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FREE

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WEST MOUNTAIN CYCLING MAGAZINE

cycling utah

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SPEAKING OF SPOKES

Dinner Table Discussions

Stephanie (in the Jazz shirt) and friends at the 2014 Spinderella Ride in Pocatello. Photo by Nick Ward.

By David Ward

Tonight, the dinner conversation turned to cycling. Nothing unusual about that at my house, right? Well, yes and no. When my children were being raised, we would often discuss the races I was doing, how things were developing in the Tour de France, events we would be participating in, etc. But that was because in my family, we all cycled to some extent. We even had an article written about us, and a large picture of the family on bikes, in the Deseret News one year.

But in the extended family, we were a novelty, and the dinner conversation was never about cycling, except perhaps for someone to inquire if I was still riding my bike (as though that was rather incredible), and to then ask if my butt ever got sore. Bicycling for an adult was an

oddy, and by extension so was I. My father-in-law always maintained that I was just crazy.

Tonight, though, we had two of my brothers, their spouses and my niece over for dinner. Like most conversations, this one covered many topics as the stream of consciousness was allowed to flow. Inevitably, though, it eventually turned to skiing. My parents raised us as skiers and, frankly, we love to talk about skiing. But tonight, which is no longer so unusual, our discourse also shifted to cycling.

Many years ago, my nephew, Russell, became enamored with cycling, and I finally had someone in the family with whom I could share and discuss this common passion during dinner. But then, he lived among those liberal granola folks in Portland, Oregon, so what would you expect?

In a more unusual development,

though, my niece, Jyl, became passionate about biking. Why unusual? Because she lives in Pocatello, my own hometown, right in the middle of conservative southeastern Idaho. She is the product of my farmer brother and was raised with correct conservative principles. Nevertheless, she, and then her husband, Ace, became avid cyclists, and they began raising cycling during dinner conversation.

Then in another twist, my brother, Nick, took up our special sport. That has been nice for me since he lives just down the road from me. This was an especially unique twist as his real passion for years has been that leisure activity called golf. Go figure.

So, when Nick is at the dinner table, as he was tonight, not only do we talk about skiing, we also discuss cycling. Tonight, we spoke first of our plan to participate in the Cache Gran Fondo in July. Then,

we discussed riding routes around Pocatello, which led to a discussion about the route of the upcoming Spinderella event, an all ladies century ride in Pocatello.

Nick's told of how his wife, his daughter, the above-named Jyl, and her sister have even formed a team, Fourward (for four women who all have the maiden or current surname Ward) to participate in the Spinderella. And now, the team has expanded beyond four and beyond the name Ward.

So what is the point of all this? Well, if it has a point beyond our casual dinner conversation tonight, it is about the growth of cycling. I am no longer an oddity, at least not because of my cycling. Our sport has grown, to the extent that, like skiing, it is a sport many an extended family share. And as such, it has become a not uncommon topic at the dinner table.

At our dinner table tonight, Nick related that the Fourward team will once again be joined for the last half mile of the ride by our niece, Stephanie. Stephanie, developmentally disabled from birth, is beloved by the whole extended family. Stephanie, awaiting this year's Spinderella, asked Nancy if she was "ready for this".

Well, Stephanie will be ready, and after the event is over, you can be certain it will be the main topic of the dinner conversation.

Writers, Reporters, and Photographers needed on occasion.

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Cover Photo: Kim Osborn and Matt Wilson, on a wet spring ride, near the mouth of Little Cottonwood Canyon in Cottonwood Heights, Utah. Photo credit: John Shafer. See more of his work at Photo-John.net

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ROAD RACING

McCutcheon and Booth Tops at Sugarhouse Criterium



Above: Mindy McCutcheon beat Breanne Nalder in a two-up sprint to take the women's Pro/1/2/3 win in the 2015 Sugarhouse Criterium. Right: Mike Booth celebrates after winning the Pro/1/2 Men's race. The field sprint was contested by 41 riders. Photos by Dave Iltis. See all photos at gallery.cyclingutah.com

By Dave Iltis

Bike races have been held in Sugarhouse Park since the 1950's or earlier. The course is a classic circuit/criterium course that challenges cyclists with 2 hills high speeds, and usually a bit of wind. This year's Sugarhouse Criterium presented by

Team Tosh Cycling had a solid turnout despite the rain throughout May and that it coincided with Memorial Day weekend.

In the Women's Pro/1/2/3 race, DNA Cycling p/b K4 Racing had six of the fifteen riders in the field and looked to control the race. The field rode hard throughout the race, and

there were plenty of attacks early on. DNA launched Kirsten Kotval early, and when she was reeled in, off went Junior National Champion Katie Clouse. The field reeled each of these early attacks back until DNA's Breanne Nalder went taking Mindy McCutcheon (Canyon Bicycles/Shimano) with her. McCutcheon had kept a watchful eye, and, "when I saw Bree go, I kind of thought this is the one that will stick because I know that if Bree and I get in a break together we're super strong and we can work together and make it work."

On the last lap, McCutcheon said, "I knew that going into the last lap that Bree would try to not work as hard. She's a really good climber and so I knew she'd attack me on the two little climbs." McCutcheon has a better sprint than Nalder, and so when the two were still together at the end it was all McCutcheon. She described the finish, "Coming up the final climb, I was trying to suck her wheel a little bit then about half way up the last climb I punched it."

Gabrielle Pilote Fortin, the Current Canadian U23 National Road Champion, (DNA) rounded out the podium for third.

In the Pro/1/2 Men's race, a field of 40 plus riders started with attacks from the gun. Here and there breaks of 4 or 5 would get away for a short



spell, but everything was reeled back by the strong field. Later in the race, World Cup Nordic Combined skier and bike racer Taylor Fletcher (Cole Sport) took a turn animating the field as did 35-39 Masters Criterium Champion Darren Goff (Intermountain LiveWell).

On the last lap, however, it was all Ski Utah/Plan 7. Dave Harward and Eric Gardiner took over at the bottom of the first hill with Mike Booth around 10-15 riders back. Harward

said, "I just decided it was time to get it rolling," coming through the S-Turns. "We went up around the corner just full gas and I went full gas along the top. My head was spinning but they kept saying they were behind me." Booth said "We were going across single file, just blazing speed. Dave Harward was leading out. There was a crash that happened

Continued on page 15

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COMMUTER COLUMN

For Erika Longino, Cycling is Her Foundation

Erika at work at the Salt Lake Bicycle Collective where she manages the shop on Saturdays. Photo by Kenneth Evans

By Kenneth Evans

For just a moment, Erika Longino wished she was driving a car rather than riding a bike up the steep 1300 South incline between 1100 and 1300 East. As rain pounded the pavement, thunder rolled overhead, and cars swooshed by, she felt vulnerable, wet, and miserable. She envied passing motorists sitting snug in warm comfortable automobiles who probably thought she was crazy to ride a bike up a steep hill in stormy weather.

But the gloomy moment passed after she crested the hill and turned north toward the University of Utah. Cruising along 1300 East the rain abated, rays of sunshine glistened off spring foliage, easy breathing returned, and she settled into the rolling ambiance of the Salt Lake City foothills.

Immersing herself to the wrath and delights of nature and experiencing the exhilaration of self-propulsion are the primary reasons Erika rarely harbors doubt about her choice to ride a bike rather than drive a car.

"When I cycle, I feel like I'm winning the transportation game. I feel connected rather than isolated, active rather than sedentary, and environmentally stimulated rather than dulled. Riding up hills in all

types of weather is challenging but difficult moments form how you are. Cycling blurs the line between being a pedestrian and driver, and offers freedom to explore. And, if I listen to my favorite soundtrack behind the rain and steep hills, I'm easily convinced that it's a great adventure instead of a miserable endeavor.

As a native of Olympia Washington, Erika is no stranger to rain, hills or adventure the lush environs of the Pacific Northwest affords. Although she didn't start riding till the age of thirteen, she instantly fell in love with the bike and by high school she was riding every day, including a 26 mile round trip commute to school and back.

"I spent many misty mornings riding alone down winding country roads, green coastlines, and cozy (and not so cozy) neighborhoods through the outskirts of Olympia. 15 miles one way takes you through a lot of interesting territory! Biking was my foundation when other things couldn't offer solid inspiration, education, or nourishment."

After graduating from high school, Erika enjoyed a backpacking excursion in South America and later pursued Environmental Studies in Washington State. Serendipity then intervened after her parents moved to Salt Lake City. When visiting

one summer she became intrigued by the close proximity to wilderness and surprised by the discovery of a thriving counterculture existing in the middle of a state well known for social conservatism. She was also welcomed by new acquaintances involved in developing community gardens throughout the city and in August 2014 decided to relocate to Salt Lake. She enrolled in Urban Conservation at the University of Utah and now resides in the Glendale area of Salt Lake and true to her love of cycling; she rides almost every day to class. From Glendale she rides California Avenue and 800 South including cycling across the Amtrak line and through the I-15 interchange before cranking up the monstrous hill on 1300 South.

"My route now is much more urban than the one I rode in high school. Now I commute more with the Metropolitan ecosystem rather than the biological one, but that's not a bad thing. The streets in Salt Lake are so wide that I rarely feel unsafe riding on the shoulder. People are friendly; I can stop and drop off library books or grab a cup of tea. Random meetings with friends and acquaintances are not unusual on my route, which I have never experienced in any other city."

Although commuting to the U accounts for most of her mileage, Erika also cycles to the Bicycle

Collective twice a week where she manages the shop on Saturdays and shares her knowledge of bike mechanics by hosting a workshop for women on Wednesday evenings. Working for the Collective has provided Erika with a comprehensive perspective on the importance and validity of alternative transportation needs along the Wasatch Front and introduced her to a subset of citizens who rely on the bike as their sole means of transportation.

"The Salt Lake Bicycle Collective is an incredible resource; chaotic, multifaceted, and certainly unlike any other bike shop. We strive to make the bike culture as non-exclusionary, empowering, and accessible as possible. It's an enriching experience to introduce low income kids to the bicycle and assist people who don't want to be a slave to car payments."

Part of the mission of the Bicycle Collective is building sustainable communities, a concept Erika embraces in all aspects of her life. Since moving to Salt Lake she solidified relationships initiated during her initial Salt Lake visit with members of the community gardening network. Helping to transform vacant lots into flourishing plots of nutritious vegetables for residents' wary traditional grocery store produce satisfies her ambition to contribute in a meaningful way.

"There is something so incredibly disheartening about going into a warehouse store to buy goods shipped from hundreds of miles away when you can grow such abundance in your own backyard-appropriate to your bioregion no less! I love watching seeds germinate, grow, and leaf into beautiful fresh food. My hands are never clean because they are either embedded with bike grease or soil from a garden."

Whether embedded in soil or smeared with bike grease, Erika is part of a generation cultivating fresh ideas leaning away from a car culture and into more livable communities, and bike commuters have reason to be optimistic. It has been said that demographics are destiny, and if current millennial ideals are carried forward, maybe pedestrians, cyclists, and motorists will one day share the road in true parity. And sometime in the near future when Erika is laboring up a steep hill in the pouring rain, instead of passing her in a car others will be riding alongside her instead of thinking she's crazy to be cycling in such condition.

If you have a suggestion for a commuter profile, have a commuter question, or other comments, please send it to lou@cyclingutah.com.

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RIDER PROFILE

Gary Hecox: Pedaling Past Cancer

Gary Hecox has returned to cycling after a year spent recovering from cancer. Photo by Gail Hecox.

By Jackie Baker

What began as an annoying back

injury for Park City resident Gary Hecox turned out to be a critical clue to saving his life. In January 2014, Gary was working at a ski race at

PCMR. He was skiing while carrying timing equipment and hit a rut. At the time, Gary thought he sprained his back due to the impact and weight of the timing equipment. He waited 3 weeks before getting x-rays that proved that he had in fact broken his back.

"I was treated with an external back brace, no surgery," recalls Gary, "Coincidentally, I also had my annual physical in January. My blood tests came back abnormal. That began a whole series of doctor referrals and other tests that proved to be inconclusive. Finally in April, due to my back injury that still didn't seem to be healing and the abnormal blood tests combined, I was given a diagnosis."

Gary was diagnosed with multiple myeloma, a blood cancer that begins in bone marrow. When he was diagnosed, 70% of his marrow was cancer cells, which was a reason his back broke so easily. His treatment at Huntsman Cancer Institute included multiple rounds of chemotherapy and a stem cell transplant. For two months, he was unable to eat solid food. He lost 60lbs.

"2014 was a long year. And, I didn't get to ride my bike at all," says Gary, who has been an avid cyclist since 2000 when he and his son began riding mountain bikes. Several years later, he picked up a road bike, and that became his main passion. "I've ridden the Ultimate

Challenge at the Tour of Utah. I usually ride four centuries every year. My first ride back, after everything last year, was like I'd met up with an old friend. I felt so good getting back on my bike even though the first ride was only five miles."

"It was important for me to get back on the bike because when I am on my bike, other life challenges and pressures go away." That's the encouragement that Gary likes to offer others who are affected by cancer, "As you go through cancer treatment and recovery, remember the joy that cycling brought you before diagnosis. Getting back on the bike will bring back those feelings."

In order to regain the strength and endurance to get back in the saddle, Gary spends hours at the Linda B. and Robert B. Wiggins Wellness and Integrated Health Center at Huntsman Cancer Institute. "Without the Wellness Center, I certainly wouldn't be where I am now—I definitely wouldn't be back on my bike. I had to regain the muscle I lost while I was so sick during chemo and the stem cell transplant. I ended up with numb feet as part of the chemo, so we worked on balance and agility. We strengthened the muscles where I broke my back. It's accelerated my recovery, and it's a place I can go and not relive the past. I can move forward, sweat, and work out."

While utilizing the Wellness

Center, Gary learned about the Huntsman 140, a fundraising bike ride on June 20 for cancer research at Huntsman Cancer Institute. "I signed up for the 50-mile distance. Because of the work we've done at the Wellness Center, my legs are strong and my endurance is getting better."

Now Gary is able to ride about 15-25 miles at a time, depending on the amount of climbing. "I have been riding my 'flat route' around Snyderville Basin. It's a nice 15-mile loop. I recently did the Sun Peak climb, and only had to stop and catch my breath once. I have to be really careful about weather and exertion, because my immune system is still weak and pneumonia is a serious concern."

Gary plans to gradually increase his mileage as the Huntsman 140 approaches, but he keeps his expectations realistic. "After you've put in some big rides on the bike, you learn what's good for you, and what's best left for someone else. I think I can ride those 50 miles slowly and enjoy myself. Riding is a whole lot better than not riding."

To learn more about the Huntsman 140, visit www.huntsman140.com

To learn more about the Linda B. and Robert B. Wiggins Wellness and Integrated Health Center at Huntsman Cancer Institute, visit www.huntsmancancer.org

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- ◆ Always watch for cyclists
- ◆ Don't underestimate cyclists' speed
- ◆ When driving near a child on a bike, be prepared for the unexpected
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Utah Rises to 5th Most Bike Friendly State; Idaho is in 21st Place



Utah has made great strides in becoming more Bike Friendly including Bike Month activities, and GreenBike bike sharing. Additionally, UDOT has made great strides in becoming more bike friendly. Photo by Dave Iltis

By Dave Iltis

May 11, 2015 – The League of American Bicyclists (LAB) today released their annual Bike Friendly States rankings. Utah moved up three places to number 5. Idaho dropped a spot to number 21. Utah trails Washington, Minnesota, Delaware, and Massachusetts.

LAB uses a scorecard system to rank the states, and Utah received 54 out of 100. One of the new areas in which Utah scored points was the development of an initial Statewide Bicycle Plan. The plan was released in 2014. The plan is a beginning to a more comprehensive plan, and “will eventually comprise many different types of UDOT facilities in both urban and rural settings across the state.”

Utah improved its scores in Policies and Programs, Infrastructure and Funding, and Education and Encouragement.

Governor Gary Herbert responded to the ranking, “We are very proud

of the high quality of life enjoyed by Utahns. We have worked to support and provide world-class bicycling opportunities across our state, both for commuting to work and enjoying the natural beauty around us. As we meet the evolving demands of our state and plan for the future, amenities like this will help Utah continue to be one of the greatest places to live, work and play.”

Cyclists in Utah were pleased with the ranking too. “I’m very happy with this year’s ranking. Last year, only two points separated our eighth place ranking from fourth place, so there was enthusiasm about breaking into the top five. This is a huge step forward for bicycling in Utah and a testament to the hard work of many individuals and entities across the state,” said Phil Sarnoff, Executive Director for Bike Utah, the statewide advocacy group.

Angelo Papastamos, UDOT TravelWise Program Engineer, was similarly happy, “The Utah Department Of Transportation

(UDOT) is extremely excited to be recognized by The League of American Bicyclists as the #5 bicycle friendly state in the country. UDOT is proud of the progress it has made in active transportation in the State and would like to recognize Evelyn Tuddenham, UDOT’s Active Transportation Coordinator, for the amazing work she has done to lead UDOT’s Active Transportation Program to this #5 Ranking.”

What led to Utah’s jump in the rankings?

According to Elizabeth Murphy, LAB’s Communications Director, there were a number of reasons:

“The big story is probably the bicycle master plan adoption and the many agency-led and interagency initiatives to create broad understanding and support for the inclusion of biking and walking infrastructure in transportation projects. Staff are working collaboratively with diverse agencies and levels of government in order to normalize and speed up implementation of active transportation (biking and walking) concepts and infrastructure.

Also: UDOT’s annual conference hosted training sessions on “Innovative Bike Infrastructure Design” and “UDOT’s Comprehensive Active Transportation Program” with over 150 attendees for those sessions.

UDOT sponsored a cross-agency hands-on workshop with Utah Transit Authority to look at ways of adding active transportation infrastructure to projects.

UDOT’s Bike Signal Project has successfully worked with bicyclists across to state to identify unresponsive traffic signals on important bicycle routes. The signals were then replaced with new bicycle detection signals at more than 500 intersections statewide.

The Utah Transit Authority, Wasatch Front Regional Council,

Mountainland Association of Governments, UDOT and the Utah Department of Health joined forces, for the second year, to produce and conduct a Statewide Active Transportation Health Summit.

Utah adopted a state bicycle master plan in 2014.

State set Goals:

- No fatalities for bike/ped
- 5% modeshare.”

Phil Sarnoff noted that UDOT has become much more involved in biking, “According to the feedback we have received, our biggest improvements were Infrastructure and Funding. Responsible entities across Utah have been much more willing to incorporate the needs of all roadway users as part of their planning, engineering, and construction.

The biggest change over the past few years has been the enthusiastic involvement of UDOT. UDOT is responsible for many roads across the entire state and they are taking a more comprehensive approach to transportation. They are on a very positive trajectory when it comes to incorporating the needs of people on bicycles.”

Angelo Papastamos offered this insider view of the changes in UDOT, “The UDOT continues to be guided by our Vision, “Keeping Utah Moving”, and our Mission “Innovating transportation solutions that strengthen Utah’s economy and enhance quality of life.” As UDOT continues considerable focus on Optimizing Mobility and Integrated Transportation Solutions, we will constantly and actively work toward improving all bicycling and walking movements throughout our state transportation system. A few specific bicycling improvements over the last year include:

- Additional Road Respect community planning and safety efforts
- Moving toward seamless, collaborative efforts with all transportation agencies, advocacy groups and local governments
- Continued collaboration with the Department of Public Safety (DPS), and state law enforcement on bicycle safety
- Increased number of bicycle commuters (through our TravelWise Program)
- Developed and Improved our Statewide/Regional Bicycle Plans

What can Utah do in the future to improve? Despite the great ranking this year, with 54 out of 100 points, there is certainly room for improvement. The League noted numerous places where improvements could be made in their Report Card. (See the attached file for details).

The League noted the following areas that are in need of improvement:

“Consider ways to include bicycling in short and long-range planning processes and provide a clear vision for bicycling in the state of Utah.

• Update the State Bicycle Master Plan with input from communities, advocates, and other stakeholders. Create a structure where stakeholders can provide input on UDOT projects

as they are being developed rather than minor adjustments after they are planned and budgeted.

• Conduct a bicycle economic benefit study to showcase the positive impacts of bicycling for tourism, health costs, economic development, job creation, and transportation return on investment.

• Disburse SRTS (Safe Routes to School) funds. These have not been distributed for projects over the past two years and, to date, no RFP (Request for Proposal) has been issued for 2015. Create and fund a school-based bicycle education program.

• As the success, number and size of Utah’s biking and walking programs grows ensure that staff size and resource are increased so that the success and growth is sustainable.

• Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

• Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Bike and Walk Accommodation Policy compliance.

• Ensure that no funds from the Transportation Alternatives program are transferred for purposes other than bicycling and walking projects.”

Sarnoff noted an area mentioned in the report card, “One area we see as critical in making Utah more bicycle friendly, is a formal education program for Utah’s youth. Many of us grew up in a time when getting around by bicycle was the only option. There have been notable drops in the number of youth participating in bicycling and other types of physical activity. In addition to more bicycle lanes, trails, and paths, we need to provide people with the knowledge and skills necessary to get around by bicycle.”

UDOT’s Papastamos noted areas where Utah will see improvement in the coming years, “UDOT will continue to emphasize “Integrated Transportation” and how to best meet the needs of all traveling publics, as defined below:

Integrated Transportation is an Emphasis Area in UDOT’s Vision Document which states that “UDOT will actively consider how to best meet the needs of cars, bikes, pedestrians, mass transit, and freight when studying transportation solutions and ensure those solutions are applied to the most appropriate facilities. UDOT will strive to provide Utahns with balanced transportation options while planning for future travel



Photo by Sterling Lorence

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•Emphasizing Integrated Transportation in 2015/2016 by:

- o Working together with our partners, to continue to improve, bolster and add to bicycling, walking, and transit movement throughout the State of Utah.

- o Continuing to support and lead Integrated Transportation studies and efforts that focus on benefits, solutions and planning of our state transportation system.

- o Identifying and establishing a Utah Route for the USBR (US Bicycle Route) system (in conjunction with the State/Region Bike Plan).

- o Striving to increase the number of bicycle commuters (through our TravelWise Program)

Bike Utah’s Phil Sarnoff closed with, “It is great to be recognized nationally for all of the efforts underway in Utah. However, we are shooting to be #1. This pursuit is not just for the ranking, but so bicycling can be a realistic transportation and recreation choice for all Utahns. We want Utah to realize the economic, personal health, air quality, and livability benefits that come from creating a state that is bicycle friendly.”

Idaho’s Ranking

Elizabeth Murphy, the League’s communication director, offered this assessment of Idaho’s main strengths and weaknesses, “Idaho’s main strengths are the number of people regularly riding (it is one of 9 states where at least 1% of workers use a bicycle as their primary mode of transportation to work) and great local support for bicycling, such as community rides, bicycle tourism, and official support of Bike Month.” See their report card for more details.

While Idaho’s ranking dropped one place to 21st, their overall score improved from 41 to 42/100. Their report card makes recommendations for adopting both a statewide bicycle plan, and a statewide complete streets policy.

We also asked the League about how states are using the Bike Friendly States (BFS) program to improve cycling conditions and how competitive the states are with each other. Murphy responded, “Some state absolutely compete with each other. The poster child for using the BFS program to improve cycling conditions is Delaware. Bike Delaware is an amazing statewide advocacy group which has been an essential partner in making sure that recommendations of the BFS program become priorities for the Delaware

DOT (DelDOT). Each year we are in contact with many state DOT officials and advocacy groups about the steps they can take to move up in the rankings. Sometimes their goal is realistic (move up a few spots), sometimes their goal is rivalry-based (move past a peer state), and sometimes their goal is aspirational, but we strive to give them the tools to improve cycling conditions in their state – which has the side benefit of moving them up the BFS rankings.”

Other Western State Rankings:

- 19. Arizona
- 31. Nevada
- 35. Wyoming
- 40. New Mexico
- 46. Montana

For more information on the rankings and the League’s Bicycle Friendly America program, see <http://bikeleague.org/bfa>

Tour of Utah Seeks Volunteers for 2015 Race

SALT LAKE CITY (May 12, 2015) – Volunteer applications are being accepted by Local Organizing Committees (LOC) that are hosting stage starts and finishes at this year’s Larry H. Miller Tour of Utah. As many as 1,200 volunteer positions will be needed for the annual, professional cycling event in August. The volunteer application is available online at the official web site, www.tourofutah.com/experience/volunteer.

Volunteers play a key role in the success of this world-class sporting event, providing their time and expertise throughout the seven days of racing in Utah and Idaho. Taking place Aug. 3-9, the Tour of Utah will begin in Logan for the first time.

Other host venues for 2015 include Tremonton, Ogden, Antelope Island State Park, Bountiful, Soldier Hollow/Heber Valley, Salt Lake City, Snowbird Ski and Summer Resort, and Park City.

Each volunteer receives a green, commemorative Tour of Utah T-shirt, and a drawstring cinch sack filled with additional Tour of Utah merchandise: adjustable hat, water bottle, souvenir sunglasses, key chain and sun screen. Each day volunteers will also be provided a box lunch, courtesy of Subway, and Dasani water.

The greatest need is for individuals to fill course marshal positions along the race route. Volunteers in these positions find themselves close to the action. In Logan and Ogden, marshals along the downtown courses will be able to see both the men’s teams in the Tour

of Utah and the women’s teams in the Women’s Edition: Criterium Classic. On the volunteer application, individuals can request a specific assignment for one or multiple shifts. Applicants must be at least 16 years old, and are required to sign a waiver.

The volunteer registration application is housed on the Tour of Utah website (tourofutah.com). Registration will remain open through the end of July, but may close as positions are filled at the various stages for race week. Each LOC will recruit, train and schedule the local volunteers as needed for its specific stage start and/or finish. The Volunteer FAQs section of the website provides details on the application process, descriptions of specific positions and opportunities for youth groups.

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MOUNTAIN BIKING

Mountain Bikers and the Golden Rule

It's best to stay off the trails when they are muddy to avoid permanent damage. Photo by Rick Fournier.

By Lora Smith

How do I promote bike etiquette? The brainstorming commenced a few days earlier, but an article with a positive spin, encouraging cyclists to exercise good behavior, was elusive. As a cyclist and as a trail-runner, I've been on both sides of the bad behavior fence. I know the terror of being pummeled off my mountain

bike by a 200 lb., human projectile (earning himself a busted up face and a broken bike, he got the worst of it). Admittedly, I also know how embarrassing it is to be startled from a state of semi-conscious mind-wandering, by an oncoming trail user, whether it be of the two-legged or four-legged sort. Still, the ideas tumbling around in my brain were not of the ilk that inspires good behavior.

So, in an effort to secure a positive message that might resonate with the

mountain biking community, I put in a call to the Executive Director of the Mountain Trails Foundation, Charlie Sturgis, who, it just so happens, is my boss. After all, as head honcho of one of the largest non-motorized trail advocacy groups in the west, the topic of this article was his idea in the first place. "Charlie, in light of what we see as an organization, how do I write an article promoting bike etiquette without appearing to be

shaking an overly-righteous finger at the audience?"

Before I get to his answer, it should first be disclosed that, in the course of mothering 4 teenage boys, I have dutifully performed my fair share of screechy finger-wagging. More often than not, the result is that I begin to hear, telepathically, what my kids are hearing: wahh-wahh-wahh. I sound like the adults in a Charlie Brown cartoon. Advice on how to avoid having this effect on my fellow mountain bikers was served up with a simple reply, "just tell a story and keep pointing to the positive." As I pondered this advice, it was soon apparent that the benefits of good trail behavior are plentiful and that they all stem from the same ethic.

The Golden Rule

The very fabric of our society is woven with one simple but absolute ethic. It is the ethic of all ethics. It is the Golden Rule: do unto others as you would have done unto you. When trail users, especially mountain bikers, remain in harmony with the Golden Rule, the consequences are predictable and positive. What is true on the streets, in the schools, work places and in the homes of our communities is many times amplified in the wilderness.

Think of the pedestrian who yields a crosswalk to a car. Hmm, great. Now play out this scenario in your head: a hiker yields to a mountain biker. Both have an equal right to the peaceful use of a trail, but technically, the hiker always holds the right-of-way. When a hiker graciously surrenders the right - and they usually do - the message is undeniable, "hey friend, have a great ride!" And, as the wise cyclist carefully passes the hiker with a smile of gratitude, the message, whether it is spoken or just a breathless nod, is equally positive. Happy is as happy does.

Good Manners

The effect of good manners out on the trails is significantly more poignant than it is on the city streets. Maybe that is because, when we scrawny human beings venture out of the relative safety of an urbanized environment, we suddenly become part of the food chain - and we're not at the apex. Perhaps some primal part of our brain causes us to seek camaraderie with others of our species to lessen our vulnerability. Or could it just be that the effect of good manners is amplified in the wilderness because the interactions with strangers tend to be more personal. Really, how many times in a city day do you greet and wish well a total stranger?

Yes, I know, there are a few of you out there thinking, "yeah, but what about that jerk who won't get out of my way?" or "what about that knucklehead screaming down the trail, claiming a 'Strava right-of-way' to the horror of all other trail users?" Sadly, we all have at least one of those stories to tell. But, to you I say, "patience Grasshopper." Be patient and be wise.

Be an Outdoor Ambassador

Remember this happy fact: when making a conscious effort to take the high road, we simultaneously reject the notion that a jerk can ruin our ride and we set an example of true outdoorsmanship. An example that is guaranteed not to completely escape the ominous offender forever. Sooner or later an offender will have an experience that brings him/her in line with the Laws of the Universe and the lesson will be driven home. In the meantime, living with the knowledge that you did the right thing in the face of adversity, by honoring the highest of outdoor ethics, is much more soul-satisfying than the instant, but fleeting, gratification of hurling obscenities - or worse.

This is not to say that we, as Outdoor Ambassadors (and we are all Outdoor Ambassadors), should turn the other cheek. Sometimes standing tall for what is fair and safe is required of us, even though it puts us in the line of fire. I recall a time when I was tempted to shove clean off his bike, a surly 20-something year old, donning dual ear-buds and recklessly barreling down a very popular Park City trail. But I didn't. As fate would have it, even before my higher sensibility awakened, the laws of physics spared me the consequences of committing that ugly deed. When he took his eyes off the trail, calculating how he was going to navigate the single-track, at 25 mph, around me and my then 10 year old twins, he ended up pitching off the side of the trail all on his own. Instead of laughing, or snarling in fury Mama-bear style, I helped him out of the weeds. Once he was standing on his own two feet, though dazed and bloodied, I took what we mothers call a "teaching moment." It didn't take much in his weakened state, before this offender was apologizing, swearing an oath never to be so self-centered again. And, in keeping with the code of outdoor ethics, I took him on his word. We looked one another square in the eyes and he gimped away.

Selflessness

Selflessness. Yes, it does happen. After dutifully checking trail reports, or checking in with the local shop, you show up to a trailhead and it's just a little muddier than you expected. Or, as has been the case in Round Valley on numerous days this winter, even for the fat bikes, the snow is just a little softer than is appropriate for riding. What do you do? Deep down, you know the answer: #RutsSuck - turn around, get back in your car and implement Plan B (because you do have a Plan B). But, "ahhhh, my workout!" the self-centered-brain screams, "I drove all the way over here!" Like the devil and an angel alighting upon each shoulder, the outdoor-ethic-brain and the self-centered-brain clamor for position. There are two possible scenarios here.

The first, and happy, scenario is that you dug deep and heeded your conscience. As the trailhead disappears in the rear-view mirror, there's

a twinge of disappointment, but it is overridden, 10-fold, by the undeniably positive feeling of having sacrificed for the greater good. You are savvy enough to understand that your short-sighted goals don't outweigh the delicate balance between high-quality trails and Mother Nature. In fact, the feeling is so positive and compelling that you are moved to share the story with friends. They, in turn, are equally inspired by your stroke of genius and will follow your lead if/when this ever happens to them.

The second scenario isn't so glossy. Imagine being the one rider everyone hates. You were so convinced that your workout was more important than, say, trail erosion, that you just went for it. Did you really have a good time? Admit it, riding in mud or soft snow isn't really that much fun. Your entire ride is haunted by the thought that you've broken the Code and that you are the bane of the outdoor community. Plus, look at that muddy bike, the rutted trails and the volumes of negative energy that will be spewed your direction when other riders get on those dried up or frozen ruts you've created. Clearly, the negative energy created in this scenario far outweighs the benefit.

When all is said and done, in society and in the backcountry, we can always count on the fact that when one makes good decisions the outcome is predictably good. And when one makes bad choices, bad consequences prevail. It is a law of the Universe and it is inescapable.

The Cyclist's Pact and The Golden Rule

As we head into that time of year when on-trail behavior has the highest influence for good or for bad, perhaps this is an appropriate time to propose a pact. This pact can serve as the very center of gravity for good choices in the mountain biking community. It is a commitment that goes something like this:

"As a Cyclist I . . .

- Commit to following the Golden Rule - do unto others as you would have done unto you;
- Recognize that my behavior as an individual has a profound effect on the reputation of the entire cycling community;
- Recognize that my behavior as an individual has an effect on the continued access to and high-quality of the trails I ride;
- Commit to taking the high road in the face of adversity;
- Will act as an Ambassador for the trails and the outdoor community as a whole;
- Commit to making this world a better place to ride.

See you out there!

Lora Smith is the Resource Manager for the Mountain Trails Foundation. Find out more at mountaintrails.org.

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MOUNTAIN BIKING

DMBTA is on Roll With New Trails in Southern Utah



The ribbon cutting to celebrate the construction of Dead Ringer and More Cowbell. Dave Kiel from the BLM and Kevin Christopherson, both whom put in countless hours to see complete this project, hold the ribbon while its cut. By Kathleen Berglund.

By Lukas Brinkerhoff

The Dixie Mountain Bike Trails Association was formed in 2009 as a direct reaction to the travel management plan the St. George Field Office for the BLM had begun to undertake. Several meetings were held to get public input which was then formed into GSI documents and given to the BLM. As the process continued, regular meetings were held to give mountain biker input on the documents as well as other trails they were analyzing.

The DMBTA became an IMBA chapter in 2010 giving it official non-profit status and affording it the backing of the international organization. As these things go, the relationship between land managers and local advocates continued to grow as the association worked to help maintain the trails in Washington County and slowly work toward constructing new purpose built singletrack.

The latter of which came in the winter of 2013-14 as the collaboration between the DMBTA and the BLM flourished into two new trails in the Hurricane Rim Trail Network. Goosebumps and Cryptobionic offered additional loop options for the already established trail system. The new construction catapulted the organization as it began to gain traction with local riders and grow in its territory.

In 2014, the City of Kanab through a recently formed bicycle coalition contacted IMBA hoping for help planning a trail system to keep the thousands of mountain bikers who travel through the area in Kanab and thus fostering the local economy. The DMBTA, being the local chapter was asked for input. The coalition split its efforts into road and mountain, with the off road riders joining the association. Ever since they have been working hand in hand with the city, county and IMBA to create a comprehensive trail plan that could result in an all-together new trail destination in Southern Utah.

As I type this, legendary trail designer, Joey Klein, is in Kanab working on this plan. The assessment should take about three weeks and hopefully will result in a design that the county, in conjunction with DMBTA, can implement to provide them the network they desire. The

city of Kanab also recently finished a rehab of the Cottonwood trail making it much more mountain bike friendly with the help of the American Conservation Experience crews. ACE is a non-profit dedicated to constructing and rehabbing trails through volunteer experiences.

As Kanab was beginning to take off, Escalante wanted in on the action. The area has hundreds of backcountry trails that are open to mountain bikers but can be hard to navigate due to the lack of maps and maintenance. A DMBTA sub-committee consisting of locals is working to change that by mapping some of the more popular routes, getting them marked and properly maintained to allow tourists to enjoy the beauty the area has to offer by bicycle.

About this same time, the BLM in Cedar City was finishing a trail plan that would call for 100+ miles of mountain bike accessible trails. The first of which have begun to be constructed by IMBA trained builders. The BLM is shooting for 10-15 miles of trail to be built every summer through paid construction and organized volunteers.

And of course, Washington County got two more trails to help round out the Hurricane Rim Network this past spring. Dead Ringer and More Cowbell were constructed to offer alternative loops, an easier climb and some beginner level trail. Despite their easy nature, they have quickly become favorites.

The DMBTA is continuing to advocate for more construction and better maintained trails. Currently, there are three trail projects under review in Washington County that could see construction in the next 6-12 months. In addition, we are actively working with the City of St. George for the creation of a bike skills park to help new riders enter the sport and provide a practicing ground for the local NICA team, the Flying Monkeys.

If you would like to help out by joining or donating to the trail fund, go to www.dmbta.org. Monthly trail maintenance days are scheduled for the second Sunday of every month through the summer. Subscribe to our newsletter, <http://dmbta.org/news/subscribe-to-our-newsletter/> or watch our Facebook page for updates, www.facebook.com/dmbta.

Build. Maintain. Ride.

BIKE ROUTES

Salt Lake City Releases New Bikeways Map



By Dave Ittis

The Salt Lake City Bikeways Map has been updated and rereleased for 2015-2016. The 24x36 inch map shows routes for cyclists throughout the city along with bike shop locations, bmx/skateparks, parks, and other locations relevant to cyclists.

The map has many new features

including smaller maps of four recreational bike routes, new safety information and graphics, and new bike infrastructure added since 2013. But, the biggest change is that the new version of the map designates bike routes in terms of comfort levels for cyclists rather than whether or not there are bike lanes on a particular street.

Becka Roof, Salt Lake City's Bicycle and Pedestrian Coordinator, explained the new High-Medium-Low-Extra Low comfort rating system, "The comfort rating seeks to give people information about the type of experience to expect. Salt Lake City adapted the comfort rating from the Austin, Texas bike map and applied their descriptions to Salt Lake City streets. Several regular bicyclists on staff worked on the initial ratings, and the ratings were also critiqued by the City's Bicycle Advisory Committee. High comfort routes include trails, very low traffic roads, or bikeways with separation from traffic. Most regular bike lanes on streets with typical city traffic are rated as medium comfort.

Higher-speed and higher traffic streets, even with a bike lane, may be rated low comfort. A few critical connections are rated as extremely low comfort, such as a hairy section around a freeway interchange. The map legend explains these in further detail."

The recreational routes included are Emigration Canyon, City Creek, Salt Lake Marina, and the Cycle the City Route, a site seeing route in the core of the city that highlights historic sites and urban trails.

The map is free and copies can be obtained at Salt Lake City bike shops, the information desk at the Salt Lake City and County Building at 451 S. State, and from Salt Lake City sponsored booths at various festivals throughout the summer. It is also online as a pdf at bikeslc.com. The pdf is geotagged so that it can be used on a smartphone to show location and other relevant information. The map was produced by Salt Lake City and with, "Thanks to our advertising partners who make printing of the map possible!" added Roof.

COMMUTING**Salt Lake City and Boise
Scored as Bikeable on
BikeScore Ranking****By Charles Pekow**

Dozens of cities are more friendly to cyclists than the biggest ones in Utah and Idaho – at least by one count. The League of American Bicyclists (LAB) ranks states and cities on their bicycle

friendliness and tells us how many businesses go out of their way to promote cycling. But another group that doesn't specialize in cycling per se has done a city ranking. Walk Score, a division of Redfin, a national real estate firm, rated 154 largest American cities by their bikeability on a 100 point scale.

Salt Lake City ranked #32, with a score of 68.5. – putting it just below the top 20 percent; not too shabby, really. And despite containing the second-most-LAB-approved bicycle friendly businesses of any city in the nation, Boise ranked #46 with a score of 62.9 in Redfin's list. The cities fell way behind #1 snowy Cambridge, MA (92.8), #13 hilly San Francisco 75.1) and #14 rainy Eugene, OR (74.3). Since Walk Score ranked only the cities that provided it with adequate information about their bike routes, so it couldn't rate Provo, Ogden or any other city in Utah or Idaho, explains the study's author, Rachel Musiker, Redfin senior communications specialist.

Walk Score sees its mission as promoting walkability and related lifestyle features such as bikeability and public transit access so it can show how livable real estate listings are. It provides data to governments, planners, bankers and others on neighborhood data. It can let you know, for instance, about the number of bike share stations in the neighborhood you're thinking of moving into. Redfin bought Walk Score last October and uses the research to help home seekers know how easy it is to get around their neighborhoods by foot, pedal, bus or train.

"We've been hearing from Redfin agents across the country that a lot of potential clients want to look at homes in close proximity to bike lanes and if they're looking for condominiums, they're looking for a place with a room where they can safely lock their bike," Musiker said in an interview.

Walk Score adopted its Bike Score methodology from its walking one. It uses criteria that consider infrastructure but not bike culture. It equally ranks four factors: bike lanes, topography (specifically the hilliness of a neighborhood or city, something hardly in the control of occupants or governance), connectivity of bike

paths, and the percentage of people who commute to work by bike.

Only Cambridge (92.8) got ranked a Biker's Paradise where "daily errands can be accomplished on a bike," which requires a score of 90. Twenty-four other cities got ranked Very Bikeable where "biking is convenient for most trips, which requires a score of 70." Salt Lake City just missed and was ranked Bikeable, since it contains "some bike infrastructure." Boise got the same grade, which requires a score of 50. But if it's any consolation, 58 cities didn't even get that rank and were deemed Somewhat Bikeable, with "minimal bike infrastructure."

Walk Score ranked 23 Salt Lake City neighborhoods by bikeability. Only Central City was labeled a "Biker's Paradise" with a 91 score, with second place Central City-Liberty Wells scoring "Very Bikeable" at 88. The further away from downtown you go, the less bikeable the city becomes. Arcadia Heights (East of Foothill Blvd. by I-80) finished last, scoring only 29 as it "does not have many bike lanes."

Walk Score does not consider bike share data or parking. It considers mileage and gives different weight to the type of bike facility. But it acknowledges that its method lacks precision because cities can define facilities differently (separate bike lanes, cycletracks, off-road trails or shared lanes with bike route signs) and conditions and safety vary. While Bike Score considers the percentage of bicycle commuters, it does not count the number of recreational or other rides or riders. Nor does it consider what governments, the business community, advocates or anyone else is doing. "We don't have a way of taking advocacy into account," Musiker says.

The top five cities nationally all included major university campuses: (Cambridge; Santa Cruz, Davis and Berkeley in California; Boulder, CO).

LAB ranked Salt Lake City as a Silver level Bicycle Friendly Community. Boise does not appear on LAB's list, though Ada County, in which it lies, also earned Silver rank. A big difference in the approaches is that in its various rankings, LAB looks at local culture and the business community and Walk Score looks only at how well residential areas feature bike facilities.

For the full rankings, see <https://www.redfin.com/research/uncategorized/2015/bike-score-2015-supplemental-data-full-ranking-and-new-cities.html>

BIKE RETAIL**Bike Shops and Women****By Charles Pekow**

Advocacy groups across the nation have been vigorously encouraging women to ride bicycles over the last few years. From the League of American Bicyclists (LAB) with its Women Bike campaign on down to the local level, groups are doing everything from sponsoring rides for women to encouraging them to commute and repair a flat.

We all know that. But now a LAB report is calling on bike shops, and not just advocacy or women's groups, to carry the torch for the female cyclist. It not only will encourage the cause of bicycling – it's good business to attract half the potential clientele who don't as frequently patronize bike shops, says Bike Shops for Everyone: Strategies for Making Bike Retail More Welcoming to Women. Liz Cornish, who until recently served as LAB's Women Bike manager, wrote the report. "We want to connect the consumer with the local bike shops," Cornish said in an interview.

So how does/should a bike shop attract female customers? Surprisingly, the gender of the owner plays no significant role in that success, LAB's research found. Neither does staff training from outside consultants. But the report says that "shops must proactively work to make people of all backgrounds feel that bicycling is for them. That's contingent on creating a shop in which many different people can feel comfortable."

Even balancing the gender of mannequins modeling cycling fashions can help. "Women, in general, are much less tolerant of a messy shop," the report warns. "One of the hallmarks of a shop that successfully appealed to women was an intentional interior design that made the space feel more like a higher-end boutique and less like a bike shop."

LAB got 156 responses from retailers around the nation to a survey it based the study on. LAB acknowledges that while dealers from all over the country responded, the sample is not scientific. LAB found some successful strategies, ranging from the layout and design of the store to sponsoring events specifically for women, from rides and races to workshops. Managers need to recognize differences between attitudes of the genders. Welcoming people into a store can only help in an era when shops are losing business to online retailers that can offer lower prices. It would also help if stores learned more who their audiences are by recording information when they sell. All it takes is software that records info, such as Square or Lightspeed, which takes info from credit cards; or stores can train staff to collect data.

"Men may engage in the sport for individual pursuits, but Women Bike's research is discovering that more and more women are being drawn to bicycling because of the sense of identity to the community it creates," LAB's research found. Bloomington Cycle & Fitness in Bloomington, IL started a Friday evening women-only ride that brings people to the shop, for instance. LAB also suggests that offering anything from a free yoga class to a potluck can draw women to a store. So does sponsoring any kind of racing team, from cyclocross to mountain biking to triathlon to road biking; from beginner to advanced.

And it helps if stores hire women as sales agents. "There's no way around our cultural norm that people are more comfortable talking to someone of their own gender about things like saddles and chafing," Cornish says. "If they're uncomfortable riding, they're not going to be riding very long."

She suggests that to cater to busy shoppers, retailers offer a wide variety of products but not a wide

selection of brands. "Time is limited. (Shoppers) don't have a lot of time to compare one product to another," Cornish says. Bike retailers can take lessons from other industries. "That's why companies like Trader Joe's are so popular; they did the research to determine the best brand of peanut butter...Bike retailers should know that people are relying on them to be the experts when it comes to the quality of the products."

Some bike shops have already spotted the trend and adjusted. "I've been here five years and I've definitely seen an increase in the number of women riders from beginner to expert level," says Sales Associate Jen Droke at Canyon Bicycles in Draper. Women comprise about half the store's sales staff and female customers often "want a woman's point of view."

They also buy differently, Droke found. "Women are definitely not willing to spend as much money upfront. Women are about five years behind men in riding. When we saw men's carbon bikes come out, men were buying them in droves. It's taking women five years to catch on and start buying carbon bikes," she says.

"It also seems to take them a little longer to buy. Men will come and plunk down the money for a bike. Women will talk to you, then go to another store and come back. They tend to think a bit more, maybe because they don't know as much; I'm not sure," Droke explains. "Women are shoppers but it seems they are more into clothes in general; this is new territory for them and it's a pretty significant chunk of money to buy a bike and they want to make sure they are buying the right bike for them," whereas guys come in with a better idea.

Find the report at http://www.bikeleague.org/sites/default/files/Bike_Shops_For_Everyone.pdf.

Equity in Bicycle Planning

Equity: the issue of our day. Public debate focuses on equity in income, equity among genders, equality under the law, in access to higher education, you name it.

And now, we have a tome on equity in bicycling facilities. Advocacy Advance (AA), a partnership (equal, no doubt) between the League of American Bicyclists and the Alliance for Biking & Walking examined 38 bicycle and pedestrian master plans around the country to see what they had to say about equity in bicycle facilities among subsets of the populations and areas of the real estate covered.

AA didn't include any Utah or Idaho communities in the study. But it found that when planners addressed equity in bicycling, they defined it differently. Austin, TX, for instance, looked for equal access for participating in planning as a

criterion, while Minneapolis made a point of treating people equally by race, gender and age. Phoenix, AZ made a point to include people from all socioeconomic backgrounds. Portland, OR focused on a balance of transportation choices.

But the report states that in general, bicycle advocates who think of equity have focused on the lack of representation among women, people of color and the low-income when setting transportation policy.

And it suggests that policies should consider reducing the harms of pollution among poor and minority communities, equality in facilities among neighborhoods, etc.

So how do you measure equity? Denver counts the miles of facilities per council district. Seattle set a goal to ensure that no area of the city lacks bicycle facilities by 2030. Minneapolis tries to ensure that its transportation materials are produced in multiple languages and formats. Eugene, OR is trying to compare the level of bike facilities

in minority and low-income areas with other parts of the city. Fort Collins, CO is trying to increase the percentage of female bicycle commuters from 35 percent to 50 percent. (The city hasn't figured out yet how it's going to reach that goal or how to measure it.) And Portland, OR plans to count the percent of its entire bicycling population by age from juveniles to seniors as well as the percent who are female, low-income or minority.

AA found that planners were more eager to achieve bicycle equity than to define it and found "a number of plans that did not include data performance measures as data limitations were a barrier."

Note: the report looks at plans, not necessarily what has been or is being carried out in the physical world. View it at <http://www.advocacyadvance.org/docs/ActiveTransportationEquityScan.pdf>. AA says it plans to follow up and report on planning processes.

-Charles Pekow

MOUNTAIN BIKING

Ride Sun Valley Bike Festival to Feature Cross Country MTB Race, Enduro Races and Guided Rides



The Ride Sun Valley Festival, to be held June 25-28, 2015, will feature stunning scenery, a new cross country mountain bike race, enduro races, guided rides, and more. Photo by Mike Schirf / MSI.

Salt Lake City, UTAH (May 13, 2015) - The fifth annual Ride Sun Valley Bike Festival returns to the stunning scenery and world-class singletrack of Sun Valley, ID, June 25-28, 2015. Event organizers are excited to announce the addition of the Shimano Boulder Mountain Fox

Trot 50K, an entirely new cross-country mountain bike race and course, to the schedule of events on June 28. Registration is now open for men and women of all ability levels on RideSunValley.com.

"We're excited to announce the addition of a cross-country race to the Ride Sun Valley Bike Festival

lineup," said Event Director Seth Delorey. "This rugged race will really help showcase a larger selection of the local trails and show why Sun Valley is a world-class mountain bike destination."

Pending final U.S. Forest Service approval, this unique race is planned to be held on a 32-mile point-to-point course with 4,200 feet of total climbing including some of the area's best trails in the Sawtooth National Recreational Area and the U.S. Forest Service Ketchum Ranger District. Dramatic vistas accompany burning legs and lungs as racers pedal some of Sun Valley's top mountain bike trails adjacent to downtown Ketchum.

Organizers are also pleased to announce Cox Communications as the official media and timing sponsor of the Ride Sun Valley Bike Festival. During the race, athletes and spectators may view live timing on ItsYourRace.com or the ItsYourRace App.

The race is followed by the Finish Party at the Ride Sun Valley Expo Area in downtown Ketchum. The party will include live music, catering, a great raffle and awards.

Ride Sun Valley is a true home-grown bike festival geared for any-

Sugarhouse Crit - Continued from page 3

right behind me. Someone spilled a water bottle. I heard guys hit the curb but I didn't even look. It was just chaos. We came down the hill and somebody ran over a duck or something. It was just chaos into the sprint. The group just bunched up at the bottom of the hill and I just had a perfect line on the inside." Booth took that perfect line and accelerated, passing the last rider at the top of the hill and held it to the line for the win. Young speedster Justin Griffin (FFKR/Contender) stayed on Booth's wheel to finish second. LiVe Well p/b Bountiful Bicycle had their own leadout train on the right side of the final hill. Michael Hawley and Bryce Olsen finished 3rd and 4th respectively, with Trevor Jackson of SBR Cycles rounding out the podium in 5th.

In the Men's 3-4 field, Jace Heger (Rapid Cycling Racing, St. George) won the field sprint to take to the win. "You're nubbing everyone's elbows and handlebars trying to get yourself in position for the sprint." He described his last lap, "There started to be a little leadout from the SBR team. I'm up here by myself. I don't have any teammates and I just went with them and once we rounded the last corner it was a free for all." Heger took the win, followed by Jon Larsen (Millcreek), and Evan Clouse.

The Sugarhouse Criterium was also the Utah State Championship for Juniors and Masters. State Championships were awarded to Jase Hoover (Canyon Bicycles/Shimano) in the Junior Men's 15-17 field, Ryder Jordin (Canyon Bicycles/Shimano) in the Junior Men's 10-14, and Kira Crowell in the Junior Women's 10-14 field.

In the Masters, championships were awarded to Mike Underhill (Millcreek Bicycles) in the Men's 35-44, Christoph Heinrich (Cicada Racing Inc. p/b Mark Miller Subaru) in the Men's 45-54, Joseph Brubaker (Ski Utah/Plan 7) in the Men's 55-59, Dirk Cowley (FFKR/Contender) in the Men's 60-64, and Ken Louder (FFKR/Contender) in the Men's 64-99. In the Masters women, titles were awarded to Alison Knutson (Harristone/Sun Valley Mortgage Cycling Team) in the 35-44 field and Mary Emerson (Team Tosh p/b Hyperthreads) in the 45-99 field.

See results on page 14.

one who loves life on two wheels. Guests can enjoy a wide array of entertainment and participate in races and other fun activities including the second stop of the SCOTT Enduro Cup presented by Vittoria, the SheepTown Drag Races, a down-

town bike expo, guided rides for all abilities, Bike Prom, and a number of other fun events where having a good time is what makes everyone a winner. To view the full schedule of events, visit RideSunValley.com.

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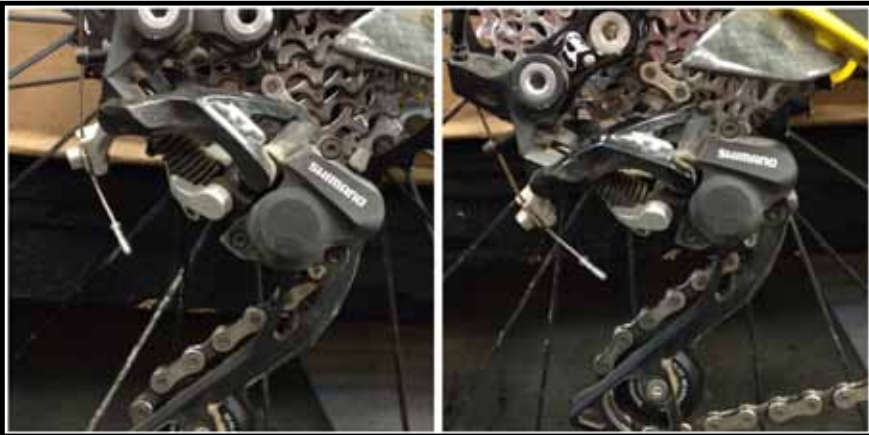
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MECHANIC'S CORNER

Do-It-Yourself 1 x 10 Drivetrain: A Review



Top Left: Rear derailleur without the Goat Link (left). Rear derailleur with the Goat Link (right). Top Right: The Goat Link works to convert a rear derailleur into one that will work with a larger cog, and a single front chainring. Below Left: The c-clip must be removed in order to install the Goat Link.

By Tom Jow

One of the hottest trends in mountain biking right now is SRAM's 1 x 11 single ring drivetrain. It is so hot that since its release it has spawned 3 mountain bike group sets, a cyclo-cross group and rumours of a road group. Also grown from the popularity of the 1x drivetrain is a number

of conversion parts to upgrade a multi-ring 10 speed drivetrain to a 1 x 10 setup. In this article I review the eThirteen 42t rear cog and a RaceFace 30t narrow-wide chainring I installed on my bike last month.

The Installation:

The installation process is simple and straightforward. Remove the

cassette. Install the new cog behind the old cassette and remove either the 17 or 15 tooth cog. Remove the chainrings and install the new one. Then remove the front shifter, cable and derailleur. *For more detailed instruction on the installation process see Cycling Utah, May 2015.

The First Test:

Due to time and weather constraints, my testing was limited to about 10 rides; the Shoreline Trail, the hills at Liberty Park, and around the neighborhood. Despite having only a small amount of test rides, I was able to judge immediately how the drivetrain was working.

In my experience with two other 1x conversions at work, the system seemed to work pretty well. Both in the stand and test rides on flat ground

the shifting could be rated (on a scale of 1-5) as 3.5-4. The performance of my bicycle, on the other hand, was more like 1.5. Let me say that I can adapt to about anything on a bicycle and the shifting performance of my new 1x drivetrain was totally inadequate. There would no adapting to this. Shifting from the 13 to the 17 was nearly impossible. Once in the 17, moving up the cassette to the 42 was very slow and of below average performance. Holding the shift lever or double clicking up and then shifting one back was required. Getting

into the 42 from the 36 was about the only shift that worked well. Even moving down the cassette into the high gears was slow.

Back to the Drawing Board:

"What is my next step?" I asked

	11	13	16	19	21	24	28	32	36	42
30	74	62	50	43	39	34	29	25	22	19

Table 2

myself. During my research I found there is a large array of components available in order to perform the perfect 1x conversion. I an attempt to improve the shifting, I decided to purchase the Wolftooth Components "Goat Link". This component replaces the standard derailleur tab on a Shimano rear derailleur. The Goat link is a little longer and flatter (see photo 1), which brings the upper rear derailleur pulley closer to the cogs. Notice how much more the rear derailleur is under the cogs on the right of photo 2.

Replacing the link is an easy task. First, remove the rear derailleur. Remove the "c" clip

(photo 3) behind the bolt holding the link to the derailleur body, and then remove the bolt. Install the Goat Link, replace the bolt and clip. Reinstall the derailleur and make any necessary adjustments to the cable tension. The "b" tension screw will also need to be adjusted, adjust it so the chain shifts smoothly onto the 42 cog without banging into it (you'll see what I mean).

The Second Test:

It is amazing what a difference one component can make. From the first shift it was apparent that the shifting performance was greatly improved. Moving to the larger cogs was now much smoother, with only a hint of hesitation. I found that it did require a slightly more forceful shifting action, in other words, shift like you mean it. Coming back down to the high gears was nearly perfect.

Unfortunately, shifting from the 13 to the 17 was still next to impossible. During my research I found that Wolftooth Components manufactures a 16 tooth cog and highly recommends removing both the 17 and 15 and installing the 16. After digging around in my parts boxes, I found an old 16 tooth cog. So I replaced the 17 cog with the 16. An enormous improvement. Finally, a setup I could live with.

The Gearing:

Obviously there is a big change in the gearing. The biggest difference is the lack of overlap. A 2 x 10 drivetrain has only 14 gears that do not overlap. The gears I used most and their gear inch size (bold) are shown in table 1.

	11	13	15	17	19	21	24	28	32	36
36	88	75	65	57	51	46	40	35	30	27
22						28	25	21	19	16

Table 1

What this table shows is that in a perfect world, shifting would start, from low to high, in the 22-36, move through the 32, 28, 24, then shift

to the 36-36, and move on down one by one to the 36-11. With a single chainring, however, there is no overlap. Shifting would begin in the 30-42 and complete at the 30-11(see table 2).

One of the other differences with my new gearing is a taller low gear and a shorter high gear. Referring back to table 2, the combination 30-42 is a 19 inch gear. This is equivalent to the 22-32, or one gear higher than the lowest of my old gearing. On the high end, at 74 inches, the 30-11 is 14 inches shorter than the 36-11. What does this mean? I need to work harder to get up the steep hills and spin faster to keep up on the downhill.

The Parts:

The first stage of the conversion consisted of the following three parts:
 eThirteen EX cog - \$69.95
 Wolftooth Components Goat Link - \$19.95
 RaceFace 30t Narrow-Wide chainring - \$59.95
 The second stage of the conversion required the following:
 Wolftooth Components 16t cog - \$14.95

Be sure to cross check the compatibility of the new components to the old ones. For example, for use with Shimano cassettes, the add-on cogs are only compatible with XT and XTR. And the Goat link, is not compatible with SRAM derailleurs. So, check compatibility and read the instructions.

Conclusion:

It took a little experimentation, but I have a good working system now. The shifting seems simpler, but I miss the 36-36. That was my go to gear upon cresting a steep up that transitions to downhill. I'm not so concerned about the loss of my high gear, but I do miss the low gear of my old 22-36. Three inches in a gear size does not sound like a lot, but it was enough to have me walking on the steepest hill in my test rides. If necessary, it is possible to obtain a lower gear by purchasing a 26 or 28 tooth chainring for the smaller, 64mm bolt circle of my double crankset.

The total cost of the parts for this conversion is approximately \$165. The total time I spent on labor was approximately 3-4 hours. In addition, removing the front shifter parts reduced my bike weight by almost 1 pound. So, for less than half the cost of a SRAM 1 x 11 cassette, anyone can purchase a very adequate 1 x 10 conversion kit.

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ROAD RACING

A Trip to the 2015 Tour of California



Peter Sagan, Tinkoff Saxo, on his way to winning the Stage 6 Time Trial, 2015 Amgen Tour of California. Photo by Dave Richards.

By Dave Richards

Think about it - 8 days of racing, over 700 hundred miles ridden and the race is won by the width of a tire! That's how it came down at the 2015 Amgen Tour of California.

The Amgen Tour of California (AToC) is the biggest stage race in the US. More World Tour teams and riders race the AToC than any other race in the US. This year, for the 10th anniversary of the race, it featured a three stage Women's race plus an invitational Women's time trial. Unfortunately, my schedule conflicted and I wasn't able to attend the Women's race. It's a beautiful course covering the length of California from majestic Redwood trees and pine forests to the beautiful beaches of Southern California. The race is a showcase for the beauty of the "golden" state. Media coverage was extensive, numerous photographers stacked the finish lines and the daily post race press conferences were packed. NBC Sports broadcast a daily show featuring each stage as well as streaming online coverage.

So what's it like to race an event of this caliber? Eighteen teams with up to eight riders each were invited to the AToC this year. This included eight World Tour teams,

four Pro Continental teams and six Continental teams. That's quite a mix of varying skill levels, experience and team budgets all competing for the same prizes. The Continental teams found it difficult to make a showing against the World Tour teams. As one team director told me it was very hard to make a successful breakaway or win a stage because the World Tour teams were so dominant. I guess that's why they're World Tour teams, he said. But that didn't stop them from trying. Riders from Hincapie, Axeon, Optum and others were constantly forming breaks and attacks trying to get out front of the main action.

On the other hand, the World Tour teams didn't take the race for granted. Jim Ochowicz, General Manager for BMC, had this to say:

"Being an American team, headquartered in California makes the Amgen Tour of California one of the more important races on our calendar. We want to do well there because we know this race receives a lot of media attention, a lot of our partners and sponsors invest a lot into it and we have won the race before - in 2013, with Tejay van Garderen. So we always want to do well and give people something they can cheer about."

The race organizers were proud of their efforts to make the Amgen Tour of California a major race on the UCI calendar. Chris Aronholt, Managing Partner, Medalist Sports made these comments:

"Since its inception, Medalist Sports is proud to partner with AEG and the Amgen Tour of California. Similar to the experience in Utah, the Amgen Tour of California is an annual showcase of world-class competition combined with picturesque beauty. All of these events keep getting better and better, making the U.S. a top destination for professional cycling, both men and women".

I think it's safe to say that races such as the Amgen Tour of California along with the Tour of Utah and the USA Pro Challenge are shaping up to make the United States an important venue for world class stage racing.

Back to the race. Sunday May 10th, **Stage 1** was fast and flat, 127 miles long around Sacramento. It all came down to a bunch sprint with Mark Cavendish's amazing speed capturing the stage and donning the leader's yellow jersey.

Stage 2 ran from Nevada City (a town where Greg LeMond made his racing debut I believe) to Lodi. 120 miles in length, the stage came down to another sprint won by Cavendish (Etixx Quick-Step).

Stage 3 featured 105 miles of steep climbs and twisty descents around San Jose. Young rider Tom Skujins of Hincapie Racing won the stage and captured the yellow jersey.

Stage 4 showcased the California coast with riders starting at the Pismo Beach Pier, riding 107 miles to finish at Avila Beach. Peter Sagan (Tinkoff Saxo) dominated to win this stage on a slightly uphill sprint finish and Skujins retained the leader's jersey.

Stage 5 started in Santa Barbara saying goodbye to the beaches and headed inland to finish in Santa Clarita after 98 miles of steep climbs and "white knuckle" descents. In spite of the climbing, the group came together for Mark Cavendish to take another win and Skujins stayed in yellow.

Stage 6 was scheduled to be a 15 mile time trial at altitude around Big Bear Lake. However, Mother Nature intervened dumping heavy snow and the TT was relocated to Six Flags Resort outside of Santa Clarita at the last moment. The race organizers pulled off a monumental feat relocating hundreds of riders, staff and course setup overnight. The new course was shortened to 6.6 miles which I'm sure the TT specialists didn't appreciate, but hey, that's bike racing. Peter Sagan again proved the critics wrong by winning the TT and taking over the yellow jersey. Evelyn Stevens (Boels Domans) won the women's TT held on the same course prior to the men's event.



Young rising star Julian Alaphilippe breaks away from Henao and Boswell to win Stage 7 of the 2015 Amgen Tour of California. Photo by Dave Richards.

Stage 7 was the 80 mile long climb up Mt. Baldy. The race left queen stage featuring the fearsome Ontario climbing up towards the

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Mark Cavendish (Etixx Quick-Step) sprints and takes the intermediate sprint time bonus with Sagan (Tinkoff Saxo) finishing second during Stage 8, 2015 Amgen Tour of California. Alaphillipe (between Cavandish and Sagan) finished third in the sprint to retain the lead on the road until the fateful finish. Photo by Dave Richards.

Mt. Baldy Road, then turned left for a large loop on the Glendorra Mountain Road with major climbs, KOMs and descents before returning to make the final climb to Mt. Baldy. This last section contains numerous steep switchbacks that were shrouded in fog and rain from the morning's storm. This was the stage that everyone believed would determine the overall winner for the race. As we waited at the finish line, the fog began to lift a bit. Radio and TV signals kept dropping out so we were unsure who was leading the race. Word came that Julian Alaphillipe (Etixx Quick-Step), the rising young French rider, was battling it out on the climb with Columbian Sergio Henao (Sky). Then suddenly, a rider burst through the fog at the finish line. It was Alaphillipe who had managed to drop Henao and his teammate Ian Boswell for the big win taking over the yellow jersey. A few more riders straggled in then, surprise, Sagan rode out of the fog to collapse at the finish line. Sagan had been taking heat all week in the press conferences about his lack of

wins this spring. His team owner, Oleg Tinkoff has grumbled publicly about it. I guess Sagan decided he had something to prove. For a big, stocky guy who you wouldn't expect to climb well, he turned himself completely inside out that day leaving everything he had on the mountain. Sagan finished 46 seconds out putting him in 2nd place overall, 2 seconds behind Alaphillipe, the new yellow jersey wearer.

Stage 8 began on a beautiful morning in downtown LA. The final stage today would feature circuits around the Staples Center then head out to Pasadena for 9 finishing circuits around the famed Rose Bowl Stadium for a total of 60 miles. The first Rose Bowl circuit intermediate sprint would offer time bonuses of 3, 2 & 1 seconds for the first three riders. Sagan was 2 seconds behind. Cavendish is Alaphillipe's teammate. Could Cav block Sagan's attempt at the time bonuses and assure Alaphillipe's victory? The

intermediate sprint began, Cav was doing about 45 mph to win the sprint. Sagan took 2nd garnering 2 seconds, but Alaphillipe was third

to claim 1 second and keep his lead on the road. Eight more laps to go and Sagan is now only 1 second out of overall victory. The fans were going crazy! Who could have predicted that a week long race victory would come down to 1 second in the final moments of racing? The riders kept lapping the stadium, attempting breaks, but nothing would stick. Etixx Quick-Step was determined to bring Cavendish another stage win and Alaphillipe the overall. Tinkoff Saxo was drilling it, committed to bringing Sagan to the line netting a time bonus to take the yellow jersey. Everyone else was fighting for a win to spoil those plans or just hanging on due to the furious pace of the peloton. The bonuses on offer were 10, 6 & 4 seconds for the top three.

Here they come, the final lap and the sprint begins. Cavendish jumps out in front, assured to take the stage. Wippert (Drapac) clearly takes second. What happens next is astounding. It appears that Farrah (MTN Qhubeka) and Sagan (Tinkoff Saxo) have tied for 3rd. Who won? Who gets the time bonus? Only the photo finish will tell. The crowd awaits nervously. Alaphillipe thinks he may have got it, Sagan isn't sure. Then the announcement comes. Sagan beat Farrah by the width of a tire to

secure the time bonus of 4 seconds, thus moving ahead of Alaphillipe to win the overall race by a total of 3 seconds!

Final Results:

- Peter Sagan (Tinkoff Saxo) - overall race winner
- Mark Cavendish (Etixx Quick-Step) - sprint points winner
- Daniel Oss (BMC) - king of the mountains
- Julian Alaphillipe (Etixx Quick-Step) - best young rider
- Team Sky - best overall team
- Tanner Putt (Utah, UHC) finished in 107th place with a time of 29:06.

Dave Richards is a Utah-based photographer. You can find his work at daverphoto.com and in the pages of Cycling Utah.

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EVENT PREVIEW

Bike MS Ride Preview

By Dave Iltis

The Bike MS: Harmon's Best Dam Bike Ride is a two day cycling tour that will held on the beautiful roads of Cache Valley, Utah on June 27-28, 2015. The ride raises funds for multiple sclerosis research and Multiple Sclerosis Society programs. The ride is in its 29th year in Utah. It was originally called the MS 150 and the 'Dam' in the title refers to the Hyrum Dam.

We asked Bike MS ride coordinator Amanda Savage about this year's event.

Cycling Utah: Tell us about the purpose of Bike MS. How are the funds that are raised allocated?

Bike MS: The funds that are raised go towards National Research Projects that are supported by the

National MS Society to find new treatments and develop a cure for Multiple Sclerosis. As well as funding national research the funds raised through Bike MS also provide programs and support for individuals and their families who are impacted by MS living in Utah and Southern Idaho.

Cycling Utah: Tell us about the rides on Saturday and Sunday. What are the highlights of the course?

Bike MS: The course goes through the beautiful scenic Cache Valley riding through rural towns and farm country. The Sunday course includes a wonderful climb up Blacksmith Fork Canyon to Hardware Ranch and beyond.

CU: What sorts of activities will be happening before and after the rides?

Bike MS: Bike MS is a full week-end event, we provide wonderful meals beginning with a hot breakfast on Saturday at the Cache Valley Fairgrounds, a catered lunch on the course, a festive Mexican dinner on Saturday night and again breakfast and lunch on Sunday. We have a sponsor village with vendors providing free items and information to our riders ranging from Verizon Wireless to clothing vendors. There is a program for all participants on Saturday including live music and a pool party.

CU: What does Bike MS do to connect with the people and businesses of Cache County? How do you involve the local community?

Bike MS: We work closely with the local community and seek to find vendors and business to help support the ride in Cache County. We attend meetings with the Chamber

Left: The Blackbottoms & Bikes for Kids: Bad Ass Cycling will be participating again this year in Bike MS.

Above: Harmon's is both a major sponsor and participant in the Bike MS Ride. Photos by XOTIO.com

of Commerce and the Cache Valley Lodging Association to provide information about the Ride so that the community is well aware of our event. We also send out a postcard to all residences and businesses that are on our route to inform them that we will be using their roads and thanking them in advance for their hospitality. The entire ride from a logistical point of view is supported by area businesses. The meals served to riders are provided by local restaurants, the coffee each morning is provided by Café Ibis a local coffee shop. We work with the Cache County Visitors Bureau each year to find ways to utilize local resources for the Ride. We are fortunate to receive cash sponsorships from several Logan based businesses as well. This year we are excited to have support from the Cache County Arts Center, the Zoo, and the American Heritage Museum who will be provided activities at the fairgrounds for children.

CU: How many riders do you expect this year? How many fundraising teams? Who are some of the top teams?

Bike MS: We are expecting about 2,200 riders on 140 teams. Our top fundraising teams include Team Harmons, Blackbottoms Cycles for Kids, Goldman Sachs, Veritas Funding and Morgan Stanley.

CU: How do you sign up? How much do you need to raise to participate? Who can participate?

Bike MS: You can register at bikemsutah.org, every participant needs to raise \$250 to participate and the ride is open to cyclist of all ability levels who are 12 years old or older! Use the discount code:

CYCLINGUTAH for \$20 off of registration!

CU: With over 2000 riders on the road, what does Bike MS do to encourage safe and respectful riding?

Bike MS: We provide safety training and guidelines to our riders. We are fortunate to have the support of the Bonneville Cycling Club who sponsors training rides for Bike MS participants where safety best practices are demonstrated and they also serve as Ride Marshalls to ensure that all safety guidelines are followed during the ride.

CU: Is there anything else you'd like to add?

Bike MS: Bike MS is truly the premier cycling event in Utah- not only the ride incredibly well supported and a wonderful experience for cyclists of all ages it allows participants to be a Hero for someone living with MS by raising critical dollars to fund research.

Event Details:

June 27-28 — Bike MS: Harmon's Best Dam Bike Ride, Bike MS, Logan, UT, For cyclists and all those seeking a personal challenge and a world free of MS, Bike MS is the premier fundraising cycling series in the nation. The Bike MS experience is the ride of your life with options to ride 45-175 miles. Friendly to all abilities with rest stops every 8-12 miles. One of the most scenic routes in Utah! Camping, meals and entertainment based out of Cache Valley Fairgrounds (400 South 500 West), Amanda Savage, 801-523-4267, 801-424-0112, amanda.savage@nmss.org, bikemsutah.org

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COACH'S CORNER

Get Ready Your Next Century Ride

By Cameron Hoffman

Century rides and events are just around the corner! This time of year is exciting with warm weather, more daylight hours and enthusiasm among clubs and teams. It's also time to get ready for your century specifically your equipment, nutrition and training.

Dial in your Equipment

I recently had a teammate who rode a very long ride/race from Logan, Utah to Jackson Hole, Wyoming (LOTOJA). He was very meticulous in his preparation. He wore a heart rate monitor, did necessary training, competed in local races and ensured his equipment was ready. He also purchased and mounted new tubular tires, updated a few components, tried out different food and gel options and purchased new cycling shoes. It appeared like he was dialed in and ready to roll. But, properly adjusting new shoes (which were also a different brand) required more trial and error than just a few days of riding. In the end, he had everything set, except for his shoe and cleat position. My teammate ended up riding LOTOJA entirely with knee pain, where a simple cleat adjustment would have made all the difference and eliminated the pain.

The point of this story is that fine-tuning equipment, training and nutrition is required, but avoid any drastic changes within a month before your event. Ensure your equipment is ready, with any adjustments made well in advance. Don't wait until the last minute.

Here are a few equipment recommendations:

- 1. **Be** sure to have newer tires to hedge against flats. You can also inject tire sealant to protect against common thorns and some sharp road debris.
- 2. **Get** a proper bike fit. A bike fit can ensure that you are comfortable and maximizing power output.
- 3. **Tune** up your bike with a new chain and install new shoe cleats

Nutrition is Key
Proper nutrition is pivotal for every endurance athlete. It's said that we only have enough carbohydrates in our system to last us about 90 minutes. That means that

we have to replenish our carbohydrate stores during our ride. If you haven't already found gels and bars that work for you, now is a good time to start. I've always been a proponent of real food. Check out The FeedZone Cookbook for some great on the road pocket food ideas. These days, I only ride with rice cakes in my back pocket and a couple of caffeinated gels during long rides. Here are my nutritional recommendations:

- 1. **Practice** in advance with different food and gels to dial in your nutrition.
- 2. **During** your century ride eat something every 20-30 minutes such as a gel or a couple bites of food.
- 3. **Drink** every 15-20 minutes.
- 4. **Keep** a well-rounded diet - focus your daily meals with real food. Continue with your chosen vitamin and supplements.

Training Your Way to 100

While 100 miles is a long way, most riders, even weekend warriors can adequately prepare and accomplish a century with enough training. The number one rule to training and getting into shape is consistency. That's the secret! Consistency! Sometimes life gets in the way and consistency is not always going to happen. When preparing for a century, I would recommend training 3-4 days a week for 4 weeks straight. Here is a training outline you can follow:

Week 1

During week one you are building on the fitness you've gained during later winter and early spring training rides. You may be feeling behind on your training, however there's plenty of hope with consistent training for the next 4 weeks.

- 1. **Train** on mostly flat and rolling terrain for 20-30 miles per ride. Try to bump it up to 40 miles on your longer weekend ride.
- 2. **The** goal is to keep the legs

moving at a tempo pace you are comfortable with. There's no need to push yourself very hard, but hard enough you can complete 20-30 miles. Then shoot for a 40-mile day on the weekend.

- 3. **Remember** to focus on recovery after each workout. Eat something within 30 minutes after completing your ride. Drink fluids to rehydrate

Week 2

During week two, we are going to build on week one. By now you should be feeling better when you ride and adapting to the extra miles.

- 1. **Train** on rolling terrain with a few 5-10 minute climbs per ride. Shoot for 20-35 miles per ride, with a 50 miles ride on the weekend.
- 2. **The** goal is to build strength and increase your endurance. Pushing yourself to accomplishing 50 miles will feel incredible. You are well on your way to 100!
- 3. **Stay** consistent with a great diet hydration and quality sleep.

Week 3

Week three you may feel a bit tired from the previous two weeks. That's okay, it means your body is adapting and will take you to the next fitness level.

- 1. **Train** on rolling terrain with a few 5-10 minute climbs per ride. It's okay to push yourself up these climbs. Intensity, believe it or not, is an important part of building endurance. Increase daily mileage to 25-35 miles with a 60-mile ride on the weekend. If you can comfortably accomplish 60 miles, you can definitely make it to 100! Constant nutrition will be the key to going the distance.
- 2. **On** your longer rides (anything more than 90 minutes), eat something every 20-30 minutes. This will ensure you have food burning in your stomach the entire duration and adequate calories for your training ride.
- 3. **The** goal is to continue the momentum with added hill climbing



Century rides are held on some of the nicest roads in the state and provide an opportunity to ride with a great group of people. This is from the 2014 Tour de Cure, a ride that needs to be on your list. Photo by Dave Iltis

intensity.
4. **Make** sure your diet is complete with real food which will only help you feel vibrant and strong.

Week 4

The week of your Century! This is the toughest week. Do you rest or train? The truth is that you must do both. If you rest too much you'll feel stale and lack energy. If you train too much, you risk lacking enough recovery to accomplish your goal of 100 miles.

- 1. **Train** on flat to rolling terrain. It's okay to throw in a few minutes of intensity if you'd like. We'll scale back your daily mileage to 15-25 miles.
- 2. **The** day before your century ride, be sure to do about 15 miles at a tempo pace.
- 3. **Ride** your century! Remember to eat something every 20-30 minutes, even if it's only a few bites of a sports bar or half a banana. Drink something in the same interval of every 20-30 minutes.

Here are a few training tips:

- 1. **Be** consistent with your training
- 2. **If** you can ride 60+ miles during one ride, you can absolutely accomplish 100 miles.
- 3. **Mixing** your rides with mileage and intensity will enhance your preparation

4. **Try** to become proficient with drafting. Drafting offers approximately 30% energy savings, which is a HUGE amount of energy savings over a 100-mile span.
5. **Try** different foods and sports drinks. Everyone has slightly different preferences.
6. **If** you tend to sweat a lot, be sure to include salty types of sports drinks and food.

Cycling is a beautiful sport that can take you along beautiful roads and gorgeous scenery. We can meet life long friends and gain incredible fitness. Take it all in while you are training for your next century. Be sure to hone in your equipment to ensure a smooth and comfortable ride. Dial in your nutrition to keep your energy stores up and build up to tackle that 100-mile ride. Like most things in life, consistency is the key to success. Ride consistently and make this year's century ride your best yet.

Cameron Hoffman is a Cat 1 racer who grew up racing in Northern California before moving to Utah in 2001. A former US National Team member, he's well known as an all rounder, currently racing for Team Endurance360 (www.endurance360.com). He can be contacted at cameron@902sports.com.

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CALENDAR OF EVENTS

Utah BMX

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

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

June 12-14, 2015 — USA BMX Great Salt Lake Nationals. South Jordan, UT, Location: 5200 W. 9800 South. Weekly practices on Tuesdays from May 1 through the end of September. Weekly racing on Thursdays from May 1 through the end of September., Dallas Edwards, 801-803-1900, radcanyonbmx@radcanyonbmx.com, radcanyonbmx.com, radcanyonbmx.com

Utah Advocacy

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

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

Salt Lake County Bicycle Advisory Committee — Salt Lake City, UT, Bicycle Facilities Planning Meetings are third Wednesday each month from 4-6 p.m., with the exception of the month when the Quarterly County Advisory Committee is meeting on the third Wednesday from 6-8 p.m. (see website for meeting details). Meetings are held in Suite N-3001 of the Salt Lake County Government Center, 2001 S. State St., Salt Lake City, UT, 801-468-3351, Megan Hillyard, 801-468-3351, MHillyard@slco.org, bicycle.slco.org

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

Mooseknucler Alliance — St. George, UT, We accept all types and styles of riders, most

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

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

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

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

Provo Bike Committee — Provo, UT, Come join us every first Thursday of the month at 5:00 pm at 48 N. 300 W. We promote bike safety, culture, and better relations between bikes and cars., Zac Whitmore, 801-356-1378, zwhitmore@gmail.com, Heather Skabelund, 971-404-1557, bikeprovo@gmail.com, Aaron Skabelund, 385-207-6879, askabelund@gmail.com, bikeprovo.org

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

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

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

Events, Swaps, Lectures

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

Beehive Bike Polo Club — Salt Lake City, UT, Weekly hardcourt and grass bike polo. Tuesdays at 8pm, Saturday afternoons.

Check out the Beehive Bike Polo Club on Facebook for location., Chuck Heaton, 801-688-7268, heatpoloccompany@gmail.com, facebook.com/groups/18963149724953/

Cole Sport Weekly Road Ride — Park City, UT, Weekly Road Ride Mondays June 4-Aug. 27. Ride leaves Cole Sport, 1615 Park Ave. at 6 pm. Park at lower PCMR lot., Scott Dudevoir, 435-649-4806, dude@colesport.com, colesport.com, mountaintrails.org

Moab Bike Party — Moab, Utah, 4th Wednesday of every month. 6:30 or 7:30 pm., Jeff Gutierrez, facebook.com/moab-bikeparty

May 30, 2015 — Pedal Palooza, Herriman, UT, An event for the whole family, kids bike parade, kids bike races, bike safety rodeo, helmet safety inspection, helmet decorating station, adult/kid mountain bike event. 10 am (pre-event helmet checks at 9), Butterfield Park, Kami Greenhagen, 801-913-3251, kgreenhagen@gmail.com, pp.infinitecycles.com

May 30, 2015 — Bike Prom, Utah Bike Month, Salt Lake City, UT, Bike Prom, the Bicycle Collective's annual fancy shindig. Pierpont Place, 163 W. Pierpont Ave. Wear your prom outfits. Pre-prom ride: Liberty Park (Northeast corner) 6:00pm, Syhalla Bales, 801-815-5508, syhalla@gmail.com, Jace Burbidge, 801-328-2453, jaceburbidge@gmail.com, David Davis, 801-328-2453, info@bicyclecollective.org, bicyclecollective.org, bikeprom.com

May 30, 2015 — Get Into the River, Utah Bike Month, Salt Lake City, UT, Come learn about the animals and habitats supported by the river and how communities and individuals are enjoying it each and every day. There will be educational and recreational demonstrations during the festivities. Bring your bikes, your strollers, and your walking shoes and experience the Jordan River Parkway!, Laura Hanson, 801-536-4158, lahanson@utah.gov, Jen Parsons-Soran, 801-502-6794, getintotheriver@gmail.com, getintotheriver.org

May 31, 2015 — OpenStreets Salt Lake City, Utah Bike Month, Salt Lake City, UT, Designed to engage new people in bicycling and physical activity. The event will temporarily open a route of city streets exclusively to walking, biking, and other forms of active transportation. Includes activities such as exercise classes, dance classes, music, food, games and other attractions along 900 South between 600 East and 200 West. Coincides with the Tour De Brewtah., Melissa Carroll, 801-535-6142, melissa.carroll@slcgov.com, bikeslc.com, slcgov.com/openstreets

June 6, 2015 — National Trails Day, Park City, UT, Location & Project TBA, Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, mountaintrails.org

June 6, 2015 — National Trails Day, Salt Lake City, UT, Volunteer on Trail Projects., Kristen

Calendar Guidelines:
Listings are free on a space available basis and at our discretion.
Submit your event to: calendar@cyclingingah.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!

Kenley, (801) 501-0850, kkenley@rei.com, rei.com/saltlakecity

June 6, 2015 — National Trails Day, Weber County, UT, Partnership with USFS, focused on eradicating invasive weeds. Weber Pathways Trail Day. Come out on a build trails! Check website for details., Rod Kramer, 801-393-2304, outreach@weberpathways.org, weberpathways.org

June 12-13, 2015 — Velo Weekend, Tentative for 2015, Salt Lake City, UT, A whole weekend of urban cycling events beginning with a large group ride on Friday and continuing into Saturday with an Alleycat, Freestyle Trick Comp., Salt City Sprits and a Raffle. Lots of fun and prizes., Nathan Larsen, 385-202-4181, 801-916-0884, contact@velocitybags.com, veloweekendslc.com, velocitybags.com

June 20-21, 2015 — Anaconda Bike Festival, Anaconda, MT, Pedal the Pintlers, 25 mile, 50 mile, or the most challenging Century ride: 100 mile rides through arguably the most beautiful landscapes of Southwest Montana, Chad Lanes, 406-563-7988, 406-563-2034, chadlanes@msn.com, Anaconda Bike Fest, 406-563-7988, letsride@anacondabikefest.org, anacondabikefest.org

July 18, 2015 — Goathead Weevil Release, Salt Lake City, UT, Volunteers are needed to join the Jordan River Commission as we release puncturevine weevils along the Jordan River Parkway. These insects play an important role in managing goatheads on the trail. Laura Hanson, 801-536-4158, lahanson@utah.gov, Jen Parsons-Soran, 801-502-6794, getintotheriver@gmail.com, jordanrivercommission.org

August 15, 2015 — Tour de Fat, New Belgium Brewing's Tour de Fat, Boise, ID, Rolling Revival of Sustainable Folly! Various Western Locations., Paul Gruber, 888-622-4044, nbb@newbelgium.com, newbelgium.com, tour-de-fat.com

September 22, 2015 — World Car Free Day, UT, Ride your bike and leave the car at home!, None, noemail@cyclingingah.com, world-car-free.net

November 14, 2015 — Henderson Stroll 'n Roll, Henderson, NV, Our spin on the Ciclovía phenomenon that is sweeping the globe. Founded in Bogota, Columbia, it's where roads are closed to motorized traffic, allow-

ing the community to come together and enjoy the streets on bicycles, skates, skateboards or simply on foot. The car-free street fair is packed with activities for all ages. Along the route, enjoy children's activities, interactive demonstrations, free fitness classes and games., Charlene Ham, 877-775-5252, bikehenderson@cityofhenderson.com, Annette Mullins, 877-775-5252, bikehenderson@cityofhenderson.com, bikehenderson.org

Mountain Bike

Tours and Festivals

May 31-September 25, 2015 — Bryce and Zion National Parks (MTB), St. George, UT, 6-day, 140-mile guided Mtn Biking Tour thru Brian Head, Red Canyon, Navajo Lake Trail, Virgin River Rim and Hiking the Zion Narrows. Tour includes 5-night camping and 1 inn or 5-night all inns, transportation and food. Also available throughout the summer. May 31-June 5 (inns), June 14-19 (camp), June 28-July 3 (camp), July 12-17 (camp), August 2-7 (camp), August 16-21 (camp), September 6-11 (camp), September 20-25 (inns.), Sally M., 800-596-2953 x1, 702-596-2953, info@escapeadventures.com, escapeadventures.com

June 5-7, 2015 — BetterRide MTB Camp, Park City, UT, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

June 5-7, 2015 — BetterRide MTB Camp - Womens', Evergreen, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

June 11-18, 2015 — Granite Ridge Girls and Stone Temple Mountain Bike Camp, Cheyenne, WY, Curt Gowdy State Park. 2 1/2 day girls camp June 11-13, 4 1/2 day coed camp June 14-18, grades 7-12, ages 13-18. Riding skills and education sessions., Richard Vincent, 307-760-1917, 307-777-6478, endo.ro@gmail.com, larameenduro.org

June 12-14, 2015 — BetterRide MTB Camp, Evergreen, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

June 13, 2015 — VIDA MTB Series: Beti Bike Bash, VIDA MTB Series, Lakewood, CO, Women's mountain bike skills clinics, Sarah Rawley, 503-805-0043, info@vidamtb.com, vidamtb.com

June 19-21, 2015 — Black Hills Fat Tire Festival, Rapid City, SD, Promoting Mountain Biking in the Black Hills of South Dakota through bikes, brews and BBQ. Socials with a feature film, races, poker run and more., Kristy Lintz, 605-394-4168, 605-484-1724, kristy.lintz@rcgov.org, bhattirefestival.com, rcparksandrec.org

June 19-21, 2015 — BetterRide MTB Camp, Flagstaff, AZ, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@betterride.net

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Patrick Gilbery, patrick@betterride.net, betterride.net

June 19-21, 2015 — Grand Canyon Fat Tire Festival, Kaibab Lodge, AZ, 2nd Annual, 100 & 58 mile GC Alpine 100 MTB race, 50 mile 5 Fingers Rainbow Rim Non-Competitive MTB ride, Festival with food, family events, and live music. 12 & 25 mile East Rim and Saddle Mountain MTB tour with Escape Adventures. Saturday's race is unlike any mountain bike race you've ever done, as you swoop through aspen and ponderosa pine on double track to the breathtaking North Rim of the Grand Canyon, ride in and out of forests on incredible rim skirting single-track. Sunday's race is fun for the whole family overlooking Saddle Mountain Wilderness and East Rim of the Grand Canyon., Sally M., 800-596-2953 x1, 702-596-2953, info@escapeadventures.com, Marcy Wilson, 800-596-2953 x1, 702-596-2953, marcy@escapeadventures.com, gcfatirefestival.com

June 20-21, 2015 — VIDA MTB Series: Keystone Bike Park, VIDA MTB Series, Keystone, CO, Women's mountain bike skills clinic, Sarah Rawley, 503-805-0043, info@vidamtb.com, vidamtb.com

June 20, 2015 — Beaver Dam 49er Gravel Grinder, Beaver Dam State Park, NV, Ride the Rim and see the park from a different perspective. Pedal down an old chaining road that runs along the Park's rim and winds you through pinyon and juniper trees. The course then swings around back to the main park road and down into Campground B where barbecued hamburgers await to be devoured., Dawn Andone, 775-728-4460, cathedralthorge_vc@cturbonet.com, beaverdamgravelgrinder.com

June 25-28, 2015 — Ride Sun Valley Mountain Bike Festival, Sun Valley, ID, 4 days of Sun Valley's best singletrack and mountain bike fun for riders of all ages and abilities. The festival features free guided rides, clinics, races, a bike expo, beer garden, entertainment and more. June 26 SheepTown Drag Races, June 26-28 Enduro Cup "Sun Valley Super Enduro" June 26- Downtown Prologue II, criterium/team relay and opening night party. June 27- Sun Valley Super Enduro Day One, June 28- Sun Valley Super Enduro Day Two and awards party. June 28 Idaho Pumptrack State Championships, Greg Randolph, 800-634-3347, greg@visit-sunvalley.com, Jessica Kunzer, 801-349-4612, kunzer@mtsports.com, ridesunvalley.com, visitsunvalley.com

June 25-28, 2015 — Crested Butte Bike Week, Crested Butte, CO, World's Oldest Mountain Bike Festival, Chainless World Championships, Fat Tire 40 mountain bike race, Bridges of the Butte towie tour on June 28 - 29. KEEN Ripin Chix camps for women, and guided mountain bike rides and free shuttles to premiere trails also are highlights., Crested Butte Chamber, 970-703-3366, 970-349-4638, cbinfo@chamber.com, Shaun Matusewicz, 970-703-3366, Shaun@ironorchidevents.com, cbbikeweek.com

June 29-October 9, 2015 — Canyonlands, Arches & Moab Multi-Sport Adventure (MTB), Moab, UT, 6-days, 5 nights Hiking, Rafting, Mountain Biking, Intro to Rock Climbing & Canyoneering in the amazing National Parks. Camping and Inns options: March 29-April 3 (camp), March 22-27 (inns), April 26-May 1 (inns), May 3-8 (camp), May 10-15 (camp), September 6-11 (camp), September 20-25 (camp), October 4-9 (inns), Sally M., 800-596-2953 x1, 702-596-2953, info@escapeadventures.com, escapeadventures.com

July 3-5, 2015 — BetterRide MTB Camp, Crested Butte, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

July 5-September 4, 2015 — Grand Staircase Escalante Singletrack (MTB), Panguitch, UT, 6-days, The Grand Staircase Lower Canyons provide exploring, camping, and backcountry mountain biking. Secluded Trails, private vistas, high mountain lakes & an abundance of wildlife. Cabins: July 5-10, August 2-7, August 30-September 4., Sally M., 800-596-2953 x1, 702-596-2953, info@escapeadventures.com, escapeadventures.com

July 5-August 7, 2015 — Colorado Trail MTB Tour, Monroe, CO, July 5-10, 13-18, 19-24, Aug 2-7. You'll explore unspoiled landscapes, rush through cool mountain air, drink in 360 degree mountain views and pedal past carpeted fields of wildflowers (which can be handle-bar high). High altitude campsites offer a canopy of bright stars and deep sleep at night. Your experienced guide takes care of all the route finding, planning and logistics., John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, lizardheadcyclingguides.com

July 5-August 7, 2015 — Crested Butte Singletrack MTB Tour, Crested Butte, CO, July 5-10, Aug 2-7. Covers the immensely beautiful, challenging and remote terrain in the Elk Mountains of south-central Colorado. This 6-day tour covers the singletrack CB's locals love best. This tour does not fool around; it delivers prime singletrack, stellar campsites and the best swimming holes the Elk Mountains can serve up., John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, lizardheadcyclingguides.com

July 10-12, 2015 — BetterRide MTB Camp, Winter Park, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in bal-

ance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

July 18-19, 2015 — Trek Dirt Series Mountain Bike Camp, Winter Park, CO, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only instructional weekend camp for beginner, intermediate, and advanced riders., Lu Furber, 604-484-6238 (Canada), register@dirseries.com, Emily Neuman, 604-484-6238, info@dirseries.com, dirseries.com

July 24-26, 2015 — Bryce Canyon Fat Tire Festival, Tentative, Ruby's Inn, UT, MTB race, family tour, Sunday ride options, 36k and 66k race options. Family Tour is great for all ages, 9 mile ride consisting of 6 miles of paved bike path and 3 miles of dirt road. Sunday Tour is fun for the whole family and includes a pancake breakfast, a gourmet lunch, and spectacular views. You can choose from a family and kid friendly 9 mile ride, a moderate 14 mile ride or an intermediate/advanced 17 mile ride., Sally M., 800-596-2953 x1, 702-596-2953, info@escapeadventures.com, Marcy Wilson, 800-596-2953 x1, 702-596-2953, marcy@escapeadventures.com, bcfatirefestival.com

July 25-26, 2015 — Trek Dirt Series Mountain Bike Camp, Park City, UT, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only instructional weekend camp for beginner, intermediate, and advanced riders., Lu Furber, 604-484-6238 (Canada), register@dirseries.com, Emily Neuman, 604-484-6238, info@dirseries.com, dirseries.com

July 26-August 14, 2015 — Glacier National Park Bike Tour, Whitefish, MT, July 26-31, August 2-7, 9-14. Options for cyclists of all abilities. Ride as much as or as little as desired. There are BIG climbs and bonus mileage options available each day. Both parks provide not to be missed hiking options to waterfalls, verdant meadows filled with wildflowers and mountain summits., John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, lizardheadcyclingguides.com

July 30, 2015 — Wildflower Trailfest, Snowbasin, UT, Utah's first and only Mountain Bike Challenge for women. Group Clinic or Race Option (beginner, sport, expert, or relay categories). Age-group cash prizes. Finish line celebration., Stacie Palmer, 801-644-9940, 801-391-2819, wildflowerpedalfest@gmail.com, wildflowerpedalfest.com

July 31-August 1, 2015 — White Rim in One Night, Moab, UT, Ride the entire White Rim Trail in a single night during a full moon. Fully supported. Everything included for only \$30., Dan Burton, 801-653-2039, epicbiking@gmail.com, Jake Weber, 801-592-1348, sierrabrowncoone@gmail.com, epicbiking.com

August 1-2, 2015 — Knobby Tire Bike Tour of Idaho City, Idaho City, ID, We will ride round trip from Boise to beautiful downtown Idaho City - a total of 88 miles., idahowalkbike.org

August 7-9, 2015 — BetterRide MTB Camp, Park City, UT, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

August 8-16, 2015 — BlomFest, Salmon, ID, Come join the most unorganized mountain bike gathering in Idaho. Blomfest is 9 days of high alpine, primitive trail riding all over Lemhi County. Ride at your own risk!, Max Lohmeyer, 208 756 7613, blom@idesalmon.com, Marc Landblom, 435 260 0991, marciandblom@gmail.com, idesalmon.com

August 14-16, 2015 — BetterRide MTB Camp, Evergreen, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

August 15-16, 2015 — VIDA MTB Series: Crested Butte Mountain Resort, VIDA MTB Series, Crested Butte, CO, Women's mountain bike skills clinic, Sarah Rawley, 503-805-0043, info@vidamtb.com, vidamtb.com

August 21-23, 2015 — BetterRide MTB Camp, Flagstaff, AZ, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

August 28-30, 2015 — BetterRide MTB Camp, Durango, CO, BetterRide's team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control & have more fun on their bikes!, Gene Hamilton, 970-335-8226, info@betterride.net, Patrick Gilbery, patrick@betterride.net, betterride.net

August 29-30, 2015 — VIDA MTB Series: Spirit Mountain, VIDA MTB Series, Duluth, MN, Women's mountain bike skills clinic, Sarah Rawley, 503-805-0043, info@vidamtb.com, vidamtb.com

September 4-7, 2015 — TVTAP WYDAHO Rendezvous Mountain Bike Festival, Teton Valley, ID, 6th Annual, held at Grand Targhee Resort. Races: Super D with 4,300ft decent, XC race, and shenanigans., Tim Adams, 208-201-1622, tim@TVTAP.org, TVTAP, 208-201-1622, BikeFest@TVTAP.org, tetonbikefest.org, lvtap.org

September 25-27, 2015 — MECCA Fall MTB Festival, Wedge Overlook (Near Castle Dale), UT, Registration begins Friday at 1pm followed by a "warm up ride" at 3pm. Evening meal is provided as is a prize drawing. Saturday begins with a provided breakfast and then all-day, guided rides, ranging from beginner to advanced. End the day with a provided BBQ dinner. Finish up on Sunday morning with a provided breakfast and a guided (or on-your-own) scenic ride. Family-friendly (meal tickets only available), Kim Player, 435-653-2440, meccabikeclub@etv.net, biketheswell.org

September 26-27, 2015 — Trek Dirt Series Mountain Bike Camp, Durango, CO, Learn new skills, increase confidence on the bike, or simply enjoy the sport like never before. World class women's only instructional weekend camp for beginner, intermediate, and advanced riders., Lu Furber, 604-484-6238 (Canada), register@dirseries.com, Emily Neuman, 604-484-6238, info@dirseries.com, dirseries.com

October 1-4, 2015 — Outerbike Fall, Moab, UT, An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos, shuttles, lunch, beer, and admission to parties and films., Don Wiseman, 800-845-2453, 435-259-8732, outerbike@westernspiriit.com, outerbike.com

October 22-25, 2015 — Moab Ho-Down Mountain Bike Festival & Film Fest, Moab, UT, 10th Annual - Mountain bike festival with dual stage enduro race, group shuttle rides, bike film festival, towie tour, dirt jump camp and costume party! The festival is a fundraiser for local trails and the bike park!, Tracy Reed, 435-259-4688, info@chlebikes.com, moabho-down.com, chlebikes.com

December 5, 2015 — Global Fat Bike Day Utah, Ogden, UT, 10 am, location TBD. We are planning to have a tailgate style BBQ / Party. This is a gathering of Fat Bike enthusiasts to celebrate Fat Fun and Friends with a ride and party., Mark Peterson, 801-782-3663, markpetersoncad@gmail.com

Utah Weekly MTB Race Series

April 14-August 21, 2015 — Mid-Week Mountain Bike Race Series, Mid-Week MTB Race Series, Park City, Draper, and Solitude, UT, Races are on Tuesday evenings. Registration begins at 5:00, kids race at 6:00 and main event at 6:30. April to August, Corner Canyon Apr. 28, Corner Canyon May 5, Heber (Coyote Trail) May 12, Round Valley May 19, Night race Herriman (Party Rock) May 29, Round Valley June 2, Round Valley June 9, Deer Valley (Snow Park) June 23, Solitude July 7, Solitude July 21, Deer Valley (Silver Lake) July 28, Snowbird Aug. 4, Solitude Aug. 11, Night race Corner Canyon Aug. 21, Brooke Howard, 385-227-5741, brooke@midweekmtb.com, midweekmtb.com, facebook.com/midweekmtb

May 6-August 5, 2015 — Sundance/Soldier Hollow Weekly Race Series, WWRS, Sundance, Soldier Hollow, UT, Wednesday nights, May - Aug. Venue alternates between Wasatch County sites and Sundance, 6:30 pm. Pros/Experts 1hr race time, Sports 50mins, Beginners 30-40mins. 2015 Dates: Wasatch County: May 6, 20th; June 3, 17; July 1, 15, 29; Sundance: May 13, 27; June 10, 24; July 8, 22; Aug 5, Tyson Apostol, 435-200-3239, 801-223-4849, races@euclidoutdoors.com, John Woodruff, 801-223-4044, 801-223-4849, johnw@sundance-utah.com, weeklyrace-series.com

June 3-August 26, 2015 — Mt. Ogden Midweek XC Race Series, Snowbasin Resort, UT, June - August, Check for dates, Registration- 5pm-6:30pm at Grizzly Center, Race Start: 6:30., Tim Eastly, 801-620-1000, 801-620-1045, teastley@snowbasin.com, mtogdenraceseries.com, bebikes.com

Regional Weekly MTB Race Series

June 23-August 18, 2015 — Laramie Mountain Bike Series, Laramie, WY, Tuesdays. Local mountain bike series, great for riders of any age and ability., Evan O'Toole, info@laramiemtbseries.com, laramiemtbseries.com

Utah Mountain Bike Racing

May 30, 2015 — Wild Horse Dirt Fondo, Delle, UT, New Date! 76 miles, 5,000 vertical, zero miles of pavement, county-maintained 2WD dirt and gravel roads around and across the Cedar Mountain Wilderness Area. Little Wild Horse option of 31 miles, 1,800 vertical. Covers many of the same segments as the Wild Horse. Separate start at 10 A.M. Start/Finish in Delle, Utah. The start line is less than one hour west of SLC on I-80. The Wild Horse is a supported Dirt Fondo. This is not a race, but there will be a mass start., Chris Magerl, 801-595-8293, daymag@hotmail.com, RideWildHorse.com

June 6, 2015 — Deer Valley Pedal Fest, Intermountain Cup, Deer Valley, UT, XC #5, this will be a fun course comprised of great alpine single track., Bryson Perry, 801-233-1400, 949-973-0300, Brysonperry@gmail.com, intermountaincup.com

June 13, 2015 — Wasatch Back 50, Intermountain Cup, Heber, UT, XC #3. This 50 mile course will run counter-clockwise. There will be a short course option as well., Bryson Perry, 801-233-1400, 949-973-0300, Brysonperry@gmail.com, intermountaincup.com

June 20, 2015 — Dixie 200, Parowan, UT, Self-supported, 200 miles of trail and remote terrain between Bryce Canyon and Brian Head in southern UT. Virgin River Rim, Thunder Mountain, Grandview and several other trails. Start: 7am, intersection of 2nd Left Hand Canyon and Hwy 143., Dave Harris, hairball.dh@gmail.com, 2-epic.com/events/dixie200.html

June 20, 2015 — Battle at Three Peaks, Intermountain Cup, Cedar City, UT, Rescheduled. XC race #4 A new course back at Three Peaks. A fun 6 mile loop. Make this your camping trip too as it will be a blast out there., Bryson Perry, 801-233-1400, 949-973-0300, Brysonperry@gmail.com, intermountaincup.com, spingees.com

June 27, 2015 — Sundance Spin, Intermountain Cup, Sundance Resort, UT, Utah State Championships., The Sundance venue is back again this year with some of the best single track Utah has to offer., Bryson Perry, 801-233-1400, 949-973-0300, Brysonperry@gmail.com, intermountaincup.com

June 27, 2015 — Fire Road Cedar City, Cedar City, UT, 25k, 60k, 100k distances, starts at Main Street Park at 8am, 7000 ft. total elevation gained for 100km; 4000ft total for 60km. Equal prize \$ for overall men & women in the 100km. 25-qualifying slots for the Leadville 100 up for grabs for 100km event., Cameron Christensen, 435-586-2770, 801-884-2332, cameronc@cedarcity.org, fireroadcycling.com

June 27-28, 2015 — Canyonball Downhill and Super D, Go-Ride Gravity Series, Park City, UT, Held at The Canyons Resort, Super D on Saturday, Downhill on Sunday., Ron Lindley, 801-375-3231, info@utahdh.org, go-ride.com, utahdh.org

July 4, 2015 — The Rage at Snowbird, Intermountain Cup, Snowbird, UT, 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., Bryson Perry, 801-233-1400, 949-973-0300, Brysonperry@gmail.com, intermountaincup.com

July 11, 2015 — The Crusher in the Tushar, American Ultra Cross Series, Beaver, UT, 70 miles of mixed-surface bike racing exploring Southern Utah's Tushar Mt. range on dirt and asphalt. Features 10,500+ of climbing traversing Utah's highest and most scenic roads. You choose the bike, the Tushars choose the winner., Burke Swindlehurst, roadrider@msn.com, tusharcrusher.com

July 24-26, 2015 — Bryce Canyon Fat Tire Festival, Tentative, Ruby's Inn, UT, MTB race, family tour, Sunday ride options, 36k and 66k race options. Family Tour is great for all ages, 9 mile ride consisting of 6 miles of paved bike path and 3 miles of dirt road. Sunday Tour is fun for the whole family and includes a pancake breakfast, a gourmet lunch, and spectacular views. You can choose from a family and kid friendly 9 mile ride, a moderate 14 mile ride or an intermediate/advanced 17 mile ride., Sally M., 800-596-2953 x1, 702-596-2953, info@escapeadventures.com, Marcy Wilson, 800-596-2953 x1, 702-596-2953, marcy@escapeadventures.com, bcfatirefestival.com

July 25, 2015 — Brianhead, Intermountain Cup, Brianhead, UT, XC #4- Finals. The lcup is back in Brianhead after a long hiatus. The race will consist of classic high mountain single track and dirt roads. With the high altitude, amazing scenery and awesome trails, this will be one great day of racing., Bryson Perry, 801-233-1400, 949-973-0300, Brysonperry@gmail.com, intermountaincup.com

July 30, 2015 — Wildflower Trailfest, Snowbasin, UT, Utah's First and only Mountain Bike Challenge for women. Held at Snowbasin Ski Resort. 3 timed courses. Awards for age group winners., Stacie Palmer, 801-644-9940, 801-391-2819, wildflowerpedalfest@gmail.com, wildflowertrailfest.com

August 1, 2015 — The Chris Allaire Solitude Cup, Intermountain Cup, Solitude Resort, UT, The second to last stop in the XC series, this race is a long time favorite for many and this year will be no different. Look for some fun exciting racing to happen here on some of the best trails Northern Utah has to offer. Also a great place to tune up before the High School racing starts., Bryson Perry, 801-233-1400, 949-973-0300, Brysonperry@gmail.com, intermountaincup.com

August 14-16, 2015 — Flyin' Brian Downhill and Dark Hollow Super D, Go-Ride Gravity Series, Brian Head, UT, Practice opens on Friday, August 14 at noon. The downhill is on Saturday, August 15. Dark Hollow Super D is on Sunday, August 16., Ron Lindley, 801-375-3231, info@utahdh.org, go-ride.com, utahdh.org

August 15, 2015 — Scott Enduro Cup at Canyons Resort, Scott Enduro Cup Series, Park City, UT, Last year's race featured a stacked pro field and enthusiastic crowd. Racers at Canyons Resort can expect a course covering 17+ miles of trails within Canyons' network covering approximately 3,400 vertical feet ascending and descending. Premier racing for pros, amateurs, and juniors including challenging courses, professional timing, and a lively festival with lunch for competitors., Jessica Kunzer, 801-349-4612, kunzer@mtsports.com, Courtney Leonard, 801-349-4616, cleonard@mtsports.com, endurocupmtb.com

August 15, 2015 — Utah High School Cycling Junior League Race Clinic and Prologue, Utah High School Cycling League Race Series, TBD, UT, Lori Harward, 801-502-8516, 801-661-7988, lroh@utahmtb.org, utahmtb.org

August 22, 2015 — Brian Head Enduro, Brian Head, UT, Multi-stage enduro race where

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Sunday - June 7, 2015

Staterline, South Shore Lake Tahoe, NV - 24th Annual. A great Century Ride around Beautiful Lake Tahoe in conjunction with the Leukemia & Lymphoma Society's Team in Training program. 3000 participants.



Saturday - June 20, 2015

Genoa NV - 8th Annual Tour of the Carson Valley - BBQ & Ice Cream Social. 6 Mile beginner Mtn Bike Ride, 11 Mile Family Fun Ride, 20 Mile Bike & Hike, 44 Mile and challenging 60 Mile ride. Live Music, BBQ & Ice Cream Social at rides end.



Sunday - Sept 13, 2015

Lake Tahoe, NV - 13th Annual. Another opportunity to enjoy the end of summer and ride around Tahoe's 72 Mile Shoreline. 2000 participants.

Sept 27 - Oct 3, 2015

24th Annual "One Awesome Tour Bike Ride Across Nevada." Fully Supported multi-day tour across the Silver State on US Hwy 50- America's Loneliest Road, from Lake Tahoe to the Great Basin National Park. Limited to 50 participants.



For more info and to register go to BikeTheWest.com

races compete to score the fastest time down the mountain., Jordan Bracken, 435-229-5397, 435-703-9880, jordan@rapidcyclinggracing.com, rapidcyclinggracing.com

August 22, 2015 — Corner Canyon Classic. Intermountain Cup, Draper, UT. The final race of the I-Cup racing season as well as the series award party/BBQ for both the EXC and XC series. The course will be ripping fast and fun trails with a party to match. Don't miss this one!, Bryson Perry, 801-233-1400, 949-973-0300, BrysonPerry@gmail.com, intermountaincup.com

August 28, 2015 — Utah High School Cycling Junior League Race #1. Utah High School Cycling League Race Series, Soldier Hollow, UT, Lori Harward, 801-502-8516, 801-661-7988, lri@utahmtb.org, utahmtb.org

August 29, 2015 — Utah High School Cycling League Race #1. Utah High School Cycling League Race Series, Soldier Hollow, UT. A new and different race course than last year. In addition, we have added 1 new division and wave, so start times have changed to: Wave 1- Freshmen Boys - starting at 9:30AM. High school race is for 9th -12th graders. There will be a race on Friday, September 5th for the new junior development (7th & 8th grade) teams. Please visit our website for more information., Lori Harward, 801-502-8516, 801-661-7988, lri@utahmtb.org, utahmtb.org

September 5, 2015 — Park City Point 2 Point. Park City, UT. A true point 2 point race! Thanks to the plethora of trails in this area, the race will never be on the same trail twice. Over 90% of the race is single-track. 75 miles & 12,000ft of climbing., Jay Burke, 801-330-3214, info@thepcpp.com, thepcpp.com

September 11, 2015 — Utah High School Cycling Junior League Race #1. Utah High School Cycling League Race Series, TBD, UT, Lori Harward, 801-502-8516, 801-661-7988, lri@utahmtb.org, utahmtb.org

September 12, 2015 — 12 Hours of Sundance. Sundance Resort, UT. With Solo, 2-Man, 4-Man and Coed options this event has something for everyone. Race goes from 7am - 7pm., Czar Johnson, 801-223-4121, 801-223-4849, czarj@sundance-utah.com, John Woodruff, 801-223-4044, 801-223-4849, johnw@sundance-utah.com, sundance-resort.com/explore/sum_biking_races.html

September 12, 2015 — Utah High School Cycling League Race #2. Utah High School Cycling League Race Series, TBD, UT, Races are for 9th through 12th grades only. Categories for individual scoring are Freshman, Sophomore, JV, and Varsity for boys and girls separately. Team scoring for division I, II, and III teams. Race starts Saturday at 9:30am. Bring your family and cowbells for a great day of fun cheering your local high school team at our spectator-friendly 4-6 mile lap courses., Lori Harward, 801-502-8516, 801-661-7988, lri@utahmtb.org, utahmtb.org

September 19, 2015 — Widowmaker Hill Climb. tentative, Snowbird, UT. Starts in God Valley, 10 AM, 3000ft vertical race to the top of the Tram for awards, food and fun., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

September 19, 2015 — Goldstrike Gravel Race. Gunlock, UT. A Gravel Grinder is coming to Southern Utah! Race any style of bike on 49 miles of dirt road, with over 6,000 feet of climbing., Jordan Bracken, 435-229-5397, 435-703-9880, jordan@rapidcyclinggracing.com, rapidcyclinggracing.com

September 19, 2015 — Boulder Basin Challenge Enduro. Midway, UT. David McCluskey, 435-714-0401, mac@yesendurancesports.com, yesendurancesports.com

September 20, 2015 — Tour de Suds. Park City, UT. 7-mile mountain bike climb from City Park, to the top of Guardsman Pass with a 2,700ft elevation gain., Ginger Ries, 435-649-6839, ginger@mountaintrails.org, mountaintrails.org

September 26, 2015 — Snowbird Ultra Hill Climb. Snowbird, UT. 8 am start on 9400 S. near 20th East, climb to Snowbird's entry II. 10 miles, 3500. vertical. Or choose the Ultra Hill Climb option. After the road climb, jump on your mountain bike and climb to the summit of Hidden Peak (14 miles total, 6500' of climbing), Misty , 801-933-2115, misty@snowbird.com, snowbird.com/events/bicy-clie-hill-climb/

September 26, 2015 — Utah High School Cycling League Race #3. Utah High School Cycling League, Moab, UT. Race for 9th through 12 graders only. First wave going off at 9:30 am, with 3 waves during the day. Spectator friendly 4-6 mile laps, total length depends on category. Both individual scor-

ing and team scoring., Lori Harward, 801-502-8516, 801-661-7988, lri@utahmtb.org, utahmtb.org

September 26, 2015 — 12 Hours of Zion. Zion National Park, UT. New Date! Come race on Zion Ponderosa Ranch, on the east side of Zion National Park, for an all-new 12 hour cross country mountain bike race. Bring family and friends to enjoy the scenery and cheer racers on., Jordan Bracken, 435-229-5397, 435-703-9880, jordan@rapidcyclinggracing.com, rapidcyclinggracing.com

September 27, 2015 — Red Bull Rampage. tentative 2015, Virgin, UT. Slopestyle jump contest in Utah's desert, Red Bull, 310-393-4647, noemail@cyclingutah.com, redbull.com/us/en/bike/events

October 3, 2015 — Wasatch 360 6 Hour Race. Utah Offroad Series, Utah Cup, Heber, UT. 6 hr MTB race with Solo, Duo, or Triple categories for men, women, & coed plus a Junior's category. Held in Heber City above the UVU Wasatch Campus. Proceed support Summit Bike Club and junior mountain biking in Utah., Michael John Turner, 801-664-6351, mj@webcycling.com, Karl Reddel, karl@webcycling.com, webcycling.com, webcycling.com

October 9-10, 2015 — Fall Fury. Utah Offroad Series, St. George, UT. Short track, cross country and downhill riding through St. George's Zen trail. Participants can choose which races within the Fall Fury they want to do. Want to do short track and cross country but skip downhill? No problem! You choose what you want to do!, Jordan Bracken, 435-229-5397, jordanbracken@gmail.com, Jordan Bracken, 435-229-5397, 435-703-9880, jordan@rapidcyclinggracing.com, rapidcyclinggracing.com

October 10-12, 2015 — Moab Rocks. Moab, UT. Incorporates Moab's best classic and new routes and combines them into a 3-day masterpiece of cross-country and timed descents in a fully supported format., Yuri Lortscher, 866-373-3376, info@transrockies.com, Kevin McDonald, 866-373-3376, info@transrockies.com, transrockies.com, transrockies.com

October 10, 2015 — Utah High School Cycling League Race #4. Utah High School Cycling League Race Series, Eagle Mountain, UT. A new course is in the works for this race, utilizing the lower trails. First wave (Freshmen Boys) starts Saturday at 9:30 am. Bring your family and cowbells for a great day of fun, cheering your local high school team at our spectator-friendly 4-6 mile lap courses., Lori Harward, 801-502-8516, 801-661-7988, lri@utahmtb.org, utahmtb.org

October 16-17, 2015 — Huntsman World Senior Games Mountain Biking. St. George, UT. Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions., Kyle Case, 800-562-1268, hwsg@infowest.com, Merrill Barney, seniorgames.net

October 24, 2015 — Moab Epic. AXS Series, Moab, UT. An MTB Safari - a 50+ mile cross country mountain bike adventure. Riders will race over 50+ miles on Moab's best single track and jeep roads, in a true Safari style adventure., Will Newcomer, 970-403-5320, 2015@gravityplay.com, gravityplay.com

October 24, 2015 — Utah High School Cycling League Race #5. Utah High School Cycling League, St. George, UT. Races are for 9th through 12th graders only. Categories for individual scoring are Freshman, Sophomore, JV, and Varsity for boys and girls separately. Team scoring for division I, II, and III teams. Race starts Saturday at 9:30am. Bring your family and cowbells for a great day of fun cheering your local high school team at our spectator-friendly 4-6 mile lap courses., Lori Harward, 801-502-8516, 801-661-7988, lri@utahmtb.org, utahmtb.org

November 7-8, 2015 — 25 Hours of Frog Hollow. Frog Hollow Endurance Series, Hurricane, UT. Held Sat 10 am to Sun 10 am with the bonus double midnight lap due to the fall-back time change. 13 mile long course in the UT desert combines sweet single track , with some technical sections, and great climbs., Cimarron Chacon, 970-759-3048, info@gropromotions.com, GROPromotions.com, 25hoursinfofrogollow.com

May 30, 2015 — PV Cycle Derby. RME, Elbert, CO. Distances for all levels, free junior and kids races. Distances: Endurance-50 miles, XC-30 miles, Appetizer-20 miles, Jr 15-80 20 miles, Jr 13-14 10 miles, Jr 11-12 miles., Lauren Swigart, 970-401-1422, [\[tainendurance.com\]\(http://tainendurance.com\), \[rockymountainendurance.com\]\(http://rockymountainendurance.com\)

May 31, 2015 — Gowdy Grinder. Laramie, WY. Cross country mountain bike race that takes place on the trails of Curt Gowdy State Park in southeastern Wyoming. The beginner races are on a course with a handful of short technical sections, but mostly smooth riding. The more advanced categories will find plenty of the challenging riding typical of Curt Gowdy., Evan O'Toole, \[info@laramiemtbseries.com\]\(mailto:info@laramiemtbseries.com\), \[gowdygrinder.com\]\(http://gowdygrinder.com\)

June 1-22, 2015 — Monday Night Lights Crit Series. MBRA Series, Billings, MT. Weekly Monday night Crit Series.

June 3, 2015 — Wood River Cup Race #2. Wood River Cup, Hailey, ID. Hailey Community Bike Park, short track cross country., Billy Olson, 208-788-9184, \[billy@powerhouseidaho.com\]\(mailto:billy@powerhouseidaho.com\), \[powerhouseidaho.com\]\(http://powerhouseidaho.com\)

June 6, 2015 — Knobby 9 to 5. Knobby Tire Series, Avimor, ID. High speed rolling double-track. Tight, technical sagebrush single-track, water crossings, quick steep drops, nasty little granny gear climbs. Single speeders' dream., Hal Miller, 208-869-4055, 208-720-3019, \[info@brokenspokecycling.org\]\(mailto:info@brokenspokecycling.org\), \[knobbytireseries.com\]\(http://knobbytireseries.com\)

June 6, 2015 — Gunny Enduro. Grand Junction, CO. 4 mile race down the Gunny Loop of the famous Lunch Loop Trail system. 800ft of descending and 200 feet of climbing., John Klish, 970-744-4450, \[madracingcolorado@gmail.com\]\(mailto:madracingcolorado@gmail.com\), \[madracingcolorado.com\]\(http://madracingcolorado.com\)

June 6, 2015 — EROCK Sunrise to Sunset. Castle Rock, CO. This year the race will move to our new venue at the freshly cut trails of the Philip S Miller Park in Castle Rock, Colorado. The 6.5 mile course wanders through the hills and drainages surrounding the park and offers ample viewing from the staging area for team members and spectators., Mike Heaston, 303-282-9015, 303-635-2815, \[emgmh@emgcolorado.com\]\(mailto:emgmh@emgcolorado.com\), Elephant Rock, \[info@elephantrockride.com\]\(mailto:info@elephantrockride.com\), \[erockrace.com\]\(http://erockrace.com\)

June 10, 2015 — Wood River Cup Race #3. Wood River Cup, Hailey, ID. Hailey Community Bike Park, short track cross country., Billy Olson, 208-788-9184, \[billy@powerhouseidaho.com\]\(mailto:billy@powerhouseidaho.com\), \[powerhouseidaho.com\]\(http://powerhouseidaho.com\)

June 12-13, 2015 — City Creek Pedalfest. Pocatello, ID. Mountain Bike Race, Kids Race and Spaghetti Dinner Friday night. Saturday, Race Day! Beginner, Sport and Expert Classes \(12, 17, 27 miles\) Awards, Prizes, Raffle, music, food & fun., Lindi Smedley, 208-251-5915, \[lindij@mac.com\]\(mailto:lindij@mac.com\), \[pocatellopedalfest.com\]\(http://pocatellopedalfest.com\)

June 12, 2015 — Lolo 12 Hour. MBRA Series, Lolo, MT. Jesse Doll, \[wjoll@gmail.com\]\(mailto:wjoll@gmail.com\), \[northern-peaksalliance.com/\]\(http://northern-peaksalliance.com/\)

June 13-14, 2015 — Beti Bike Bash. Lakewood, CO. Women's only mountain bike race, MTB expo demo, VIDA MTB series clinic, and Little Bellas Girls Camp., Amy Thomas, 720-878-7363, \[betibikebash@gmail.com\]\(mailto:betibikebash@gmail.com\), Sarah Rawley, 503-805-0043, \[info@vidamtb.com\]\(mailto:info@vidamtb.com\), \[betibikebash.com\]\(http://betibikebash.com\)

June 13, 2015 — Fear, Tears & Beers Enduro. Fly, NV. Enduro mountain bike event. Timed sections mostly downhill, combined time wins. Men's and women's events for all classes. Fun run, beginner, sport, and expert classes., Kent Robertson, 775-289-6042, 775-296-2162, \[krobeg@mwpower.net\]\(mailto:krobeg@mwpower.net\), \[greatbasintrails.org\]\(http://greatbasintrails.org\)

June 14, 2015 — Beti Bike Bash. VIDA MTB Series, Lakewood, CO. Women's only mountain bike race and festival, Amy Thomas, 720-878-7363, \[betibikebash@gmail.com\]\(mailto:betibikebash@gmail.com\), Sarah Rawley, 503-805-0043, \[info@vidamtb.com\]\(mailto:info@vidamtb.com\), \[betibikebash.com\]\(http://betibikebash.com\)

June 17, 2015 — Wood River Cup Race #4. Wood River Cup, Hailey, ID. Hailey Community Bike Park, Short Track Cross Country., Billy Olson, 208-788-9184, \[billy@powerhouseidaho.com\]\(mailto:billy@powerhouseidaho.com\), \[powerhouseidaho.com\]\(http://powerhouseidaho.com\)

June 18-21, 2015 — Missoula XC at Marshall Mountain. US Pro XC, Missoula, MT. Steep, technical climbs and descents will alternate between single track, double track, and infrequent dirt road sections. The course features over 850ft of relief per lap; while it is not at extremely high altitude, multiple long, steep climbs per lap will test racers' fitness limits., Ben Horan, \[bfhoran@gmail.com\]\(mailto:bfhoran@gmail.com\), \[mslsoulx.org\]\(http://mslsoulx.org\), \[usacycling.org\]\(http://usacycling.org\)

June 19-21, 2015 — Black Hills Fat Tire Festival. Rapid City, SD. Promoting Mountain Biking in the Black Hills of South Dakota through bikes, brews and BBQ. Races: Hill Climb, Super D, XC and Youth XC., Kristy Lintz, 605-394-4168, 605-484-1724, \[kristy.lintz@rcgov.org\]\(mailto:kristy.lintz@rcgov.org\), \[bhfat-tirefestival.com\]\(http://bhfat-tirefestival.com\)

June 19-21, 2015 — Jackson Hole Mountain Games. Jackson, WY. 3 day festival including mountain bike racing on Sunday, bouldering, mountain running, paragliding, and stand up paddle boarding competitions. In addition music, food, drink, and outdoor industry representation., Rebecca Katz, 360-441-5620, \[Rebecca.katz@jhmountaingames.com\]\(mailto:Rebecca.katz@jhmountaingames.com\), \[jhmountaingames.com\]\(http://jhmountaingames.com\)

June 19-21, 2015 — Grand Canyon Fat Tire Festival. Kaibab Lodge, AZ. 2nd Annual. 100 & 58 mile GC Alpine 100 MTB race, 50 mile 5 Fingers Rainbow Rim Non-Competitive MTB ride, Festival with food, family events, and live music. 12 & 25 mile East Rim and Saddle Mountain MTB tour with Escape Adventures. Saturday's race is unlike any mountain bike race you've ever done, as you swoop through aspen and ponderosa](mailto:thanew@rockymoun-</p>
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pine on double track to the breathtaking North Rim of the Grand Canyon, ride in and out of forests on incredible rim skirting single-track. Sunday's tour is fun for the whole family overlooking Saddle Mountain Wilderness and East Rim of the Grand Canyon., Sally M., 800-596-2953 x1, 702-596-2953, info@escapeadventures.com, Marcy Wilson, 800-596-2953 x1, 702-596-2953, marcy@escapeadventures.com, gcfatirefestival.com

June 20-21, 2015 — Jug Mountain Ranch XC and State Championship Enduro. Idaho Enduro Series, McCall, ID. XC Saturday, Enduro Sunday. Courses divided by ability. No license required. Hotel McCall is available right on the lake, plus plenty of camping nearby., James Lang, 208-571-1853, 208-344-9182, jlang8370@yahoo.com, idahoenduroseries.com, jugmountainranch.com

June 21, 2015 — Discovery XC. MORS State Championship Series, Anaconda, MT. The course is a 7.3 mile loop comprised of 60% double-track and 40% single-track. Part of the Anaconda Bike Festival, Chad Lanes, 406-563-7988, 406-563-2034, chadlanes@msn.com, Anaconda Bike Fest, 406-563-7988, letsride@anacondabikefest.org, montana-cycling.net, anacondabikefest.org

June 21, 2015 — Missoula Enduro. Montana Enduro Series, Missoula, MT. Montana Enduro Series, contact@montanaenduro.com, Christine Wike, christine@montanabicyclinguild.org, montanaenduro.com

June 24, 2015 — Wood River Cup Finals. Wood River Cup, Hailey, ID. Hailey Community Bike Park, Short Track Cross Country., Billy Olson, 208-788-9184, billy@powerhouseidaho.com, powerhouseidaho.com

June 25-28, 2015 — Crested Butte Bike Week. Crested Butte, CO. World's Oldest Mountain Bike Festival, Chainless World Championships, Fat Tire 40 mountain bike race, Bridges of the Butte townie tour on June 28 - 29. KEEN Rippon Chix camps for women, and guided mountain bike rides and free shuffles to premiere trails also are highlights., Crested Butte Chamber, 970-703-3366, 970-349-6438, cbinfo@chamber.com, Shaun Matuszewicz, 970-703-3366, Shaun@ironorchidevents.com, cbbikeweek.com

June 25-28, 2015 — Ride Sun Valley Mountain Bike Festival. Sun Valley, ID. 4 days of Sun Valley's best singletrack and mountain bike fun for riders of all ages and abilities. The festival features free guided rides, clinics, races, a bike expo, beer garden, entertainment and more. June 26 Sheeptown Drag Races/June 26-28 Enduro Cup "Sun Valley Super Enduro"/June 26- Downtown Prologue TT, criterium/team relay and opening night party/June 27- Sun Valley Super Enduro Day One/June 28- Sun Valley Super Enduro Day Two and awards party/June 28 Idaho Pumptrack State Championships, Greg Randolph, 800-634-3347, greg@visitsunvalley.com, Jessica Kunzer, 801-349-4612, jkunzer@mtsports.com, Courtney Leonard, 801-349-4616, cleonard@mtsports.com, ridesunvalley.com, visitsunvalley.com

June 27, 2015 — Soldier Mountain. Knobby Tire Series, Fairfield, ID. Soldier Mountain Resort XC course, known for the big climbs and big descents. Racers will climb over 8000' to see views that others dream about., Hal Miller, 208-869-4055, 208-720-3019, info@brokenspokecycling.org, knobbytireseries.com

June 27-28, 2015 — Scott Enduro Cup at Sun Valley. Scott Enduro Cup Series, Sun Valley, ID. Competitors will be challenged to different hair-on-fire race stages. Gravity-hungry athletes will take on one of the longest enduros in the U.S. Racers will use a combination of lifts and good old pedal power to reach the start of each course., Greg Randolph, 800-634-3347, greg@visitsunvalley.com, Ellen Gillespie, 208-726-2777, ellen@sunvall-eyevents.com, Jessica Kunzer, 801-349-4612, jkunzer@mtsports.com, Courtney Leonard, 801-349-4616, cleonard@mtsports.com, ridesunvalley.com, endurocupmtb.com

June 27-28, 2015 — Big Mountain Enduro Aspen/Snowmass. Big Mountain Enduro Series, Snowmass, CO. Epic, backcountry and lift-accessed enduro racing., Brandon Ontiveros, 303-551-4813, info@bigmountainenduro.com, bigmountainenduro.com

July 1-8, 2015 — Camp of Champions. Leadville Race Series, Leadville, CO. Ride with past champions and experience every inch of the LT 100 MTB course in Leadville. A question and answer session will offer insight into proper training, diet and race strategy. Camp riders will get tons of camp swag, great food and amazing, unforgettable experience., Josh Colley, 719-219-9357,

JColley@lifetimefitness.com, Kerrie Bruxvoort, 719-219-9357, kbruxvoort@lifetimefitness.com, leadvilleraceseries.com

July 11-12, 2015 — Keystone Big Mountain Enduro. Big Mountain Enduro Series, Keystone, CO. Epic, backcountry and lift-accessed enduro racing., Sarah Rawley, 720-407-6142, sarah@bigmountainenduro.com, Brandon Ontiveros, 303-551-4813, info@bigmountainenduro.com, bigmountainenduro.com

July 11, 2015 — 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, long-burning climbs and rocky, steep terrain. Solo or Tandem 50m. Leadville Trail 100 Qualifier., Josh Colley, 719-219-9357, JColley@lifetimefitness.com, leadvilleraceseries.com

July 16, 2015 — Southeast Idaho Senior Games. Pocatello, ID. City Creek Trails: Staging at Centennial Park 6:00am. Categories: Short, Medium, Long and Single Speed., Dana Olson, 208-233-2034, 208-317-3918, southeastidahoseniorgames@gmail.com, seidahoseniorgames.org

July 17, 2015 — Southeast Idaho Senior Games 10K Time Trial. Pocatello, ID. Staging Marsh Valley High School near Arimo 9:00am., Dana Olson, 208-233-2034, 208-317-3918, southeastidahoseniorgames@gmail.com, seidahoseniorgames.org

July 17, 2015 — Southeast Idaho Senior Games 20K Road Race. Pocatello, ID. Staging Marsh Valley High School near Arimo 10:30am., Dana Olson, 208-233-2034, 208-317-3918, southeastidahoseniorgames@gmail.com, seidahoseniorgames.org

July 18, 2015 — Tahoe Trail 100. Leadville Race Series, Northstar, CA. 2-loop, 50 kilometer course filled with beautiful views of Lake Tahoe. Solo 50k or 100k. 2-person relay 100k. Leadville Trail 100 Qualifier., Josh Colley, 719-219-9357, JColley@lifetimefitness.com, leadvilleraceseries.com

July 18, 2015 — Southeast Idaho Senior Games 5K Time Trial. Pocatello, ID. Staging Marsh Valley High School near Arimo 9:00am., Dana Olson, 208-233-2034, 208-317-3918, southeastidahoseniorgames@gmail.com, seidahoseniorgames.org

July 18, 2015 — Bozeman Enduro. Montana Enduro Series, Bozeman, MT. Montana Enduro Series, contact@montanaenduro.com, Christine Wike, christine@montanabicyclinguild.org, montanaenduro.com

July 18, 2015 — Breckenridge 100. RME, Breckenridge, CO. 100, 68, and 32 mile races. Series Finale., Lauren Swigart, 970-401-1422, thanew@rockymountainendurance.com, rockymountainendurance.com

July 25, 2015 — Butte 100. Butte, MT. Continental Divide Trail. Single Track. Big Sky Country, 100 and 50 mile options, with pending approval of a 25 mile option., Gina Evans, 406-498-9653, eatdirtpigpen@gmail.com, butte100.com

July 25-26, 2015 — Tamarack Resort Super Enduro. Wild Rockies Regional Championship, Tamarack, ID. Saturday is open race practice only in the morning and general riding in the afternoon. Sunday is a 3 stage Enduro for 8 hours (rotating stages until time expires). Lift served on both days! This is the only time the lift will spin this summer as far as we know. Hotel and other amenities on-site, plenty of camping nearby., Darren Lightfield, 208-608-6444, wildrockiesmail@yahoo.com, wildrockiesmail@yahoo.com, wildrockiesmail@yahoo.com

July 31-August 2, 2015 — Big Mountain Enduro/Enduro World Series Crested Butte. Big Mountain Enduro Series, Crested Butte, CO. Epic, backcountry and lift-accessed enduro stage racing., Sarah Rawley, 720-407-6142, sarah@bigmountainenduro.com, Brandon Ontiveros, 303-551-4813, info@bigmountainenduro.com, bigmountainenduro.com

August 1, 2015 — Laramie Enduro. Laramie, WY. 111K (70+/- miles). No repeat course, 8,600ft elevation gain, 7am start at Happy Jack Recreation Area/Hidden Valley Picnic Area, Richard Vincent, 307-760-1917, 307-777-6478, enduro.rv@gmail.com, laramieenduro.com

August 1-2, 2015 — Pomerelle Pounder DH. Go-Ride Gravity Series, Albion, ID. Two USAC sanctioned downhill races in two days. A one-run downhill on Saturday afternoon, and a two-run downhill on Sunday., Ron Lindley, 801-375-3231, info@utahdh.org, Darren Lightfield, 208-608-6444, wildrockiesmail@yahoo.com, utahdh.org, go-ride.com, utahdh.org

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Bicycle Collective News for June 2015

It's springtime at the Bicycle Collective, and we're happy to report that all shops are humming along!

Salt Lake

Our new apprenticeship program has kicked off nicely since January, run by Mike Holden during the day and Alex Parvaz and Erika Longino at night. They've had 49 people start the program so far, with ten graduating from the beginner segment and three apprentices finishing the intermediate segment. That means an extra 231 bikes tuned by volunteers, counting the completed apprentices alone! This course is a great way to enter the bicycle industry, or good for people looking to hone their skills in a structured fashion. At this time we are most able to schedule apprentices during daytime hours, contact us through bicyclecollective.org for more information.

We're also glad to report that having a mechanic and open shop manager on every open shop shift has been a net benefit for the shop. This means you're more likely to get mechanical expertise as you work on your projects, regardless of

how busy it is, and our volunteers and shop managers aren't as habitually stretched thin by the many tasks of an average night shop.

Ogden

In June Ogden's aiming to give away 100 kids bikes, help them by volunteering Thursday 6-8pm or by dropping off bike-related donations at that time or Tuesday/Wednesday 5-9 pm and Saturday 12-5. Those are also the times to fix up your own bike or buy a refurbished one!

Elsewhere

We've had more and more volunteer involvement in Provo, stop by on Saturdays! We're hoping to teach a volunteer-run Earn-A-Bike program in Provo this summer or fall, get in touch if you're interested in teaching or participating. Our U of U and Westminster locations are quieter in the summer, getting ready to get all those students pedaling in the fall. We've got some great plans in the works in St. George, Glendale, and Moab, let us know if you want to get involved in any of those places!

Any and all info about the Bicycle Collective can be found at bicyclecollective.org

-Davey Davis

Salt Lake County Bicycle Advisory Committee News for June 2015

Despite May's wet weather, the many Bike Month activities have kept the committee busy in virtually every corner of the County! Beginning with the SLCBAC group ride on May 2nd in the southwest region (Draper, Mountainview), members also participated in the Mayor's Bike to Work Day on the 12th followed by the Bike Bonanza on the 15th. Past Chair, John Herbert tabled an event at Emigration Canyon's Firehouse Day the following Saturday, May 16th. If you have an event that you think the committee could serve the public through its attendance, please contact us through our email or attend one of our regular meetings on the first of each month to discuss your community events.

The Salt Lake County Bicycle Advisory Committee partners with the Bicycle Ambassadors and Mayor Ben McAdams' office to address bicycle and Active Transportation related matters throughout the county. If you have concerns, questions or would like to see your city or township more involved in planning and execution of progressive infrastructure we invite you to make your voice heard. Visit the SLCBAC website (address below) for more information on contacting us as well as meeting times, location and dates. We have added new links to the website that you should follow to stay involved with the cycling scene.

Utah recently moved to 5th in rank as the country's most bicycle friendly state and we're not finished! Great cities depend on visionary planning to address growth and support of vibrant economies. We are pleased to be able to say that Salt Lake County has a model of progressive leadership steering us in the right direction to benefit all modes of transportation.

For more information on SLCBAC, visit: www.slco.org/bicycle/ -Ian Scharine

September 12, 2015 — Idaho Poker Ride, Boise, ID, A Benefit Ride for: Simply Cats Adoption Center Canyon County Animal Shelter. Start at MWI Veterinary Supply 3041 W Pasadena Dr. in Boise, Robyn Farber-Knoelk, 208-871-0951, rknoelk@mwivet.com, idahopoker-ride4pawsandclaws.org, pedalforpawsandclaws.org

September 13, 2015 — Tour de Tahoe - Bike Big Blue, Lake Tahoe, NV, 13th Annual ride around Lake Tahoe's Shoreline with the Juvenile Diabetes Research Foundation, fully supported with rest stops, tech support and SAG. 72 miles, 4300ft vertical gain. Boat cruise and 35 mile fun ride., Curtis Fong, 800-565-2704, 775-771-3246, taf@bikethwest.com, bikethwest.com

September 18-20, 2015 — Oregon Gravel Adventure, Philomath, OR, Participate in our 3-day fully supported tour exploring minimally traveled roads where the surface may differ from various shades of asphalt to hard-packed gravel in the Oregon Coast Range., Sanna Phinney, 541-382-2633, 541-410-1031, info@bicycleridesnw.org, bicycleridesnw.org

September 19, 2015 — West Yellowstone Old Faithful Cycling Tour, West Yellowstone, MT, West Yellowstone to Old Faithful and back, 60 miles past golden aspens, bugling elk, majestic bison, gurgling geysers, and steaming hot pots, supported ride., Moira Dow, 406-646-7701, director@rendezvouski-trails.com, Moira Dow, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com

September 19, 2015 — Tour de Vineyards, Paoliase, CO, Come join Bacchus and the rest of his merry revelers by joining this 25-mile ride through Colorado's Wine Country just prior to the Colorado Mountain Winefest., Mike Heaton, 303-282-9015, 303-635-2815, emgmh@emgcolorado.com, tourdevineyards.com

September 20, 2015 — Edible Pedal 100, Carson, NV, 10 mile, 50 mile and Nevada 150K ride options. Start: Bowers Mansion Regional Park, Washoe Valley, NV. Challenging course, fully equipped ride stops, SAG, water bottle, maps, post ride BBQ, priceless views, camaraderie and an unbeatable sense of accomplishment., Kerry Crawford, 775-393-9158, ride@ediblepedal100.org, ediblepedal100.org

September 26, 2015 — Mountains to the Desert Bike Ride, Telluride, CO, 12th annual. From the high mountains of Telluride, cyclists descend past hillside of quaking aspens along a route that passes through millions of years of geologic record, ultimately finding themselves at the base of striated sandstone cliffs reaching up to 1,000 feet overhead. Benefits the Just for Kids Foundation., Cindy Fusting, 970.729.1372, m2dbikeride@gmail.com, Victoria Lovely, 773-590-6499, vlovvel@yaho.com, m2dbikeride.com, telluride200.com

September 27-October 3, 2015 — OATBRAN, Lake Tahoe, NV, One Awesome Tour Bike Ride Across Nevada! 24th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50. 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park.

Fully supported motel style tour., Curtis Fong, 800-565-2704, 775-771-3246, taf@bikethwest.com, bikethwest.com

October 3, 2015 — No Hill Hundred Century Bike Tour, Fallon, NV, 30 mile, a 60 mile, and a 100 mile tour, fully supported. Event shirts, gift bags, lunch (for metric and century riders), post event BBQ at noon for all riders. 8:30 am, Churchill County Fairgrounds., Danny Gleich, 775-422-7733, dgleich@churchillcounty.org, churchillcounty.org/parksrec/index.php?ctr=152, churchillcountycyclists.com

October 3, 2015 — Santa Fe Gourmet Classic, Santa Fe, NM, Fun, challenging 60 mile bike tour with delicious, creative Southwest style foods at 5 gourmet refueling stops. The noncompetitive ride winds through Santa Fe and into the surrounding areas. Elevation gain is about 1,800 feet. Ride is limited to 150 riders., Kathleen Davis, 505-795-3286, 408-499-0775, lavim@gmail.com, santafegourmetclassic.com

October 3, 2015 — ICON Tour of the Moon, Grand Junction, CO, The Tour of the Moon was made famous in the 1980s Coors Classic and later in the cycling movie American Flyers. Today it continues to be considered one of the premier recreational road rides in the western United States. The breathtaking high desert scenery and beautiful roads make this an epic day of cycling., Mike Heaton, 303-282-9015, 303-635-2815, emgmh@emgcolorado.com, Scott Olmsted, tourinfo@thetourofthemoon.com, thetourofthemoon.com, emgcolorado.com/wordpress/?page_id=10

October 3, 2015 — Gila Monster Gran Fondo, Silver City, NM, With four distances to choose from, everyone can find their challenge. Gran Fondo 103 miles, Gough Park, Silver City 8:00am, Medio Fondo 70 miles, Gough Park, Silver City 8:00am, Micro Fondo 50 miles, Hi-Spot, HWY 152 8:30am, Nano Fondo 32 miles, Camp Thunderbird, HWY 35 8:30am., Jennifer Buntz, 505-306-1443, bikefunsafe@gmail.com, taosportsalliance.com, tourof-hegila.com

October 10, 2015 — Las Vegas Century's Pedal to the Medal, Las Vegas, NV, Benefits Special Olympics of Nevada, Pancreatic Cancer Action Network and the Southern Nevada Bicycle Coalition. The ride is fully supported and the route is designed to take you around the fabulous Las Vegas valley. Distance options: Century, Metric Century, and 25 mile., Renae Egan-Williams, 702-932-1560, renae@vbc.org, northlasveg-ascentury.org

October 10, 2015 — Tri-States Gran Fondo, Mesquite, NV, 112 miles, 7,500ft of climbing, three States - Nevada, Arizona, Utah, all in one spectacular day of cycling. Fully supported / Chip Timed., Deborah Bowling,

818-889-2453, embassy@planetultra.com, tristatesgranfondo.com

October 10, 2015 — Park to Park Pedal Extreme Nevada 100, Kershaw-Ryan State Park, NV, Road bike starting at Kershaw-Ryan and takes pedalers through the towns of Caliente and Ploche, and through three other state parks: Cathedral Gorge, Echo Canyon, and Spring Valley and back to Kershaw-Ryan State Park. 3 rides available: 100, 60 and 40 mile options., Dawn Andone, 775-728-4460, cathedralgorge_vc@cturbonef.com, Jonathan Brunes, 775-726-3564, kershaw@cturbonef.com, lincaincountynevada.com/exploring/biking/park-to-park-pedal/

October 17, 2015 — Goldilocks Vegas, Goldilocks Bike Ride, Las Vegas, NV, The only women exclusive ride event in Nevada. Cyclists can choose from a 30, 60, or 100 mile ride all featuring downhill, flat, and rolling terrain. Hand-crafted necklaces are awarded to finishers, as well as a high-quality custom technical shirt, absolutely free race photos, exceptional 'Papa an Mama' bear course support, and delicious food., Dani Lassiter, 801-635-9422, info@goldilockside.com, goldilockside.com/events/glv

November 7, 2015 — Ride 2 Recovery Honor Ride Las Vegas, Honor Ride, Las Vegas, NV, Starts and rides down Las Vegas Boulevard with a full escort down the strip! 2 routes will be available with the longer heading out towards Henderson., Linda Glassel, 609-792-0709, 818-888-7091, lindag@ride2recovery.com, Honor Ride, 818-888-7091 Ext. 106, honorrideinfo@ride2recovery.com, ride2recovery.com

Multisport Races

May 30, 2015 — Sand Hollow Triathlon, BBSC Red Rock Triathlon Series, Hurricane, UT, The first race of the Twin Tri series at Sand Hollow State Park, with Sprint, Olympic, and Kids' distances. Bike along scenic sand dunes, and run around a gorgeous, reflective lake., Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com

May 30, 2015 — Salem Spring Triathlon, RACE TRI, Salem, UT, 800 meter swim, 12.5 mile bike, and 3.1 mile run triathlon course, spectator friendly park and race venue, Race shirts and finisher medals., Aaron Shamy, 801-518-4541, 801-358-1411, info@racetri.com, racetri.com

May 30, 2015 — Adventure Xstream Buena Vista, AXS Series, Buena Vista, CO, Solo, 2 person and 4 Person Teams will kayak, trek, rappel, and mountain bike., Will Newcomer, 970-403-5320, 2015@graviplay.com, graviplay.com

May 30, 2015 — Tri the Heights Sprint Triathlon, Cottonwood Heights, UT, 400m swim, 10.9mile bike, 5K run. Awards will be given 1st-3rd in all male/female overall, age divisions, and weight divisions. Relay teams too., Heidi Summers, 801-943-3190, heidi@cottonwoodheights.com, cottonwoodheights.com

May 30, 2015 — XTERRA Lory, XTERRA America Tour, Bellvue, CO, 1/2 mile swim in the clear waters of Horsetooth Reservoir (Eltuk Bay), then a 2-Lap (beginner friendly) 12.2 mile single-track bike over rolling terrain, and across valley bridges at Lory State Park. Finish things off with a fun and challenging 4.8 mile (8k) run through the clouds on single-track trails!, Lance Panigutti, lance@withoutlimits.co, withoutlimits.co/#!_xterra-lory

May 30, 2015 — Tri The Heights, Cottonwood Heights, UT, 400m swim, 10.9mile bike, 5K run. Awards will be given 1st-3rd in all male/female overall, age divisions, and weight divisions., Heidi Summers, 801-943-3190, heidi@cottonwoodheights.com, cottonwoodheights.com

June 6, 2015 — Daybreak Triathlon, Salt Lake Triathlon Series, Salt Lake City, UT, The only open water Olympic distance race in the greater Salt Lake Valley. Get ready for the best spectator swim around with a point to point swim, a killer bike course near the Quikrill Mountains and a run around the lake that is unparalleled., Cody Ford, 801-558-2503, cody@ustrisports.com, ustrisports.com

June 13, 2015 — Ironman Boise 70.3, Boise, ID, 1.2 mile swim, 56 mile bike, 13.1 mile run., Mike Cooley, 208-343-3782, mccooley@georgescycles.com, ironmanboise.com, georgesevents.com

June 13, 2015 — Rock Cliff Sprint Tri at Jordanelle, RACE TRI, Heber, UT, Held at Jordanelle Reservoir. Race shirts and finisher medals., Aaron Shamy, 801-518-4541, 801-358-1411, info@racetri.com, racetri.com

June 13, 2015 — Aspen Gran Fondo, Aspen, CO, The USA Pro Challenge, in partnership with Aspen Silver Cycling will be hosting the second annual Aspen Gran Fondo, a 50 mile group ride. The route will have something for everyone with its steep climbs and rolling hills, flat sections and gorgeous scenery., Wes Graham, 970-429-2098, wes.graham@cityofaspen.com, Sandra Doebler,

August 8, 2015 — Le Tour de Kooacanusa, Libby, MT, Fully supported 83 mile bike ride which tours the breathtaking shoreline of Lake Kooacanusa. Ride finishes with a Blues Festival Finale. Fundraiser for Search & Rescue., Dejon Raines, 406-291-3635, dejonraines@hotmail.com, letourdekooacanusa.com

August 8-15, 2015 — Idaho Bicycle Ride, Blackfoot, ID, Weeklong fully-supported tour exploring the beauty of the Snake River, Swan Valley, Jackson, WY and Lava Hot Springs, ID on two wheels., Sanna Phinney, 541-382-2633, 541-410-1031, info@bicycleridesnw.org, bicycleridesnw.org

August 15-22, 2015 — Ride Idaho, Coeur d'Alene, ID, 7-Day fully supported with showers, beer garden, entertainment, Tent and Porter Service available. Coeur d'Alene, Kellogg, Wallace, Noxon & Troy Montana, Sandpoint. Trail of the Coeur d'Alene, and Hiawatha Trail option., Earl Grief, 208-890-4434, 208-830-9564, ridaidaho@rideidaho.org, rideidaho.org

August 15-16, 2015 — Bike MS Wyoming, Bike MS, Sundance, WY, Ride through the rolling hills surrounding grasslands and ponderosa forest at the foot of the Black Hills., Alexis Johnson, 303-698-5403, alexis.bradley@nmss.org, bikemswyoming.org

August 15, 2015 — Four Peaks Gran Fondo, Pocatello, ID, One Day: 82 miles, Four Peaks: 7800ft total elevation gain. Climb the 4 peaks of the Portneuf Valley; Crystal, Scout Mountain, Buckskin, and Pebble. The hill climb portions are timed with timing chips. Downhill portions are not timed. Cumulative climb times will be combined to determine rank., Kaylee Pooley, 208-232-8996, barrieskiandsports@gmail.com, 4PGF.com

August 22, 2015 — Pedal For Patients, Fruitland, ID, The ride starts and ends at Saint Alphonsus Fruitland Health Plaza in Fruitland, Idaho. 910 NW 16th St. Lunch, rest stops, and sag wagons will be provided along with plenty of food. 100, 68, 40, or 20 mile ride options. Avid racers and family friendly., Ken Hart, 541-881-7295, hartkr@trinity-health.org, pedalforpatients.com

August 22, 2015 — Pedal for Patients, Fruitland, ID, Choose the distance: 100, 68, 40, or 20 miles. The ride starts and ends at Saint Alphonsus Fruitland Health Plaza in Fruitland, Idaho 910 NW 16th St. Lunch, rest stops, and sag wagons will be provided along with plenty of food., Ken Hart, 541-881-7295, hartkr@trinity-health.org, pedalforpatients.org

August 23, 2015 — MS Wine Ride, Kuna, ID, Ride 35-50 miles through the beautiful scenery of the Indian Creek Winery in Kuna,

Idaho and raise money for multiple sclerosis through the National MS Society Utah-Southern Idaho Chapter. Enjoy a catered lunch afterwards at the winery., Megan Nettleton, 208-336-0555, Megan.Nettleton@nmss.org, georgescycles.com, bikereg.org

August 29, 2015 — Tour of the Valley, Grand Junction, CO, The Tour is not a race; we encourage you to set your own pace and enjoy beautiful Western Colorado. Several route options available including the 100 mile route that takes riders over the Colorado National Monument. Start and finish at Canyon View Medical Plaza., Morgan Taylor, 800-621-0926, 970-256-6222, web-guest@gihosp.org, yourcommunityhospital.com/Tour_of_the_Valley.ctm

August 29, 2015 — Cruisin' Magic Valley, Twin Falls, ID, A 12, 30, 50, or 100 mile bicycle ride for all levels. There is a family friendly 12 mile route that takes you out to Meander Point. The 30 mile route heads out west, north of Filer, through farm country. All of the routes are on rural paved roads in Southern Idaho. The ride is fully supported with a bbq and ice cream at the finish line. Goody bags & finisher medals for the 30, 50 & 100 mile routes. Finisher ribbon for the 12 mile route., Denise Alexander, dalexander@filertel.com, mavtec.org/race/cruisin-magic-valley/

September 6-25, 2015 — Santa Fe Trail Bicycle Trek, Santa Fe, NM, 20th Year. Camping Trip. Ride all or part of the Santa Fe Trail (approx. 1100 miles) on paved public roads only. All gear carried by truck. After the first four days, riders can leave the group at any place along the route., Willard Chilcote, 505-982-1282, willard@cybermesa.com, SantaFeTrailBicycleTrek.com

September 12, 2015 — Cascade Lake Gravel Grinder, Cascade, ID, This event is a long-distance bike ride starting in Cascade, Idaho and continuing over U.S. Forest Service roads through the Boise and Payette National Forests. The route traverses through the beautiful mountain range just west of Lake Cascade. 35, 57, or 76 mile options. Sag wagon will pick up any riders still on the course at 5:00pm., Mike Cooley, 208-343-3782, mccooley@georgescycles.com, 4sum-mitchallenge.com, georgesevents.com

September 12, 2015 — Tahoe Sierra Century, Squaw Valley, CA, 30-60-100 mile routes with 3000-7200 vertical gain. Great support and spectacular views from Squaw Valley Ski Resort, to Lake Tahoe, Donner Lake, and over Donner Summit., Nancy Lancaster, rid-edirector@tahoesierracentury.com, Sue Rae Irelan, ridedirector@tahoesierracentury.com, tahoesierracentury.com

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RACING

Why Race? A Guide for Those Interested in Racing



Keith Payne has been racing for 25 years and hopes that you too will try it this season. He's shown here at the 2015 Soldier Hollow Intermountain Cup. Photo by Dave Iltis. See more at gallery.cyclingutah.com

By Keith Payne

For all would be racers out there who haven't yet embraced competition.

Yes, head to head, a hare is certainly going to out sprint a turtle, but not all races are sprints.

I've been racing bikes since 1990. 25 years of riding and racing mountain bikes, road bikes, single speeds, cyclocross bikes and now fat bikes. I've met many people over the years

while riding and racing, we have different backgrounds, interests, goals, motivations, beliefs, but what makes us alike is our love of biking. Riding a bike elicits various emotions and sensory experiences in each individual, but for most the freedom, adventure, adrenaline, euphoria, and clarity that come through riding make it a lifestyle that takes hold and molds your perspective on everything else.

While many of us have participated in other sports or hobbies in the past, cycling is our home. We love to ride, we live to ride, we think

about when we can ride next, we eat in order to be fitter or maybe we ride in order to be able to eat those things we perhaps know we shouldn't. Riding is all encompassing for us because it is our touchstone, our center, our therapy.

Racing bikes is the natural progression for many cyclists. Once we become proficient cyclists we will likely, at some point, be invited or encouraged to try racing. Racing bikes is the same as just riding them, only there's no waiting. Yet there's something about the additional ele-

ment of competition engenders real fear and doubt in your average cyclist. After a casual invitation, of which I've proffered many, the excuses start to dribble from the mouths of the uninitiated. "Well, I don't know.", "I'm not really into racing.", "I'm not fast enough." "I can't spend the money/time." Somehow they all seem turn into the loveable hypochondriac Bob Wiley from "What about Bob?" In the film he responds to an invitation to go sailing by saying "It just makes my lips numb to think about it." That's the sort of response I get almost every time.

I try to hide my incredulity and smile supportively but in my mind I'm thinking, your excuses really don't make sense to me. My perspective has changed after so many years of being involved in the amazing race community.

I understand family commitments and financial constraints might limit one's ability to participate in a full season of racing. I also understand personal doubt and concerns about the aggressiveness of other racers, the speed of the field, or the distance to be completed. Being the new kid on the block certainly makes one a little gun shy. However I'm here to tell you that racing your bike will make you a better cyclist, period! But there are many other reasons to consider racing.

Here are my five reasons why you should start racing.

1. You will learn. Cycling is progression. It is driven by momentum and in order to improve you must embrace that momentum. Enhancing your cycling skills is a natural product of racing. You will be forced to ride trails that you have never ridden, with obstacles you don't normally experience and all at a speed that is faster than you are used to. This will demand that you learn how to be a better bike handler, how to corner at speed, how to climb efficiently and much more. Stopping on your personal plateau that you've reached as a cyclist to enjoy the view is fine, but there are more mountains to climb. Racing will help you improve and go further than you though possible.

2. You will get fit. Sure you might not go out and crush the field your first race but racing requires you push your limits and by doing so you make your body do things it hasn't before simply because there's someone in front of you trying to ride away, and for some reason you want to catch them. As you continue to race and push your pace you will become fitter AND faster and that will only serve to make cycling more fun.

3. You will make friends. Shared experiences create bonds of friendship. You will meet people with whom you might never have typically engaged. Over time you will get to know them. They will challenge you and you may challenge them. It's a great opportunity to expand your circle of friends and learn from others. Your fellow competitors will push you, encourage you, taunt you, tease you, congratulate you, and if that's not the definition of a best friend I don't know what is!

4. There's a race for you. In today's cycling community the variety of race opportunities are numerous. There are weekly races that are relatively inexpensive and close to home. The distances are short and time constraints brief. There are typical cross country or criterium or road races on Saturdays that are a bit longer, a bit more money and perhaps more competitive. There are endurance style races where distance is the challenge and just completing the course can be a major accomplishment for you, regardless of who actually wins the race. In short there are race venues, distances and prices that will accommodate your sense of adventure, experience, and budget. There really are no excuses. Start small and work your way up. Be forewarned, it's more addictive than chocolate...ok, maybe AS addictive as chocolate.

5. It's hard, but oh so worth it. Yes riding your bike fast and making yourself uncomfortable in the process is not what most would consider "fun." It is physically taxing and requires some preparation and skills development. It's certainly not as simple as strapping on a pair of run-

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ning shoes and run/walking 13 miles down the pavement (which I don't do anymore). Hence the reason fields of cyclists are significantly smaller than your typical running race in the city. But the sense of accomplishment, the improvement of skills and fitness, the beautiful venues, make cycling a more rewarding and hence more engaging experience for the long term.

How to prepare for your first race:

Are you convinced yet? There's no better teacher than experience so here's what you do:

1. Get your bike prepared. Make sure it's functioning properly, tires inflated adequately, brakes working, shock functional. Your local bike shop should be able to run through it and ensure it's ready to race.

2. Ride your bike, perhaps with someone more experienced who can coach you a bit. Do this more than 1x/week.

3. Pre-ride the course of your first race. Find the map or find a friend and have them show you the course. Then ride it, more than once if possible. Re-ride technical sections a couple of times until you feel confident about your line.

4. Register for the race. Plunking down your money commits you mentally and helps you anticipate and prepare.

5. Eat and Sleep. Eat properly, downing a Double Double from In and Out the night before your race is not typically a wise strategy. Get plenty of sleep the night before and remember to hydrate.

6. Go have fun. Who cares if you are first, last, or middle of the pack. Just ride your best, measure your effort and challenge yourself. In time you will improve and will need to move up to a harder category with a longer distance and stronger competition, but for now just do your best and finish.

7. Don't quit. Unlike most sports, there are no time outs, no medic to spray your cramping legs, no water boy, no mechanics, no pit crew, few spectators, and no coach yelling from the sidelines. It's just you and your ability to pedal. So just keep spin-

ning! **8. Finally,** repeat the process, next race, next year, wherever and whenever you can. Over time you will be able to measure improvement and that will build your confidence.

For many years I taught snowboarding and the three rules we had for our students were these: 1. Learn something, 2. Be Safe, 3. Have fun. If you aren't learning you aren't progressing, there are always ways to improve your cycling so never stop learning and improving. Safety is critical, no one wants to be injured so improving your skills and your fitness helps prevent injury, assuming you ride within your limits and don't take silly risks. Finally having fun is what cycling is all about. Despite the exhaustion, the hunger pains, the cramping, the feeling of being utterly spent, I get to the end of every race and think wow, that was hard, but so worth the effort.

Yes I know some of you consider yourself purists and just ride for the sheer enjoyment and don't want to be bothered with race plates, fees, timing chips, arrogant racers who won't yield, and race directors who aren't well organized or bark out instructions like a marine sergeant. But if you can look past all these minor issues you will see an opportunity to improve your cycling ability and thus enhance your riding in a way that just can't be done by going out on your average Saturday group ride. I invite you to try a race, or two, or ten this summer and see what happens. You may feel like the turtle, but just finishing one of these races makes you a hare compared to most of the world.

"When man invented the bicycle he reached the peak of his attainments. Here was a machine of precision and balance for the convenience of man. And (unlike subsequent inventions for man's convenience) the more he used it, the fitter his body became. Here, for once, was a product of man's brain that was entirely beneficial to those who used it, and of no harm or irritation to others. Progress should have stopped when man invented the bicycle." ~Elizabeth West, Hovel in the Hills

Hoffman, McCutcheon Win at Antelope Island



Skylar Patten (Ski Utah) leads the junior men's field. Patten went on to win the Junior 15-16 state championship. Photo by Ravell Call.

Held in near perfect conditions on May 2, 2015, the Antelope Island Road Race drew a record 360 participants across all categories. In the 73 mile, Men's Pro 1-2 Category a large breakaway went on the first of two laps as the group began going out the ranch road. The field maintained a steady pace, but was unable to close on the break. As the breakaway neared the finish, several attacks were launched, notably by Mitchell Peterson (Canyon Bicycles-Shimano). Hoffman bided his time, however, and convincingly won the sprint atop the final climb in front of Branson Yates (LiVe Well p/b Bountiful Bicycle) and Cortlan Brown (Astellas Pro Cycling).

In the 43 mile Women's Pro 1-3 event, a mishap towards the back of the peloton allowed a four rider group to go clear on the first lap of the island. This group worked well together through the out and back on the ranch road. As they approached the final climb, Mindy McCutcheon (Canyon Bicycles-Shimano) went to the front and pounded out a hard tempo, ultimately taking the win in front of Alison Frye (Ski Utah- Plan 7) and Shirley Leydsman (Red Rock Bicycles).

The event was also the Junior State Championship. Titles were won by Skylar Patten (Men's 15-16), Nate Hansen (Men's 17-18), Ian Frederick (Men's 13-14 as the top Utah finisher in 2nd place), and Kate Madorin (Women's 17-18), Viggo Moore (Men's 10-12), and Kylie Frederick (Women's 10-12 as top Utah finisher). See results on page 14 of this issue.

-Ryan Barrett

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BICYCLE TOURING

Rob Paull: A Model Cycling Companion



By Lou Melini

I did. Tell me about your experience as a bike traveller.

Depending on where one looks for advice, a good cycling companion has the following traits; a good cyclist, a positive attitude, helpful in a number of ways, sociable yet capable of being alone, entertaining, able to repair a bike, comfortable with camping, humorous and resourceful. I had the pleasure of riding from Yellowstone NP with Rob Paull over 5 days in 2014. He has all of the listed traits plus as an added bonus he is a senior citizen like myself.

Rob Paull: I did my first tour in 1974 in Michigan, it was a supported 4 day tour from Lansing to Mackinaw City, called DALMAC put on by the Tri-County Bicycle Association. I guess I got hooked as I did 27 more of those tours over the years, 10 of them with my son. Got so I knew every good restaurant and bar between Lansing and Mackinaw. It was always a fun ride. On a number of those trips through Michigan I returned home on my bike as well. I've also had the opportunity to do some longer tours as well including a couple of cross country's as well

Cycling Utah: Rob, You caught the bicycle travel bug shortly before

Left: Rob Paull bikepacking in Cathedral Valley. Above: Near top of climb out of Calf Creek in Souther Utah. Photo by Rob Jones.

as a trip up to Alaska and a West Coast trip.

Since moving to Utah I've done several Southern Utah Parks tours and a number of self supported tours organized by the Wasatch Mountain Club most of which were a week or so long. I've also ridden a number of solo trips around the Southwest of varying time and length during my time in Utah.

C.U.: If a young couple, (anyone under 55 in your case), wanted to do a 2-3 week bike tour say to Yellowstone National Park and back, how would you counsel them?

R.P.: I would say to someone considering this trip or any trip is to just do it. You might want to talk to someone who has done it before

or read some trip reports by others who have done this trip, go to one of your (Lou Melini's) touring talks at REI, etc. Give yourself plenty of time so you're not going to be pressured to be back at an unrealistic date. Another good thing to try is to load up your bike with everything you think you'll take on the trip and do an overnight to a campground near your home of 30- 40 miles. That way

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Top of Targhee Pass in the rain during a tour of Yellowstone in 2014. Photo by Rob Jones.

if you find you've forgotten anything it's no big deal and you will not forget on the longer trip. Also more importantly you might find things you took that you really don't need and can leave at home. But still the most important thing to do is JUST GO!!! You will quickly learn.

C.U.: When we traveled home from Yellowstone, I was impressed by your simplicity, yet completeness of gear. What do you look for in tents, stoves, sleeping bags, tools, spare parts, etc.?

R.P.: Over the years, as I've gotten older and the miles have gone by, I've looked at my gear and have learned what, for me, is important to carry along on a trip. I've tried to lighten my load as much as possible and now carry about 20lbs. or less, not counting food or water. I use the lightweight backpacking ideas as much as possible. The tent I use most of the time is a one-person single wall self-standing model that I've found works well for me in the Southwest climate. Most of the time I use a small canister stove or a homemade alcohol one. As for sleeping I use one of the inflatable insulated mattress that are available and in the summer a 40 degree down bag. To me getting a good night sleep is one of the most important things to achieve in order to have a successful tour. For tools and spares, I only carry on the bike those tools that I need to work on the bike I'm touring on; I only take the Allen wrenches that fit the bolts on the bike. Four Allen's are lighter than a whole tool set of Allen's most of which don't fit anything on the bike. Also I carry a small chain tool and lightweight wrenches to fit bike. I carry a small container with a few various size bolts and nuts, a master link for the chain also spare brake and shift cable.

I guess I would advise looking at all your gear, and seeing where you

can eliminate stuff and still be safe and comfortable, it's sometimes hard to do, as there always seems to be a new gadget available that seems indispensable, and probably is.

C.U.: What are your clothing choices for either on or off the bike?

R.P.: Ah, clothing choices. This is one area where a lot of bulk can be eliminated from your bags. Of course what you carry will depend on when you tour and where you go. This is what I find comfortable to wear on the bike while touring. I use padded bike underwear with light nylon zip off leg pants with leg clips, a long sleeve light colored seersucker cotton shirt, wool socks and light hiking shoes or sandals, (I use flat BMX type peddles on my touring bike), helmet and cycling gloves. In my bags I carry an extra pair of bike underwear, wool socks, cotton underwear, nylon running shorts and shirt, light pile shirt, light rain pants and bike jacket, and a down vest in a stuff sack.

C.U.: One can find a number of opinions regarding bike choices for traveling. What are your suggestions?

R.P.: Bike choices are another personal thing. Everybody has ideas on what one needs for touring. My advice is don't let not having a "touring bike" prevent you from touring if you want to!! You can tour on any bike as long as it fits you and is mechanically sound. I've toured on a number of different bikes over the years from a '72 Viscount 10 speed with a flimsy rack to modified mountain bikes to true touring bikes. I currently have several mid 1980's steel touring bikes that I have purchased and restored to make very nice touring bikes once again. These bikes are out there and if you have the skills to bring them back to good condition they make wonderful touring machines. A number of bicycle manufacturing companies made very nice touring bikes in the mid 1980's just before the introduction of mountain bikes. My current favorite ride is a 1985 Trek 620 which is a true touring bike with long chain stays and relaxed frame geometry. It has a 6 speed rear cluster which some don't think is enough gears, but I have found that it's not how many gears a bike has but how the ratios are set up, and how low a gear ratio you can get on your bike. I like steel and I like simple.

C.U.: What are some key mechanical skills one should have for bike travel? What problem solving tricks have you had to employ on the road?

R.P.: You have to know how to repair a flat first and foremost. It's also good to know how to adjust your brakes and shifting mechanism. Learn how to break a chain and what you need to splice it together again. Field replacement of a spoke and truing a wheel are also good skills to have. If you do rebuild a bike yourself you will learn most of these skills plus you will know how all the parts of your bike go together. REI offers bike repair classes or volunteering at the Salt Lake Bicycle Collective will give one a wealth of skills. I've broken a couple of rear shift cables over the years without having a spare. One time I jammed a tapered stick I

made into the parallelogram of the derailleur to hold the chain in a comfortable gear to get to the next town with a bike shop, another time I just tied a knot in the cable by the rear cable hanger to keep in a chosen gear. I've also broken chains and spokes and had to repair them in the field.

C.U.: One issue bike travellers face is the decision to travel solo, with one other person or with a group. Do you have a preference?

R.P.: I have done most of my tours solo and I do enjoy going that route. I like the total freedom solo touring provides. I can go as far as I feel like, stop whenever it suits me, eat when it seems right, and stay in or out as I choose. If I decide to change my route plans I can just do it, no problem. I find I interact with the people I meet along the way more when I tour by myself and I enjoy that, as most everyone I've met has been pleasant and interesting. Of course the down side of solo touring is you have no one to share the joys and hardships of the trip with, no one to help if you have a break down, no one to go for help if you need it.

The things that I brought up as a negative point in solo touring is a plus when touring with a partner. And the positive points of solo touring become negative when touring with another. You have to always work out how far to go, when to eat, and so on. Choosing ones partner for touring then becomes quite important as you must be able to get along and be compatible which each other or it could make for a very unpleasant trip for both of you. Of course one of the big plusses with a partner is a reduction in camping fees, food costs, and the equipment load can be shared. When I went to Alaska it was with a partner and a good trip.

Group touring is like touring with a partner only requires much more planning as places to stay have to be planned to accommodate a group, no camping in the ditch. Compatibility issues will be more pronounced, and the probability of mechanical problems will increase. But if all the problems are handled well, group

touring is a whole lot of fun, and a great way to go.

You asked what type of touring I like and I guess my answer is I like them all. The main point is to just GO!!!! Last year when we did the tour up to Yellowstone and back, I had the opportunity to do all three types of touring. The first five days I went solo from SLC area to Coulter Bay in Teton Nat. Park where I hooked up with the rest of the group and toured the next five days with them, and had a great time. And of course the last five days I had a very pleasant trip back to SLC with you, Lou. On that trip I enjoyed every phase as I enjoyed my road time alone, then road with a great group of people on a well organized tour through the parks, then had a great trip home with you, as we had a lot of fun and I thought were very compatible partners. All in all a great trip!

C.U.: Do you have any favorite 1-3 week tours one could do in Utah?

R.P.: One of the tours I enjoy is of course the Teton - Yellowstone trip we did last year. That was the third time I've done it. Also I like the loop trip starting and ending in Cedar City, going down to Zion N.P. to Bryce Canyon up to Cedar Brakes and back to Cedar City. A nice weekend mountain bike overnight bikepacking trip, I've done twice, is the Cathedral Valley Loop in Capitol Reef N.P. A couple of nice road overnights I've done are to ride from Salt Lake or take FrontRunner to somewhere convenient and ride to Antelope Island. Also take Front Runner to Provo ride to and up Hobble Creek Canyon to the campground at the end of the paved road. A few years ago I went on a Wasatch Mountain Club trip to do a loop from Green River to Hanksville to Natural Bridges to Blanding, Moab, and back to Green River. I had to drop out due to a medical condition and want to finish that trip. I'm planning on going in early May, so that should be fun. Utah has some of the best biking country in the U.S. just open a map and pick a route and just GO!!!!

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MOUNTAIN BIKING

A Weekend in Sedona



Heather Gilbert pedaling on the Hangover Trail in Sedona, Arizona.

Right: Heather Gilbert and Kathleen Berglund negotiate one of the many wash crossings on the Girdner Trail. Photos by Lukas Brinkerhoff

By Lukas Brinkerhoff

There were a few riders attempting to get a look at the line without sliding down it inadvertently whilst wearing their tap shoes.

One of them, who appeared to be a local or was trying to make himself out to be, explained it to us as such, "Down to a hard left followed immediately by a hard right." I'm not one to question local trail beta, but that didn't make any sense to my brain. It looked much better to go high and hit it straight all the way through. I didn't offer my opinion as they didn't seem too interested in it.

I rolled up, staying right of the line and higher to be able to hit the roller and avoid trying to turn at high speed. It worked quite beautifully and I found myself hurling down the backside of a mesa with no idea of what was coming around the corner. As soon as my tire rolled out of the first drop, there was another to take its place. I held on using brakes and slight nuances of my pedals to avoid being thrown off my bike all the while maintaining the momentum necessary to keep the wheels rolling. The obstacles were big enough and

close enough together that my brain kind of shut off and my body just did its thing entering a hyper-focused state of riding. Which is a nice way to say I was in survival mode.

The drops continued for a few hundred feet and then the trail returned to normal singletrack as it made a couple of switchbacks before dropping down a waterfall. Finally, I was able to regain some sense of what I was riding and come to a stop.

You could say that I am in a committed relationship with the trails in St. George. This month marks the 20th year since I was first handed a 10mm box end wrench and told to adjust a set of cantis. My tires have been roaming this side of the state ever since with only brief intermissions to sojourn in the Southern Hemisphere. I live here because of the trails, but there is something exciting about the unknown. Something that regardless of how you feel afterward, titillates your senses and makes you want to sneak away for some more.

Sometimes you just need to get some strange.

This past weekend found the Mooseknuckler Alliance in Sedona, Arizona. It had been six years since I last rolled some fatties on that sandy

soil. And this time around I was fully prepared for the weird forces of the vortices.

We had a list of three, three trails that were said to be the hardest in Sedona. I don't recall where this list came from or on what authority it was given, but there it was nonetheless. It went like this, Hangover, the Hog stuff and Hiline. We were supposed to be taking it easy seeing that one of us had a broken rib and a torn ligament in his shoulder, but we figured we could knock 'em out anyway.

We started with the hardest, Hangover. One thing about Sedona, every of a mile the trail changes name, or so it seems. We did Hangover using a dirt road and a couple of trails for access and exit. The dirt road we were told is usually shuttled. We pedaled it up to Cow Pies Trail which connected us to the entrée.

If I had to describe Hangover with one word, it wouldn't be exposed, it would be off-camber which I guess might be two words. Anyway, a decent amount of the trail is on slickrock. Off-camber slickrock that is then exposed. It took about half the ride to start to get the feel for what the sandstone had to offer in



terms of traction, but once figured out, the trail began to roll a bit more smoothly. With that said, this trail takes the pucker factor all the way to 11. The section that I assume gives it its name, is an exposed ledge that is bordered by a wall that tends to hang out over the trail pushing you toward the drop. Plus the trees that clearly were placed before wide handlebars became a thing.

Using Munds Wagon Trail, we made it back to our vehicle for lunch and recovery.

Seeing that we were taking it easy, we went ahead and did another ride that afternoon. We were shooting for a bout ten miles. Starting at the Bike and Bean, we used Slim Shady to access HT and go under Highway 179. From there, we picked up Little Horse and made our way to Chicken Point. This is where things got interesting as we jumped on High on the Hog which took us up to the ridge, gave us a little exposure and a couple of moves before dumping us on Hog Heaven. With more of the same and big smiles we made our way out using Mystic, Cathedral and the Bell Rock Pathway eventually finding our way back to the Bike and Bean.

At this point we were ready for some sustenance. The Alliance headed to the Oak Creek Brewery where

we found ourselves in a long line of hungry people. Somehow we made our way to the bar and found some seats which meant that we quickly had beer and food completing a big day of riding.

We were committed to taking it easy the next day and found an "easier" 23 mile loop in the Upper Dry Creek Area Trails. I won't bore you with all the details, but be sure to hit Dead Man's Pass, Chuckwagon and Aeries while avoiding Girdner. This ride is paired well with some Vegetable Tempura rolls from Takashi Japanese Restaurant. Just don't order two because they're kinda big.

And finishing out the trifecta on what was my favorite ride, Hiline. It gives you the views and some exposure but packs most of its technical moves into the drop off the back making it a bit easier. I highly recommend snubbing your nose at Sedona's "anti-vagrancy" laws and taking a bath in the creek as you ride Baldwin back to Slim Shady. This is best done with a mid-ride beer in one hand.

The nice thing about cheating on your local trails is that when you get back, they don't care and you get to continue enjoying them with a smile on your face knowing that you can stray whenever you want.

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RIDE OF THE MONTH

Utah Lake to Squaw Peak Challenge



Taylor Hoj on the climb to Squaw Peak in Utah County. Photo still from video by Dane Christensen. Check out the video entitled Cycling Squaw of the climb shot from a drone at https://www.youtube.com/watch?v=qE13_Nq6WoE For more information, see danesdrone.com



By Wayne Cottrell

The Utah Lake to Squaw Peak Challenge is a 31.3-mile, out-and-back ride that starts and finishes at Utah Lake State Park in Provo. The ride makes liberal use of the Provo River Parkway for the opening 10.7 miles, and then veers onto U.S.

Highway 189, and then Squaw Peak Road for the climb to the Squaw Peak Overlook. The ride's elevation ranges from 4,500 feet at the start to 6,695 feet at the turnaround, for just under 2,200 feet of climbing. The gradient is a barely perceptible average of 1% for the first 11.3 miles, followed by a very perceptible 8 to 11% for the final 4.3 miles, to the

turnaround.

Start the ride at Utah Lake State Park, located in far western Provo, at 4400 West Center Street. Entrance fees as of this writing were \$9 for a motor vehicle (\$5 for age 62 and over), and \$2 for a bicycle. Utah Lake is a freshwater lake, unlike the Great Salt Lake; and, despite its size, Utah Lake's maximum depth

is only about nine feet. Leave the park by heading east on West Center Street; the ride officially begins at the left turn onto 4200 West. Look for the entrance to the Provo River Parkway (paved path) on your right. Turn right here, and ride parallel to the Provo River, meandering along its north side. This is a lower branch of the river, draining into Utah Lake from the Uinta Mountains. The upper and middle branches of the river are impounded at the Jordanelle and Deer Creek Reservoirs, both located well east of here. The opening 5.6 miles of the ride, and the path, are grade-separated. The path generally heads northeasterly, with a few twists and turns along the way. At mile 2.7, the path loops and then crosses over the river aside Geneva Road, before resuming along the river's south bank. From here, it is a pleasant, tree-lined ride through park settings, adjacent Provo neighborhoods. The city of Provo, with a growing population of just over 116,000 as of 2013, is Utah's third-largest city. The city's largest employer is Brigham Young University, which is perhaps its greatest claim to fame. The city's notables include a strong musical presence in the Osmonds' family group, rock groups Imagine Dragons and Neon Trees, and actress-songstress Julianne Hough, and an equally strong athletic presence in NFL quarterback Steve Young and NCAA cross-country champion Josh Rohatinsky, among other famous personalities in these and other fields.

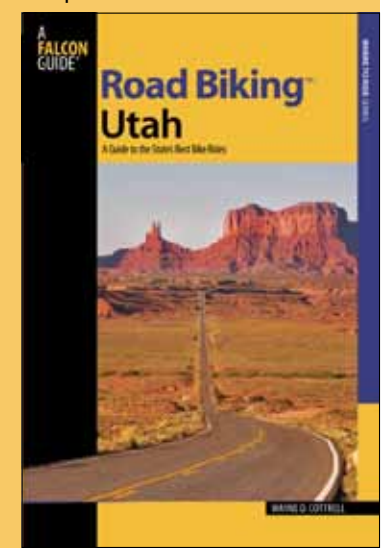
Cross back over the river at mile 5.1, and continue along the Provo River's west bank. The pleasure of grade separation ends at 2230 North, where the path darts across the river one more time, and empties out onto the walkway on the north side of the road. Continue eastward along the walkway, and then turn left (remaining in the walkway) to head north on University Avenue. The path resumes along here, although it is little more than a paved path that parallels University, on the road's west side. Be especially cautious at the at-grade crossings along here, particularly at the busier ones at 3700 North and 4800 North. The Shops at Riverwoods appear on your left north of 4800 North; this upscale, mostly outdoor mall was the setting for the end of a Tour of Utah stage in 2011. The at-grade crossings finally end at mile 9.0, at 5600 North, just past the mall and adjacent businesses. From here, the Provo River Parkway swoops under 800 North, as you enter the northeastern corner of the city of Orem. As you emerge from the underpass, a popular parking area for Provo Canyon access is on your left. Keep riding into the canyon; cross over Provo River – oh, there it is! – at mile 9.6. With its steep bluffs, the river, Bridal Veil Falls, the Heber Creeper (historic railroad), the nearby Sundance Resort, and other attractions, Provo Canyon is very scenic and popular. The path on which you are riding is also popular, although you are destined to leave the path at mile 10.6. Turn right here,

onto the access road, followed by a cautious left turn onto U.S. 189. The highway features a bike lane. After just 0.6 miles along the highway, bear right onto Squaw Peak Road. The elevation here is 4,953 feet; you have climbed just over 450 feet since the start, at an average grade of just under 1%.

The topography changes dramatically as you begin the climb up Squaw Peak Road. The gradient averages 8%, as you head toward Squaw Peak Overlook. Stay to the right at mile 11.75; the road to the left leads to an archery range. One mile later, at an elevation of 5,526 feet, the Bonneville Shoreline Trail crosses the road. Continue climbing through the numerous bends and switchbacks, enjoying the spectacular view of the mountains, the urbanized Utah Valley front below, and Utah Lake. Enter the Wasatch-Uinta National Forest about halfway up the climb. Along the way, you will see a variety of trees, including maple and oak, and, depending on the season, some wildflowers in bloom. At mile 15.3, bear right onto the road that takes you to Squaw Peak Overlook (the paved road to your left eventually transitions to dirt). Continue climbing along this final, steep section (11% grade) to the road's end. Turn around here, after taking in the view. Return the way that you came by following the reverse route.

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

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



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LOST: May 13 riding on East Canyon road midway between the gate and the top of Big Mountain, an ultra compact white Panasonic digital camera in a light grey cloth pouch. Email Richard: bozart@wyoming.com

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