the floor for sale. Pretty much year-round, we refurbish donated bikes and save parts and gather everything."

Reno Bike Project also features a bicycle repair class where people can use donated tools and parts to essentially build a bike from scratch. These bikes go into the Project's commuter program, where they partner with homeless shelters and other charitable organizations to give away bikes to help people commute.

Chapel said, "They build a whole

bike. They redo everything on it, like every part, every aspect of it gets over. And so, all of those bikes that come out of the bicycle repair class go into the biggest little commuter program. And so, after each group there's like 10 bikes come out, all different sizes. And then all of our biggest little commuter applicants will apply through their group. Others are the cares campuses like the homeless shelters, like Hope Springs. We're just trying to get people to get be able to commute. It's like our commuter program".

The Reno Bike Project also targets kids through a free Wheels for Kids event where volunteers from the community can come in and

**Continued on page 4**

Volume Six

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**Reno Bike Project - continued from page 3**

work on bikes together. They aim to give away about 300 kids bikes each year and are hope to expand those numbers. They are also collaborating with the Boise Bike Project, a similar organization based in Boise, Idaho.

In addition to programs which help kids and adults obtain bikes, learn maintenance skills, and commute, the Reno Bike Project also relies on volunteers who put in tremendous work and hours to help the Project's initiatives. Some volunteers work even more than the actual employees because they have the time, resources and desire to commit to the Project.

"We also have a very extensive volunteer group that comes that are our volunteers are right now. They're kind of open to just pop in whenever. We have quite a few, maybe 300 roughly that we see pretty frequently. One volunteer, Brad does 1000 hours a year for us. He got his grandson a bike at our store and liked the vibe of the public workstation, and he's retired, and was just like, hey, could I come and tinker on these bikes? He only wants to work on kids' bikes. So, we set him up like his own workstation, and he's



**The Reno Bike Project was founded in 2006 and serves the community. Photo courtesy of Reno Bike Project.**

pretty much an employee. He works more hours than some of our part time employees, but he gets paid in Mountain Dews," Chapel said.

In addition to local homeless shelters, Reno Bike Project partners with many other organizations including Montessori schools, the Girl Scouts, Reno Housing Authority, and the Eddie House.

Their biggest fundraiser is the Burning Man Pop-Up, where they partner with the Burning Man Festival to sell bicycles used during the festival activities. This collaboration makes up about a third of their revenue. Over a period of just

a week they sell 1700 bikes to the festival for between \$100 to \$175. Often times, festival bikes get donated back to the shop after the festival and are available for purchase. Reno Bike Project is also accepting Human Playa Vehicle donations (I.E. bicycles). All proceeds from the fundraiser go back into the shop's year-round programming, which allows for staff to fix mountain bikes and continue to sell them at an affordable rate.

For more information on the Reno Bike Project, check out their monthly newsletter or visit their website <https://renobikeproject.org/>.



**A man working on his bike at the Reno Bike Project. Photo courtesy of the Reno Bike Project**



**The Reno Bike Project partners with the Burning Man Festival to sell bicycles for use during the festival activities. Many of the bikes are donated back to RBP afterwards. Photo courtesy of Reno Bike Project**

Supporting Adaptive Recreation Programs at the National Ability Center

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**NUTRITION*****The Athlete's Kitchen: Hydration and Electrolytes - When do they matter?*****By Nancy Clark MS RD CSSD**

To listen to advertisements for pre-workout products, sports drinks, electrolyte replacers, and recovery beverages, you'd think every person who exercises needs to worry about maintaining optimal fluid and electrolyte balance for every workout. While there is no harm in vigilantly replacing sweat losses, please rest assured: most fitness exercisers and athletes who train for less than 60 to 90 minutes a day are unlikely to become dehydrated or depleted of electrolytes. That's most of us!

Indeed, certain athletes should pay close attention to maintaining a proper fluid and electrolyte balance, including long distance cyclists, marathoners, triathletes, and other endurance athletes who train in the heat for extended periods of time. So should soccer players during a hot-weather tournament, competitive tennis players baking on sunny tennis courts, football players training in full uniform during hot weather, and athletes who simply sweat a lot. (Some athletes sweat more than others; sweat rates vary widely!)

Dehydration can happen during one bout of intensive exercise; other times, it sneaks in over the course of several days of hot weather. The longer your exposure to heat, the greater your risk of becoming dehydrated. That's why soldiers, construction workers, and gardeners who are exposed day after day to hot weather should have a fluid plan that contributes to a need to urinate at least every four hours. The goal is to lose no more than 2% of your body weight during a workout. That's three pounds of sweat for a 150-pound athlete (as calculated from pre- and post-exercise weigh-ins). Minimizing dehydration during exercise contributes to a far easier recovery. Post-workout, you'll feel better and have more energy the rest of your day. No need to feel zapped!

The following hydration facts and fallacies can help you better survive training and competing in today's hotter climate.

- Being well hydrated makes exercise feel easier. Your body functions best physically and mentally when it is in fluid and electrolyte balance—not under-hydrated and certainly not seriously dehydrated.

- When you exercise dehydrated, your muscles, heart, lungs, and brain function less efficiently. These negative effects get amplified by heat and your performance will decline. In a study with cyclists who biked for two hours in the heat, those who drank too little and lost 2% of their body weight reported higher heart rate, perceived effort, and glycogen use compared to the 1% dehydrated cyclists.

- Interestingly, many top marathoners lose 5% to 6% of their body weight (a gallon of sweat!) during a marathon. Would they perform even better if they could drink more? Seems likely.

- As humans, we cannot adapt to dehydration, but we can adjust to the feelings of being dehydrated. That is,

if from time to time you train underhydrated, you will become familiar with how it feels. The far wiser path is to learn to prevent dehydration by matching sweat losses with fluid intake. Practice doing this during training sessions!

- Your desire to drink is controlled by feedback loops that make you feel thirsty (or not). The feedback is

based on losses of water and sodium from the kidneys. Tanking up two hours before exercise allows time for the kidneys to process and eliminate the excess before you start to exercise. During exercise, kidneys conserve water and produce less urine; hence you'll experience less of an urge to urinate.

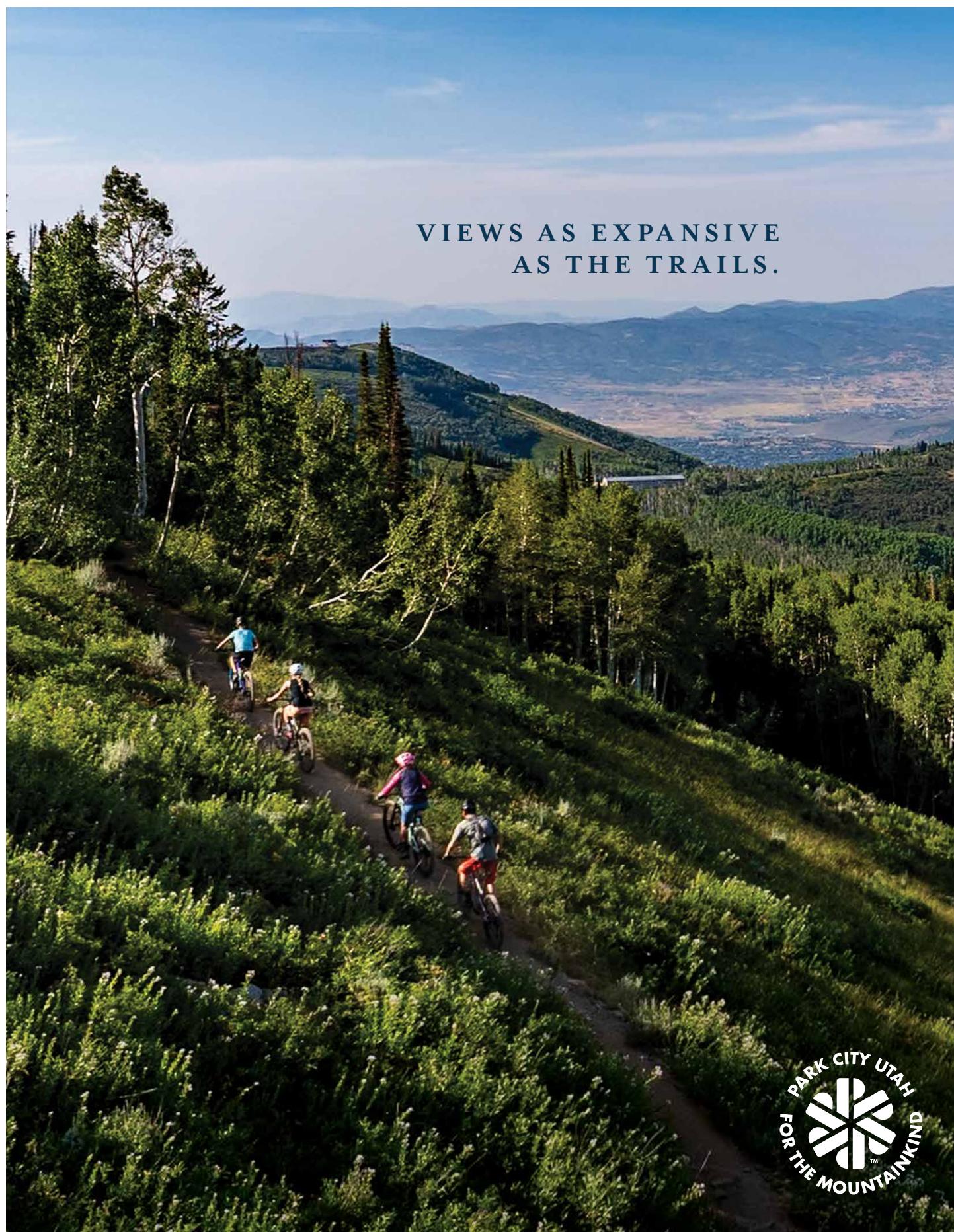
- The right balance of body fluids

inside and around cells gets regulated by electrolytes such as sodium and potassium. The concentration of sodium in your blood actually increases during exercise because you lose proportionately more water than sodium—unless you overhydrate by drinking too much plain water during extended exercise. (Bad idea!) The more you train in the heat,

the less sodium you lose because your body learns to conserve sodium (and other electrolytes).

- An effective way to help maintain fluid and electrolyte balance is to consume about 500 milligrams of

**Continued on page 6**



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**Hydration - Continued from page 5** sodium 90 minutes before you start to exercise in the heat.

That's as simple as adding extra salt to pre-exercise oatmeal, eggs, or potato before you exercise in the heat. Doing so will help retain fluid, delay dehydration, and enhance endurance.

- In general, commercial electrolyte replacers are more about convenience than necessity. Real foods like olives, pickles, and crackers with cheese after a sweaty workout can "work" as well as a commercial product. You just need to plan ahead and buy the salty foods so they are readily available (and that just might not happen...).

- Athletes who sweat heavily might lose about 500 to 700 mg sodium in an hour of vigorous exercise. While a sports drink is handy during exercise, real foods offer more sodium afterwards. (Eight ounces of Gatorade can offer less sodium than a slice of bread.) Some options for replacing sodium losses include:

Commercial Food	Sodium	Salty food	Sodium
Propel Electrolyte water, 8 oz	120 mg	String cheese, 1 stick	220 mg
Gatorade, 8 oz	110	Beef Jerky, 1 oz	600
Gu Salted Caramel, 1 gel	125	Salt on food, $\frac{1}{4}$ tsp	600
Nuun, 8 oz	150	Broth, from one cube Herb-ox	1,020

In a study with subjects who drank either whole milk, skim milk, orange juice, or a commercial replacement solution, the beverages that best retained fluids were whole and skim milk. That's because milk has a strong electrolyte content and rehydrates better than a low electrolyte beverage (i.e. plain water). Carbs, along with electrolytes, further stimulate rapid fluid absorption. For post-exercise recovery, chocolate milk is an excellent carb-electrolyte choice. Plus, it also offers protein to help repair and build muscle. And most importantly, it's yummy. Let's drink to that!

Nancy Clark MS RD CSSD counsels both fitness exercisers and competitive athletes in the Boston-area (617-795-1875). Her best-selling Sports Nutrition Guidebook is a popular resource. Visit [NancyClarkRD.com](http://NancyClarkRD.com) for more information.

## New Federal Paved Trails Planned in CA, NV, and AZ

The U.S. Forest Service plans to add a 5,000-foot Pope Beach Bike Path in the Pope Beach recreation area in South Lake Tahoe, CA, possibly with a center line and fence. This will complement the popular Pope Baldwin Bike Path. Details: [sam.gov/opp/debb5e31699e42639d0cf0eaa356507f/view](https://sam.gov/opp/debb5e31699e42639d0cf0eaa356507f/view).

And a new project is designed to improve access to Sabino Canyon Recreation Area, a popular spot to escape summer heat north of Tucson, AZ. In addition to improving parking and installing a restroom, the half-mile project will include a five-foot-wide pathway as part of the Arizona Trail, along with a kiosk with trail info. See [sam.gov/opp/9e96009244b942fc9bfc33668dd446d3/view](https://sam.gov/opp/9e96009244b942fc9bfc33668dd446d3/view).

Finally, the Federal Highway Administration is planning to build the Red Rock Trail in Las Vegas near Summerlin leading to the Red Rock Conservation Area. The paved multi-use path will go along State Highway 185 and the project includes a 210-foot pedestrian bridge. See [sam.gov/opp/2a66030c6e84430ebfab880fcc55cf3/view](https://sam.gov/opp/2a66030c6e84430ebfab880fcc55cf3/view).

-Charles Pekow

## Study: Protected Bike Lanes Drive Biggest Gains in Commuter Cycling

Protected bike lanes will encourage people to ride to work more than any other type of facility. A study examining 28 U.S. cities found that "installed protected bicycle lanes experienced bicycle commuter increases 1.8 times larger than standard bicycle lane block groups, 1.6 times larger than shared-lane marking block groups, and 4.3 times larger than block groups that did not install bicycle facilities."

The study, published in *Nature Cities*, found that both protected and buffered bike lanes (those separated from traffic by space but not barriers) helped. The study rec-

ommends that "cities that seek to boost bicycle commute mode shifts should focus on implementing low-stress bicycle facilities if they want to best facilitate the sizable population of less-confident potential riders."

The researchers suggest that future studies could examine issues such as the amount of separation, types of barriers, and the impact of isolated versus connected protected lanes.

Read The Link Between Low-Stress Bicycle Facilities and Bicycle Commuting at:

<https://www.nature.com/articles/s44284-025-00255-5>

-Charles Pekow

## CYCLING TRIVIA

## Tour de France Trivia



Tour de France cycliste : Col St Michel : [photographie de presse] / Agence Meurisse. Source: Gallica.bnf.fr / Bibliothèque Nationale de France, 1926. Public domain photo.

By **Dave Campbell**

The 112th edition of the Tour de France begins July 5 in Lille and concludes July 27 on the Champs-Élysées. The men's finish this year will be unique and perhaps favor spring classics specialists over sprinters as it will visit Montmartre and ascend the highest point in Paris, Rue Lepic three times.

The Tour de France Femmes begins in Brittany on July 26 and runs through August 3 over nine stages and 1165 kilometers. The final two stages are in the Alps with the finish at the ski resort at Châtel et Portes du Soleil. As we eagerly anticipate these events, let's test your knowledge of cycling's greatest race!

Q1. An astounding twelve riders have won the Tour de France on their debut in the great race, the most recent being Tadej Pogačar in 2020. Can you name the other eleven? Hint: There were more riders in the early years of the race!

Q2. Isaac Del Toro recently became the first ever Mexican to wear the Maglia Rosa in the Giro d'Italia and recorded the best Mexican finish in the Italian Grand Tour by finishing second in Rome. He will surely make his Tour debut in the coming years and hope to make history there as well. What is the best Mexican finish in the Tour de France?

Q3. The women's Tour, in its current incarnation (Tour de France Femmes), will be in only its fourth

edition. Who has won the most stages so far?

Q4. Who has worn the yellow leader's jersey for the most days in the Tour de France Femmes?

Q5. Many think the sprinters will not survive to the finish on the Champs-Élysées this year, but rather a lone attacker of small group will contest the finale. Looking back, when was the last time the final stage was not won in a sprint, and who was the attacking rider who won?

See answers on page 22.

Dave Campbell was born and raised in Lander, Wyoming and now resides in Bend, Oregon. A retired High School Science and Health teacher, he started writing Trivia in 1992 for Oregon Cycling News and continued the column with the Northwest Bicycle Paper. Dave also writes cycling history at "Clips and Straps" on Instagram and announces at cycling events throughout Oregon.



## CYCLING TRIVIA

## More Tour de France Trivia

By **Steven Sheffield**

The Tour de France has captivated the world for over a century, evolving from a newspaper publicity stunt in 1903 into cycling's most prestigious and grueling competition. This legendary race has witnessed extraordinary athletic achievements, survived two world wars, and created iconic traditions that have become synonymous with cycling excellence. Behind the yellow jerseys, mountain climbs, and sprint finishes lies a treasure trove of fascinating stories, unexpected origins, and remarkable records that reveal the rich history and quirky details that make the Tour truly unique. Test your knowledge of cycling's greatest race with these intriguing questions about the traditions, legends, and surprising facts that have shaped over 120 years of Tour de France history.

Q1. The maillot jaune (yellow jersey) is the most coveted prize in cycling, worn by the race leader. However, its iconic color wasn't chosen for sporting reasons. Why is the Tour de France leader's jersey yellow?

Q2. The Tour de France features several different competitions within the race, including the famous polka dot jersey for the best climber. What inspired the distinctive



Tour de France cycliste : Second place overall Nicolas Frantz leads the peloton. [photographie de presse] / Agence Meurisse. Source: Gallica.bnf.fr / Bibliothèque Nationale de France, 1926. Public domain photo.

polka dot pattern of the King of the Mountains jersey?

Q3. The Tour de France has run annually since 1903, but experienced significant interruptions during the 20th century's major conflicts. How many times has the Tour de France been canceled due to world wars?

Q4. The Tour de France has been won by riders ranging from young phenoms to seasoned veterans, but one record for youth has stood for

nearly a century. Who is the youngest rider ever to win the Tour de France, and how old was he?

Q5. While many riders have won the Tour de France decisively, one victory stands out for its sheer dominance across multiple categories. Which rider achieved the rare feat of winning the Tour de France while also claiming the points (green jersey) and mountains (polka dot jersey) classifications in the same year?

See answers on page 22.

## New Utah Bike Paths Planned as Part of I-15 Project

New multi-use trails in Utah and Juab counties, Utah got the official green light. The Federal Highway Administration and Utah Department of Transportation (UDOT) approved a reconstruction and widening project of I-15 between Payson and Rocky Ridge, which will include new bike paths. The agencies found the project will not cause significant environmental damage. Anyone who objects can file suit until Dec. 5.

Current bike facilities along the route don't meet UDOT standards. The plan includes trials on both sides of I-15 in Santaquin. Also, it calls for a "Goshen

Rail Trail/US-6 trail (to) run from Goshen to the I-15 Santaquin Main Street Interchange, paralleling Main Street (US-6) .... (A) 400 East Trail would begin at Main Street (US-6) and travel north, paralleling 400 East terminating at 12400 South. On the east side of I-15 the (plan) includes the Santaquin Highland Drive Trail. This trail would begin at Summit Ridge Parkway and travel north, paralleling Highland Drive and SR-198 before joining the planned Highline Canal Trail.

Details at <https://udotinput.utah.gov/i15santaquin#tab-63182>.  
-Charles Pekow

## Pennsylvania Uses Trail Counters to Guide Funding and Maintenance

Planning Organization (MPO) realized that it (like many other MPOs) lacked a formal method for evaluating trail use and demand, so it started a project in 2022 with six counters. It learned where and when people are most likely to use which trails.

One thing the MPO learned is that not many people ride trails at night, so it determined it should not prioritize lighting and that it could be acceptable to close trails at night. And when it learned where

the highest-use areas were, it prioritized those locations for COVID-stimulus-funded repairs and maintenance.

Read Research Pays Off: Counting on Trails: Measuring Demand on Walking and Bike Paths in Central Pennsylvania at:

<https://trnews.org/counting-on-trails-measuring-demand-on-walking-and-bike-paths-in-central-pennsylvania/>

-Charles Pekow

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<https://www.nature.com/articles/s44284-025-00255-5>

-Charles Pekow

**BICYCLE HISTORY****LeMond Tackles the Tour! Reliving Greg LeMond's 1984 Tour de France Debut**

Greg LeMond in the 1984 Tour de France. Photo © Cor Vos

By Dave Campbell

After Greg LeMond won the World Road Championship in 1983, cycling interest in America reached a level not seen since the heyday

of Major Taylor and the Six Days at Madison Square Garden. 1984 was to be the year of his Tour de France debut. CBS Sports covered the 1984 Paris-Roubaix for the first time, with special interest in the man in the rainbow jersey, but he failed

The longest race LeMond had

to finish. His spring had started well at Italy's Tirreno-Adriatico where he notched three top four finishes in the road stages, second in the final time trial, and fifth overall. The classics, however, had been a bust with 9th in Ghent-Wevelgem and 15th in Flanders. He finally showed a glimmer of form in late April, finishing third in Liège-Bastogne-Liège and then winning a stage at the Clasico RCN stage race in Colombia before disaster struck.

After returning from ten days of high-altitude mountainous racing in Colombia, he crashed hard in a small race in the Netherlands. Rushed to hospital, he was placed in intensive care for a day with one doctor even fearing brain damage. He told New York Times columnist Samuel Abt "The doctors wanted me to stay out of riding for ten days, but that would mean no Dauphiné Libéré, which meant no Tour de France". Three days later he was indeed racing at the Dauphiné, which he won in 1983, in preparation for his first Tour. Placing third in the mountainous stage five, he won the final time trial to finish third overall but well behind Colombian sensation Martin Ramirez and former teammate and four-time winner Bernard Hinault. But he was clearly ready for his first Tour and the French newspaper editors at L'Équipe listed he and 1983 Tour champion Fignon as the favorites. Hinault, who was coming back from injury and on a new team (La Vie Claire) financed by French celebrity entrepreneur Bernard Tapie, was expected to be their closest challenger.

The longest race LeMond had

ever finished was the 1982 Tour de l'Avenir, which was eleven days long but time-wise less than a third of the length of the Tour. L'Américain had started the 1983 Vuelta but lasted only sixteen stages, dropping out with bronchitis. Despite his status as reigning World Champion, he was charting new territory and turned just twenty-three a few days before the start. Riding for Renault-Elf-Gitane, he would share leadership responsibilities with recently crowned French Champion Fignon, a potentially difficult proposition. Again, he told Abt "You can always use two leaders, at least for the first week. Then we'll see who's in the best position. I know I would work for him, and I think he would work for me. I'm going to do as well as I can. I want to do the best that's possible. If I don't succeed this year, I've got five or six more tries. At my age, if I finish in the top three to five, I'll be happy. Not many people win it the first time out like Merckx or Hinault."

The previous best American finish in the race was twelfth by Jonathan Boyer the year before, and at that point he was the only American who had ridden the race. The 1984 Tour, the 71st edition, would begin on June 29 and run through July 22. Seventeen teams (seven French, two from Belgium, two Dutch, two from Spain, one from Switzerland, one from Italy, one from Portugal, and a team of amateurs from Colombia) of ten riders would contest 23 stages, 4020 kilometers, with just one rest day. There were five total time trials: a prologue, two individual tests, a mountain time trial, and a team test. There would be just one day in the Pyrénées mountains but a staggering four consecutive days in the Alps after the mountain time trial to La Ruchère.

LeMond was the only rider showing first-time jitters at the 5.4 km prologue from Montreuil to Noisy-le-Sec, forgetting to sign in and incurring a 75 franc fine. Held up by the American television crews that would hound him throughout the three weeks, he arrived late to the start ramp and was still tightening his toe straps as he received his countdown. Hinault won three seconds clear of Fignon, with LeMond in ninth twelve seconds further adrift. The enthusiastic LeMond mixed it up in the 148.5 km first stage field sprint into Saint Denis finishing ninth. The stage was won by Belgian Frank Hoste whose countryman Ludo Peeters took the yellow jersey. Greg's teammate Marc Madiot won the 250 km, seven-hour stage two with a late attack as Dutchman Jacques Hanegraaf, a teammate of Peeters, took over the yellow jersey. Madiot today directs the French FDJ.com squad and his stage would be the first of a staggering ten wins by LeMond's dominant team. Their next victory came on stage three's team time trial where they defeated Panasonic-Raleigh by four seconds but Hanegraaf of third-placed Kwantum kept yellow.

Eric Vanderaerden won another flat stage into Pau while Barteau maintained the lead as the Pyrénées loomed while LeMond visited the race doctor to have his feet treated. He suffered immensely in the seven-hour Pyrenean stage into Gouet-Neige that climbed 4500 meters. Dropped on the first climb, he showed wisdom beyond his years and didn't panic, riding his own pace and limiting his losses with the help of teammates. He eventually finished 16th losing nearly four minutes to stage winner and King of the Mountains, Robert

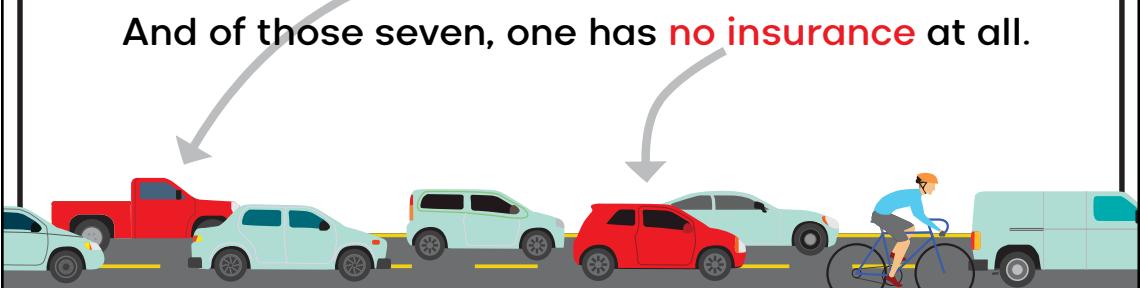
Mathieu Van der Poel's father, also on the Kwantum team took yellow with young LeMond now in sixth, just 19 seconds down. He had developed a cough, however, that would later turn to bronchitis and require him to be on antibiotics for nearly two weeks. On the 207 km stage five to Cergy-Pontoise, three "no hoppers" were allowed to break clear and gain almost 18 minutes. Portuguese rider Paulo Ferreira won the sprint, but LeMond's teammate and friend Vincent Barteau took the yellow jersey. He would not relinquish it until stage seventeen. Belgian Hoste won another sprint on stage six into Alençon with LeMond now eleventh overall. The 67 km stage seven time-trial to Le Mans was won decisively by Fignon on board his aerodynamic Gitane Delta low profile bicycle. Only sixteen seconds clear of second placed Sean Kelly, he put nearly a minute into Hinault. LeMond managed only tenth, over two minutes down and finished coughing, telling reporters "I didn't expect to be beaten by that much". He rose to eighth on GC but now trailed Fignon and Hinault significantly as well as his training partner and another race favorite Phil Anderson of Australia.

The following day's flat stage into Nantes was won by another Renault man, Fignon's close friend Pascal Jules with no change in the overall. Stage nine from Nantes to Bordeaux is the sort of thing that has been eliminated from modern tours...a 338-kilometer flat slog through the heat that took the riders nearly ten hours to complete. LeMond, known for his attention deficit difficulties told British Cycling Weekly that "Some of the older guys like those stages, but I would prefer a transfer. It's so boring riding for ten hours on such a flat route. It's not a physical thing, although you ache and get sore, but it's longer than a flight across the Atlantic, and I get so bored doing them as well!" Dutchman Jan Raas won the day, but Renault had to chase hard when LeMond missed a split in the crosswinds, which was not ideal as the Pyrénées approached, nor were his sore feet. LeMond has flat feet and unique toes and developed a large corn that required a visit to the race doctor and nearly ended his race. Custom orthotics and shoes that spread out the pressure points didn't exist in 1984, and all the riders used caged metal pedals with toe clips and straps which were especially problematic for Greg's unique feet.

Eric Vanderaerden won another flat stage into Pau while Barteau maintained the lead as the Pyrénées loomed while LeMond visited the race doctor to have his feet treated. He suffered immensely in the seven-hour Pyrenean stage into Gouet-Neige that climbed 4500 meters. Dropped on the first climb, he showed wisdom beyond his years and didn't panic, riding his own pace and limiting his losses with the help of teammates. He eventually finished 16th losing nearly four minutes to stage winner and King of the Mountains, Robert

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Belgian Ferdi Van den Haute won the short Stage 4 into Bethune and



**Greg LeMond in the Tour de France 1984.** Photo © Cor Vos

Millar. LeMond admitted he almost quit this day but wanted to honor coach Cyril Guimard's patience with him. He dropped to ninth, over four minutes behind Fignon, now clearly the team leader even though Barteau still wore yellow. Renault man Pascal Poisson won the next day's flat stage while LeMond grabbed a bonus sprint to move up to seventh, but still trailed favorites Hinault, Fignon, and Anderson. The depth and strength of Renault were on display again when team helper Pierre-Henri Menthéour won the long hilly stage thirteen from Blagnac into Rodez. On another long and hilly transition stage the following day, LeMond was caught too far back when the field split and lost another dozen seconds to Hinault, Fignon, and Anderson. Greg rode strongly the following day, however, finishing eighth and moving up to sixth overall as the race arrived in Grenoble for the only rest day at the foot of the Alps prior to a brutal final week.

The stage sixteen time-trial saw Fignon trounce everyone, including the specialist climbers. He covered the 22 kilometers that climbed 1000 meters in just over forty-two minutes while LeMond, suffering from both his sore feet and breathing problems struggled to seventeenth nearly two minutes behind which dropped him back to eighth, now six minutes behind Fignon and three minutes back of Hinault. It was in the following days, however, that Greg began to recover and show his true class, growing stronger as the race progressed. Stage seventeen to l'Alpe d'Huez was only 151 km long but gained nearly 5500 meters. Colombian amateur Luis Herrera made history with his win at the famous ski resort while Barteau finally crumbled, losing ten minutes. Fignon dropped all the other contenders to finish second and take a yellow jersey he would never relinquish. Our American hero passed a fading Hinault on the final climb to finish sixth and leap up to fifth on the GC, 8:45 back of his dominant teammate.

Fignon had spoken publicly over the winter about his American team-

mate, predicting he would leave Renault for more money and during the evening at l'Alpe d'Huez, that scenario began to unfold. When LeMond stepped out to stretch his legs after dinner, he was approached by "a woman in a black leather suit, just like in a James Bond movie. She said Monsieur Tapie would like to see you, please come with me and so I hopped on the back of her motorcycle!" Arriving at Tapie's chateau, LeMond was asked if he would "like to make more money than he ever dreamed of". The dominance of his old team had made it abundantly clear to Hinault, who planned to retire at the end of 1986, that he needed a back-up leader and LeMond was offered a million dollars over three years. It was a significant raise from the \$125,000 he was currently making at Renault, and he would eventually take the offer which subsequently improved the contracts for all riders.

On the following day's queen stage to La Plagne, an Alpine monster climbing 6000 meters in 185 km, Fignon attacked on the final climb to win solo, over a minute clear. Behind, the rejuvenated LeMond attacked, claiming third on the stage just over a minute back and clawing back nearly two minutes from Hinault. He leapt up to third and took over the white neophyte jersey from Barteau, who lost over twenty minutes. The following day's stage to Morzine was another brute, climbing 5500 meters in 185 km and the tired favorites all finished together behind solo winner Angel Arroyo of Spain. After winning the next day's mid mountain stage, Fignon had over nine minutes on Hinault with LeMond a little over a minute further adrift. After another boring 320-kilometer flat stage, the 51 km final time trial was the only significant hurdle remaining. Fignon won it just a fraction ahead of Kelly with Hinault thirty-six seconds back and LeMond in fourth just forty-one seconds down. He would roll into Paris the following day in third overall, on the winning team and in the white jersey of best young rider. His final week was stunning, with experts wondering what the talented American would do at the Tour when



**Map of the 1984 Tour de France.** Created by Andrei I. Loas, Creative Commons Attribution-Share Alike 4.0 International license

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## MECHANIC'S CORNER

### Anatomy of a Disc Brake



A well used mountain bike brake lever. The large bulge on the right is the master cylinder. The knurled dial in the lever body adjusts the brake pad contact point. The knob on the brake lever adjusts the static or resting position of the lever. Photo by Tom Jow



Inside view of a lightweight road disc caliper. One of the two pistons exposed without brake pad. The external bleed port protrudes from the top of the caliper. Photo by Tom Jow



The brake master cylinder for road bike brakes are well hidden. Photo by Tom Jow

By Tom Jow

I can still remember when one of my co-workers at Wild Rose installed his first set of hydraulic disc brakes on his mountain bike. Honestly, they seemed so complex at the time. It was difficult to see the benefits beyond the challenges. There were few frames and forks designed for the brakes. Questions like "how do we bleed these" and "why can't the rotors be true" came up with every subsequent new brand and model. Now, with the familiarity that comes with years of experience, I find bicycle hydraulic disc brakes to be a pretty simple system to use and maintain. Before we start talking about performing maintenance, let's introduce the individual parts and how they all fit together.

Working from the top down, the part we interact with is the brake lever. Nearly all brake levers have an adjustment for the static or resting position of the lever blade. This allows one lever size to fit multiple hand sizes. Fully featured brake levers will also have an adjustment

for contact point; the distance the lever moves before the pads contact the rotor. The important part of the lever is the master cylinder. The master cylinder consists of a reservoir for fluid and an internal piston.

When we squeeze the brake lever, the piston moves forward, pushing fluid into the line. This fluid movement eventually reaches the brake caliper, pressing the caliper pistons out and thus the brake pads into contact with the rotor.

The brake fluid itself could be considered a component. It is designed to meet stringent standards for performance. For reasons of proven performance, many bicycle brake manufacturers have chosen to use automotive DOT4 and DOT5 fluids. Other manufacturers chose to design their own fluids, using a mineral oil base. Due to the nature of braking, both types of fluid must be stable regarding ambient temperature, line pressure and boiling point (fluid temperature).

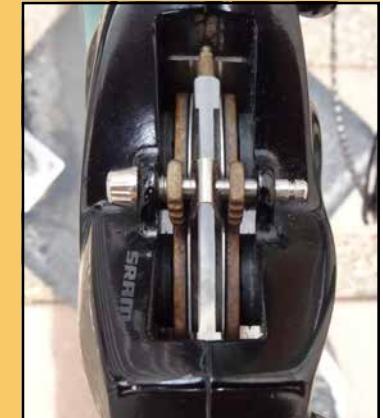
At the end of the line, so to speak,

is where the majority of the braking magic happens. The brake caliper is a block of aluminum containing the brake pads, pistons and some flexible seals. To me, these flexible seals are the magic part. As fluid moves into the caliper, the fluid pushes pistons out of their bores, moving the brake pads against the rotor to slow the bike and rider. These seals, which keep brake fluid in the piston bore under pressure, flex outward with the moving piston. When braking is complete and pressure is released from behind the piston, the seal flexes back, pulling the piston and ultimately, the brake pad, back into their resting position. As the brake pads wear, the seals allow the system to self-adjust by allowing the piston to creep out of its bore. The number of pistons in the caliper vary for purpose of the brake. For example, for road and cross-country mountain bikes where light weight is a major factor, the brakes are small with only two pistons per caliper. Heavier duty brakes, such as for downhill will be larger and heavier with four pistons per caliper. Four piston calipers will use larger brake pads, the increased braking surface area greatly contributing to increased braking power. In addition, the heavier caliper body absorbs more heat from the braking friction, allowing the system to work more effectively longer.

The true source of all this heat is

the friction of brake pads squeezing a rotor between them. To suit different performance needs, brake pads are available with different materials. For all around performance, organic/resin pads offer good bite, smooth, even modulation and quiet operation. Metallic pads, while louder and rougher feeling, offer better performance under the higher heat stresses of downhill riding. Rotors, with few exceptions, have a steel brake surface compatible with all brake pads.

As a simple, but high-tech component, hydraulic disc brakes have only a few hard rules to follow. The most important rule to follow is using only manufacturer recommended fluids. Using incorrect fluids can lead to equipment damage and a high risk of brake failure. Also, protect the brake pads because the material is very absorbent. Grease and oil can easily contaminate the pads. The two main sources of brake pad contamination are leaky piston seals (rare) and careless application of chain lubricant (common). A lesser-known rule for disc brakes is compatibility of rotors after use. The reason for this is brake pad material, by design, embeds itself into the rotor surface. Therefore, when replacing brake pads only, we must be sure to use the same pad compound or suffer diminished brake



Inside view of a heavy duty mountain bike brake. Notice the two pistons extended from the caliper body on each side behind the brake pads. Photo by Tom Jow

performance.

In terms of performance for the least amount of time spent on maintenance, for me, hydraulic disc brakes may be the winner. Sure, they may be complicated on the inside, but in operation they are simple. With no cables to adjust, I just keep them clean, and they perform.

**Next time:** My brake pads and rotors need to be replaced.

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**MOUNTAIN BIKING****The Breaks: the Newest Trail in Cedar City**

**Wolfe getting a little steezy on the way up on The Breaks. Photo by Lukas Brinkerhoff**

**By Lukas Brinkerhoff**

I'm out of breath. The slightly thinner air and cooler temps have their effect, but the reality is that I'm chasing Josh Howlin' Wolfe and when you chase the Wolfe, you will be out of breath. We've been weaving our way through the pinyons, junipers, and basalt rocks trying to keep the rubber side down while also keeping it rowdy and fast.

The trail is tight, rocky and we're climbing. The uphill is one of those where you can tell you are climbing but it doesn't ever feel like a grind. There's plenty of swooping turns, grade reversals, and rocky obstacles to keep our minds occupied and our breathing heavy.

But we didn't come for the climb.

We roll up and stop at the Schurtz Canyon Overlook. The pyramid shaped peaks are red in the morning light popping out above the pinyon and juniper trees surrounding their flanks. It feels appropriate to take

a few minutes and admire our surroundings. Schurtz Canyon opens up before us to the east and the greater Cedar Valley to the west. As we survey the views, Wolfe points out the reward for our effort, the new Breaks Trail rolls out below us. I can see its flowing singletrack and sweeping berms through the trees.

We're giddy to get droppin'.

The Breaks Trail was finished last fall but left "unopened" due to the weather and soft tread. It is now open and is a ripping riot of a trail to ride.

Trail construction in Cedar City exploded about a decade ago. The BLM, County and City all came together to plan out a trail system that would incorporate singletrack, bike paths, and trailheads. The first trails Lichen It and Lava Flow were instant hits and remain go-to favorites today. Since then, the BLM and IMBA have been building out the vision of that original plan. The Iron Hills Trail System (aka Southview) now boasts 27 trails ranging from



**Wolfe taking in the views from the Schurtz Overlook on The Breaks trail.**  
Photo by Lukas Brinkerhoff

the green and relatively flat Turnpike to the black level Bone Yard.

Located on the Southern end of the trail system, the Breaks gives riders a second option for dropping down from the Schurtz Canyon Overlook. Built a few years ago, Bone Yard was originally the only option and as an Expert Level trail, was not for everyone.

In contrast to Bone Yard, the Breaks Trail is definitely an easier ride. There are no big doubles, not a lot of rock, and the tread is wide from top to bottom. What it does share is the fast, flowy nature of its big brother. The Breaks has huge berms that allow you to carry as much speed as you dare around the corners. The swooping trail has some alternative features to keep you excited. One feature in particular is a set of rollers going into a big bermed turn. With enough speed,

those rollers can easily be turned into a double that lands you into the start of the turn where you can whip right out the other side.

The Breaks Trail adds a nice downhill that can be used for intermediate riders who want to ramp up their skills and learn the techniques needed to bomb Bone Yard. The berms are similar and there are plenty of "rollers" that can be jumped into nice transitions to show you how to leave the ground safely.

The quickest access to the trail is to start at the Pyramid Canyon Trailhead. Take Turnpike up to Elevate and then use Lava Link to get to Tombstone. Climb Tombstone and you'll find yourself at the overlook and ready to drop in. The Breaks is not directional. You should be sure to stay in control of your speed and keep an eye out for riders climbing up. Inversely, if you choose to climb

this trail, you should do your best to make your presence known.

After a couple of pics at the overlook, we're ready to drop in. Wolfe lets out one of his signature howls and off we go. I've got him to follow, but it's my first time down the trail and I'm on a loaned bike for reasons we won't go into. I'm having a riot but also struggling to keep him within eyesight. We whip down the trail giggling as the giant berms flow from one turn to the next in what feels like an endless roller coaster.

The tread is still damp from the rain that came down the night before giving us that dreamt about hero dirt. With berms the size of VW bugs and traction like Velcro, we do our best to hold as much speed through the turns as possible. At times, it feels like we are going to catch the end of our bars on the ground. Howls, giggles, and hootin' hollers are heard as we rip through the trail.

We stop a few times on the way down for high fives and shared stoke.

I know we have hit the bottom when the character of the trail goes from wide open speed to tight rocks and narrow singletrack. The Breaks is a fun, long descent, but like all downhill trails, it still seems to end a bit early. We roll back to the cars at the trailhead with grins that can only be generated by a rippin' mornin' ride.

**Getting There:**

From I-15, take Exit 57 in Cedar for Main Street.

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

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**BIKEPACKING****Bikepacking Around El Malpais National Monument**

Zuni Canyon. Scenes from bikepacking El Malpais Photo by Don Scheese

**By Don Scheese**

"So at dawn we were on the edge of a vast malpais.... It was a maze. Ye'd run out upon a little promontory and ye'd be balked about by the steep crevasses, you wouldn't dare to jump them. Sharp black glass the edges and sharp the flinty rocks below. We led the horses with every care and still they were bleedin' about their hooves. Our boots was cut to pieces. Clamberin' over those old caved and rimpled plates you could see well enough how things had gone in that place, rocks melted and set up all wrinkled like a pudding, the earth stove through to the molten core of her. Where for aught any man knows lies the locality of hell." — Cormac McCarthy, *Blood Meridian*

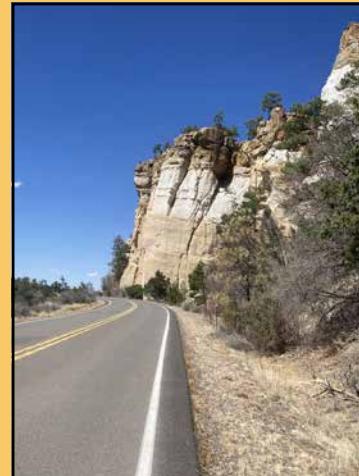
"Malpais" is Spanish for "bad lands" (pronounced mal-pie-EES). Across New Mexico and other parts of the West are lava flows that blacken and form barriers across the land. One particularly extensive malpais in New Mexico that has been set aside as a National Monument lies just south of Grants in the north-central part of the state. At 115,000 acres it is one of the larger preserved lava flows in the country. Even larger is the El Malpais National Conservation Area, which surrounds the monument on all sides and includes several wilderness areas, offering further protection from any

kind of development.

The 2774-mile long Great Divide Mountain Bike Route (GDMBR), which roughly follows the Continental Divide and runs through New Mexico, Colorado, Wyoming, Idaho, Montana, and Alberta, Canada, scrapes across the western edge of the malpais. Actually, it runs on both sides of the lava flow, the main route to the west and an alternate route to the east (more on that in a bit).

In late April 2025 I decided to bike around the malpais following the GDMBR, on a three-day bikepacking adventure of around 100 miles. Starting from the town of Grants I would make a counterclockwise loop to the southwest through Zuni Canyon, then follow the Chain of Craters Backcountry Byway if it were passable (the main route of the GDMBR), completing the loop by returning on highway 117 back to Grants on the paved alternate road.

The winter of 2024-25 had been extraordinarily dry in New Mexico as a result of La Niña and climate change. Since there had also been no recent rainfall in central New Mexico, I was hoping that the 35-mile-long Chain of Craters Backcountry Byway was dry and thus passable, since any amount of precipitation turns the red clay soils into peanut butter gumbo. A few phone calls to the National Monument and other locals confirmed my hunch. So, I loaded up my vehicle with bike, bags, gear, and



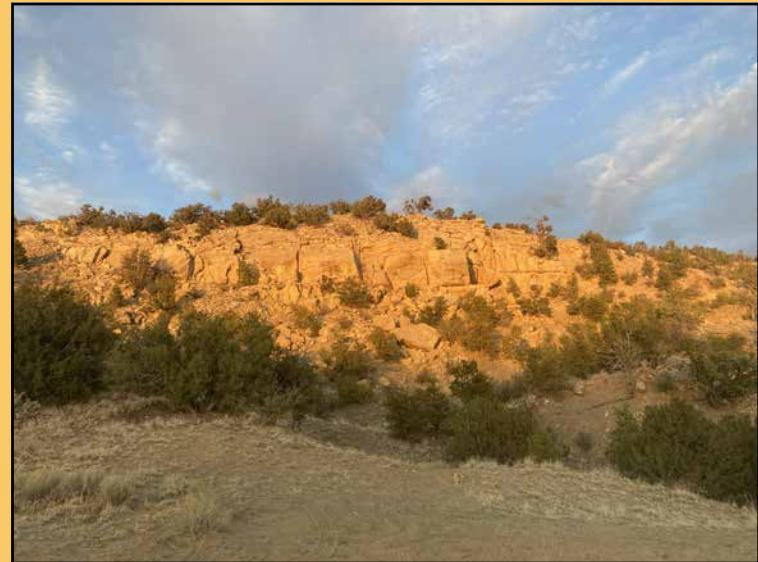
The Narrows. Scenes from bikepacking El Malpais Photo by Don Scheese

enough food for three days and set off on I-40 for Grants.

Where to park the car was the next question. New Mexico (as in many socioeconomic categories) ranks first (or last) in the country in the USA for vehicle theft, so I wanted to park in the safest place possible. I'd called ahead to an RV park about leaving a vehicle there for several days, but the guy I'd talked to was uncooperative, citing liability concerns. Across the road was a KOA so I asked the attendant there. He said yes, but it would cost \$90. Highway robbery, but I bit my tongue and paid the fee, at least relieved that I could return knowing my vehicle was there and intact upon completion of the trip. (Later I learned that another RV park in Grants, which also has a brewery, caters to cyclists and would have let me park there for a nominal fee. Lesson learned, too late as usual.)

The first leg of the route took me up Zuni Canyon, which begins as a paved road, then turns to a good gravel surface with an easy gradient of 2-3%. Colorful limestone and sandstone bluffs hemmed me in as the road twisted like a snake through the widening defile. The only problem with the route was dust stirred up by passing vehicles traveling (at least to my way of thinking) way too fast. At the first major junction I paused and, after consulting the map, decided to take the road less travelled by—and it made all the difference. Cibola National Forest Road 447 was smooth and lightly travelled, and though it was a longer route to my intended destination for the day, Ice Caves and Bandera Volcano where a private campground existed, I found it more solitary and much quieter. Ponderosa pine forest interspersed with tawny mountain meadows provided scenic quietude. I followed this idyllic stretch for about 6 miles before returning to pavement on Highway 53, where I turned west.

From there it was more good riding with a roomy shoulder and light traffic all the way to the ice caves, the only real challenges being an increasing headwind and steep 1 mile climb up to 8000' before dropping down to the turnoff. The establishment was a rustic collection of cabins, picnic tables, and hiking trails branching off to the caves and volcano. I paid my fee to the attendant, bought some pop and chips,



Sunset light at camp. Scenes from bikepacking El Malpais Photo by Don Scheese

and set up camp under a sheltered table. The few tourists milling about seemed disinterested in a touring cyclist, and I reciprocated by ignoring them too.

I turned my attention to the malpais, on which I was perched at the very edge. Evil-looking, sharp black chunks of cooled and hardened lava lay just feet from my camp. Yet surprisingly, small oaks and tall pines grew out of the lava flows, and vegetation seemed to flourish in this seemingly inhospitable environment—a conundrum I would witness continuously as I circumnavigated the monument the next few days. As Jack London and Nietzsche observed, nature's will to survive is astonishing.

After dinner I bundled up against the increasing cold temps and watched bats flit among the pines as stars twinkled through the tree canopy. Because of the extremely dry conditions, no campfires were allowed. Totals for Day One: 38 miles, 2400' of climbing.

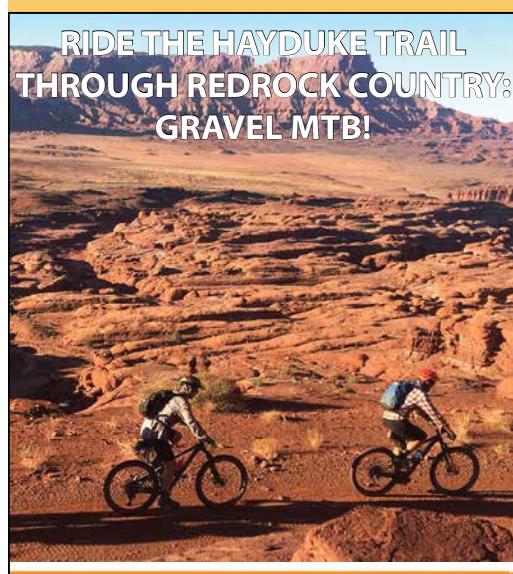
The next morning, after coffee, a pastry, oatmeal and dried fruit, I

packed up and set off to return to Highway 53, if only for a short distance. As I was leaving some old grump yelled at me, "Hey you got to pay, this ain't free camping!" And I yelled back, "I paid yesterday, \$31!" All told, I experienced less than a great vibe at this campground. I never did check out the ice caves.

Soon enough I was crossing the Continental Divide at 7882'. Then I dropped down to the turnoff for Cibola County Road 42, otherwise known as the Chain of Craters Backcountry Byway. Upon returning to gravel and dirt, I came across a sign which warned of impassable road conditions if the surface were wet. Since the area (and much of New Mexico) had not received precip in weeks, I proceeded onward, soon entering a shady ponderosa forest. Glimpses of the malpais and numerous volcanic humps, or "cerros" (Spanish for hills), appeared through the tree cover.

Around 600,000 years ago, a series of eruptions occurred, creating some thirty volcanic peaks and blanketing the high desert plain with

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**La Ventana Arch. Scenes from bikepacking El Malpais Photo by Don Scheese**

thick, sticky lava. In some places the magma piled up, forming the cerros for which the El Malpais is well-known: Cerro Candelaria, Cerro Hueco, Cerro Colorado, and so forth. The black lava field roughly forms a rectangle stretching south from Grants to Highway 117, an area 10 miles wide and 20 miles long. Over the centuries vegetation has somehow managed to gain a foothold across the malpais, creating a stark contrast between geology and biology, black lava and green coniferous forest. Again, epitomizing the principle of the will to survive.

This inhospitable landscape was inhabited on its fringes and visited some 10,000 years ago by Neolithic peoples whose descendants eventually became known as the Puebloans. 80 miles to the north lies Chaco Canyon, which from 950 to 1350 AD became the center of one of the most sophisticated prehistoric societies in North America.

Sometime around 1400 A.D. the Navajo migrated from what is now northern Canada to the Four Corners region, becoming uneasy neighbors of the Puebloans. Just to the north of the malpais rises 11,301' Mt. Taylor, which is considered sacred to the Navajo, Acoma, Hopi, Laguna, and Zuni people. In the Navajo cosmology Mount Taylor was created by First Man from soil from the Fourth World and sacred matter. It is associated with the direction south, the color turquoise, and is considered female. The supernatural beings Black God, Turquoise Boy, and Turquoise Girl are said to reside there. As part of the Navajo Creation Story, the Twin War Gods killed a giant named Yé'iiitsoh (Big God) on Mount Taylor, and his blood running down the slopes hardened to form the lava flows of El Malpais.

One of Chaco's Puebloan satellite communities was established just southeast of the malpais and is known as the Dittert Site, named after an archaeologist who excavated it in the 1940s. Architectural likenesses between Dittert and other Chacoan sites confirm it was one of the outliers of the Chacoan society, inhabited sometime between AD 1000 and 1300, then abandoned due to a serious, prolonged drought.

Today this site and other cultural areas in the malpais are visited by Acoma, Zuni, and other Puebloan tribal members as sacred places. A 7.5-mile trail, called the Acoma-Zuni route, follows a prehistoric trade



**Downtown Grants, NM. Scenes from bikepacking El Malpais Photo by Don Scheese**

diate east soared colorful sandstone bluffs hundreds of feet above the desert plain. Soon on this little-trafficked highway I passed the Narrows, where lava once flowed beneath the base of the bluffs, forming a small corridor through which human traffic threads. Some ten miles farther down, now enjoying a brisk tailwind, and needing a break from the searing sunlight, I stopped in the parking lot for the trailhead to La Ventana Arch, one of New Mexico's largest natural arches. I lay on top of a picnic table under a shelter as a few tourists passed by, who stayed well clear of the grungy, smelly cyclist. Exactly the way I preferred it.

Another five miles or so I arrived at Joe Skeen Campground, a BLM recreation site. I was more than happy to snag a good site late afternoon, with a picnic table, shelter, and fire ring (complete with a pile of ready to ignite firewood). My timing was excellent, as within an hour the campground filled to capacity. A few late arrivals looked woefully on as they passed by. One guy in a beat-up, noisy diesel van with Alaska plates pulled into my site & assumed he could camp there for the night, but I quickly informed him this was not possible. So, he circled his way around the campground, and later I could hear him bellowing from across the way, bending the ear of some unfortunate good Samaritan.

I enjoyed a peaceful night around my fire. The setting sun beautifully illuminated the bluffs behind my camp, and soon stars began to twinkle in the dark desert sky, capping a good day of riding: 58 miles, 1024' of climbing.

I was out of water after breakfast. But three miles farther down the highway was the El Malpais



**Ice Cave Scenes from bikepacking El Malpais Photo by Don Scheese**

Ranger Station, where water was available. I took advantage of the facilities to clean up a bit, chat up the friendly ranger, and tour the exhibits in the visitor center, where I learned the distinction between two different kinds of lava: A'a, fast-moving lava, and Pa'Pa, slow-moving (because much of vulcanology initially occurred in the Hawaiian Islands, the terminology is derived from the native language).

Since I was nearing civilization again, I attached a blinking tail-light to my Camelbak for better visibility. Farther down the highway I passed two more CDT hikers. "Happy Trails!" I yelled to them, but they did not look very happy, waving half-heartedly back at me, limping along under monstrous packs, again confirming my preferred choice of recreational transportation. I passed over I-25 and turned west onto old Route 66, the famous cross-country artery spanning much of the USA, now falling into disrepair due to the construction of the interstate highway system. A funeral procession featuring tens of motorcyclists roared by, interrupting the high desert quietude.

One last cruel if short uphill climb and I was cruising along on a good shoulder through downtown Grants, sadly passing numerous boarded up storefronts, sketchy motels and other businesses which had seen better days. But the town

of Grants still righteously celebrates its Route 66 heritage, and I passed several lovely parks and signs touting its place in highway and mining history.

Traffic thickened on the main drag but was manageable and respectful. As always, the distance on this last day of trundling was longer than expected, but still a relatively short 21 miles and 307' of climbing. I again crossed over I-25 and soon returned to the KOA where my Outback was safely parked. After unloading, repacking the car and washing up, I headed east back home, having ridden 118 miles and climbed 3600' total in three days. Not a bad effort on the GDMBR, and already I was thinking of future trips.

#### Resources:

- Great Divide Mountain Bike Route: <https://www.adventurecycling.org/routes-and-maps/adventure-cycling-route-network/great-divide-mountain-bike-route>

- El Malpais National Conservation Area: <https://www.blm.gov/visit/el-malpais-nca>

- El Malpais National Monument: <https://www.nps.gov/elma/index.htm>

- Chaco Culture: <https://whc.unesco.org/en/list/353/>

- Road Rides in the El Malpais National Monument: <https://www.nmtns.org/~nmtnsorg/rides/elMalpais.htm>

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## BIKEPACKING

## Round the Beav - and Beyond...



Martin Neunzert back on the highway. Photo by Martin Neunzert

**By Martin Neunzert**

On the first weekend of October 2024, I cycled a two-day interstate loop around Beaver Mountain, Utah. A huge number of MyTube videos and blogs describe ultimate bikepacking routes with low-carbon access via public transport, a wide variety of resupply points, consistently great weather, secluded wild camping spots, quiet roads without goathead stickers, hard-packed gravel, some singletrack adventure, epic climbs with stunning views, open vistas and yurts.

Of course, no such route exists, and if you paid for an app promising that, they took your money.

I had in mind an almost car-free world-class two-day G2 tour, without having to drive six hours and without feeling like I had to produce a Reb Dull suffer-fest video with drones and a rap-track.

Of course, many of you will look at my photos and conclude "You're not a real bikepacker!" Since I'm not an influencer—and cannot be influenced—I learned long ago carrying all my water in small panniers gives me the freedom to go as slow as I want, turn around if I want, go out on any spur road I want and camp wherever I want totally unconstrained by water supply issues. Your app doesn't tell you which streams are dry in late season (none of them

in this case) and which are cow-polluted (all of them in this case).

I found almost what I went looking for and came back with a conclusion I hadn't expected.

The keystone to any great tour is parking. That sets your times, and, therefore, your effort, regardless if the rest of your planning is any good.

I parked in a place I knew was free of NO OVERNIGHT PARKING signs. This constraint is becoming more common, and no app contains that information. I'm not going to tell you where that spot is because this is not a route guide. You can figure it out because you have access to all the same information I did. Would it help to know it was near where I started a backpacking trip to Mount Magog one August with an umbrella because of chucking down rain?

I had to ride on the highway for a few miles because the phrase "mixed surface" is still trending. Or whatever. Churro balls got me through.

Along the way...

...I caught just a brief glimpse of an unnamed 9,000+-foot point west of Steam Mill Peak where I passed some sinkholes while on a ski tour. There are a shedload of alpine caves in that area.

I could see the ridge east of Beaver Mountain where I talked a couple friends into skiing ridiculous breakable crust. Curiously, no one was injured.



Martin Neunzert passing Beaver Mountain Ski Resort, Utah. Photo by Martin Neunzert

**International Gravel Road Surface Scale**

- G1: Pavement, High Efficiency**
- G2: Hard-Packed Dirt, Avoidable Loose Gravel**
- G3: Moderate Amount of Loose Gravel, Some Loss of Efficiency**
- G4: Stretches of Mixed Gravel, Noticeable Loss of Efficiency**
- G5: Washboards, Considerable Loss of Efficiency**
- G6: Unrideable Loose Gravel or Sand**

Steam Mill Peak is an obvious landmark, where I once biked to clear some trees that had fallen on the trail (no chainsaw).

I saw a great panoramic view of Steam Mill Peak and Doubletop Mountain, bringing back memories of a two-day ski tour—too cold to snow.

I noticed where I started a day of mountain biking and trailwork in Steam Mill Canyon (no chainsaw).

I passed the spot where most people start to get to a yurt near Steam Mill Peak. I skied three days in that area once, only yurtless.

I remembered a time, long ago, where my wife and I did a ski tour in Sink Hollow to the Idaho border, untracked snow the whole way.

I'll not forget taking my wife backpacking to the site of the steam-powered sawmill where we found steer's head flowers (if you Google that, you'll learn it was early season and muddy).

The cut logs you see along Shorty's Cutoff Trail? Some of those are mine (no chainsaw).

Best corn skiing ever? Maybe, on a memorable April Fool's Day ascent of Steam Mill Peak. Or maybe it was just all 142 types of snow.

I still haven't figured out quite where we were when I pioneered a ski route east of Beaver Mountain and discovered the largest mountain mahogany forest in North America.

I was reminded of yet another two-day backcountry ski trip in Hells Kitchen, with an ascent of Steam Mill Peak—whipping wind all night.

Oh, and if you're bored, try Joogling "Pat Hollow crash site."

Two of my friends still talk about the best powder day ever in Long Hollow, not diminished by having to pole for three miles on a horrible beaten-out snowmobile track.

Like climbers on Chomolungma spanning crevasses, I once used an aluminum extension ladder to cross the upper Logan River for a quiet ski tour with friends.

I still have slides documenting ski touring in lower White Pine Creek with just my wife.



View across the upper Logan River, Idaho. Photo by Martin Neunzert

I still have slides documenting ski touring in lower White Pine Creek with five friends the next weekend.

Only I know where the "Lost Aspen Glades" are. Ski porn stuff, on the right day.

The point of all this? My most vivid trip memories were from human-powered adventures. This bikepack is certainly right up there. Someone will eventually create a Human Power Recreation Zone (HPRZ). Shouldn't Beaver Mountain be the world's first?

Martin Neunzert has been an advocate of human-powered sports and transportation his entire life. A 30-year career as a design engineer in northern Utah provided the means for extensive travel in the mountains and deserts of western North America. At age 55, he involuntarily obtained an honorary doctorate in blood cancer therapy. Now, when he's not outside, he grinds through doctor appointments for ongoing medical issues, including bladder cancer and a second hip replacement.

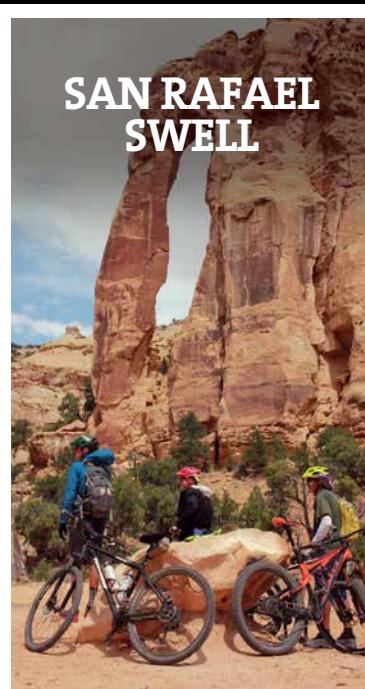
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**COMMUNITY****How the World's Largest Group Ride Got So Big**

Riding back to town with the B Group. Photo by Peter Abraham

**By Peter Abraham**

I recently visited Austin, Texas to participate in the Breakfast Club big monthly ride in person. It was an exceptional experience, and exceeded my expectations in many ways. But let me back up.

As part of my work over the last 20 years with brands in the bicycle, running and sports event businesses, I've traveled the world looking for sports brands and events that are innovative. So I have pattern recognition when it comes to interesting things in sports and community with a lot of potential. I'm constantly on the lookout for sports trends and businesses that could change the game on a global scale. Over the last 10 years or so, here are the things that were so notable to me that I dove in to start working and participating with them:

- Gravel racing
- HOKA footwear
- Canyon's DTC business
- Bentonville, Arkansas bike infrastructure

Based on my experience this weekend, I would now add Breakfast Club to this list. Why? Because they're building an onramp for new cyclists and an engaging community around bikes. The uninitiated might think many organizations are doing this. But road cycling in particular is surprisingly exclusive, elitist and almost hostile to new participants. At Saturday's ride in Austin, about 900 cyclists showed up, and 30–40% of them were female. That size and the percentage of women is unheard of in virtually all of the other group rides I've been to. While gravel races, the Black Cycling community and NICA high school MTB racing are doing a great job with inclusion, there are generally very few initiatives trying to bring new cyclists into the sport.

Breakfast Club was founded early in the pandemic and built inten-

tionally by ten or 12 enterprising Austin locals. In addition, there are a couple dozen ride leaders who keep the groups organized on the various rides. The BC events mostly take place in Austin, but there are also events in Dallas, with pop-up events farther afield in the works.

**Here's what Breakfast Club is doing right:**

**It's free:** Many cyclists love getting together with the bike community, but currently they might have to travel hundreds or thousands of miles to a gravel race to do that. How many far off events can most us afford to go to, financially or time-wise, over the course of a year? Two or three? While most cities and towns have some free, loosely organized group rides, those can be dangerous and don't usually have a social component attached. What if you could do a fun, well organized and social ride in your own backyard every week or every month all year? The run club phenomenon, which has developed over the last 10 years, is based on the same need: free and local. With BC you get 75% of the upside of a big gravel race (only missing the bib and the actual race part) without any of the expense.

BC does sell some club memberships, and they do have sponsors that help underwrite the expenses. For example the Austin Constables need to be paid for the rides they work on. I met riders who'd traveled in to Austin for the ride from Houston and Dallas, and I flew from Los Angeles. This ride really is becoming a destination event.

**Safety with logistics and law enforcement support:** There were dozens of ride leaders in matching kits, and 6–8 police cars that drove (two per group) in front of and behind each ability group. We ripped right through downtown Austin without stopping for red lights. And just the optics of having the police



Three of the hundreds of women on the ride. Photo by Peter Abraham

escorts makes the ride feel safer for both participants and for those driving nearby in their cars. On many other group rides, you're zooming through traffic on busy roads with 50–100 riders and no escort vehicles. They can be incredibly dangerous. Safety is a central pillar of the BC experience. This took on particular relevance for me, because the same day I was riding with BC in Austin, a rider tragically died in a crash on one of the group rides I do in the LA area. While riding bikes can be dangerous even in the most ideal conditions, I really appreciated this emphasis on everyone's safety in Austin.

**Separate ability groups:** This is really important. On the BC app (more on that below) you can sign up for one of 4–5 ability levels to ride with. If you're a former European pro who wants a ripping workout, great, you can jump into the A group. If this is your first-ever group ride, and you just want to try it out at slow speed, no problem, join the D or E group. Everyone is welcome here. One tell tale sign of inclusivity: the number of people I saw in tennis shoes and platform pedals. There's no shaming here because you're not riding in the "right" gear, whatever that is.

**Inclusivity and women:** I spoke to some women on the ride who told me that the BC women's group ride (called the "Babes ride") was a key onramp for them into cycling. That allowed them to join a cycling community that was not judging them or competing with them. Once they got comfortable there, they felt confident enough to join the big monthly group ride. The number of women on this weekend's ride was a revelation to me: In decades of doing group rides in the US and Europe, I've never seen anything like it. I

also heard Spanish being spoken during the ride, there are LGBTQ riders, and I had lunch with Black cyclist after the ride. My experience in participation sporting events is that they are so much more fun when you feel like "everyone" is out there. There's just more joy and more positive energy this way compared with many group rides that are mostly middle aged white males racing each other. I'm so bored with that vibe.

**Digital fluency:** We live in an always on, digital culture. That's just a fact. So I appreciate when any business or organization aligns with that. Many (most?) bicycle industry businesses are run by people my age and older who grew up before the digital era took hold in about 2000. So those businesses will forever be trying to catch up from behind when it comes to digital media and marketing. I interacted with Breakfast Club through a number of channels, including Instagram (<https://www.instagram.com/breakfastclubatx/>), a nice website (<https://breakfastclubatx.com>), their very smart app (<https://apps.apple.com/us/app/breakfast-club-rides-more/id6470088323>), Slack and Strava (<https://www.strava.com/clubs/718908>). It's not that they're everywhere, because they're not, but they're meeting the cycling community where they are. Which is in these places.

**Intentional social experience:** The actual bike ride is only part of the Breakfast Club journey. There's coffee before the ride, a big group hangout (hundreds of people at Central Machine Works) after and then the digital posts that go along with all of this. Most other group rides just sort of fade to black at the end and people ride off into the distance. These BC rides are events that



Just some of the riders hanging out post ride at Central Machine Works. Photo by Peter Abraham



The A group rolls out with police support vehicles. Photo by Peter Abraham

you plan for, you bring your friends to and look forward to seeing people there socially.

**A creative point of view:** As someone who has spent his career building experiences and designed things, I loved the way that BC includes a look and feel with everything they do, from their Pas Normal Studios kits, to their fun shirts, to the high quality app they built. Much of this work was created by Austin-based artist Will Bryant. The spirit of his work seems to align perfectly with the BC energy. Cyclists in general like design and aesthetics, yet most bike-related brands totally ignore this. BC sees this white space as a chance to build a bigger and more passionate community. Count me in.

If the Breakfast Club team can devote the time and energy to growing this community, I believe BC could be a global movement in 3–5 years. There's nobody else (that I'm aware of) doing anything like this. They are solving an important problem: how cyclists can ride safely and have fun as a group. I'll try and help them get there however I can.

**For more information:** <https://breakfastclubatx.com>

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

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

### Gear Rush - Online Consignment

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

### Go-Ride.com Mountain Bikes

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

### Guthrie Bicycle

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

### Highlander Bike

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

### Hyland Cyclery

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

### Jerks Bike Shop

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

### Jibe Cycleworks

1388 South 300 West  
Suite 700 at the Engine Block  
Salt Lake City, UT 84115  
385-481-041

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

**Racer's Cycle Service**  
Mobile Bike Shop  
Provo, UT  
(801) 375-5873  
racerscycle.net

**Ride' N Bikes**  
36 W. Utah Ave  
Payson, UT 84651  
(801) 465-8881  
https://ridenbikes.business.site

**Taylor's Bike Shop**  
1520 N. 200 W.  
Provo, UT 84604  
(801) 377-8044  
taylorsbikeshop.com

## ARIZONA

**Cave Creek**  
**Flat Tire Bike Shop**  
6032 E Cave Creek Rd  
Cave Creek, AZ 85331  
480-488-5261  
flat tirebikes.com

**Flagstaff**  
**Absolute Bikes**  
202 East Route 66  
Flagstaff, AZ 86001  
928-779-5969  
absolutebikes.net

## CALIFORNIA

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

**Dr. J's Bicycle Shop**  
1693 Mission Dr.  
Solvang, CA 93463  
805-688-6263  
www.djsbikeshop.com

**REI Berkeley**  
1338 San Pablo Ave  
Berkeley, CA 94702  
510-527-4140  
rei.com/stores/berkeley

## COLORADO

**Front Range**  
**Evergreen Bike Shop**  
28677 Buffalo Park Road  
Evergreen, CO 80439  
720-328-3726  
evergreenbikeshop.com

**Southwest Colorado**

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

**Colorado Backcountry Biker**  
150 S Park Square  
Fruita, CO 81521  
970-858-3917  
backcountrybiker.com

**Ridgway Adventure Sports**  
109 N. Lena Street  
Ridgway, CO 81432  
970-626-8500  
ridgwayadventuresports.com

**Ridgway Wrench**  
621 Cora St. Suite 102  
Ridgway, CO 81432  
970-318-0799  
ridgwaywrench.com

**Over the Edge Sports**  
202 E Aspen Ave  
Fruita, CO 81521  
970-858-7220  
otesports.com

## IDAHO

### Boise

**Bob's Bicycles**  
6681 West Fairview Avenue  
Boise, ID 83704  
208-322-8042  
www.bobs-bicycles.com

**Boise Bicycle Project**  
1027 S Lusk St.  
Boise, ID 83796  
208-429-6520  
www.boisecycleproject.org

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

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

**George's Cycles**  
312 S. 3rd Street  
Boise, ID 83702  
208-343-3782  
georgescycles.com

**George's Cycles**  
515 West State Street  
Boise, ID 83702  
208-853-1964  
georgescycles.com

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

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

**REI Boise**  
8300 W Emerald St  
Boise, ID 83704  
208-322-1141  
rei.com/stores/boise.html

**Ridgeline Bike & Ski**  
10470 W. Overland Rd.  
Boise, ID 83709  
208-376-9240  
ridgelinebikenski.com

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

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

### Victor/Driggs

**Habitat**  
18 N Main St,  
Driggs, ID 83422  
208-354-7669  
ridethetetons.com

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

### Idaho Falls

**Dave's Bike Shop**  
367 W Broadway St  
Idaho Falls, ID 83402  
208-529-6886  
facebook.com/DavesBikeShopIdahoFalls

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

### Pocatello

**Barries Ski and Sport**  
624 Yellowstone Ave  
Pocatello, ID  
208-232-8996  
barriesports.com

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

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

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Your  
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Shop!**

### Rexburg

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

### Twin Falls

**Epic Elevation Sports**  
2064 Kimberly Rd.  
Twin Falls, ID 83301  
208-733-7433  
epicelevationsports.com

### Spoke and Wheel

148 Addison Ave  
Twin Falls, ID 83301  
(208) 734-6033  
spokeandwheelbike.com

### Cycle Therapy

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

### Salmon

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

### Sun Valley/Hailey/Ketchum

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

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

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

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

**The Elephant Perch**  
280 East Ave  
Ketchum, ID 83340  
208-726-3497  
elephantperch.com

## MONTANA

**Free Heel and Wheel**  
33 Yellowstone Avenue  
West Yellowstone, MT 59758  
406-646-7744  
freeheelandwheel.com

**Summit Bike Ski**  
26 South Grand Ave  
Bozeman, MT 59715  
406-587-1064  
summitbikeandski.com

## NEVADA

**Boulder City**  
**All Mountain Cyclery**  
1601 Nevada Highway  
Boulder City, NV 89005  
702-250-6596  
allmountaincyclery.com

**ELY**  
**Sportsworld**  
1500 E Aultman St  
Ely, NV 89301  
775-289-8866  
sportsworldnevada.com

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

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

## NEW MEXICO

**Bosque Mobile Bicycle Repair**  
Albuquerque, NM  
bosquemobilebicyclerepair.com

**Fat Tire Cycles**  
421 Montaño Rd NE  
Albuquerque, NM 87107  
505-345-9005  
fattirecycles.com

## WYOMING

### Jackson Area

**Open Range Cycles**  
500 S. Hwy 89  
Jackson, WY  
openrangecycles.com  
307-201-5453

### Hoback Sports

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

### Hoff's Bike Smith

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

### The Hub Bicycles

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

### REI

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

### Teton Village Sports

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

### Wilson Backcountry Sports

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



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## WESTERN STATES

## CALENDAR OF EVENTS

## 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!

For the full year calendar, visit [CyclingWest.com](http://CyclingWest.com)!

## 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.com](mailto:radcanyonbmx@radcanyonbmx.com), [radcanyonbmx.com](http://radcanyonbmx.com)

**Desert Peak BMX** — Grantsville, UT, Outdoor Racing located on the SW corner of the Desert Peak Complex. Racing every Monday and every other Wednesday, June through October. Registration 5-7pm, Danie Radford, 385-315-0349, [Strider2rider@gmail.com](mailto:Strider2rider@gmail.com), [desertpeakcomplex.com](http://desertpeakcomplex.com), [usabmx.com/tracks/1518](http://usabmx.com/tracks/1518)

## Advocacy

**Bike Utah** — UT, Utah's Statewide Advocacy Group. They work on education and other bike related advocacy., Bike Utah , 406-498-9995, [info@bikeutah.org](mailto:info@bikeutah.org), [bikeutah.org](http://bikeutah.org)

**Salt Lake City Bicycle Advisory Committee** — Salt Lake City, UT, Meetings are the 3rd Monday of the month from 5-7 pm in the SLC Transportation Division Conference room., Salt Lake City Transportation , 801-535-6630, [bikeslc@slcgov.com](mailto:bikeslc@slcgov.com), [bikeslc.com](http://bikeslc.com)

**Salt Lake County Bicycle Advisory Committee** — Salt Lake City, UT, The SLCBAC committee

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

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

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

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

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

with the Provo/Jordan River Parkway., Juan Arce-Larreta, 801-694-8925, [parleystrail@gmail.com](mailto:parleystrail@gmail.com), [parleystrail.org](http://parleystrail.org)

**Bike Provo** — Provo, UT, Please join us every first Thursday of the month at 6 pm in the Provo Public Library (550 N University Ave) to help make Provo a more active transportation and transit friendly community., Bike Walk Provo , [bikewalkprovo@gmail.com](mailto:bikewalkprovo@gmail.com), [bikewalkprovo.org](http://bikewalkprovo.org)

**Trails Alliance of Southern Utah** — St. George, UT, TASU , [info@tasutah.org](mailto:info@tasutah.org), [tasutah.org](http://tasutah.org)

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

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

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

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

**Coalition of Arizona Bicyclists** — Phoenix, AZ, Statewide bicycle advocacy organization, Bob Beane, 602-252-0931, [cabzike@cabzike.org](mailto:cabzike@cabzike.org), [cabzike.org](http://cabzike.org)

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

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

**Bike Walk Montana** — Helena, MT, Statewide bicycle advocacy organization, Taylor Lonsdale, [bznybzbike@gmail.com](mailto:bznybzbike@gmail.com), Doug Haberman, 406-449-2787, [info@bikewalk-montana.org](mailto:info@bikewalk-montana.org), [bikewalk-montana.org](http://bikewalk-montana.org)

**Teton Valley Trails and Pathways (TVTAP)** — Jackson, WY, Promotes trails and pathways in the Wydaho area of Wyoming and Idaho., Dan Verbeeten, 208-201-1622, [dan@tvtap.org](mailto:dan@tvtap.org), [tvtap.org](http://tvtap.org), [tefonbikefest.org](http://tefonbikefest.org)

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

**Sweet Streets** — Salt Lake City, UT, SLC based advocacy group that works for safer streets, Taylor Anderson, [taylor@buildingsatlake.com](mailto:taylor@buildingsatlake.com), [sweetstreetsslc.org](http://sweetstreetsslc.org)

**Cycling Salt Lake** — Salt Lake City, UT, Advocates for better cycling of all types in Salt Lake City, County, and on the Wasatch Front. Reach out to join our email list serve., Dave Itlis, 801-574-3413, [dave@cyclingutah.com](mailto:dave@cyclingutah.com), [cyclingutah.com](http://cyclingutah.com)

**Southern Nevada Mountain Bike Association (SNMBA)** — NV, The SNMBA advocates for mountain biking across all of Southern Nevada., Alison Cormier, [info@snmba.org](mailto:info@snmba.org), [snmba.org](http://snmba.org)

**California Bicycle Coalition** — CA, CalBike advocates for equitable, inclusive, and prosperous communities where bicycling helps to enable all Californians to lead healthy and joyful lives., Kevin Claxton, [info@calbike.org](mailto:info@calbike.org), [calbike.org](http://calbike.org)

**Bike East Bay** — Oakland, CA, The East Bay's Bicycle Advocacy organization. They strive for Education, Advocacy, and Community Engagement., Bike East Bay , 5108457433, [events@bikieastbay.org](mailto:events@bikieastbay.org), [bikieastbay.org](http://bikieastbay.org)

**Walk Bike Berkeley** — Berkeley, CA, Walk Bike Berkeley , [info@walkbikewalkberkeley.org](mailto:info@walkbikewalkberkeley.org), [walkbikewalkberkeley.org](http://walkbikewalkberkeley.org)

**Mountain Bike the Tetons** — Driggs, ID, Mountain Bike Trails Advocacy in the Tetons., Chris Brule, 307-413-1998, 208-557-4332, [info@mountainbiketetons.org](mailto:info@mountainbiketetons.org), [mountainbiketetons.org](http://mountainbiketetons.org)

**Events, Swaps, Lectures**

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

**August 14, 2025 — Utah Bike Summit**, Orem, UT, The Utah Bike Summit is the state bicycle conference! Summit attendees are directly involved in cycling, planning and development, tourism, outdoor recreation, local business and bike shops, corporate brands, and healthcare. Theme: Building Connections, Empowering Communities: Active Transportation as a Solution., Bike Utah , 406-498-9995, [info@bikeutah.org](mailto:info@bikeutah.org), [bikeutah.org/summit](http://bikeutah.org/summit)

**August 23, 2025 — Bike Prom**, Salt Lake City, UT, Don your fanciest prom duds or costume, grab a date (or group, or come solo) and join a thousand friendly riders on a slow ride around SLC streets. The bike ride starts at 6:30 PM at Liberty Park (corner of 500 East and 900 South) and will end at Woodbine Food Hall (545 West 700 S, Salt Lake City, UT 84101) where we'll dance and eat the night away! The riding route will make a brief stop at the Bicycle Collective's New Hub site at 900 South and 325 West. The bike ride is approximately 3.66 miles, Donna McAleer,

801-328-2453, [info@bicyclecollective.org](mailto:info@bicyclecollective.org), [bicyclecollective.org](http://bicyclecollective.org)

**August 23, 2025 — Tour de Fat**, New Belgium Brewing's Tour de Fat, Fort Collins, CO, Tour de Fat, the greatest little show on earth, is a bonanza of bikes, beers and philanthropic fun. 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](mailto:nbb@newbelgium.com), [newbelgium.com/events/tour-de-fat](http://newbelgium.com/events/tour-de-fat)

## Gravel Races and Rides

**July 12, 2025 — Crusher in the Tushar**, Life Time Grand Prix, Beaver, UT, 70+ grueling miles exploring Southern Utah's Tushar Mountains on a mix of dirt, gravel, and asphalt. Features 10,000+ of climbing traversing Utah's highest and most scenic roads. Join us for the original mixed-surface gravel and road classic!, Treva Worrel, [crusher@events.zendesk.com](mailto:crusher@events.zendesk.com), [tusharcrusher.com](http://tusharcrusher.com)

**July 12, 2025 — Lyons-Heart Gravel Classic**, Mandan, ND, For those seeking a challenging and scenic cycling adventure, the Lyons-Heart Gravel Classic is the ultimate test. Choose from different distance options, including a challenging century (100 miles) for the experienced riders. This event takes you through the stunning landscapes of the Lyon's Den, conquering hills that will have you questioning why they say North Dakota is flat and pushing your limits. It's an excellent opportunity to set ambitious goals, challenge yourself, and experience the satisfaction of overcoming obstacles. Competing for a \$7000 prize purse might help keep the off-season motivation going as well., Melissa Marquardt, 701-221-9833, [melissa@701cycleandsport.com](mailto:melissa@701cycleandsport.com), [701cycleandsport.com](http://701cycleandsport.com)

**July 13, 2025 — Butte County Gravel Grind**, Chico, CA, Join us for an epic ride through the forests of the Colby Mountain Recreation Area! Kicking off from Butte Meadows, this fundraiser race supports our Colby Mountain Project to build an additional 40 miles of trails in the area., Chico Velo , 530-343-8356, [info@chicovelocycles.org](mailto:info@chicovelocycles.org), [www.chicovelocycles.org](http://www.chicovelocycles.org)

**July 18-20, 2025 — FoCo Fondo**, Fort Collins, CO, Whether you're into racing bikes or all day bike parties in the open range of Colorado, FoCo Fondo is your adventure. 12-mile to 118-mile options., Whitney Allison, [whitney@bikesportsco.com](mailto:whitney@bikesportsco.com), [focofondo.org](http://focofondo.org)

**July 19, 2025 — The Rift Gravel Race Iceland**, Hvolsvöllur, Iceland, The Rift is a 200 km (125 miles) off-road bike race through the dark lava fields in the highlands of Iceland. It traverses the continental rift between North America and Eurasia - a rift that grows one inch every year. The growth is evident with vast lava fields all around creating a surreal landscape. A landscape that is remote, rugged and unpredictable., The Rift , 011-354-623-3332, [info@therift.bike](mailto:info@therift.bike), [therift.bike](http://therift.bike)

**July 19, 2025 — MCBC Dirt Fondo**, Sausalito, CA, 45-mile journey from the Golden Gate to Mt. Tam and back. There is amazing scenery along the whole route and a good mix of trails, fire roads, and tarmac! Friendly faces will greet you at 4 rest stops on the way out as well as on the return and world-class support on course, including marshals, mechanics and SAG., Tom Boss , 415-456-3469, [info@marinbike.org](mailto:info@marinbike.org), [marinbike.org](http://marinbike.org)

**July 19, 2025 — Cowboy Crusher Gravel Grinder**, Glenrock, WY, Cowboy Crusher Gravel Grinder, Glenrock, WY, Nestled at the base of the Rocky Mountains, Cowboy Crusher routes cover mixed surfaces with anything from champagne gravel to whiskey welding roads and two-track. Four distances capture the spirit of this grassroots gravel event, 121/75/40/17 miles and 9,000+/6,500/3,200/ 1,000 feet of elevation gain., Tia Leshchin, 307-235-6353, 406-930-2311, [cowboycrusher@yahoo.com](mailto:cowboycrusher@yahoo.com), [cowboycrusher.com](http://cowboycrusher.com)

**July 27, 2025 — The Last Best Ride Gravel**, Whitefish, MT, 5th Annual Big Horn Sheep Long Course 92 miles, 8,000 feet climbing. Mountain Goat Short Course 48 miles, 4,800 feet climbing. Both courses offer stunning views, pristine Montana gravel, and an awesome finish line party in downtown Whitefish., Shaun Radley, 406-219-1318, [montanacyclocross@gmail.com](mailto:montanacyclocross@gmail.com), Jessica Cerra, 619-573-5176, [ridewhitefish@gmail.com](mailto:ridewhitefish@gmail.com), [therlastbestride.com](http://therlastbestride.com)

**August 1-3, 2025 — Tour de Big Bear Gravel**, Big Bear Lake, CA, Experience the ultimate summer escape at Tour de Big Bear, a weekend-long festival celebrating bikes, community, and the outdoors. Take on the gravel events: the 25-mile Dirty Cub or the 50-mile Dirty Bear, and enjoy some epic mixed-terrain fun set against the gorgeous Big Bear Lake backdrop. Once you've hit the finish line, sit back and soak up the lively festival vibes with Bikes x Brews Fest, live jams, tasty eats, kid-friendly activities, free fun rides, and more!, Chris Barnes, 951-970-6720, 909-878-0707, [bigbearcycling@gmail.com](mailto:bigbearcycling@gmail.com), [bigbearcycling.com](http://bigbearcycling.com)

**August 2, 2025 — Crooked Gravel**, Winter Park, CO, Want to ride the high alpine gravel of Grand County? Check out Crooked Gravel

in Winter Park. Choose between two separate courses, a 30 mile or a 67 mile ride, that tackle over 5,000 vertical feet on long and winding climbs, earning wide-open descents under the Colorado sky. New in 2022: The 67-mile long course will be a timed segment with a \$5,000 cash purse up for grabs., Reid Delman, 303-249-1112, [reid.delman@geminidventures.com](mailto:reid.delman@geminidventures.com), [kyla@geminidventures.com](mailto:kyla@geminidventures.com), [theridecollective.com](http://theridecollective.com)

**August 2, 2025 — Wasatch All-Road Bicycle Race**, Francis, UT, Featuring the toughest climb in gravel: the Wasatch Wall! The new courses take you through private dirt roads of Wolf Creek Ranch. Choose from 100, 58, and 31 mile courses (the mini yet bypasses the wall, phew!). Breanne Nalder-Harward, [breanne@utahgravelseries.com](mailto:breanne@utahgravelseries.com), [utahgravelseries.com](http://utahgravelseries.com)

**August 2, 2025 — Bear Howard Gravel Ride**, Flagstaff, AZ, 100 mile, 60 mile, and 30 mile Gravel Ride, prime gravel riding in the shadow of the "Peaks" of N. Arizona. Consider it a tour of Flagstaff, taking in views of Kendrick, Sifgreaves and of course the San Francisco Peaks. With 6,000 ft of elevation gain, this is no walk in the park., Dustin Phillips, [sablemind1@gmail.com](mailto:sablemind1@gmail.com), [sableevents.com](http://sableevents.com)

**August 2, 2025 — The Great Gravel Grind - Lake Tahoe**, Tahoe City, CA, The 3rd Annual Great Gravel Ride - Lake Tahoe starts and finishes at Tahoe Cross-Country Ski Area in Tahoe City, offering riders a scenic 15- or 30-mile course through meadows, forested hills, and stunning Lake Tahoe vistas. With a mix of pavement, doubletrack, and singletrack terrain, the ride features Strava segments, an aid station, raffle prizes, and a festive after-party with food and drinks. This untimed ride is a major fundraiser for the Tahoe Cross-Country Ski Education Association, with all proceeds supporting local youth programs. Live Music, Food + Drinks, and a Raffle, [TahoeXC.org](http://TahoeXC.org), 303-583-5475, [contact@tahoexc.org](mailto:contact@tahoexc.org)</

com, Clemence Heymelot, 707-560-1122, info@bikemonkey.net, rebeccasprivateidaho.com

**August 31, 2025 — Fistful of Dirt Gravel Grinder**, Cody, WY. A gravel bike race of grand proportions. With The Good (22 Miles), The Bad (65 Miles), or The Ugly (105 Miles), there will be a distance fit for everyone. Free gourmet burgers and beer on Friday for participants during packet pick-up. The race is Saturday followed by a dang good after-party featuring food trucks and live music. Janie Curtis, 307-231-0756, howdy@fistfulofdirt.com, fistfulofdirt.com

**September 6, 2025 — Morganzo 55 Gravel Grinder**, Belgrade, MT. Gravel grinder, 55 miles, unsupported. Start time: 8am, Location: corner of Dry Creek Rd & Thiesen Rd just north of Belgrade, MT, Kirk Ahlberg, info@morganzo55.com, montanacycling.net, morganzo55.com

**September 6, 2025 — Gunnison Grindr**, Gunnison, CO. An epic 118 mile race/ride starting in and finishing near downtown Gunnison, CO and follows some of Gunnison County's most challenging, remote and scenic gravel and dirt roads. If you don't have the miles but still want a challenge, The Gunn 60 (ish) and Gunn 30 will give riders a taste of what gravel riding in Gunnison County is all about. Although some paved roads are necessary, the vast majority (about 90%) of the course will be on gravel and dirt roads. Some of these roads receive little to no maintenance and can change drastically after heavy rains and/or snowfall. Riders are encouraged to be fully prepared for any and all conditions. The route is remote and therefore, will include signage to help prevent riders from getting off course., Joel Grimmel, 512-751-8940, joel@racerevolutions.com, thegunninggrinder.com

**September 6-7, 2025 — The Crippler**, Cañon City, CO, 65 Miles, 5000 Feet of Climbing, a Colorado-style gravel road race that will provide amazing scenery with panoramic views while simultaneously pushing your limits for climbing and descent., Adam Spahr, 619-780-1138, info@omnigravel.com, thecrippler.bike

**September 6, 2025 — Big Horn Road**, Gypsum, CO, Stone Sheep - 80 miles, 5K vert, Dall Sheep (e-bike friendly) - 31 miles, 1.6K vert, Jake Wells, info@bighorngravel.com, bighorngravel.com

**September 6, 2025 — Lassen Gravel Adventure Ride**, Susanville, CA. Features a variety of surfaces, including smooth gravel and technical 2-track roads. The route includes climbs, flat sections, and descents. Riders will pass through pine forests, mountain meadows, and follow the Susan River, going through two historic train tunnels on the Bizz Johnson Trail. The long course passes near two high-altitude lakes. There are three course options for different skill levels and several rest stops. The ride is 97% gravel and is not a race., Bizz , 530-310-5013, bizzrunningcompany@gmail.com, bizzrunningcompany.com/lassengraveladventureride/

**September 7, 2025 — Ride the Cog**, Hayden, CO, fundraiser for the Hayden Museum, Hayden Museum, 970-276-4380, haydenmuseum@zirkel.us, ridethecog.com

**September 7, 2025 — Dirty Buff Buffalo Bicycle Classic**, Boulder, CO, The Elevations Credit Union Buffalo Bicycle Classic is a scholarship fundraiser for CU Boulder. We have 5 road courses, 2 gravel courses and a family ride. Our Epic routes head up Boulder Canyon which is closed to traffic. Ride Bikes, Change Lives, Jenny Anderson, 303-898-8900, bbc@colorado.edu, buffalobicycleclassic.com

**September 12-14, 2025 — Mammoth Tuff Gravel**, Mammoth Lakes, CA. The short course is around 45 miles with 2,000 feet of climbing and will circle the famous caldera. The long course is around 100 miles with 8,000 feet of elevation gain and travels through the Volcanic Tableland formed by the Long Valley Caldera., Amanda Naumann, mammothtuff@gmail.com, mammothtuff.com

**September 13-14, 2025 — Mountains to Meadows**, Lost Sierra Triple Crown, Mt. Shasta, CA. The perfect blend of enduro. Grinduro Saturday with four timed stages on a mix of dirt road and singletrack over the course of 55 miles and over 8,000 feet of gain. Followed by a Sunday MTB/eDuro with up to 5 timed stages, all on beautiful and flowy Lost Sierra singletrack. On site camping and live music make for a one of a kind enduro festival. Greg Williams, willie@sierratrails.org, Sierra Trails , info@sierratrails.org, grinduro.com

**September 13, 2025 — WYO 131 Gravel Grinder**, Wyoming Gravel Grinder Series, Lander, WY. The race rolls out from the heart of Lander, Wyoming, and dives deep into the rugged beauty of the high desert and subalpine Wind River Range. With sweeping views, historic backroads, and wide open skies, this is gravel racing in its rawest, most rewarding form. 4 distances—131, 45, 75, and 131 miles—offer something for every rider. The legendary 131-mile course brings over 10,000 feet of climbing, remote stretches, and some of the finest gravel in the West. It's a true test of endurance and self-reliance. Free kids race, featuring both pedal and strider bike divisions, brings big



energy and small wheels to the start line. It's a full weekend celebration of bikes, community, and the spirit of the West., Gwen Robson, 307-330-3002, wyo131gravel@gmail.com, wyo131.com

**September 13, 2025 — Salida 76**, Salida, CO, 76 miles or km of spectacular backcountry gravel, with views, friendly competition, 3 stocked aid stations, full support, and finisher party, Jennifer Barbour, 303-503-4616, jen@shiftevents.org, Kim Nordquist, 303-249-6168, kimmordquist@msn.com, Caprice Bass, 303-720-4509, caprice@teamevergreen.org, salida76.com, shiftevents.org

**September 13, 2025 — Pinewood Showdown**, Show Low, AZ. Held at scenic Wilderness Ranch, 25, 50, or 100 mile routes, Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, zia-rides.com

## Mountain Bike

### Tours and Festivals

**Lizard Head Bike Tours** — Various, UT, CO, and More, Multiple dates - Texas, Utah, Canada, Colorado, Oregon, New Mexico, Montana, and tons of other locations! Road, MTB, Gravel Tours, John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, Lauren Lasky, 508-561-7580, lauren@lizardheadcycling.com, lizardheadcyclingguides.com

**BetterRide MTB Camp** — Various, AZ, UT, TX, CA, CO, NV. Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiency with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton, Gene and Ilse Hamilton, 970-261-1869, 435 260 7696, admin@betterride.net, betterride.net

**July 12, 2025 — Watermelon Beat Down**, New Mexico Endurance Series, Cedar Crest, NM, Unsupported epic mtb ride, nm-es.weebly.com

**August 15-17, 2025 — Jurassic Classic Mountain Bike Festival**, Lander, WY, Mountain bike Festival in Lander, WY . Demos, shuttles, clinics, group rides, parties, live music, film fest, beer, food trucks, and raffles! All skill levels welcome., Gwen Robson, 307-330-3002, fremontarearoadtour@gmail.com, Ami McAlpin, 970-394-4423, landercycling@gmail.com, Mike Dicken, 307-332-2926, jurassicclassicfest@gmail.com, jurassicclassicfest.com, landercycling.org

**September 6, 2025 — Santa Fe Big Friggin Loop**, New Mexico Endurance Series, Santa Fe, NM, Classic trails, a handful of new trails, less roads (paved or otherwise), less hike-a-bike, and generally less feedum. It will also be FULLY SELF-SUPPORTED! Bring your favorite method of water treatment, as there will not be a water drop this year., nm-es.weebly.com/santa-fe-big-friggin-loop.html

**September 14, 2025 — Banana Bell Mountain Bike Race**, Salida, CO, This classic race leads racers south out of town up a 3,000ft climb to the Rainbow trail, across the front of Methodist Mountain and back down to town, Jon Terbush, 800-466-0910, info@salidamountaintrails.org, salidamountaintrails.org

## Utah Weekly MTB Race Series

**April 16-July 30, 2025 — Weekly Race Series**, WRS, Sundance, Wasatch County, UT, Wednesday nights, April-August. Venue alternates between Wasatch County sites and Sundance, 5:30 pm Racer check-in and 6:30 pm prompt start time. Pros/Experts 1hr race time, Sports 50mins, Beginners 30-40mins., WRS Races, 435-565-4602(Wasatch), 801-223-4849 (Sundance), races@weeklyraceseries.com, weeklyraceseries.com

**May 20-August 13, 2025 — Mid-Week Mountain Bike Race Series**, Wasatch Front, Wasatch Back, Salt Lake Valley, Utah Valley, UT, Tuesday, Wednesday, and Thursday nights. Locations TBD. Fun, competitive mountain bike racing for all ages and abilities. XC races and Mini Enduro races, Bike Utah , 406-498-9995, info@bikeutah.org, mid-weekmtb.com

## Regional Weekly MTB Race Series

**May 28-July 16, 2025 — Sturgis Music On Main Mountain Bike Series**, Sturgis, SD, Experience the warm summer evenings out on the local bike trails by participating in the 7th Annual Music On Main Mountain Bike Race Series each Wednesday evening starting at 6:00 PM at Harley Davidson Rally Point, no entry fee, Joe Etzkorn, 605-720-4046, xtremedakotabicycles@outlook.com, officialsturgisseries.com/event/mountain-bike-race-series

**June 11-July 16, 2025 — Missoula MTB League**, Missoula, MT, Various courses, May 8, 15, 22, 29 June 5, 12, 19, 26, 2024. Eight weeks of mountain biking in the evenings. Free mountain bike race series. Fun divisions for all abilities. Top 3 pick from the prize table. Relaxed

and fun. Potluck post race., Shaun Radley, 406-219-1318, montanacyclocross@gmail.com, montanacyclocross.com/events/

## Utah Mountain Bike Racing

**July 12, 2025 — Battle at SoHo ICUP**, Intermountain Cup, Midway, UT, Margaret Gibson, 435-229-6251, Margaret@ride-southernutah.com, intermountaincup.com

**July 19-20, 2025 — Big Mountain Enduro**, Big Mountain Enduro Series, Brian Head, UT, BME Stop #5: Revered for its incredible gravity fed descents, technical single track, and access to hundreds of miles of scenic back country trails beyond the resort boundaries, Brian Head's lift served terrain is accessible to beginner through advanced level riders, Robert Herber, robert@bigmountainenduro.com, bigmountainenduro.com

**July 26, 2025 — Eden Epic**, Eden, UT, On the trails above beautiful Orogen Valley, the Eden Epic is a truly "epic" mountain bike adventure. With a focus more on the adventure than the finishing times, this is an epic adventure that has a place for those looking to push themselves., Clay Christensen, 801-224-0399, info@enduranceutah.com, edenepic.com

**July 26, 2025 — Odyssey at Brian Head Endurance**, Intermountain Cup Endurance Series, Brian Head, UT, The Odyssey takes what was the idea of the Brian Head Epic and twists it into a crazy hard day that will have you giggling on the flowy descents and cursing on the climbs. It will challenge you both technically, physically, and mentally. It's 47 miles with 6900 feet of elevation gain incorporating the ripper descents of Dark Hollow and Bunker Creek, the rugged Lowder Ponds trail and plenty of climbing in between all above 8500 feet. It will most likely be one of the most challenging and most fun days you've ever had., Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, intermountaincup.com

**August 1-2, 2025 — Abajo (Blue Mountain) Enduro**, Monticello, UT, Two day, three stage race in the Abajo Mountains by Monticello Utah. Stage 1 starts Friday afternoon. A shuttle will be provided from the end of each stage to the start of the following course or to the parking area for the stage., Dustin Randall, 435-590-2741, info@roamutah.com, roamutah.com/abajoeenduro

**August 9, 2025 — The Rage at Snowbird ICUP**, Intermountain Cup, Snowbird, UT, XC race. Snowbird has done a great job with some new trails and creating trails for real MTB racing with a great mix of fast flowy single track, service roads, and a few short technical sections to keep you on your toes. 5-25 miles, 570' elevation gain per lap. Beginning just above the Tram Plaza at Snowbird Center on the dirt road, this 5.1 mile course offers up approximately 570ft of climbing per lap., Margaret Gibson, 435-229-6251, Margaret@ridesouthernutah.com, intermountaincup.com

**August 10, 2025 — Flyin' Brian Downhill**, Go-Ride Gravity Series, Brian Head, UT, Ron Lindley, 801-375-3231, info@utahdh.org, go-ride.com, utahdh.org

**August 30, 2025 — Park City Point 2 Point**, Park City, UT, A true point 2 point race! Thanks to the plethora of trails in this area, the race is never on the same trail twice. Over 90% of the race is single-track. 75 miles & 12,000ft of climbing., Jay Burke, 801-330-3214, racepoint2point@gmail.com, thepcpp.com

**September 7, 2025 — Tour des Suds**, Park City, UT, Presented by Level Crossing Brewery, this is a 7-mile mountain bike climb starting at City Park. Go hard and treat it like a legit mtb race (yes, there are awards) or a crazy costume party on bikes. Either way, it's 2,700 of vert straight up to the finish line at the top of Guardsman Pass. No e-bikes please., Ginger Wicks, 435-640-1168, ginger@mountrails.org, mountrails.org, mountrails.org

**Regional Mountain Bike Racing**  
ID, WY, MT, NV, AZ, NM, CO, MT, OR, WA, CA and Beyond

**July 12, 2025 — Whit Henry's Galena Grinder**, Knobby Tire Series, Galena Lodge, ID, XC/ Marathon, 40 mile loop; Pro/Expert/SS, 25 mile loop; Sport/Clydesdale, 20 mile loop; Beginner, 10.5 mile loop; and Youth with a 5 mile loop., Alex Phipps, 208-841-4120, alex01phipps@gmail.com, twistedturtleracing.com

**July 12-13, 2025 — Big Mountain Enduro**, Big Mountain Enduro Series, Tamarack Resort, ID, BME Stop #6; Robert Herber, robert@bigmountainenduro.com, bigmountainenduro.com

**July 12-13, 2025 — Downhill Rockies**, Trail Party, Crested Butte, CO, Downhill race, Trail Party, TrailPartyMTB@gmail.com, trailparty.com

**July 13, 2025 — Silver Rush 50**, Leadville Race Series, Leadville, CO, At 10,000-12,500 feet above sea level, this challenging 50 mile out-and-back course takes racers through the historic mining district on Leadville's East side. This race is known for its long, lung-burning climbs and rocky, steep terrain. Solo or Tandem 50m., Leadville Trail 100 Qualifier., Tamarack Jenlink, 719-219-9364, Tjenlink@lt.life, leadvilletrailseries.com

**July 14-20, 2025 — USA Cycling Endurance MTB National Championships**, Roanoke, VA, USAC Events , 719-434-4200, nationalevents@usacycling.org, usacycling.org

**July 16, 2025 — Mid Week Melee**, Morrison, CO, Three distances to choose from including: the Elite Mini Course (1.3 miles), Short Course (4.3 miles), and Long Course (4.8 miles)., Dave Muscianis, 303-817-6523, events@ratracing.com, ratracing.com

**July 18-20, 2025 — Pomerelle Pounder Downhill**, Go-Ride Gravity Series, Albion, ID, Two USAC sanctioned downhill races in two days., Ron Lindley, 801-375-3231, info@utahdh.org, go-ride.com, utahdh.org

**July 19, 2025 — Butte 100**, Butte, MT, Continental Divide Trail, Single Track, Big

Sky Country, 100 and 50 mile options, and a Sorini 25 mile option. 14th Annual, Stephanie Sorini, 406-490-7632, stephaniesorini@butte100.com, butte100.com

**July 19, 2025 — Tahoe Trail 100**, Leadville Race Series, Northstar, CA, Ride 50K or 100K of rocky summits, breathtaking pine forests and beautiful Lake Tahoe views. 100K riders can qualify for the Leadville Trail 100 MTB, Josh Colley, 719-219-9357, youphoriacontact@gmail.com, Todd Jackson, 530-546-1019, todd@bigblueadventure.com, tahoetrailmtb.com, youphoriaproductions.com

**July 19-20, 2025 — 24 Hours in the Enchanted Forest**, N24, Albuquerque, NM, Everything that you want from a 24 Hour Race. We have an amazing course with epic singletrack winding through meadows, pines and aspens. The Zuni Mountains outside of Gallup, NM are a great place to ride. We have an awesome venue in the ponderosa pines with plenty of space to hang out with

friends and family and hang your hammock, great party atmosphere with vendors, movies, food, kids activities, and fun for everyone., Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, ziarides.com

**July 19, 2025 — Tahoe Trail**, Leadville Race Series, Northstar Village, CA, Leadville Qualifier. The Tahoe Trail 100 offers athletes a 2-loop, 50 kilometer course filled with beautiful views of Lake Tahoe., Tamara Jenlink, 719-219-9364, Tjenlink@lt.life, leadvilletrailseries.com

**July 19-20, 2025 — Downhill Rockies: Purgatory**, Trail Party, Durango, CO, Downhill race, Trail Party , trailpartytm@gmail.com, trailparty.com

**July 19, 2025 — Race Rendezvous**, XC Mountain Bike Race Series, Winter Park, CO, XC race. There is a category for everyone from junior riders to professional racers - even first time racers., Jen Miller, 970-726-1570, jmliller@winterparkresort.com, winterparkresort.com/things-to-do/competition



Building Connections,  
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**Active Transportation  
as a Solution**

Join us August 14, 2025, at Utah Valley University for Utah's statewide bicycle conference—bringing together riders, advocates, planners, and leaders to share ideas and build a more bike-friendly future.

## KEYNOTE SPEAKER



### Dr. Lawrence Frank

Dr. Lawrence Frank explores how urban design and transportation impact public health—drawing on 35 years of leading research. He coined the term "walkability" in the early '90s, and his work led to the creation of WalkScore.

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center/summer-programs/winter-park-classics-bike-race-series

**July 25-28, 2025 — Leadville MTB Stage Race**, Leadville Race Series, Leadville, CO, 100M (100 miles over three days), Team Option. Experience the legendary Leadville Trail 100 course over three days. Push the pace to see what you're made of, or use the stages to prepare or qualify for the Leadville Trail 100 in August. This is one amazing party, with daily stage prizes, raffles, unmatched swag, food, beer and live music., Tamara Jenlink, 719-219-9364, TJenlink@ltlife, leadvillerace-series.com

**July 25-27, 2025 — Brundage MTB Races**, Tentative dates, Knobby Tire Series, McCall, ID, STXC, XC, Endurance, NICA, Downhill races, Alex Phipps, 208-841-4120, alex1@phipps@gmail.com, twistedturtleracing.com

**July 25-27, 2025 — NW Cup Downhill Series (Silver Mountain)**, Northwest Cup Downhill Series, Kellogg, ID, Downhill race, Held at Silver Mountain Bike Park, Friday will be open practice, Saturday will be split practice by category, Pro/JuniorX seeding Saturday evening, Sunday racing all categories, Scott Tucker, 360-797-4288, scott@nwcup.com, nwcup.com

**July 26, 2025 — Laramie Range Epic**, Laramie, WY, The Laramie Range Epic (Formerly the Laramie Enduro) will have two course options, 30/60ish miles. 80% singletrack from smooth and flowy to steep and technical. Choose the One & Done to do one lap, or, the Laramie Range Epic to do two laps. Aid stations with fresh food, water and performance nutrition. Legendary after-party with live music, awards, cash pay-outs, raffle, free refreshments and warm, fresh food! Limited on-course camping and room specials, Dewey Gallegos, 307-742-5533, laramierangegeric.com

**July 26, 2025 — Snowmass 50**, Snowmass, CO, This race will highlight a 25 mile singletrack loop, ascending 5000 feet. Solo competitors will have the option of 1 or 2 laps while teams of 2 can race 1 lap each., Aspen Snowmass , 970-923-1227, contact@aspensnowmass.com, aspensnowmass.com/while-you-are-here/events/audi-power-of-four-mountain-bike

**July 26, 2025 — Colorado State MTB Championship**, Copper Mountain, CO, , Dave Muscianisi, 303-817-6523, events@rattleracing.com, rattleracing.com/event/fangrando/

**July 31-August 3, 2025 — USA Cycling Gravity MTB National Championships**, Henderson County, NC, USAC Events , 719-434-4200, nationalevents@usacycling.org, usacycling.org

**July 31-August 3, 2025 — USA Cycling Gravity National Championships**, Big Bear Lake, CA, USAC Events , 719-434-4200, nationalevents@usacycling.org, usacycling.org

**August 1-2, 2025 — Trestle Gravity Series: Races 1 and 2**, Trestle Gravity Series, Winter Park, CO, Jen Miller, 970-726-1570, jmiller@winterparkresort.com, winterparkresort.com/things-to-do/competition-center/summer-programs/trestle-gravity-series

**August 1-3, 2025 — NW Cup Downhill Series Summit Bike Park**, Northwest Cup Downhill Series, Snoqualmie Pass, WA, Downhill race, Scott Tucker, 360-797-4288, scott@nwcup.com, nwcup.com

**August 1-3, 2025 — Tour de Big Bear**, Big Bear Lake, CA, Get ready for an epic cycling weekend at the 2025 Tour de Big Bear! Nestled in the picturesque San Bernardino National Forest, this event promises an unforgettable weekend and cool summer rides at 6,752 feet. This year will feature all-new XC mountain biking events!, Chris Barnes, 951-970-6720, 909-878-0707, bigbearcycling@gmail.com, tourdebigbear.com

**August 2, 2025 — Pierre's Hole MTB Race**, National Ultra Endurance Series, Alta, WY, The 100 K category will be capped at 250 racers and the 50 K category at 300 racers. There will not be a 100-mile race this year. The racecourse is on an IMBA Epic trail at Grand Targhee. The 100 k is a part of the NUE marathon series race, Tony Ferlisi, 307-690-3952, ferlisi11@gmail.com, nuemtbs.com

**August 2-3, 2025 — Emerald Mountain Epic**, Mountain Town Challenge Series, Steamboat Springs, CO, A mountain bike race/trail running race over 26 miles of beautiful Routt County singletrack with a total of roughly 3,500ft elevation gain. Solo (two laps) and duo team (one lap per rider) options available., Sarah Glassmeyer, 712-898-6571, racedirector@emeraldmtnepic.org, emeraldmtnepic.org

**August 2-3, 2025 — Maah Daah Hey 100**, Medora, ND, The Maah Daah Hey 100 race course takes you across one of the most majestic single-track adventures in the world, with miles of uninterrupted trail through the heart of the rugged Badlands. Make no mistake, this event will push competitive riders to their limits while giving every participant an experience they will remember for the rest of their lives., Nick Ybarra, 701-570-9138, nick@experiencecleveland.org, experiencecleveland.org

**August 4, 2025 — Battle of the Grommets**, Winter Park, CO, Youth gravity race, Jen Miller, 970-726-1570, jmiller@winterparkresort.com, winterparkresort.com/things-to-do/

competition-center/summer-programs/winter-park-classics-bike-race-series

**August 7-10, 2025 — Downieville Classic**, Lost Sierra Triple Crown, Downieville, CA, Race or ride the epic 26.5 mile point-to-point cross-country to the Sierra Crest and back to town, or take in a double dose with 15 miles of the Downieville Downhill in the All Mountain World Championships, followed by an epic party. Named one of the top 10 mountain bike festivals by Outside magazine., Greg Williams, willie@sierratrails.org, Sierra Trails , info@sierratrails.org, downievilleclassic.com

**August 9, 2025 — Leadville Trail 100**, Leadville Race Series, Leadville, CO, One of the most notorious and challenging bike races in the world. 100 mile out-and-back., Tamara Jenlink, 719-219-9364, TJenlink@ltlife, leadvilleraceseries.com

**August 9, 2025 — Enduro Pescado Whitefish Enduro**, Montana Enduro Series, Whitefish, MT, Montana Enduro Series , contact@montanaduro.com, Eric Sivers, eric@montanabicycleguild.org, montanaduro.com

**August 9-10, 2025 — Big Mountain Enduro**, Big Mountain Enduro Series, Granby, CO, , Robert Herber, robert@bigmountainenduro.com, blgmountainenduro.com

**August 10, 2025 — Colorado Trail Race**, Durango, CO, Group Start 4 AM, a self supported bike ride on the Colorado Trail, Jete Braham, JWOOKIEONE@HOTMAIL.COM, jwookeone.com

**August 16, 2025 — York 38 Special**, York, MT, Ride 38 or 76 miles on single track, gravel, and Forest Service roads through breathtaking scenery in the Helena National Forest gaining 3000 vertical feet! Benefit for York Fire Rescue, York Fire Rescue , york38special@gmail.com, york38special.org

**August 16, 2025 — Tipperary**, XC Mountain Bike Race Series, Winter Park, CO, XC race. There is a category for everyone from junior riders to professional racers - even first time racers., Jen Miller, 970-726-1570, jmiller@winterparkresort.com, winterparkresort.com/things-to-do/competition-center/summer-programs/winter-park-classics-bike-race-series

**August 16, 2025 — The Cariboo Jack**, Teton Valley, ID, 1 day, 3-4 stage, blind-format, backcountry enduro race through the mountain wild of the Caribou-Targhee National Forest that will leave you with a good story., Chris Brule, 307-413-1998, 208-557-4332, info@mountainbiketetons.org, mountainbiketetons.org

**August 16, 2025 — GloriDays - MTB Camp Weekend**, Glorieta, NM, Bike Camp bike races, live music, food trucks, games and activities for the kids hosted by our NICA NM friends, Revolution Enduro races too, Seth Bush , 505-554-0059, IDCapitan@ZiaRides.com, ziarides.com

**August 16-17, 2025 — Downhill Rockies**, Trail Party, Keystone, CO, Downhill race, Trail Party , trailpartymtb@gmail.com, trailparty.com

**August 17, 2025 — Idaho Senior Games**, Eagle, ID, Held at Eagle Cycle Park, Cross Country and Hill Climb events, Mike Thornton, 208-861-8000, idahoseniorgamesinfo@gmail.com, Katie Headrich, 951-733-5198, katie@omnigoevents.com, Stewart Hindman, 208-461-8877, idahosg.cycling@gmail.com, idahosg.cycling@gmail.com

**August 23, 2025 — Big Sky Biggie**, Big Sky, MT, Starting in Big Sky's Town Center (Meadow Village) and climbing into the scenic views from Lone Peak and Buck Ridge, riders will ride some of the area's most exhilarating (and challenging) pieces of single-track, double-track, gravel roads and the occasional paved segment, Natalie Osborne, 907-223-0858, natalie@bigskybiggie.com, bigskybiggie.com

**August 23, 2025 — Lake City Alpine 50**, Lake City, CO, This lung-busting race will take you by the iconic Lake San Cristobal before climbing through the alpine tundra to the two of the highest passes in Colorado: Cinnamon Pass (12,640 feet) and Engineer Pass (12,800 feet). The race will feature over 7,500 feet of climbing through some of the most incredible sections of the San Juan Mountains. This is a USA Cycling sanctioned event. benefit the Town of Lake City and the Lake Fork Valley Conservancy., Michael Fleishman, mike@lakelifealpine50.com, lakecityalpine50.com

**August 23, 2025 — Bear Jaw Groove**, Flagstaff, AZ, 6 Hour MTB Relay (Single, Duo, Quad) and 11 Mile Showdown, 22 Mile Sprint, 33 Mile Endurance, and the 44 Mile Ultimate. Categories: analog, singlespeed, E-bike, and adaptive, Steve Sanchez, 602-639-0063, Stevie@bearjawaz.com, bearjawevents.com

**August 29-31, 2025 — Trestle Gravity Series: Downhill Race 3, 4, and 5**, Trestle Gravity Series, Winter Park, CO, Jen Miller, 970-726-1570, jmiller@winterparkresort.com, winterparkresort.com/things-to-do/competition-center/summer-programs/trestle-gravity-series

**August 30, 2025 — Rendezvous Enduro**, Montana Enduro Series, Teton Village, WY, Montana Enduro Series , contact@montanaduro.com, Eric Sivers, eric@montanabicycleguild.org, montanaduro.com, montanabicycleguild.org

**August 31, 2025 — Dakota Five-0**, Spearfish, South Dakota, 50 miles, A lollipop loop, begins in Spearfish City Park with a mass,

neutral roll out, and leaves town to the west up Tinton Road., Perry Jewett, 605-641-4963, ridgeriders@blackhills.com, dakotafitveo.com

**September 2, 2025 — Battle of the Grommets**, Winter Park, CO, Youth gravity race, Jen Miller, 970-726-1570, jmiller@winterparkresort.com, winterparkresort.com/things-to-do/competition-center/summer-programs/winter-park-classics-bike-race-series

**September 5-7, 2025 — NW Cup Downhill Series Finals** Stevens Pass Bike Park, Northwest Cup Downhill Series, Stevens Pass, WA, Downhill race, Scott Tucker, 360-797-4288, scott@nwcup.com, nwcup.com

**September 6-7, 2025 — Vapor Trail 125**, Salida, CO, 125 miles, 20,000 feet of climbing, 10 pm start, singletrack, Vapor Trail , cpcilc29@gmail.com , vaportrail125.com

**September 6, 2025 — Race the Rails**, Ely, NV, Race the train in Ely! Fun for the whole family! Race a coal fired steam engine that is over 100 years old. The event will accommodate both road and mountain bike riders of all ages., Kyle Horvath, 775-289-3720, kyle.horvath@elynevada.net

**September 6-7, 2025 — Downhill Rockies**, Trail Party, Angel Fire, NM, Downhill race, Trail Party , trailpartymtb@gmail.com, trailparty.com

**September 13, 2025 — Pocatello Fall Ultra**, Pocatello, ID, Join us for the premier ultra mountain bike race in Southeast Idaho. Participate in a 100K or 50K ride in one of America's best mountain biking areas. 100K RACE- Over 9,000 ft. of elevation gain- Over 45 miles of singletrack on the 100K course.- Looped course, 80% Singletrack50K RACE- Over 6,500 ft. of elevation gain- Looped course, all singletrack., Scott Peterson, 208-681-6910, Scott@petef@mail@gmail.com, pocatellofallultra.com

**September 14, 2025 — The Banana Belt**, Salida, CO, Forty miles of supremely crafted singletrack in Salida. This isn't about white-knuckle terror or boring fire roads - it's about that sweet spot challenge. Endurance MTBing you've been asking for. Part of the Salida Bike Fest!, Jennifer Barbour, 303-503-4616, jen@shiftevents.org, Caprice Bass, 303-720-4509, caprice@teamevergreen.org, baileyhundo.org

**September 14, 2025 — Road Race Series**

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

**DL (DMV) Critérium** — Utah Crit Series, West Valley City, UT, Weekly Training Crit at the Driver's Training Center, 4700S, 2780W., A filete - 6 pm, B filete between 6:45 and 7:05, Call for information regarding C filete. Wednesdays April - August, Marek Shon, 801-209-2479, utcritseries@gmail.com, utah-critseries.com

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

**Logan Race Club Thursday Night Time Trial Series** — Logan, UT, Thursdays. 11 series consisting of 18 races on five different courses, with weekly and end-of-series prizes. Check the website for the location of the weekly course., Stephen Clyde, 435-750-8785, swc@mdsc.com, Ben Kofead, bennhof@hotmail.com, Travis Dunn, travis.dunn@usu.edu, loganraceclub.org

**Utah Road Race Series** — Utah Crit Series, Salt Lake City, UT, Fridays, Marek Shon, 801-209-2479, utcritseries@gmail.com, race2wheels.com

**April 29-July 15, 2025 — Utah Crit League**, UCA Series, Various, UT, Tuesday night criteriums, Dirk Cowley, 801-699-5126, dcowley@RaceDayEventSoftware.com, utahcyclingevents.com, utahcritleague.com

**Utah Road Racing**

**July 12, 2025 — Cache Gran Fondo**, Suarez Gran Fondo National Series, Logan, UT, Qualifying event in the Western US for the USA Cycling Gran Fondo National Championship, and a true Gran Fondo where riders of all abilities are invited to participate. Choose from distances of 35, 53, 76 and 104-mile courses on Saturday through a fun, low-traffic, and scenic route in Cache Valley, UT. The finish is a festival for all riders, with race prizes, recreational rider prizes, and rewards for the best in the nation., Michael Cooley, 208-371-5175, mike.cooley1958@gmail.com, boiseitwillightcrit.com

**July 26, 2025 — Asayi Bike Race**, Tour de Rez Cup, Asayi Lake Tribal Park, NM, 20.6 mile paved course from the Asayi Jct to Hwy 12 just north of Navajo, on to Crystal Jct and finally on NM Hwy 134 to Narbona Pass. The first portion of the route is scenic, among the red rock buttes and towers of the area, and the final climb to the top finished at one of the iconic spots on the Nation! 5K bike road race for youth ages 12 and under, Tom Rigganbach, 928-429-0345, chuskaman@yahoo.com, navajojoys.org, bikesignup.com/Race/NM/Navajo/AsayiBikeRace

**August 2, 2025 — Audi Denver Littleton Twilight Criterium**, Littleton, CO, Now in its 12th year, the Audi Denver Littleton Twilight Criterium and Arts Festival is a one-day race through Historic Downtown Littleton and is proud to be part of the Gold Rush Omnium: 5 Days, 5 Races, 5 Cities, Arts festival tool, Alexandra Vander Pol, 303-519-2006, avanderpol@littletoncrit.org, Sabra Nagel, racedirector@littletoncrit.org, littletoncrit.com

**August 3, 2025 — Patterson Road Race**, VeloPromo/California Cup, Tracy, CA, Robert Leibold, 209-604-1354, velopro1@gmail.com, velopromo.com

**August 9, 2025 — Lamoille Canyon Hill Climb**, Lamoille, NV, Road Race hill climb, 12 miles, 3000 ft hill climb in Ruby Mountains. Race starts at 9 am. Post event picnic and awards in Lamoille Grove, 11:30am, Gayle Hughes, 775-753-7789, 775-934-4532, nveloveloco@gmail.com, Jon Powell, 775-385-4938, elkoeloco@elkoeloco.com, elkoeloco.com

**August 9, 2025 — The Broadmoor Cycle to the Summit Race and Gran Fondo**, Colorado Springs, CO, This is an epic hill climb on Pikes Peak America's Mountain, starting at 9,390 feet and finishing 12.42 miles later at 14,115 feet with an elevation gain of 4725 feet. There is a timed race and Gran Fondo, with waves starting at 6:13 am, Cycling , 719-634-7333, info@thesportscorp.org, Jeff Mosher, 719-634-7333 Ext 1005, jeff@thesportscorp.org, coloradospringssports.org

**July 26, 2025 — Mirror Lake Highway Road Race**, UCA Series, Kamas, UT, 150 miles across some amazing country roads and

up Mirror Lake Hwy thru beautiful pine and aspen forest, across the highest paved pass in Utah at 10,700 feet, and back on country roads in wide open country. It is a road race, a gran fondo (for those who only want to ride) and can be done as 2 or 3 person relay. Fully supported, Start and finish in Kamas, Troy Huebner, 801-427-0852, troy.huebner@tealdrones.com, cyclingpointseries.com

**August 22-25, 2025 — Hoodoo 500**, Planet Ultra Grand Slam Endurance Series, St. George, UT, 500 miles loop race through Southern Utah. Non-stop or stage race, solo and relay team divisions, 300 mile option as well., Deborah Bowling, 818-889-2453, embassy@planetultra.com, hoodoo500.com

**September 6, 2025 — LOTOJA Classic Road Race**, Utah Triple Crank, Logan, UT, 43rd Annual, 1 day, 3 states, 200-plus mile road race from Logan, UT to Jackson Hole, WY, Brent Chambers, 801-546-0090, info@lotoja.com, lotoja.com

**September 13, 2025 — Utah Hill Climb - Big Cottonwood**, UCA Series, Utah State Hill Climb Series, Cottonwood Heights, UT, Dirk Cowley, 801-699-5126, dcowley@RaceDayEventSoftware.com, utahcyclingevents.com

**September 13, 2025 — Shea Center Criterium**, VeloPromo/California Cup, Livermore, CA, Robert Leibold, 209-604-1354, velopro1@gmail.com, velopromo.com

**August 16, 2**

with a solid climb up Old Snowbasin Road, down Trappers Loop, through Morgan and out to the top of Big Mountain. Challenging climbing, with plenty of rollers and flats to recover. Utah Triple Crank qualifier, along with LOTOJA and Huntsman 140, Michelle Lyman, 801-941-5526, info@ironlungride.com, ironlungride.com

**July 26, 2025 — Mirror Lake Highway Gran Fondo**, UCA Series, Kamas, UT, 150 miles across some amazing country roads and up Mirror Lake Hwy thru beautiful pine and aspen forest, across the highest paved pass in Utah at 10,700 feet, and back on country roads in wide open country. It's a road race, a gran fondo (for those who only want to ride) and can be done as 2 or 3 person relay. Fully supported. Start and finish in Kamas, Troy Huebner, 801-427-0852, troy.huebner@tealdrones.com, cyclingpointseries.com

**August 9, 2025 — To the Moon and Back Century Ride**, Tabiona, UT, Located in the High Uintas, four ride options: 150 miles, Century, 75, 50, and 25. Ride back roads of Duchesne County, very minimal traffic. Free overnight camping. Elevations from 6,522 to 8,150. Fully Supported Ride. 100% of proceeds go to Rapha International, Karen Redden, 435-828-0467, moon.andback.ride@gmail.com, tothemoonandbackevents.com

**August 14-16, 2025 — RAW (Ride Around the Wellsville)**, Logan, UT, The Logan Rotary Club's Ride Around the Wellsville will begin at 129 North Main, The Sportsman, 65 mile ride. Benefits local youth with new bikes and helmets, and internationally, provides clean drinking water. Bike Rodeo tool, Gary Saxton, 435-752-2161, 435-374-8076, logan.downtown@gmail.com, rotaryraw.com

**August 16, 2025 — CF Cycle For Life**, Henefer, UT, As one of the best supported charity rides in the region, 14th Annual Utah CF Cycle for Life promises to be a fun, safe, and impactful event. The 100-mile route includes two stunning canyon routes, Lost Creek to the reservoir, a stretch of the historic Pony Express route and Chalk Creek to the Wyoming Border before returning to the Henefer Rodeo Grounds. With rest stops every 10-12 miles, you'll have plenty of opportunities to refuel and connect with other riders along the way. The shorter routes are all sections of the 100-mile route. No matter which distance you choose (10, 25, 40, 55, 75, or 100 miles), you'll experience a beautiful challenge with like-minded cyclists who are all pedalling for the same cause - a cure for CF. After you cross the finish line, join us for a catered lunch, Laura Hadley, 801-532-2335, 801-558-8310, lhadley@cff.org, Jennifer McKee, 801-532-2335, 801-364-0237, jmckee@cff.org, fundraisecff.org/utahcycleforlife

**August 16, 2025 — Sevier Valley Rooster Ride**, Richfield, UT, The ride tours scenic central Utah. The chipped event includes fully stocked rest stops, medals, tee shirts, and custom DNA cycling socks. Riders of all skill levels can find something to enjoy between the 37 mile, 62 mile, or 100 mile rides. Elevation gains vary from 1,015 - 4,287 feet. Amy Myers, 435-893-0457, 844-469-8724, amymyers@sevier.utah.gov, rooster.ride.net

**August 16, 2025 — Mi Duole Canyons Challenge**, Sandy, UT, One of the most daunting and beautiful cycling challenges in the country, ascending more than 11,000 feet over 90 miles through all 4 of Salt Lake City's picturesque riding canyons. Comprising three HC climbs and two Category 2 climbs, the ride is absolutely the best way to see the Utah mountain climbs as well as accomplish one of the toughest events in Utah. Participants may elect to ride one, two or four of the canyons. Spencer Chipping, 801-597-1111, spencer.chipping@gmail.com, Stuart Anderson, miduole@gmail.com, miduole.com/canyonschallenge-event

**August 23, 2025 — Cache Valley Century**, Richmond, UT, 35, 60, or 100 mile options. The ride contributes to Common Ground, a Logan, Utah non-profit. Funds support their adaptive cycling program. Richmond to Preston, Idaho and back through scenic terrain. Great last century before LoToJa, Troy Oldham, 435-764-2979, oldhamtroy@gmail.com, CacheValleyCentury.com

**August 23, 2025 — Summit Challenge**, Park City, UT, Riders of all ages and abilities will hit the pavement for a 100, 80, 50, 25, or 16-mile road ride event in support of the National Ability Center's mission. All routes are fully supported and follow paved roads in and around the beautiful Park City mountainside. This exciting event promises to serve up a challenge for a wide range of cycling levels and abilities. And don't forget all Summit Challenge riders who have a disability can register and ride for free! The 100 ride goes through the prestigious Wolf Creek Ranch property which is usually closed off to road bikers. Enjoy a ride length of your choice and end up back at the National Ability Center for food, drinks and music., Madison Lambdin, 435-649-3991, 435-200-0990, madison@discovermac.org, summitchallenge100.org, discovernac.org

**September 7-13, 2025 — Tour of Southern Utah**, St. George, UT, 7-day tour including Zion, Bryce, Capitol Reef and More, 60-100 miles per day. Opportunities to work party/ride party., Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com



**September 13, 2025 — Goldilocks Utah, Goldilocks Bike Ride**, Provo, UT, Goldilocks is a women only bike ride, with a gorgeous route starting at Microfocus and beautiful fall weather! With 100, 80, 60, 40, and 20 mile route options, Goldilocks has a route that is 'just right' for everyone!, Connor Simmons, support@goldilocksycycling.com, goldilocksycycling.com

**September 13, 2025 — SLC Vintage Ride p/b Festa Italiana**, Salt Lake City, UT, Approximately 3-mile flat fun ride starting and finishing at the Gateway in downtown Salt Lake City, marking the official open of the Annual Festa Italiana. Old bikes with single-speed drivetrains, flip-flop hubs, rod derailleurs, etc are encouraged. Wool jerseys and shorts as well as other vintage bike attire are also encouraged. Unlike cyclists from decades ago, we highly encourage helmets, Festa Italiana, info@utahitalians.com, Eric Figgliomeni, neededmorespace@gmail.com, festaitalianasl.com, bikereg.com/slc-vintage-ride

## Regional Road Touring and Gran Fondos

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

**Lizard Head Bike Tours** — Various, UT, CO, and More, Multiple dates - Texas, Utah, Canada, Colorado, Oregon, New Mexico, Montana, and tons of other locations! Road, MTB, Gravel Tours, John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, Lauren Lasky, 508-561-7580, lauren@lizardheadcycling.com, lizardheadcyclingguides.com

**July 12-18, 2025 — BRWN Idaho Bicycle Ride**, Cheney, WA, Cheney, WA - Plummer - Wallace - Coeur d'Alene - Cheney, Jim Moore, 503-281-1526, 503-504-2656, info@bicycleridesnw.org, bicycleridesnw.org

**July 12, 2025 — The Triple Bypass**, Evergreen, CO, The legendary Triple Bypass is 118 miles with 10,800' of climbing and travels over 3 beautiful mountain passes(Juniper, Loveland, Vail) from Evergreen to Avon, CO., Jennifer Barbour, 303-503-4616, jen@shiftevents.org, Kim Nordquist, 303-249-6168, kimmordquist@msn.com, Caprice Bass, 303-720-4500, caprice@teamevergreen.org, triplebypass.org

**July 12, 2025 — Death Ride - Tour of the California Alps**, Markleeville, CA, Challenge yourself to the premier cycling event in California. With 103 miles, over 14,000' of climbing, and up to six (6) HC climbs through the stunning Sierra Nevada mountains, this ride is sure to challenge and inspire you!, Melissa Edwards, 530-694-2475, Info@deathride.com, deathride.com

**July 12-13, 2025 — Seattle to Portland (STP)**, Seattle, WA, The Seattle to Portland (STP) Bicycle Classic presented by Alaska Airlines is in its 46th year. Heading south from Seattle and ending in Portland, Oregon, STP is a thrilling back-to-back double-century ride through Western Washington that brings 6,000 people together to experience the joy of cycling. Bicycling Magazine calls STP "one of the best cycling events in the nation.", Sarah Mantey, 206-620-0465, sarahm@cas-cade.org, cascade.org/stp

**July 12, 2025 — Tour de Small Towns**, Inkom, ID, 39, 87, 150 mile routes, brings together the communities of Southeast Idaho while showcasing the charm and character of each town along the route, Ali Gorni, info@BeOnPoint.Life, beonpoint.life/adventure-treat/tour-de-small-towns/

**July 13-18, 2025 — Tour de Wyoming**, Riverton, WY, Bike tour through Wyoming with daily distances from 55 to 70 miles, Amber Travky, 307-742-5840, travsky@wyoming.org, tourdewyoming.org

**July 19, 2025 — 719 Ride**, Gran Fondo National Series, Colorado Springs, CO, 5 laps of The Course That Cannot Be Defeated. Is the signature ride (71.9 miles and 9,190' of elevation gain), but you can ride as many or as few laps as your mind can handle and your legs will allow, Offering several course options, all on neighborhood roads, and donating a portion of each registration to Chipeta Elementary School and Kids on Bikes, 719ers, 719@719ride.com, 719ride.com

**August 1-3, 2025 — Tour de Big Bear**, Big Bear Lake, CA, Experience the ultimate summer escape at Tour de Big Bear, a weekend-long festival celebrating bikes, community, and the outdoors. Choose from the 25, 50, 70, or 100-mile road events and embark on a journey through the breathtaking San Bernardino Mountains, or dive into the dirt with multiple gravel rides and new mountain bike events. After the ride, enjoy a lively festival with the Bikes x Brews Fest, live music, great food, kids events, free fun

**September 6-13, 2025 — Ride the Rim**, Crater Lake, OR, Ride the Rim Crater Lake offers a vehicle-free way to experience Crater Lake National Park with 33 miles and 3,500 feet of climbing. Events will be held on the 6th and the 13th of September at Crater Lake National Park. 8 AM - 4 PM, Discover

**September 6-13, 2025 — California Coast Classic**, San Francisco, CA, The Arthritis Foundation's California Coast Classic Bike Tour, presented by Amgen, covers 525 miles from San Francisco to Los Angeles over eight days along Highway 1., Shannon Marang Cox, 213-634-3772, 909-489-2217, smarangcox@arthritis.org, , arthritis.org/events/bike-event

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## Tour de France Trivia Answers (From page 7)

A1. 1903-Maurice Garin (kind of a gimme, first year of the race!), 1904-Henri Cornet, 1905-Louis Trousselier, 1947-Jean Robic, 1949-Fausto Coppi, 1951-Hugo Koblet, 1957-Jacques Anquetil, 1965-Felice Gimondi, 1969-Eddy Merckx, 1978-Bernard Hinault, 1983-Laurent Fignon

A2. 8th place by Raul Alcala in both 1989 and 1990.

A3. Dutchwomen Lorena Wiebes (2022, 2023) and Demi Vollering (2023, 2024) are currently tied with three stage wins apiece.

A4. Belgian Lotte Kopecky with six days total all logged in her remarkable race in 2023.

A5. In 2005, Kazakh rider Alexandre Vinokourov was sitting in sixth place coming into the final stage but trailed fifth placed American Levi Leipheimer by only two seconds. He went with a breakaway in the final two kilometers and then made the final attack to dramatically win the stage and take the stage winning time bonus and move up to fifth on the final GC.

-Dave Campbell

## More Tour de France Trivia Answers

A1. Because L'Auto, the newspaper that originally sponsored the Tour de France, was printed on yellow paper. When the yellow jersey was introduced in 1919, race organizers chose yellow to match the distinctive color of L'Auto newspaper, which had founded and sponsored the race since 1903. This was an early example of sports marketing, ensuring the race leader would be a walking advertisement for the sponsoring publication. The tradition stuck even after L'Auto ceased publication, and today the yellow jersey remains cycling's most recognizable symbol.

A2. The polka dots were chosen to match the wrapper design of Poulaïn chocolate, an early sponsor of the mountain classification. When the mountains classification was created in 1933, it didn't initially have a distinctive jersey. The polka dot jersey wasn't introduced until 1975 when Poulaïn chocolate became the sponsor. The red polka dots on a white background matched their chocolate bar wrappers. Like the yellow jersey's newspaper origins, this shows how commercial sponsorship has shaped the Tour's iconic imagery. The pattern has become synonymous with climbing excellence in cycling.

A3: Eleven times - six years during World War I (1915-1919) and five years during World War II (1940-1946), though there was a unofficial race in 1940. The Tour was canceled from 1915-1919 during World War I, as Europe was consumed by conflict. During World War II, it was officially canceled from 1940-1946, though a substitute race called the "Circuit de France" was held

in 1942 under German occupation. The race resumed in 1947 with great fanfare, symbolizing France's return to normalcy. These interruptions represent the only times in the Tour's history that the race hasn't been held due to circumstances beyond the organizers' control.

A4. Henri Cornet, who was 19 years and 350 days old when he won in 1904. Henri Cornet's victory came under unusual circumstances. He actually finished fifth in the 1904 Tour, but the first four finishers were all disqualified for various infractions including taking trains and cars during the race. Cornet was retroactively declared the winner months later. His age record has never been seriously threatened in the modern era, as the physical and mental demands of the three-week race typically favor more experienced riders. The youngest winner in the modern era was Laurent Fignon, who was 22 when he won in 1983.

A5. Eddy Merckx in 1969. Eddy Merckx, known as "The Cannibal" for his insatiable appetite for winning, dominated the 1969 Tour like no rider before or since. He won the overall classification by over 17 minutes, the points classification for sprinting, and the mountains classification for climbing - a triple crown that demonstrates incredible versatility. He also won six individual stages that year. This achievement highlighted why Merckx is considered by many to be the greatest cyclist of all time. The feat has never been repeated, as modern cycling has become more specialized.

-Steven Sheffield

## ADVOCACY

# Trump-Era Rules Slash Environmental Reviews—With Mixed Impacts for Bike Projects

By Charles Pekow

As part of its crusade to kill environmental protection, the Trump administration is weakening the law requiring environmental reviews for construction projects. The National Environmental Policy Act requires reviews for environmental damage (such as protecting wetlands and endangered species) before major transportation and other projects can be built. The Trump regulations may make it easier and faster to build bike lanes, though they could wreak havoc on the natural world.

For one, the National Park Service announced a list of "categorical exclusions"—projects that won't require reviews. It won't be necessary to do reviews to add bike lanes or trails on park property, except in wilderness, backcountry areas, floodplains, or places "designated or proposed for inclusion

in the National System of Wild and Scenic Rivers."

The exemption also applies to adding facilities such as bike racks, signage, parking, and restrooms.

Details at: <https://www.govinfo.gov/content/pkg/FR-2025-06-11/html/2025-10629.htm>

Also, the U.S. Department of Transportation (DoT) issued an interim final rule effective July 3 removing final reviews for projects it funds, including building bicycle facilities and emergency repairs on them, with exceptions for floodplains and wild and scenic river areas.

The rule applies to projects funded by the Federal Highway Administration, Federal Railroad Administration, and Federal Transit Administration.

DoT is taking public comments on the rule until Aug. 4.

See: <https://www.govinfo.gov/content/pkg/FR-2025-07-03/html/2025-12326.htm>

[gov/content/pkg/FR-2025-07-03/html/2025-12364.htm](https://www.govinfo.gov/content/pkg/FR-2025-07-03/html/2025-12364.htm)

And the Interior Department also determined categorical exclusions can apply to special events on Bureau of Land Management soil, such as high school mountain bike races.

See: <https://www.govinfo.gov/content/pkg/FR-2025-06-27/html/2025-11935.htm>

Finally, the U.S. Department of Agriculture announced an interim final rule removing required reviews for permits, including special use recreational events such as mountain biking on U.S. Forest Service land. The exemption applies only to trails where mountain biking is normally allowed.

A public comment period ends July 30.

See: <https://www.govinfo.gov/content/pkg/FR-2025-07-03/html/2025-12326.htm>

## BICYCLE ART

# Parting Kiss - The Bicycle Art of Dave Flitcroft (Right)

**Name of artist:** Dave Flitcroft

**About the artist:** Dave lives in Charente, South West France. A long time cyclist and tandem tourist, he and his wife settled in their favourite part of France in 2009, where he now works as a full time artist.

**Title of piece:** 'Parting kiss'

**About the piece:** This vignette is a sketch inspired by a couple on a morning commute in Paris. The original sold. Prints are available.

**Medium:** soft pastel on paper.

**Artist's statement:** Dave aims to capture the feeling of a bike ride through art. Whether it's the silence and isolation of a cobbled track in a forest, the thrill of a descent, the

effort of a climb, or the joy of seeing wildflowers and animals in the roadside verge. He finds art and cycling to be perfect companions, one feeds the other.

**Where can people find or buy your art:** Dave's art is available on Etsy. He ships free to USA from France.

**Website or social media for your art:** <https://artfromthebikeshed.etsy.com>

You can follow Dave on Instagram @artfromthebikeshed X (Twitter) @artfrombikeshed Facebook <https://www.facebook.com/DaveFlitcroftisartfromthebikeshed>

## ACCESS Act Aims to Expand 529 Use to Commuting Costs

Should students be able to use 529 education savings accounts to cover the costs of biking to school?

Current law allows these plans to be used for a range of expenses, including tuition, textbooks, supplies, room and board—but not for commuting costs.

To change that, Reps. Jennifer McClellan (D-VA) and Linda Sánchez (D-CA) introduced the Accessible Campus Commuting and Expanded Student Savings (ACCESS) Act (H.R. 3574), which would allow students to use 529 funds for transportation and parking.

The bill does not specifically mention bike upkeep, bike parking, or bikeshare programs. However, when asked about this, McClellan's press secretary, Caroline Rinker, said colleges and universities could interpret the bill to include such costs. She also noted that the sponsors are open to amending the bill to explicitly mention cycling.

The legislation has been referred to the House Ways and Means Committee.

Read more at: <https://mcclellan.house.gov/media/press-releases/mcclellan-sanchez-introduce-bill-improve-affordability-student-transportation>

-Charles Pekow

## Congressperson Moves to Reinstate Bicycle Commuter Tax Benefit

Current law allows it for parking and public transit. Unlike the previous law, workers who take the bike credit could also take other commuting benefits.

The bill was referred to the Finance Committee. The same bill was introduced in the House as H.R. 3936 by Rep. Mike Thompson (D-CA) and referred to the Ways & Means Committee.

See: <https://www.welch.senate.gov/welch-introduces-bicameral-bill-to-reinstate-and-modernize-bicycle-commuter-tax-benefit-encourage-biking-to-work/>

-Charles Pekow

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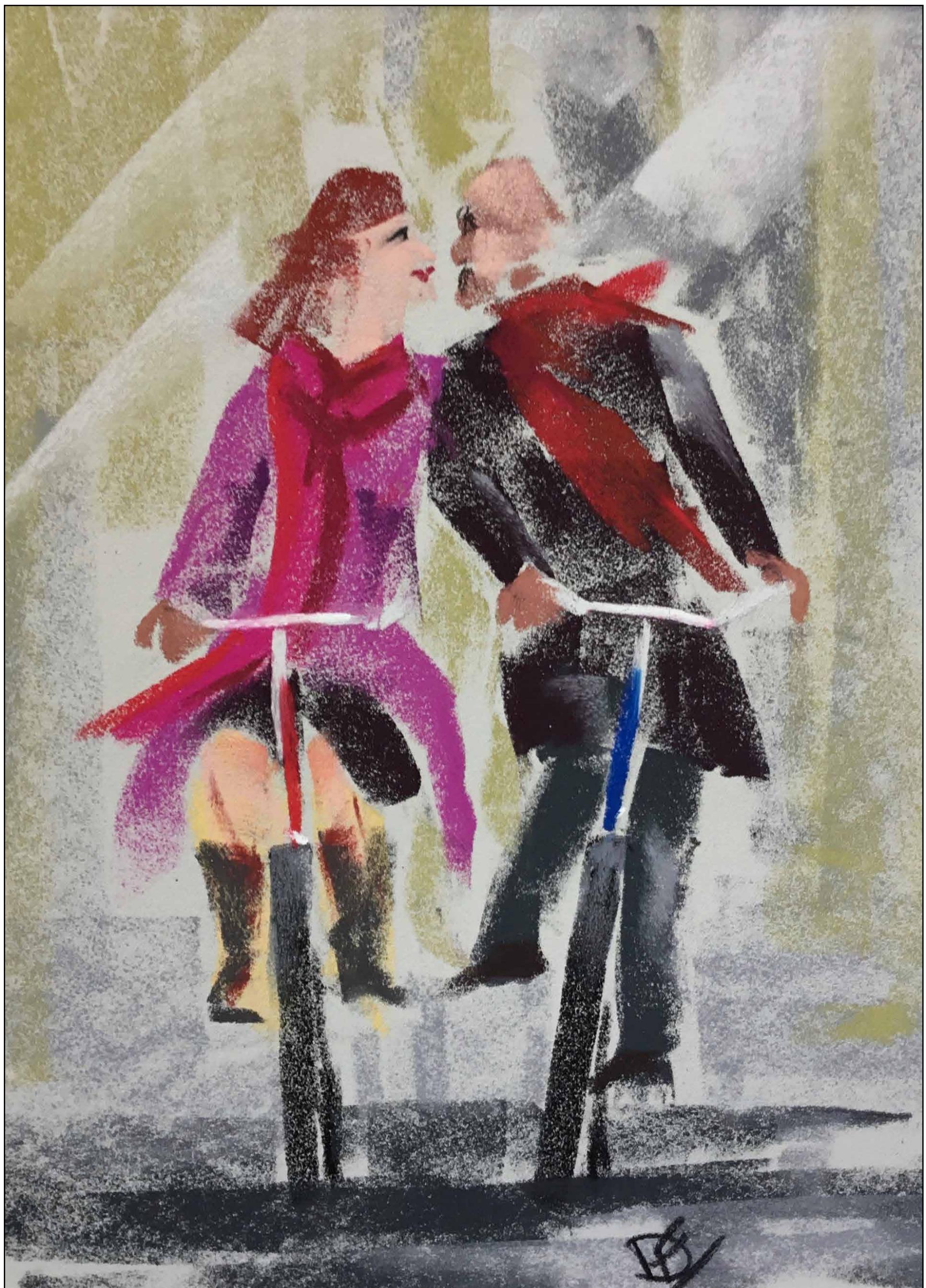
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