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**2018 EVENT
CALENDARS
INSIDE!**



IN THIS ISSUE

- 2018 EVENT CALENDARS!!
- SAN RAFAEL CLASSIC TRI
- COMMUTER COLUMN
- MTBING CROATIA
- OUTSPRINT AN ELEPHANT
- BICYCLE ART

- TOUR OF CALIFORNIA
- HOW DOES YOUR CITY RANK?
- GOLD LIDA RIDE
- 2-WHEELED TOURISM
- DRIVETRAIN WEAR
- BACKCOUNTRY TRIATHLON
- MTB BIKE BUYING ADVICE



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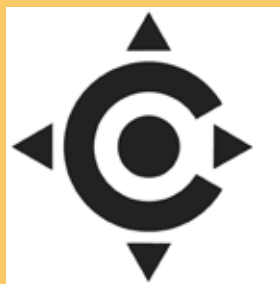
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Cover Photo: The Category 3 field rounds a turn in the Sugarhouse Criterium on May 26, 2018 in Salt Lake City, Utah. Photo by Dave Iltis, see more at gallery.cyclingutah.com

TRIATHLON

San Rafael Classic Triathlon Showcases Closed Course, Beautiful Scenery



Coming out of the water during the San Rafael Classic Triathlon, Photo by Patsy Stoddard

By Dave Iltis

Race to be held July 14, 2018 in Huntington, Utah

May 28, 2018 – The San Rafael Classic Triathlon is a fundraiser for Emery County Search and Rescue. The triathlon is in its 10th year, and this year looks to be another fine event. Held in the beautiful San Rafael Swell region of Utah, a large geologic feature that is a giant dome-shaped anticline of sandstone, shale, and limestone that was pushed

up during the Paleocene Laramide Orogeny 60-40 million years ago 75 by 40 miles (source: Wikipedia) and a perfect backdrop for a triathlon. We asked race organizer Wade Allinson a few questions about the race.

Cycling West: What are some of the highlights of the race?

San Rafael Classic Triathlon: This event is a 100% closed course competition. Competitors do not have to compete with traffic and there is plenty of room in the water. The race starts at Huntington Lake. The entire park is closed for the race. The bike

course leaves the lake area and goes up a road that is closed to other traffic. At the turned around point, the return has some spectacular views of the San Rafael Desert. The run goes around the lake and can be viewed by spectators. We also offer a youth event which is a big hit with families. We offer both an Olympic and Sprint event. The time it takes to finish varies from one hour and fifteen minutes to over two hours.

CW: The event raises funds for Emery County Search and Rescue. Tell us about the organization, what it does, and how the funds are used.

SRCT: This event is sponsored by the Emery County Search and Rescue Team. The team is composed of local volunteers. 100% of the proceeds from this race goes to support search and rescue operations on the San Rafael Desert and Manti La Sal National Forest. Last year our team assisted in over 100 rescue operations. We are one of the busiest teams in Utah. Many of our operations are rescue and unfortunately some are body recoveries. Our rescues involve a variety of disciplines that require

Continued on page 5






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COMMUTER COLUMN

Representative Brad Daw Commutes Through Utah County

Brad Daw commutes to work in Utah County. Photo by Brad Daw

By Turner Bitton

After the close of the 2018 legislative session I caught up with Representative Brad Daw to talk about his experience as a commuter cyclist and legislator. Representative Daw has represented District 60 in the Utah House of Representatives since 2005 with a two year period between 2013 and 2015. District 60 is largely comprised of Orem and has historically been an area with significant growth.

Representative Daw has devel-

oped an interesting profile as a legislator and is known for working on policies ranging from the regulation of payday lenders to medical cannabis. He serves on the Higher Education Appropriations Subcommittee, House Government Operations Committee, House Health and Human Services Committee, Health and Human Services Interim Committee, and the Law Enforcement and Criminal Justice Interim Committee.

Here is our discussion.

Cycling West: You have a reputa-

tion for being a cyclist and supporting cycling issues on Utah's Capitol Hill. Is it accurate to say so? Can you share your personal experiences with cycling?

Brad Daw: I do support cycling issues. Like any other legislation there's always a balancing act, but in general I want Utah to be a place that welcomes and supports cyclists.

I have a bum knee from a severe childhood accident so running is off the table for me. But fitness is important to me and I wanted to embrace an activity that would challenge me without causing undue wear and tear on my knee. Bicycling turned out to be the ideal solution.

CW: I understand that you commute to work by bicycle. If this is true, what route do you take, and what is your motivation for commuting by bicycle?

BD: I do ride in to work more or less twice a week. My ride is the Murdock Trail from end to the other. It is pretty ideal that I live in Orem and Adobe is at the other end of the trail. I like the commute for numerous reasons but the for me commuting is a great twofer. I get to do something productive beyond just having a workout. I get to actually get somewhere that I need to be for the day.

As a side note, I do not ride home. 20 miles in a day is a good workout for me. I take the FrontRunner home.

CW: I know that you live in Utah County but have you ever commuted to Capitol Hill by bicycle before?

BD: I did once this last session. I think I sent you the route I took in Strava. It was a 47 mile ride and I had a great time doing it. Here's my bike in my parking spot at the capitol.

CW: During the legislative session the Utah House of Representatives passed House Bill 58 – the so-called "Idaho Stop" – which allows cyclists to treat stop signs as yield signs, and stop lights as stop signs. You voted for the legislation and I'm wondering if you have any thoughts on the bill.

BD: Well I just did it this morning. The fact is that if the road is clear I have no problem crossing and I do it all the time.

CW: You have served in the legislature since 2005. Do you feel the environment related to cycling



Brad Daw's bike parking spot in the Utah State Capitol Building. Photo by Brad Daw

issues has changed? If so, how and what has the impact been on cycling issues?

BD: There's much more of a push on two fronts. One is simply clearing the way for more long distance bike paths like the Murdock and Jordan River Trail. And there is also more of an awareness of competitive cycling. The Tour of Utah is becoming a very big event and I hope it leads to more events both amateur and professional.

CW: Lastly, are there any issues or legislation you expect to see in the 2019 session related to bicycles? Do you plan on sponsoring any specific legislation related to cycling? Is there anything you would like to share with your constituents or our readers?

BD: I'm not aware of anything specific. Most of this seems like it would come under the heading of community and economic development. But if there needed to be some legislation I would most likely want to help it along.

I've always loved biking and hope to be able to do it for a long time and would encourage your readers and my constituents to get out and give it a try.

If you have an idea or individual subject for a commuter column in the West, please email dave@cyclingsutah.com

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Getting ready for the swim at the San Rafael Classic Triathlon, Photo by Patsy Stoddard



On the bike at the San Rafael Classic Triathlon, Photo by Patsy Stoddard

San Rafael Classic Triathlon
Continued from page 3

specific gear and rescue equipment. Money from this event helps us to support these operations.

CW: What support will you have during the race?

SRCT: This race is put on by the search and rescue team members. This race is heavily supported in terms of manpower which helps us to run a smooth and efficient event. We have support teams in the water and water/aid stations on the run and bike portions of the event.

CW: What sort of options are there for motels and camping? Tell us about the pre-event dinner too.

SRCT: Athletes have a variety of options for camping if they want to come down the night before. Camping is available in Huntington Canyon, Little Bear Campground and Mill Site State Park. There are two local hotels, one in Castle Dale and the other in Huntington. There are several bed and breakfast locations as well. This event is located 15 minutes from Price and hotels are also available there. Friday night we offer a spaghetti dinner. This meal is included with the sign up. Meals for other family members can be purchased as well.

CW: There's a kid's event. This isn't common, tell us more about it.

SRCT: The kid's event is very unique. Most triathlons do not offer kid events. This is a highlight of our event. The course is substantially shortened to make it fun for all levels.

CW: Racers have the opportunity

to compete against Sheriff Funk. We understand that this is the last time he will be doing the race. What's the scoop with this race within the race?

SRCT: All finishers will receive a finisher medallion. This year Sheriff Funk will be given a head start. Any athlete that passes the Sheriff during the event will be given a unique and limited edition, Emery County Search and Rescue challenge coin.

CW: The race is held in the San Rafael Swell. Please tell us a little about the history of the area.

SRCT: The San Rafael Swell is a great place to have this event. Much of the event is surrounded by public lands. The San Rafael Swell is one of the most scenic desert areas in the State of Utah. This area was first settled in 1879-1880, by Mormon Pioneers. Prior to the Mormons coming to Emery County, this area was inhabited by Fremont and Ute Native Americans.

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

SRCT: Members of the Emery County Search and Rescue appreciate your support for this event that is a huge benefit to all visitors of the San Rafael Swell and the Manti National Forest.

Event details:

July 13-14, 2018 — San Rafael Classic Triathlon, Huntington, UT, Huntington State Park, Olympic distance tri, Olympic team relay, Sprint Tri, Sprint team relay, spring swim/bike duathlon, sprint bike/run duathlon, youth tri. Friday night activities offer live music during the pasta dinner. Body marking and packet pick-up available Friday night. Camping available. Reservations necessary to

ensure campsite. Held on a closed course. This will be Sheriff's Funk last triathlon. Special prizes and awards will be issued to the athletes, Wade Allinson, 435-609-3126, allinson2@gmail.com, sanrafaelclassic.com

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GRAN FONDO NEWS

7th Annual Cache Gran Fondo of Logan, Utah to join the Gran Fondo National Series



At the 2017 Cache Gran Fondo. Photo by Gary Bird, courtesy Cache Gran Fondo

COLORADO SPRINGS, Colo. (May 17, 2018) – The Gran Fondo National Series (GFNS), the largest series of Gran Fondo events in the USA with a nationwide calendar of 13 events, today announced the addition of the Cache Gran Fondo to its 2018 calendar, bringing GFNS estimated attendance to nearly 10,000 riders. Located in the beautiful northern Utah mountain setting of Cache

Valley Utah, the Cache Gran Fondo offers open roads, clean air and a cycling-friendly community. The event is always held on the second Saturday in July which in 2018 is July 14th.

Named one of the Top Gran Fondos in North America in 2018 by Gran Fondo Guide, the Cache Gran Fondo takes place at 4,500 feet above sea-level in a beautiful mountain valley in Northern Utah.

The event offers four routes of 38, 50, 70 and 100 miles. All participants who finish the event receive a big and ‘blingy’ finisher’s medal, along with a light breakfast, lunch from one of five different vendors, and well-stocked support stations. The event also offers thousands in prizes for competitive and non-competitive categories.

“Cache Valley is on the border of Northern Utah and Southern Idaho, and the topography is mostly flat farmland, surrounded by majestic 4,000 to 5,000-foot peaks,” explains race director and event organizer, Troy Oldham. “The popularity of the ride has really grown, and we believe some of the main reasons are the beautiful scenery, wide-open roads and clean mountain air.”

The GFNS nearly doubled the series’ number of events and tripled the number of riders in 2018, following a strategic partnership with Haute Route, the most prestigious multi-day event series for amateur cyclists worldwide. GFNS will continue to work with Haute Route to grow the sport in the United States.

“We’re thrilled to add this popular Western US event, the Cache

Gran Fondo, to the GFNS calendar,” said GFNS Series Director Reuben Kline. “Our growth this year has been impressive with nearly double the total number of events from 2017 and we’ll continue to look at ways to grow amateur cycling opportunities in the U.S. with our partners at Haute Route.”

“As a partner of the Gran Fondo National Series, Haute Route is proud to offer special benefits to the riders of the Cache Gran Fondo,” explains Alain Lambert, Executive Chairman of Haute Route in North America. “These benefits are detailed on the Cache Gran Fondo registration page and will expire on Thursday, July 12, 2018 at 12:00pm MST or when registration gets to 1500, whichever comes first, so don’t wait to sign up.”

Register here or go to www.cachegranfondo.com to learn more about the ride.

FULL GFNS CALENDAR 2018

- March 3-4 – Malibu GRANFONDO (Malibu, California)
- March 24-25 – Gran Fondo Florida (San Antonio, Florida)
- May 5-6 – Tour of Georgia Gran Fondo (Helen, Georgia)
- June 3 – Highlands Gran Fondo (Butler, New Jersey)
- July 14 – Cache Gran Fondo (Logan, Utah)
- July 22 – Gran Fondo Asheville (Asheville, North Carolina)
- August 5 – Bluewater International Gran Fondo (Sarnia, Ontario)
- August 4 – Tour de Big Bear/HC Gran Fondo (Big Bear Lake, California)
- August 4-5 – Boone Gran Fondo (Boone, North Carolina)
- August 16-19 – Vermont Challenge (Manchester, Vermont; Stratton, Vermont)
- August 26 – Golden Gran Fondo (Golden, Colorado)
- September 23 – Gran Fondo Maryland (Frederick, Maryland)
- September 29 – Jensei Gran

Fondo of Marin (Marin County, California)

For more information, go to www.granfondonationalseries.com.

Event details: July 14 – Cache Gran Fondo, Logan, UT, 7th annual and bigger than ever. designed for riders of all abilities. Pre-ride light breakfast provided at startline with well-stocked food/support stations. 100 and 50 mile courses follow a scenic and mostly-flat route through Northern and Cache Valley, UT. Both courses include a challenging hill, but very rideable. The finish is held on a closed-off section of downtown Logan with a party and fun festivities including rider gifts, many random prizes, and unique jerseys at or below retail. New rider surprises for 2018, including more hydration spots., Troy Oldham, 435-764-2979, oldhamtroy@gmail.com, cachegranfondo.com

Publisher’s Note: [Special discount code for Cycling Utah readers, save \$25 off with Promocode: CyclingUtah2018]

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BIKE SHOP PROFILE

Two Hoosiers Brings Indiana Pride to Northern Utah



The staff at Two Hoosiers Cyclery in North Logan, Utah. Photo by Ryan Kiel

By AJ Turner

Just over a year ago, Ryan Kiel took a chance and pursued a life-long dream. With over a decade working throughout the bike industry, he set out to open his own bike shop – aptly named after his home state. While many might ask, “What is a Hoosier?” Kiel simply states, “It’s not only a tribute to Indiana, it’s

synonymous, for me, with hard work and honesty”.

With the help of his friends and family, Kiel has just celebrated a successful first year in business. Bringing high-quality service and bikes to the growing North Ogden area, Kiel also plans to be actively involved with the community – on many levels. From supporting local events, to helping out with the local high-school mountain bike teams,



Two Hoosiers Cyclery opened in 2017 in North Logan, Utah. Photo by Ryan Kiel

Two Hoosiers Cyclery is making sure it gives back to the community that helps support its business.

When asked more, Kiel comments, “High school mountain biking is awesome. We employ high school mountain bikers, and their excitement is contagious. My brother and I got our start in mountain biking in high school too, and bikes have been a major part of our lives ever since. We would not be where we are today without them. We offer quite a few

NICA programs because of this.”

Along with part and clothing offerings for nearly every segment of cycling, Two Hoosiers Cyclery also has an extensive women’s cycling section. In addition to the wide variety of bikes, apparel, and parts available – Two Hoosiers Cyclery also stands behind each of their bike sales with their ‘Lifetime Service Plan’. Purchase a new bike from the shop, and you are guaranteed free service for the lifetime of the bike and your

ownership. Kiel mentions, “We’re excited about new-bike-day for each and every one of our customers. We think it’s only fair we see the relationship through, well after the sale, and we can’t wait to hear about all of your rides.”

When visiting the shop, it’s hard not get the family vibe. Kiel’s own father helps and works at the shop, while many of the Kiel’s friends and riding partners stop by to pick up a few parts, or just chat about a recent ride.

Feel free to swing by the shop, and keep up to date with their activities, group rides, and sales at www.twohoosierscyclery.com

Shop Name: Two Hoosiers Cyclery

Shop Owner: Ryan Kiel

Address: 2343 N Washington Blvd, North Ogden, UT 84414

Phone: 385-238-4973

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THE METAL COWBOY

How to Outspurt an Elephant

Joe Kurmaskie riding in Africa. Photo by Dave Welch

By Joe Kurmaskie

Excerpt from A Guide To Falling Down In Public

Somewhere in Africa the elephants have a secret grave where they go to lie down, unburden their wrinkled gray bodies, and soar away, light spirits at the end.

—Robert McCammon, *Boy's Life*

The elephants seemed more bemused than riled up by our presence on their trails. The giraffes simply turned their necks in slow motion to take a second look. The warthogs, though, they scared like quail flushed from hiding, and every time three or four darted among the bikes in our pack, the guide reminded us that if one rider went down, the rest of us had to push on—bush rules.

Logical. Maybe necessary. But still a little more harsh than one might have reasonably expected of a charity ride.

It was a little past first light on the first day of the Tour de Tuli Mapungubwe route, a weeklong affair through South Africa, Botswana, and Zimbabwe that raises money to send the region's children to environmental education programs.

For 12,900 rand (about \$1,840), riders get a private tent, all meals

plus morning and afternoon snacks (during breaks that, hewing to the remnant traditions of British colonization, were called “tea”), logistical and mechanical support, and expert—if sometimes Darwinian—guides.

More than three hundred of us were there in 2009, split into groups of twenty or so. The most aggressive packs, like mine, had to cover up to 120 kilometers of trail a day on everything from singletrack to long stretches of deep sand to somewhat dry riverbeds. More casual riders could take slightly “easier,” shorter routes (about eighty kilometers on average).

The night before, as part of our send-off, Botswana's minister of tourism had told us all a fable involving a rat, a snake, a cow, and an old farming couple. The story was an allegory meant to remind us of the connectedness of everything—cyclists, wild game, even Robert Mugabe, the erratic Zimbabwean dictator whose country our trip would enter and exit several times.

Officially, we had permission to cross the border. In reality, official decrees don't carry much weight here—and the worst that might happen was beyond anyone's guess.

Bush rules.

Anyway, I was just hoping for enough connectivity to keep me attached to my group. The crew of stiff-lipped hammerheads I'd been

assigned to was led by a man captaining a full-suspension tandem mountain bike in a way that let you know he was muscling over the sand not despite his stoker wife but because with her on the back he could enjoy some extra burden.

His fixed gaze was a blink or two shy of madness, and he drove us onward until we overtook all but the pack made of retired racers from Europe and South Africa's national cricket champion, who smiled easy but rode harder than anything else moving through the thick sand.

We managed to lose sight of him and the pros on a descent. We accomplished this by keeping our heads down and our cranks blurring all the way past the course marker—a pile of weathered rocks with a faint chalk arrow drawn below it.

“Take a few ticks off the clock, then we're back at it,” our leader said by way of announcing a break once we were back on course. It was not yet 8 a.m. I'd choked down half a biscuit and just successfully pleaded with my heart to drop to a rate of 120 beats per minute when the others started saddling up.

“This stretch,” barked our leader, “let's really give it a go, lads.”

And with that, I drifted off the back until I found myself amid the cyclists who had dubbed themselves the Game viewing group. I wasn't sure what I'd come on this trip for—from the moment I'd heard about the tour, it had become one of those irresistible but ultimately inexplicable impulses cyclists are prone to—but I did know that I had not traveled eight time zones, to the cradle of civilization, to the very heart of the world, to ride time trials in sand, endure verbal abuse, and engage in a concentrated study of the rear wheel of a bicycle.

The Game viewers absorbed me into their herd like I was a lost family member.

“We asked that everyone start leisurely, then peter out from there,” explained my new guides, Sarah and Casper. This was a bit of hyperbole—given the demands of the mileage and terrain, there were no hapless cyclists on our trip—but the tone was spot-on.

The married couple (on separate

bikes) had spent their whole lives in this territory. They cracked jokes and gave us nicknames as they pointed out hidden petroglyphs, ant mounds the size of Buicks, the ten-degree-cooler shade of shepherd trees, and the yellow, powdery bark of fever trees, to which the Dutch mistakenly attributed malaria.

In photos I'd seen of previous tours, bandanna-masked guides, wearing carbines slung across their shoulders like messenger bags, emerged Mad Max-style through the kicked-up dust of the elephant trails.

I asked Sarah where her guns were.

“I think a guide shot himself in the foot a few years ago,” she said. “So now we use elephant bangers, a can that sounds like gunshot when you pop it. Besides, the animals have thousands of miles of open country to get away. Guns are false security.”

She thought a little more, then added, “And they would only piss off Mugabe.”

Later in the ride I would witness signs of Mugabe's irrationality that justified Sarah's caution. As we rode through the most remote stretches of the bush—“the back of beyond,” it's called—we repeatedly came upon skin-and-bone soldiers propped against shepherd trees.

The dictator had peppered our route with a military presence that could barely stay upright. The soldiers offered tentative waves, and we would stop. Out of empathy or pity, not threat, we gave them food. They had us hold their rusty weapons so they could balance plates on their pointy knees while we coached them not to eat too fast. Tears ran down one man's face as he swallowed.

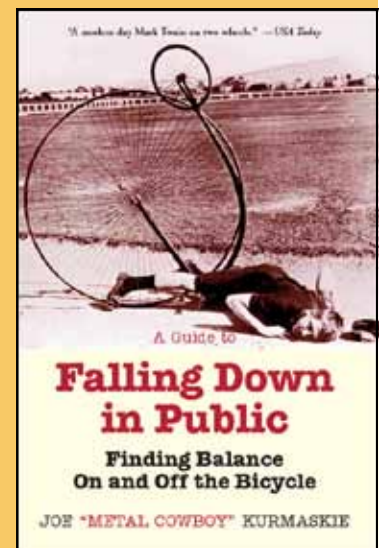
I had to look away.

One day we spotted a clean-running watering hole, and without cajoling, taking a vote, or fielding objections, our entire group stripped down and plunged into the cool water. As we lounged, peloton after peloton rocketed by. Some riders shook their heads at our antics.

Others were going too fast to notice us at all.

Bobbing around in the deep pool, washing off layer upon layer of dust—the standard-issue bandannas did little more than keep the grit out of our mouths—we resembled a load of Burning Man refugees dropped in the middle of the bushveld.

Dave Bristow, a travel writer from South Africa, floated near me



and said, “we're still ahead of about a hundred riders.”

His math seemed suspect. Based on the number of groups that had gone by, I was fairly sure we were dead last. I ran the groups again in my head. I swore they'd all rolled through.

“How you figure, Dave?” I asked.

He pointed at a cairn one of our bikes had partially covered up and said, “Because the last four groups went the wrong way.”

Something about his shit-eating grin brought the same kind of clarity to this trip that I'd seen in the pool's water before we jumped in. I leaned back, relaxed, and took in an approaching herd of zebra—a herd of zebra for crying out loud! I realized that I'd come on this ride to find a way to own some of my life's moments again.

As a husband, parent, and working stiff, I haven't fully possessed one of my days, let alone a week, since the end of the 1990s. Some part of it all had always belonged to someone else. This trip had called to me because it would allow me to stay out on trails from first light until the shine of a fat moon guided me, dirty, spent, overwhelmed, and blissful, into camp.

It also took place in a daunting, remarkable landscape that was

burning itself into my see-it-all brain. I was going to ride head-up when I wanted and flat-out if I had that urge. I was going to get on my bike the way I used to, with abandon, and, once on it, I was going to find and hold on to whatever passes as joy in a grown man.

But first I had to put my shorts back on and help clear the kudu antelope away from our bicycles.

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the stop at Sentinel ranch was the first time I'd touched pristine, locked-in-place dino bones. Pure childhood heartbreak had arrived the long-ago day I'd learned that the two-story skeletons in museums—the beasts I grew up fearing and fantasizing into Land of the Lost scenarios—were actually plaster of paris.

We'd ridden long and hard to get here, pedaling out of lush riparian woodlands on the north bank of the Limpopo river, through blistering scrub savanna, up the water-carved creases of sandstone hills. Standing over this actual, fully intact dinosaur skeleton was like having a piece of my childhood returned to me on that windswept, red-rock vista. I found myself breathless in a way that would have been embarrassing had I not been able to blame it on the climb.

"My mother found this dinosaur," Sarah told us. Her family had owned this land, formerly the family ranch, before Mugabe redrew all property and boundary lines. "It means a lot to us that we can show you guys these fossils."

Some of it surely was exhaustion, but our group was subdued near to reverence. I posed for a photo I later titled "Bikes and Bones." In it, I'm filthy and wired and despite showing the first signs of bone-deep fatigue around the edges, I'm shockingly alive. No one had seen that guy in years, including me.

By the time we passed the big herd of sixty to seventy elephants, they had put up with hundreds of cyclists pedaling by their feeding grounds—enough apparently, to turn their customary bemusement into annoyance. Suddenly, the warthogs weren't the most dangerous beasts on the trail. As our group rolled by, a twelve-thousand-pounder began waving its ears repeatedly and throwing sand in all directions. I was one of the final riders trying to slip past.

It charged. Elephants can go from zero to twenty-five miles an hour in short order. A documentary team filming our ride caught the elephant's shocking first burst of speed on video, and its deafening roar, and its pause as it seemed to sink down on itself, stockpiling kinetic dynamite for what I felt certain would be a closing stomp

of death.

(Bicyclist versus elephant video link: www.youtube.com/watch?v=jnUwSSe69YI)

What the video fails to capture is my high pitched schoolgirl screams of terror.

the oft-cited phenomenon of everything slowing down during a life-threatening situation didn't play out for me. I was a blur of thoughtless primal fear until I was well beyond the herd. then I was conscious only that I was breathing, though in ragged gasps.

Later, the locals would tell me the elephant's behavior was a mock charge, that if the animal had really meant business it would have tucked in its trunk, so as not to damage the vital equipment, and would have led with its tusks. with not a little amusement, they reminded me that the hyenas that had trapped me inside a port-a-potty at camp the previous evening were actually a more formidable threat.

Driven to intestinal dementia that fateful evening by an adverse reaction to malaria tablets, I'd mistaken the hyena's laughter for cruel-minded cyclists around camp making fun of my plight.

When I'd finally come out of the box for a breather, a circle of a dozen eyes glowing in the darkness sent me back into the stench, where I'd managed a fitful, seated sleep against the port-a-potty wall, a little scared but with my faith restored in my fellow man.

The charge might have been mock. My shrill scream was real. So was my joy at being alive.

Following the trails along the Limpopo river and its tributaries, we weaved repeatedly between Botswana and Zimbabwe, sometimes a couple of times a day. One stands out in my mind—one unlike any I'd experienced in all my years of bike travel on five continents. A card table had been jammed into loose sand on the bank of the river.

A matronly woman sat at the table, which held an ink pad and a basket of pomegranates. I approached, and she stamped my pass- port. I looked around. the trail ended here, then picked up on the other side of the Limpopo. the woman offered me neither a pomegranate nor any infor-

mation or advice on the logistics of crossing the border. I shrugged, rolled my bike over to what I hoped would be a shallow section of the river, stuck my shoulder through the frame, and waded across.

Later, with the sun hanging just above high sandstone cliffs, we gathered around what Sarah described as one of the largest baobab trees in Zimbabwe.

She told us that while baobabs may look tough, they're papery throughout—a weakness, but one that expands the tree's place in the ecosystem, as its soft innards are easily carved out to provide homes for wildlife during and after its life cycle. I started to feel philosophical, but opted instead, as I often do, for the physical. I peeled a bit of paper off the tree, smelled the exposed wood, studied the patterns made from jutting branches that resembled Popeye's bulging biceps and forearms.

At the guides' suggestion, we all gathered, clasped hands, and formed a circle around the tree to gauge its circumference. there was a moment of silence.

Then Dave, the other travel writer, said what everyone was thinking. "If anyone breaks into a verse of 'the Lion Sleeps tonight,' we will be

forced to lash you to the tree and leave you for the jackals."

I didn't know which thrilled me more—the good company and easy camaraderie of these cyclists, or the idea that there are still places in this world where being eaten by jackals is a going concern.

We were less than fifteen kilometers from the day's host village, a collection of shanties along a dry riverbed where our food and tents awaited. Most of that distance was a short series of rollers backlit by the sunset playing off red rocks.

We raced one another to the river, in light that made deciding what was shadow and what was boulder a fast-moving art form, little acts of faith and bits of skill woven together, the threads that form the tapestry of every good bike ride.

Somehow we made it down in one piece. Pushing our bikes across wet sand in the half-light of dusk, we had just enough in our legs to limp into camp. that was when we heard voices. Distant at first, then gathering and growing louder—joined in song. then we saw them. The entire village had gathered along the parade route for the finishers, and had remained to cheer us, the last riders, in.

The villagers crowded the dusty path, children waving sticks, women

in full dress chanting and singing and fanning themselves, men sporting old Izod shirts and nodding and humming soothing bass lines for each song. Chickens darted by, chased by toddlers. Clusters of teenage boys packed on donkey carts stared at each bike and each rider.

Our group pulled over to hand out hard candy, coins, and water bottles. Brown-bag luminarias had been lit and placed along the path to guide us the final yards. the words of the lyrical Zimbabwe dialect formed a kind of music I'd never heard before. It swelled and surrounded us. It cradled the broken parts of me.

They were singing, singing, and we were listening.

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



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MOUNTAIN BIKING

5 Things to Consider When Buying Your First Real Mountain Bike



Nat Holden on a 27.5" wheel size trail bike. Photo by Rae Sutherland



Angela Wright on a 130mm travel trail bike. Photo by Rae Sutherland



Rae Sutherland's 150mm 29er trail bike. Photo by Rae Sutherland

By Christine Dern and Rae Sutherland

So, you've ridden around on an old bike that has been in the garage for 10 years. Or, you jumped on your friend's bike that's way too big for you and attempted to hit the trails but maybe it feels more like the trails are hitting you. Maybe you stare at these mountains that surround us and want to explore them in a way that is different and serene.

Whatever the reason, you are absolutely hooked on this thing called mountain biking and have decided it's time to purchase a bike, but you are just not sure where to start. Hopefully we can help, just a little.

Here are 5 things to consider when you have fallen in love and need something that is all your own.

Type of riding:

The most important question to ask yourself, what do you want to ride with this bike? You may or may

not know enough yet to answer this question and that's okay. In case you are not yet sure, here are a few related questions to help.

Do you want to ride gravel road or singletrack trail? If you want to mostly ride dirt roads, you will need a lot less *suspension and may even want to look into a gravel bike or cross-over bike. We won't focus on those here. (*Suspension: Think of it like a shock absorber that compresses and rebounds to lessen the impact felt from mountainous terrain. The front suspension is the fork, the rear is the shock.)

How often do you think you will realistically be riding? The less you ride, the less money you will want to sink into your bike. If you are jumping in with both feet and will be riding multiple times a week, then splurging to get better *suspension and *components for your bike, will make it last longer, function better and overall, make your life easier and more fulfilled. (*Components: The moving parts that are attached to the frame of your bike, such as

the derailleur, brakes, chainring, etc.)

Do you prefer riding Cross Country (XC) or All Mountain? If you like to ride uphill and really enjoy hammering your thighs into the ground you may like XC. If you want to ride a mix of singletrack and fire roads and are not really excited by fast downhill with *features, then you will want to look into a bike with less suspension or even a *hardtail. (*Features: Obstacles in the trail such as jumps, drops, rocks. *Hardtail: a bike with only front suspension or no suspension.)

If you like to ride a mix of uphill and downhill, mostly singletrack or lift accessed trails, if the adrenaline pumping through your veins gives you a kick and you want gravity fed, technical terrain, and/or larger features then you will want to look into more suspension, think 130-160mm of travel, front and rear.

Wheel size:

The options feel endless, but don't worry, they aren't. Read on and we will try to help. Circa 2007 and before, the choice was simpler, 26" wheels for mountain bikes. 29" wheel bikes were available but were not as popular or widely supported. 29" and 27.5" wheels have been growing in popularity since then, so much so, that buying a new 26" bike is almost impossible.

What do these numbers mean exactly? The number is the diameter of the wheel and the tire together, the larger the number, the larger the roll over circumference. Here are the most popular wheel sizes with pros and cons for each.

29" (aka 29er) - A larger wheel means it will roll over obstacles with ease. These are sometimes harder to get rolling because of the larger circumference, but as wheels get lighter and made out of different materials, like carbon, this is less of an issue. They can be harder to turn through tight switchbacks due to longer wheelbase (this can depend a lot on the brand and their 29er *geometry specs). Many companies also do not make a small or xs bike in this wheel size due to issues with maintaining performance while fitting two large wheels on a small or xs frame. The larger wheel can also make the bike feel like it has more travel than a similar bike in a smaller

wheel size. (*Geometry: the design of a bike frame and the measurements of specifics parts of the frame)

27.5" (or 650b) - These are faster than the 26" wheel and easier rolling over ledges, rocks, etc. They are not so large that they are cumbersome and typically more playful than the larger wheel. You will find them welcoming for all shapes and sizes of people, if you are on a small or xs bike this is a great option.

Mid-fat or Plus 27.5 - The rim size of this wheel is still the same diameter of a 27.5" but the tire is much wider so the rim is wider to accommodate, thus creating a larger rollover circumference. This also makes the bike ride more similarly to a 29er. The larger tires can offer a more cushioned and buoyant feel on the trail and make getting over obstacles easier. If you are looking for a 29er feel in a smaller wheel size or smaller bike size, this is a great option to check out.

26 - Don't even bother, unless that is all you can find or afford, then go for it and don't worry, just have fun.

Full suspension or hardtail: This again comes back to the type of riding you will be doing.

Hardtails - Hardtails generally only have front suspension however can be built with a fully rigid front fork as well. Usually a hardtail would be used for cross country riding but also can be a great entry level bike since the lack of suspension can make them cheaper. Hardtails are very efficient since there is no suspension bob while riding and all of your effort gets transferred directly to the rear wheel. That also means all the bumps and technical terrain gets transferred to the rider. This can cause a slightly harsher, less comfortable feel while riding. Learning to ride on a hardtail is great for skill building since you feel everything. So hardtails can definitely make you a smoother rider and capable of jumping on any bike comfortably.

Full Suspension - at this point, if you can afford a full suspension, this is where you want to be. Suspension has come a long way and makes the

ride more comfortable and is great for performance. While exploring full suspension options you will find many different price points. Better suspension usually means more adjustability so the suspension can be tuned to you and a much better feel, but also means higher cost. If you are on a budget, suspension is the one place you will not regret spending a little extra.

Choosing *travel size: It can be confusing to makes sense of all the numbers associate with suspension. We are using the metric measurement of how much travel, or how much compression you have. (*Travel: The distance in millimeters that the suspension moves when fully compressed.)

If you are choosing XC you will look for between 100-120mm of travel. This gives you some travel, but also keeps the bike light, more travel usually means more weight, and allows for more nimble steering

If you want a bike that can be pretty good at everything, look between 120-140mm. This bike will let you have fun on pretty much all terrain and build your confidence up so you feel comfortable. This is also a good starting point if you do not know what you like just yet. You can use this on all trails and specialize with more or less travel as you ride more.

If you will be spending your time doing above 70% downhill then 140-160mm might be a good range for you. The angles of the bike are designed around more descending so your positioning on the bike is already further back making it easier to maneuver down obstacles. This can make going uphill a little harder because it is harder to keep the front end of the bike on the ground and makes the bike quite a bit heavier.

Also look at the style of bikes your friends or the people you go out with will have. If you are going to be riding with these people a lot, it is a good clue to which bike you might want to buy.

Buy new or used

Whether you buy used or new depends mostly on your budget, how much can or do you want to spend? That being said, there are many perks that come with buying a new bike if





Christine Dern drops in. Photo by Erica Tingey

you buy it at a bike shop. When you go to a shop, you can get professional advice on which bike fits you best and work with the shop to get your bike to fit the way you want. Bike fit can make or break your riding experience. Most shops also offer free service like flat repair or gear, like water bottles or helmets, with a purchase. One more buy-at-a-shop perk, you can often demo bikes and the fee of the demo will go towards a purchase.

Favorite places to buy used bikes include KSL Classifieds, Pinkbike.com, Facebook gear pages, etc. When buying a used bike, it is harder when you are new to the sport. If you don't know what you are looking for, you may easily pay way too much for what you are getting. Don't hesitate to enlist help. Friends who have been riding for a while can help you find

that diamond in the rough. A word of caution on buying a used bike, there are plenty of scammers online and plenty of stolen bikes circulating too. Read up on common scams before purchasing used online.

Budget

We saved this for last because it is, unfortunately, the most important aspect of buying a bike. As much as it is painful to say it, don't borrow money to buy a bike, don't buy more than you can afford. Biking is amazing, but it won't pay the light bill or buy you a burrito after a hard ride. Set a budget before you even start looking and stick within that budget. This is where buying used can come in handy, you can often find really great bikes for less.

Whatever you do, plan to test ride as many bikes as possible. This is the

only way to really know what you like. The way you feel when you are riding is more important than anything else. Most shops or bike manufacturers do free new bike demos, just pay attention to Facebook or bike shop websites. Most bike shops also offer demo rentals to take for a day. Another great option is a bike festival like Outerbike. You can try many bikes next to each other and see what fits. When you are looking to spend a good chunk of change on a bike, spending a little extra to get the right bike will be worth it in the long run.

We hope this article has helped, even just a little. We believe strongly that getting the right bike for you will help you enjoy the sport as much as we do, and that is beyond description. Best of luck in your bike buying pursuits.

Rae Sutherland is founder of WomenMTB, an organization working to empower women and build community through mountain biking. She has been riding for 17 years and loves every second of it. Christine Dern is currently teaching mountain bike lessons to women with Women in the Mountains. She was a pro downhill racer and loves sharing her love of biking with others. She splits her time between working as a mechanic at Competitive Cyclist, teaching skills clinics with women in the mountains, and exploring the world on her mountain bike.

Find out more at Womenmtb.org and womeninthemountains.com

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BICYCLE ART***The Bicycle Art of Tamia Wardle***

Artist Name: Tamia Wardle

Name of Piece: Cykel

Medium: Linoleum Block Print

Short Description: Tamia Wardle of [twstudioshop](http://twstudioshop.com) is a block print artist based in Salt Lake City, Utah. Each piece of art she creates is based on a drawing or photograph from her environment or from her travels. Her artwork is created by first carving the image using wood-carving tools from a piece of linoleum or similar material. Then, the carved block is inked

and printed onto paper using the pressure of a baren and a wooden spoon. She only prints a small, limited number (called an "edition").

This artwork is based on a photograph she took in Denmark. "Cykel" is the Danish work for "bike". There are only 25 printed of this edition. The image size of this print is 4" x 5".

Where People Can Find Out More: Prints like these are available for purchase at her online store: twstudioshop.etsy.com. Contact her at twstudio@comcast.net. Follow her on instagram [@twstudioshop](https://www.instagram.com/twstudioshop) or on Facebook at [twstudioshop](https://www.facebook.com/twstudioshop)

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MOUNTAIN BIKE RACING

Mountain Bike Racing from the New World to the Old – A Trip to Croatia



Start of the final stage in scenic Losinj. Photo courtesy of 4 Islands MTB Stage Race

By Shannon Boffeli

Racing from the New World to the Old – A Trip to Croatia

Just over a year ago Jen and I finished our last mountain bike stage race, Titan Tropic Cuba (see the March 2017 issue of Cycling West online). Two weeks ago we went from what felt like a developing civilization in Cuba to racing in the earliest expanse of western civilization; I can't imagine a greater contrast from our last stage race to the Mitas 4 Islands mountain bike stage race in Croatia. From racing in the untouched interior of Cuba we transitioned to racing on trails built in the Roman era; the start of stage one traverses through castle ruins!! A castle built well before discovery of the Americas, when the earth was

still thought to be flat. How's that for a contrast?

Race Overview

Despite the differences in location there were several constants shared between this and other stage races we've done, the most important being incredible trail riding.

The 4 Islands organization know they have a special gem in their hands and they want to share it with all their mountain bike friends. From the opening climb through the castle Baska ruins on day one to the seaside trails and beach finish on the final day in Losinj, 4 Islands serves up an all-you-can-eat feast of dope singletrack, breathtaking views, rowdy descents, and steep steep climbing. This is an amazing race but you best be ready to throw down because 4 Islands will test you in everyway.

The 4 Islands stage race follows a course through historic Croatia hitting 4 of the over 1,000 islands in the Eastern European nation. Tucked just across the Adriatic sea from Italy, Croatia is a beautiful country with a rich mixture of old world charm, modern European comforts, and post-Soviet culture.

Each stage of 4 Islands begins on a new island starting with Krk then moving on to Rab, Cres, and finally Losinj. Participants have a choice of staying on a yacht, the race hotel package, or arranging their own lodging.

The race is a team event so each racer needs a teammate. Teammates have to stay within 2 minutes of each other throughout each stage. The race hosts roughly 300 teams during the 4-day race.

4 Islands is a UCI event so it's guaranteed that some of Europe's fastest riders will be in attendance. This year accomplished UCI riders like Fabian Geiger and Esther Suss were pushing the pace up front and although you won't be starting with them, unless you have your UCI license, the men's and women's times will definitely be measured against these superstars.

There is no doubt 4 Islands will provide what you are looking for in a European adventure. Incredible scenery featuring everything from hidden inlets and secluded coves bathed in the pristine turquoise waters of the Adriatic, towering mountain scapes of jagged, jostled limestone, to medieval cobbled villages seeping with old world charm. 4 Islands will not disappoint.

And if challenging yourself on the bike is your goal well you're in for a real treat with this race. Without a doubt Croatia offers up some of the very best riding I've seen in all of Europe. And I don't mean groomed



Croatian mud - Stage 2 was a nonstop rain from start to finish. Photo courtesy of 4 Islands MTB Stage Race

flow trails. I'm talking about narrow, rough, rowdy singletrack that never lets up from the start of stage one to the final beach on Losinj.

Unlike some other European stage races, 4 Islands is a real mountain biker's race and you won't do

well if you can't ride your bike. Croatia's unique geology leads to a land covered in babyhead, limestone rocks and when I say they are everywhere, they are literally everywhere. The porous limestone on the Croatian islands, called karst, allows

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TREK



Jen Hanks leads the group across the Moonsurface on stage 1. Photo courtesy of 4 Islands MTB Stage Race



Jen Hanks and Shannon Boffeli are too busy fighting off chills to enjoy the final descent on a wet stage 2. Photo courtesy of 4 Islands MTB Stage Race

water to seep through the rock rather than run off in streams and rivers. This slowly erodes and dissolves the top layer of sediment exposing an ocean of baby heads. Over centuries the Croatians have used these stones to build their paths, trails and endless stone walls that line everything, the only clear land visible is because some intrepid Croat cleaned away all the rubble using it to create an endless maze of rocky ramparts (thank you Les Brown, professor of geology and 4 Islands finisher.)

What I'm trying to say is riding in Croatia is a blast! The difficulty level of riding at 4 Islands was a real treat. Each day you are being challenged not just by distance, fatigue, and competitors but by the trail itself. Full suspension is a must and even a dropper post would be a welcomed addition for most riders who find themselves hurling their way down rock strewn descents with 5-foot stone walls on each side funneling the riders through 10 to 20 minute descents that feel like one never-ending rock garden.

Despite having 600 racers on course at the same time and an abundance of singletrack riding, the racers rarely encountered bottlenecks or slowing on course because of slow moving riders. The 4 Islands crew does an admirable job of dividing

riders into 4 different starting waves and because racers start most days right from the ferry it means you often face a brutally steep climb right out of the gate that does a great job of stringing out the pack and allowing riders to attack the singletrack when they approach it. A real treat in any big stage race.

Outside of the racing activity the 4 Islands staff are nice as hell, as were all Croatians we encountered, they will bend over backwards to help you out even if what you actually need may get lost in translation a bit. The food provided on course and at the race hotels is fantastic and plentiful with a wide variety of meal options that made it easy even for a gluten-free and vegetarian racer to stay well fed throughout.

Our Experience

Mitas 4 Islands stage race is our fifth stage race competing as a mixed team, male and female partners. We arrived in the start village of Baska on the island of Krk two days before the race. Just enough time to get bikes built, pick up our registration, ride some of the opening stage, and take a quick tour of the Baska harbor.

One of the more exciting aspects of racing in an international event is having no idea who you will be facing out on the trail or how high up in

the race you'll be. It's all a mystery until the start.

Day one began with a big climb of about 1,200' right out of the gate. The pack spread out quickly and we found ourselves surrounded by about five other mixed teams heading up the long first climb that empties out onto a rubble-strewn mountain top called the "Moonsurface". The riding gets tough here as you weave your way through fields of babyheads. Jen surged ahead through the rough riding and moved us into second place for a bit before settling back in to fourth.

We spent the rest of the day chasing a Belgian duo who would give up time on the techy parts but make up time on the roads using a cable that allowed the male rider to tow his partner in the open sections.

We crossed the finish pretty happily in fourth place not far behind the Belgians. We had spent about four hours weaving our way around Krk. All the talk at the finish line focused on the abundance of gnarly descending throughout the day as I think everyone was happily surprised by the quality of the trail riding.

Day Two

The morning immediately had a different feel. It was raining. An early transfer to the island of Rab

offered no respite from the rain as it was coming down in sheets by the time the race started.

We were instantly drenched from a combination of the persistent rain and water pooling on the road and trails. Once again we opened up with steep climbs but the rain and cold deadened our legs a bit. Once again we were battling with the Belgian squad but without the tow cable this time. As it turns out, towing is illegal and they were given a 30-minute time penalty after stage 1. They seemed to have a bit more juice than us and, I'm going to presume, perhaps a bit more experience with cold and rainy conditions coming from Belgium.

About an hour in, the second place team (MT Zoom) were on the side of the trail with a mechanical and despite not feeling our best we were excited to be in third again.

Rab was one the most scenic days of riding in 4 Islands as the trail skirted along endless miles of shoreline within inches of the sea offering riders views of the incredible hidden coves and inlets around the island. Enjoying the scenery was tough as water, mud, and more water

poured over us all day long. The stage finished with a massive descent into the resort town of Lopar which our drenched bodies were unable to enjoy; as the descending just made us colder.

After crossing the line most riders quickly retreated back to the port where dry clothes were waiting. Recovery was critical on this stage.

We were excited to finish third again but lost over 18 minutes to the Belgians. Things could always be worse though as we later found out that Ant White from the MT Zoom team had broken a crank arm and, incredibly, rode over half of the race with one leg! Mountain bike stage racers are a tough bunch.

As difficult as the day was the aftermath was almost as bad. Cleaning bikes, cleaning bodies, cleaning clothes, getting warm, eating, cleaning bikes again, replacing brake pads and cables, drying shoes, and preparing for the next stage left very little time for recovery and rain was, again, in the forecast.

Continued on page 18



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A sunny stage 3 brings out the smiles and good legs. Photo courtesy of 4 Islands MTB Stage Race

Croatia - Continued from page 17

Day 3:

Mercifully we woke to clear blue skies and much warmer temperatures the morning of stage 3. We prepared for another ferry transfer to Cres. The location of the day's stage. As we boarded the ferry we were told the race mechanics had run out of brakepads overnight and anyone needing new pads would have to wait until we landed at the port to get them. The exhausted race mechanics had been working until 5 in the morning getting bikes ready for riders the next day but a shortage of brakepads meant either you would be going without or frantically work some of your own bike magic when we hit shore.

Luckily, I used the 2 pairs of pads we had with us on Jen's bike the night before. That meant I only needed stoppers for my bike.

We hit the shore with about 50 minutes before the start. After navigating a long line of distressed racers I finally got my pads and had just enough time to change the front set of pads while we waited on the start line; only having front brakes is bet-

ter than no brakes at all and there were plenty of people who would be going without.

We started off the ferry deck and immediately up a 1,200-foot leg-burner. After that we were dumped again into fabulous Croatian single-track flowing through vineyards and fields of olive trees, lined with rock walls of course. The warm weather and sun helped to fuel us to a strong start sitting comfortably in third on the stage in front of the Belgians this time.

Midway through we hit a long stretch of two-track hugging the Cres coastline. A breathtaking track but wide and flat enough that it allowed our rivals to catch up just as we hit the base of the day's steepest climb. About a mile long and well over a 20% grade for long sections the Belgians attacked early. We were able to close the gap back down and when it kicked up again we countered their attack and briefly got a gap of our own before they brought us back. They launched to final counter attack just as the climb crested and that was it. We were in damage control mode again.

We rode strong the rest of the day enjoying the dry trail, tacky dirt, and endless Croatian singletrack.

We finally finished the stage charging down a long section of cobblestoned streets and narrow passageways through the medieval town of Osor.

Despite losing more time to our rivals we really enjoyed the day and felt good about our performance on the 4 Island's queen stage on Cres. Finishing in Osor was icing on the cake. Cobblestoned streets, canals, a rusty old drawbridge, all in the shadows of centuries old steeples and facades made an amazing stage that much more memorable. With big smiles, we boarded the bus for our final transfer to our finishing hotel on Losinj.

Last Day

Another warm day and no transfers made for a more relaxing feel to this final morning of 4 Islands. We were a bit nervous though wanting to hold onto our second place in the GC and knowing we only had just over 5 minutes to work with. With a shorter stage on tap it seemed possible especially if we could get off to a quick start like we had the previous day.

After a mile or two cruise to the day's start venue in Mali Losinj we found ourselves right in the middle of a perfectly picturesque scene in



Shannon and Jen deal with the wet conditions on day 2. Photo courtesy of 4 Islands MTB Stage Race

the quaint port city. Imagine the most idyllic European seaside town square and that's Mali Losinj. Cobblestone streets lined with cafes and coffeehouses, majestic sailboats resting in crystalline blue waters set the scene for the final day's start.

The last stage was the shortest but featured two very steep climbs at the start and a long flat run into the finish line following the coastline.

The start was fast and our Belgian rivals managed to get in front of us as the climbing started. It was tough to enjoy another warm, clear day as we pushed hard to limit the time gap.

One big climb down, we reached the bottom of the final big ascent of the race. A beast of a mountain that starts hurting before you even start. It's so steep you can see the final climb for a half kilometer before actually getting there. The climb itself is so steep they recently had to pour two parallel ribbons of concrete running from top to bottom to help the 4x4 trucks get up. Pick one ribbon at the bottom and stay on it if you hope to have any chance of riding your way to the top. You need every bit of your 50-tooth Eagle rear cassette to get up this thing.

As painful a climb as this was it lifted our spirits a bit as we could see the Belgian duo in front of us and they were off walking.

We crested the climb and attacked the usual mixture of rock-strewn

singletrack, walled descents, and sea-side walkways literally giving everything we had to get to the finish line.

We spent no time enjoying the incredibly scenic final kilometers, running just feet from the Adriatic, we were pushing with all we had for the finish line. When we finally crossed, it was a mixture of accomplishment and disappointment that waited for us as we were so happy to be on the podium but lost second place by just 21 seconds!

The disappointment quickly passed as we enjoyed another great post race meal and shared our stories with new friends we made throughout the week.

4 Islands is an incredible race. It gives riders everything they could possibly want from a multi-day stage race; unrivaled scenery, tough competition, challenging course design with loads and loads of singletrack, friendly staff, and excellent food and sleeping accommodations. My two tricks for making your 4 Islands experience the best would be: pay the extra coin to stay on the boats during the race and take advantage of the race mechanics to service your bike each night (your legs will thank you for the extra time to recover).

Shannon Boffeli is the managing editor for mtbracenews.com

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ADVOCACY

How Does Your City Rank for Bicycling?



Salt Lake City Mayor Jackie Biskupski and police chief Mike Brown ride on the McClelland Trail during May's Bike to Work Day. Salt Lake City has made improvements, but has a long way to go to catch up to the top biking cities in the West. Photo by Dave Iltis

By Charles Pekow

Fort Collins and Boulder are the first and third best American cities to bike in respectively. That is, if you believe the new rankings from People for Bikes (PFB). But they – and every other ranked city – can still be much improved. Fort Collins ranked 3.5 on a five-point scale, while Boulder ranked 3.4. (Actually, Fort Collins scored a virtual tie for first with Wausau WI, a town of 39,138.)

Tucson, AZ ranked fifth, scoring 3.3. Colorado Springs finished 21st at 2.8; Denver 25th at 2.7; Crested Butte 30 at 2.6. Littleton, CO was 48th at 2.4. Colorado scored far ahead of any of the other Mountain West states, as no other city in the region landed in the top 50.

PFB ranked cities based on five criteria: ridership, network, safety, reach (into areas traditionally lacking bike structure) and acceleration (effort). PFB developed its own criteria, using federal and local government data and a Bicycle Network Analysis tool it developed. Criteria include examining existing and planned networks and a rider survey. PFB acknowledges the tool “is an evolving project.”

The rankings aim to reflect how many people ride, the number of

injuries and fatalities, network connections, reach into underserved areas, and how well cities are improving. PFB ranked 480 municipalities across the country on its first round – it plans to do more but it costs money.

Rankings for other cities in the region show marked room for improvement:

- Rexburg, ID: 2.2
- Bozeman, MT: 2.2
- Missoula, MT: 2.1
- Laramie, WY :2.1
- Salt Lake City: 2.1
- Lakewood, CO: 2.0
- Steamboat Springs, CO: 1.9
- Boise, ID 1.9
- Jackson, WY: 1.9
- Orem, UT: 1.9
- Scottsdale, AZ: 1.8
- Aurora, CO: 1.7
- Henderson, NV: 1.7
- Breckenridge, CO: 1.7
- Billings, MT: 1.7
- Casper, WY: 1.7
- Tempe, AZ: 1.7
- Reno, NV: 1.6
- Richfield, UT: 1.6
- Kalispell, MT: 1.6
- Great Falls, MT: 1.5
- Helena, MT: 1.5
- Provo, UT: 1.5
- Paradise, NV: 1.4
- Wheat Ridge, CO: 1.4
- Mesa, AZ: 1.3

- Longmont, CO: 1.3
- Avondale, AZ: 1.3
- Carson City, NV: 1.3
- Cheyenne, WY: 1.2
- Chandler, AZ: 1.2
- Thornton, CO: 1.2
- Butte, MT: 1.2
- Pocatello, ID: 1.2
- Glendale, AZ: 1.2
- Coeur D’Alene, ID: 1.2
- West Jordan, UT: 1.1
- Gillette, WY: 1.1
- Peoria, AZ: 1.1
- Meridian, ID: 1.1
- West Valley City, UT: 0.9
- Yuma, AZ: 0.9
- Idaho Falls, ID: 0.8

Some cities got low scores because PFB lacked sufficient data to judge all they may be doing. PFB said, for instance, that it couldn't tell if regional booby prize winner Idaho Falls is doing anything to improve. The criteria don't seem to include mountain biking availability, of which the Idaho Falls areas seems loaded. The city does sponsor Bike Month and other events. We sent a missive to Dave's Bike Shop in Idaho Falls on Facebook asking about the ranking and got a reply saying “They are right. Idaho Falls is terrible. Nobody should come here to ride or live. You're fine right where you are.”

Also, it's important to note that not all cities provided all needed information. Some also may have built better bike networks than the data show but haven't mapped them completely. These omissions would lower their rankings.

How do the rankings compare with the bicycle friendly community (BFC) rankings put out by the League of American Bicyclists (LAB)? The two differ in that BFC communities have to apply, bring staff from different departments together (education, engineering, etc.) and do a self-assessment. Those who do select themselves and are likely to have a strong bicycle culture in their government. On the other hand, PFB might rank you whether you want it or not.

In Colorado, top-ranked Fort Collins and Boulder have reached platinum status as a BFC, the highest

rank any municipality has achieved yet. Crested Butte received gold and Denver silver. Littleton hasn't become a BFC. But low-ranked Longmont also reached silver status. Thornton and Wheat Ridge don't appear the BFC list. But in general, if Colorado is an indication, the two systems generally jive.

But in Montana, Missoula hit gold and Bozeman silver, though PFB ranks Bozeman slightly higher than Missoula. Lower-ranked Billings and Helena achieved bronze.

“Both organizations see our pro-

grams running well together. Their's is a quick snapshot. Ours is a much more in-depth look” at matters from traffic to staffing, explains Amelia Neptune, LAB's Bicycle Friendly America director. “We were in touch with their staff throughout the process as they developed the program.” PFB's city rankings can be especially helpful in taking a look at where infrastructure exists, Neptune suggests.

PFB says it plans to update the ratings annually. Check them out at goo.gl/CXYpeY.

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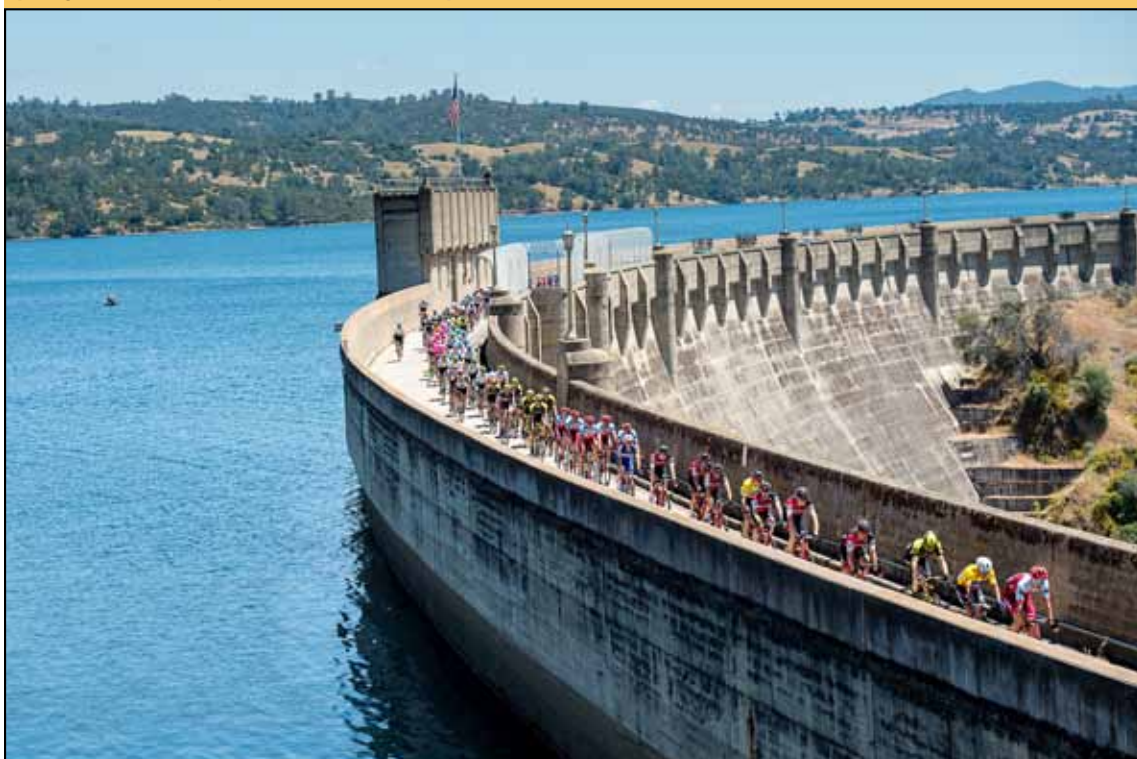
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TOUR OF CALIFORNIA

2018 Amgen Tour of California - Changing of the Guard?



Lush, green vineyards greet the riders. Men's Stage Five, Stockton to Elk Grove, 2018 Amgen Tour of California cycling race. Photo by Dave Richards, daverphoto.com



Riders of the peloton stretch out along the Pardee Reservoir dam. Men's Stage Five, Stockton to Elk Grove, 2018 Amgen Tour of California cycling race. Photo by Dave Richards, daverphoto.com



Big sky, golden hills 2. Men's Stage Three from King City to Laguna Seca Race Track, 2018 Amgen Tour of California cycling race. Photo by Dave Richards, daverphoto.com

By Dave Richards

I flew down to Long Beach to cover the 13th edition of the Amgen Tour of California in May. This is my

fourth year covering this race and I feel like I'm settling in and getting to know the race intimately.

The AToC, as the race is referred to, is the only World Tour men's stage race on the Union Cycliste

Internationale (UCI) calendar for North and South America. The World Tour calendar consists of the highest level of road racing events and all of the 18 World Tour teams compete at these events. The AToC women's



Look out! Train a comin' Not really, the train came to a stop and the riders passed through safely. Men's Stage Five, Stockton to Elk Grove, 2018 Amgen Tour of California cycling race. Photo by Dave Richards, daverphoto.com



Lawson Craddock (Team EF Education First-Drapac Cannondale) drills a fast descent. Men's Stage Four, Individual Time Trial, Morgan Hill, 2018 Amgen Tour of California cycling race. Photo by Dave Richards, daverphoto.com



Joey Rosskopf (BMC Racing) wearing the stars and stripes signifying that he's the current USA time trial champion. Men's Stage Four, Individual Time Trial, Morgan Hill, 2018 Amgen Tour of California cycling race. Photo by Dave Richards, daverphoto.com



Big sky, golden hills 2. Men's Stage Three from King City to Laguna Seca Race Track, 2018 Amgen Tour of California cycling race. Photo by Dave Richards, daverphoto.com



The peloton rolls along under a canopy of palm trees during Men's Stage One in Long Beach, 2018 Amgen Tour of California cycling race. Photo by Dave Richards, daverphoto.com



Fernando Gaviria (Quick-Step Floors) celebrates his win on Men's Stage One in Long Beach, 2018 Amgen Tour of California cycling race. Photo by Dave Richards, daverphoto.com

race is also part of the new UCI Women's World Tour, now in its 3rd year.

The AToC has matured into a solid, one week, 7 stage race thanks to a long term commitment from the title sponsor Amgen and the passionate work by the race owner

AEG. Race management is provided by ASO, the owners of the Tour de France, who were brought on 3 years ago to run AToC. Their experience has been an asset in allowing the race to grow and attract top riders to compete in California.

California is a big state to cover with this year's race starting in Long Beach and ending in Sacramento with a side trip to South Lake Tahoe.

Four flat stages plus two mountain stages and an individual time trial combined for over 800 miles of racing. Stage 6 from Folsom to South Lake Tahoe ran 122 miles and over 15,000 vertical feet of climbing. It made for some long days with transfers from hotels to start lines and on

Tour of California - Continued on page 22



Riders pass under the historic Tower Bridge as they head out during the neutralized start of Men's Stage Seven, Sacramento, 2018 Amgen Tour of California cycling race. Photo by Dave Richards, daverphoto.com



Color guard presents the flag during opening ceremonies of Men's Stage Two from Ventura to Gibraltar Road, 2018 Amgen Tour of California cycling race. Photo by Dave Richards, daverphoto.com



TV motorcycles and helicopter work in tandem to bring the sights and sounds of the race into your living room. Men's Stage Seven, Sacramento, 2018 Amgen Tour of California cycling race. Photo by Dave Richards, daverphoto.com



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Tour of California - Continued from page 21

to the next hotel after the race. The riders seem to handle it well and it's not much different for me on the back of a photo moto. Drive, ride, drive, sleep, repeat. You get the idea.

As much as the race seemed the same as previous years, I also detected a difference. The usual big stars were there – Kittel, Cavendish, Sagan, among others. However, starting with the first stage in Long Beach, these guys were not on the top step of the podium. Rising star 23 year old Columbian Fernando Gaviria (Quick-Step Floors) won the sprint on the flat stages 1, 5, and 7. Another youngster from Columbia, 21 year old Egan Bernal (Team Sky) won the mountain stages 2 and 6 and also claimed the overall race general classification and yellow leader's jersey. Veteran Tejay Van Garderen (BMC) nailed the time trial on stage 4, but only managed 2nd race overall behind Bernal. After being crowned the "King of California" for winning the most stages ever, Peter Sagan (Bora Hansgrohe) drew big crowds but did not win a single stage. Sagan, Kittel and Cavendish went home without a single win between them.

So what gives? Are we seeing a changing in the guard? New blood challenging the veteran riders? Time will tell. Sagan appears to be in fine form after winning the brutally difficult Paris-Roubaix this year, so maybe California was an anomaly. Cav has had some injuries, but hopefully will be fit and surprise us with some blistering moves at the Tour in July. I'm sure that Kittel will also be there fighting for wins.

In the meantime, I'm excited to see these new young riders coming into their own. I think Gaviria will continue to win big sprints and it will be no surprise to see Bernal in con-

tention to win a Grand Tour someday. You might remember a young rider, 23 year old Tao Geoghegan Hart (Team Sky) from his ride here at a previous Tour of Utah. He managed 3rd on the time trial and 5th overall.

This all bodes well for cycling fans. As long as we have a major race like the Amgen Tour of California here in the US, we'll enjoy watching world class bicycle racing against the backdrop of the beautiful scenery of the Golden State.

Amgen Tour of California Women's Race:

The Women's AToC consisted of 3 stages that ran sandwiched between the start and finish of the men race during the last 3 stages over similar courses. I had hoped to cover the women in depth, but logistics made that unworkable. I did get a chance to shoot photos of stage 2 which featured a 67 mile loop through the mountains and farmlands south of Tahoe. The women rode hard on some challenging climbs and I've included photos of that stage. Women's racing can be very exciting so hopefully, we'll see more resources devoted to the women's race in the future. They certainly deserve it.

For complete coverage, more photos by Dave Richards, and past articles about the Tour of California, visit cyclingutah.com/category/racing/road-racing/tour-of-california/

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



Snow remains at the top of Heavenly Valley Ski Resort high above the riders on the final climb of Women's Stage Two, South Lake Tahoe, 2018 Amgen Tour of California cycling race. Photo by Dave Richards, daverphoto.com



Group photo of all of the classification winners. Overall Awards, 2018 Amgen Tour of California cycling race. Photo by Dave Richards, daverphoto.com



Heads down, deep in the pain cave on the steep ramps up Daggett Summit. Women's Stage Two, South Lake Tahoe, 2018 Amgen Tour of California cycling race. Photo by Dave Richards, daverphoto.com

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Tour de Fat Scales Back for 2018

Tour de Fat is coming back this year – but not with as big a fizz as before. The annual fundraising events for bicycle advocacy put on by New Belgium Brewing Company will hit six cities this year, after the brewery overexpanded last year and scheduled 33 events, up from nine in 2016.

“Last year was by far the most we visited. We had good intentions,” explains Jesse Claeys, New Belgium public relations coordinator. “It was a risk. In hindsight, it really didn’t work. We need to focus more and get back to our roots.”

This year, the Fort Collins, Colorado-based brewery will host events in its home town on September 1, a week after hosting one in nearby Denver on Aug. 25. It will conclude the season in Tempe, AZ on Oct. 6. For ticket info, see goo.gl/wL8Fc2.

Last year, New Belgium scaled down the productions and charged admission for the first time, depressing turnout and upsetting some perpetual attendees. While the Fort Collins event sold out at 7,000 attendees last year, New Belgium estimates more than 10,000 attended the free event the year before, Claeys says.

The cities dropped from the list this year include Boulder and Colorado Springs in Colorado and Boise, ID.

But the Boise Bicycle Project sees life after death. It’s going ahead with its own fundraiser this summer. “We don’t like to use the word ‘replace’ Tour de Fat. We’re not doing the same thing but we’re doing something very unique to Boise and using the momentum and tools New Belgium gave us (to help) build a bicycle community over the last 13 years,” Project Executive Director Jimmy Hallyburton explains.

On Saturday, Aug. 4, the project plans “the world’s first and only Goat Head Festival,” in satirical honor of the invasive plant that has become literally the thorn in the tire of Boise trail riders.

Tour de Fat has raised about \$500,000 for biking in Boise over the last 13 years and while New Belgium isn’t doing the work or sponsoring the event, it hasn’t completely abandoned the city. New Belgium is donating beer for a Goat Head planning event. “When people found they weren’t coming back, they were irritated and were upset about it. What people didn’t realize is New Belgium came into town and gave us the tools to create our own festival,” Hallyburton says.

“Of course, if they wanted to come back to Boise, we’d welcome them with open arms but we’re excited about creating something unique to Boise,” Hallyburton says.

For more information, see the calendar in this issue under events and visit: newbelgium.com/tour-de-fat

For more information on the Boise Bicycle Project, visit: boisebicycleproject.org

-Charles Pekow

Ketchum’s Alden Gulch Trail to be Rebuilt

The Alden Gulch Trail in Ketchum, Idaho will be rebuilt this summer if all goes according to plan. The U.S. Forest Service (USFS) is looking for a contractor to reconstruct the 4.65-mile single-track mountain bike trail in Sawtooth National Forest.

The trail has been closed since a fire and subsequent weather events destroyed it in 2013. USFS staff were preoccupied with other flood damage in the forest and haven’t been able to focus on this until now, according to the National Forest Foundation.

The contractor will have to build several banked corner switchbacks and “two rock armored ford stream crossings,” according to a solicitation for bids USFS released.

USFS hopes to start work in July and have the trail ready in mid-September. It budgeted between \$25,000 and \$100,000 for the project.

The north-south trail is steep and requires advanced mountain biking skills.

To get involved, see: nationalforests.org/get-involved/nff-rei-partnership/alden-gulch-trail

-Charles Pekow

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TECHNOLOGY

Researchers Develop Collision Warning System for Bicycles

By Charles Pekow

Imagine a sensor that can give an audible sound in time to avoid a collision from an auto getting too close to a bicycle. University of Minnesota researchers think they’ve invented it. The device, compact and small enough to fit on a bicycle, provides an echo location that can warn motorists when they can create a hazard by getting too close too fast to a bicyclist from behind or from a right turn at an intersection. The device is sensitive enough to tell when a car is turning. When a vehicle gets too close, a loud horn

will warn the motorist.

Researchers said they tried the device out on a Minneapolis road and it works, but they acknowledged it needs more testing and they need to devise a way to alert motorists coming from other directions, specifically left-turning vehicles. Similar devices for cars are too big to fit on a bicycle. And camera systems would be too expensive and big.

The National Science Foundation has provided the authors with a grant for more study. They plan a field test starting next spring with 10 bicycles over six months, says Rajesh Rajamani, professor of

mechanical engineering and chief of the study. Cost may be a catch: “Our objective has always been to keep the cost at \$500 or below” but the price would be up to whatever company markets it, Rajamani says. He says “the sensors and electronics will be light-weight and not heavy at all. They should not be hard to install.”

While the systems should hold up in all weather conditions, the project has not addressed the issue of preventing stealing them, the plague of all cyclists. Developers haven’t named the device yet.

Read about the project at goo.gl/3VQLTa.

HEALTH

Electric Bikes May Help Health of People with Type-2 Diabetes

By Charles Pekow

Riding a bike can provide needed exercise for people with type-2 diabetes. But many of them lack the motivation or energy for a long ride. And a new study suggests a solution: the electronic bicycle. Riding an e-bike even seems to improve their health, a study published in the

peer-reviewed British journal called Diabetic Medicine says.

Potential of Electric Bicycles to Improve the Health of People with Type 2 Diabetes: a Feasibility Study reports on a study of 20 people with the condition who were given e-bikes to ride for 20 weeks for commuting, shopping and recreation.

Participants reported it helped

them climb hills and of the 18 who finished the project, 14 liked the vehicles so much that they bought one. “There was evidence that e cycling was acceptable, could increase fitness and elicited a heart rate that may lead to improvements in cardiometabolic risk factors in this population,” the authors conclude.

See goo.gl/vRjZSM.

HEALTH

New Programs for Cycling For Senior Citizens

By Charles Pekow

Why not encourage senior citizens to ride bicycles? The exercise can help them and it may be safer than driving autos, especially as they age and lose their driving skills may diminish. The Federal Government is taking some steps to encourage transportation safety for the older set – and the efforts will encourage bicycling and related safety to some extent.

The National Highway Traffic Safety Administration (NHTSA) plans to expand an electronic Clearinghouse for Older Road User Safety (ChORUS). State governments and other planners would be able to access the database for information and ideas to cope with issues surrounding older bicyclists and other road users.

The Roadway Safety Foundation

currently operates ChORUS (roadsforseniors.org) but NHTSA wants to hire a private sector organization to expand it and get more people to use it, including separate sections for policy professionals and families of drivers aged 60-80. The contractor also should work on getting the issue into the media, especially those targeted to seniors and drivers. See goo.gl/ut5vUN.

NHTSA is also looking at hiring a small business to develop a course called Older Driver Safety for Continuing Education Health Care Professionals. “While driving is the most common form of transportation for adults, driving is not always the safest option as adult’s progress through the aging process not necessarily correlated to age, but correlated to multiple emotional, physical or cognitive factors,” NHTSA explains in a solicitation.

Some might be better off biking to

some destinations. And health care providers should help people decide how to get around, NHTSA asserts. Professionals who take the course should get credit for it. See goo.gl/K5XGfd.

Finally, NHTSA is currently considering bids for a contract to develop and distribute traffic safety banners – at the U.S. Department of Transportation’s own headquarters to remind its own employees – and other passersby – of matters such as bicycle safety.

Speaking of safety for seniors’ transportation, the University of California Berkeley SafeTREC came out with a report called Safe Routes for Older Adults, in which it suggests that policies could and should encourage seniors to bike and walk more than drive, especially with the population of seniors growing. See goo.gl/CCqX8N.

WESTERN STATES

CALENDAR OF EVENTS

Utah BMX

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

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

Advocacy

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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@cyclclingutah.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/189631497724953/, beehivebikemane.wordpress.com

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

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

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

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

June 2, 2018 — National Trails Day, Park City, UT, Location & Project TBA, Charlie Sturgis, 435-649-6839, charlie@mountaintrails.org, mountaintrails.org

June 2, 2018 — National Trails Day, Salt Lake City, UT, Volunteer on Trail Projects., Kristen Kenley, (801) 501-0850, kkenley@rei.com, rei.com/saltlakecity

June 2, 2018 — National Trails Day, Weber County, UT, Weber Pathways Trail Day. Come out on build trails! Check website for details., Rod Kramer, 801-393-2304, outreach@weber-pathways.org, weberpathways.org

June 2-3, 2018 — Primal Colorado Bike Expo, Denver, CO, 4th Annual, The Primal Colorado Bike Expo has a new home at the Subaru Elephant Rock Cycling Festival. The expo will bring together all things cycling; pairing industry professionals, recreational riders, biking enthusiasts and utilitarian's with the latest products, consumer trends, screaming deals, organized rides, clubs & teams, advocacy groups, and cycling destinations. The two-day festival and consumer show will also include BMX flatland and aerial stunts, a kid zone, bike rodeo, learn to ride clinics, demos, antique bicycle display, a fashion show, incredible programming, live music, beer garden, food trucks and more! This of course, in addition to ERock's five curated rides on Sunday with amazing support, fully-stocked aid stations and fun at every turn., Amanda

Knutson, 515-681-6036, amanda@clippedin-productions.com, coloradobikeexpo.com

June 2, 2018 — National Trails Day, Herriman, UT, Please come and help with the finish work on 3.4 miles of multi-use primitive trail in the Herriman Hills. This is the first of many trails that Herriman will be cutting in the 1800 acres of open space that Herriman City has recently acquired. 8am - 12p Blackridge Reservoir Trailhead, Jo Dorton, jdorton@gmail.com, facebook.com/groups/804827286204846/

June 4-8, 2018 — Bozeman Bike Week, Bike Month, Bozeman, MT, Bike Week is the most celebrated week of the year for cyclists everywhere. Bozeman Bike Week is more than just a jamboree of folks who prefer to commute via bicycle, it is also an opportunity to advocate safe cycling practices and routes, and to encourage alternative transportation to members of this great community. Morning

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

Submit your event to: calendar@cyclclingutah.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!

and evening events will be happening all week, and knowledgeable volunteers will be available at each stop to offer safe route guidance and answer questions regarding bicycle traffic laws., Alex Lussier, lussiera@hotmail.com, Megan Lawson, 406-570-7475, meganmclawson@gmail.com, Gallatin Valley Bicycle Club, gvbcbike@gmail.com, gallatinvalleybicycleclub.org, gallatinvalley-bicycleclub.org/community-events/bike-to-work-week/

June 9, 2018 — Bike Prom, Utah Bike Month, Salt Lake City, UT, Bike Prom, the Bicycle Collective's annual fancy bike party. Gallivan Center, 293 Main St. Wear your prom outfits. Pre-prom ride: 6:00pm starting at Pioneer Park., Clint Watson, 801-328-2453, 801-400-3072, info@bicyclecollective.org, bicyclecollective.org, bikeprom.com

June 15-17, 2018 — Grinta Junior Development Cycling Camp, Grinta Camps, Steamboat Springs, CO, Calling all young riders ages 13-18 who wish to develop cycling skills, strength, healthy habits, and confidence by spending 2 1/2 days of riding, learning skills and having fun., Amy Charity, 970-215-4045, info@steamboatbiketown.com, grintacamps.com

June 16, 2018 — Road Respect Community Celebration & 73 Mile Bike Ride, Logan, UT, Logan Trails Festival, Celebrate Logan's Active Transportation by joining us for the Road Respect Community Celebration and Ride. Event begins at 11 am and ends at 1 pm. Merlin Olsen Central Park, Logan, Utah., Gary Saxton, 435-752-2161, 435-374-8076, logan-downtown@gmail.com, Dayton Crifres, 435-755-1646, dayton.crifres@cachecounty.org, logandowntown.org/logan-trails-festival.html

June 18-24, 2018 — Steamboat Bike Week, yes Steamboat Springs, CO, A variety of events are in Steamboat Springs for you to enjoy! Moots factory tours; Women's MTB group ride; mountain bike race; road skills clinic, yoga for cyclists, T-shirt printing party; towne brewery tour; and Bike-In Movie., Amy Charity, 970-215-4045, info@steamboatbiketown.com, steamboatbiketown.com

Advertisement for HARMONS BEST DAM BIKE RIDE presented locally by HARMONS on JUN 23-24, 2018. The ad features a group of cyclists and the slogan 'IT'S MORE than a ride'. It includes registration information: REGISTER > BIKEMS.ORG and the slogan 'Don't just ride, Bike MS'. A thank you to PRIMAL is also included.

Advertisement for GEARRUSH ONLINE GEAR CONSIGNMENT. The ad features the logo and the website address GEARRUSH.COM.

GRAVEL RACING

Wild Horse Men's Record Smashed, Oh-so-close on Women's Record



Meghan Sheridan cresting Hastings Pass. Sheridan would go on to finish second, behind Breanne Nalder. Photo by Pete Vordenberg

By Chris Magerl

With a gravel bike, a MTB tire on the front, road bike gearing, and a clearer understanding of what she was getting into, Breanne Nalder was going for the course record at The Wild Horse 2018.

But it is a hard 76 miles in the Cedar Mountain Wilderness, and Nalder came up just a bit short. Her time of 5:00:55 is 3:02 off the time set in 2016 by Meghan Sheridan. Sheridan, who finished in 5:03:24 this year, is still the only woman to go under five hours in the four years of The Wild Horse. She was gunning for her record time, and things were going pretty well, until her front derailleur slipped. That kept her chain locked in the big ring, with the derailleur striking the crankarm with every rotation, for more than 40 miles.

"As we got to the second QOM I realized it was worse than I thought and I just needed to try and finish

the race," Sheridan said. "I had to walk the steep parts of the rest of the climbs because I couldn't get into the small chain ring. I was cramping from riding in such a hard gear the whole race and I couldn't spin. The bike continued to sound like a trash compactor. Breanne and Amy (Dunleavy) passed me on Rydalch Pass at a very low point in my bike issues."

Sheridan would pass Dunleavy and catch on to Nalder, but some punchy hills after Aid Station 3 were too much for the big ring, and Nalder created some space.

"The start was fast and bumpy, but super fun," said Nalder. "From there it was a lot of leap frogging groups and finding my rhythm. I was, of course, saving my matches for the QOMs. Both climbs felt great and I was able to beat my own times by almost 2 minutes to secure those segments."

Nalder's race report? "Such a fun day out there with so many amazing riders and friends, a great after party, incredible raffle and prizes, enough

watermelon to fill my entire belly,

and maybe a brew with my buds."

For the two riders topping the list of the men's results, this was the first time riding The Wild Horse. Both crossed the line faster than the previous record.

"This was my first Wild Horse race, and first time riding in the Cedars," said men's winner Mark Currie. "I'd heard plenty of people talk about how relentless the course is, so I knew we were in for a good hard day!"

Thomas Cooke was also a ride novice. "Although this was my first Wild Horse, it had always been on my radar as a ride I wanted to do. I would say it delivered on my expectations of being bumpy, sandy, windy, and at times lonely, which means it was a perfect gravel experience! The views on the backside were pretty spectacular, and I had good company in my riding partner, Mark Currie, as we made our way around the Cedar Mountains."

Currie provided a replay of the day. "As soon as we hit the first climb about 7 miles in, Thomas Cooke and myself found our way to the front and gradually began to push the pace. Thomas set a blistering pace up the first punchy climb, and I just tried to

match it the best I could. This effort distanced us slightly from a large chase group behind us, and over the top of Hastings Pass, Thomas had about a 45 second lead on me. I was able to make this gap up on the descent, and immediately got on the power again as soon as we hit the flats on the west side of the course."

"Thomas and I would ride together, off the front of the race until mile 63. This included Rydalch pass, where again, Thomas was able to pull away from me slightly. I kept it consistent, caught him on the descent and immediately put the power down again as soon as we were reconnected."

There was one last monster lurking. A short, but cruelly steep, climb after a small muddy section.

"At mile 63, we hit the last climb of the course," Currie said. "True to form, Thomas got a gap on me again as we began the slightly wet and muddy climb. I took a drink of water from my Camelbak, realized that I was totally out of fluids and thought 'Well, it's do or die now!' At this moment, I ramped up my effort pretty significantly, caught Thomas and was able to attack over the top of the climb to create a gap between us. At this point, I was 100% committed



Riders in The Wild Horse nearing the top of Hastings Pass. Photo by Pete Vordenberg





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Bike Choice For the Wild Horse

“An ice cream headache of bike setup choices”

Like any gravel event, at some point you have the wrong bike. From four-time participant Aaron Phillips: “Gravel races provide an ice cream headache of bike setup choices, and the challenge of riding gravel is answered by a dizzying array of setups. Ultimately, if the gearing is not terrible, you have good tires and good luck, and you are comfortable on the bike, then I recommend letting go of the worry and running what you ‘brung.’”

What did the fast folks ride?

Breanne Nalder, first place woman, The Wild Horse: “Cannondale Slate with a fast rolling MTB tire on my front wheel and gearing similar to my road bike. With those two adjustments and a saddle positioned for off-road stability, I felt confident to get after it!”

Meghan Sheridan, second place woman, The Wild Horse: “This is my third year doing the race, and my first year doing it on a cross bike. In 2016 and 2017 I rode a hardtail mountain bike. Despite having my PR in 2016 on my hard-tail MTB, I think a CX bike is more fun and a superior choice.”

Mark Currie, first place men, The Wild Horse: “I chose to ride a Why Cycles R+ frame, ENVE

M525 wheels with WTB Resolute 42mm tires, ENVE cockpit and a SRAM 1x11 drivetrain. The equipment was absolutely dialed, and truly worked flawlessly. Already stoked for next year!”

Thomas Cooke, second place men, The Wild Horse: “I rode the same rig I rode in last year’s Dirty Kanza 200, Crusher, and RPI: an Open UPPER with a single front chainring. A little bird who raced last year, who may or may not be named Jamey Driscoll, told me to run my 650b wheels with fat tires, which was good advice that I ignored. Instead, I rode Gravel King 700c x 43c tires with waaaaay too much pressure. I should have stopped to let some out, but I doubt the winner would have waited for me!”

Aaron Phillips, first place men, Little Wild Horse: “Due to the fairly rough condition of the road in general and my tender spine (herniated disc), I opted for a full suspension race 29er equipped with suspension lockout with 2.2” tubeless tires. While perhaps 2% slower than a gravel bike on the course overall, I felt the comfort and confidence associated with this ride made the mental game of the race a bit easier, and I reasoned that it was probably “sixes” with respect to bike choice.”

-Chris Magerl

to either winning the race or absolutely exploding myself trying to. As it turns out, the attack would stick and I was able to hammer it home solo for the win and unbeknownst to me, a course record. Stoke level very high!”

Currie crossed the line in 4:18:15, taking ten minutes off the record.

Cooke felt that climb. “As confident as I was on the climbs, the last climb at about mile 63 was where the lights went out for me,” Cooke said. “I went from having a small lead that I thought I could stretch out to the finish to getting passed by Mark’s steady pace all the way to the top, and then watching him recede into the horizon while it seemed I was going backwards. The last 3 miles for me seemed like a bad dream as I hemorrhaged time and motivation and the only thing that kept me going was the old mantra of ‘The slower you go, the longer it takes.’”

The Wild Horse benefits the NICA Utah League high school MTB Scholarship Fund, and the aid station volunteers are all Utah League teams. Over the past four years, The Wild Horse has contributed more than \$8,000 to the Utah League Scholarship Fund and Utah League teams. Currie met the TrueNorth Wealth Challenge by setting a new course record, earning an additional \$250 for the Scholarship Fund.

Little Wild Horse

The Little Wild Horse, at 31 miles, offers an alternative for those not excited about the 76 miles of The Wild Horse. Jennifer Cherland owns this event on the women’s side. She was the first woman to cross the finish line in 2016, 2017 and again in 2018. At 2:09:34, she was about seven minutes faster than her two previous finishes. She is also the fastest woman in the four years of the Little Wild Horse.

Aaron Phillips crossed the line

first in the men’s side of the Little Wild Horse, arriving just as the taco truck pulled into the parking lot. Great timing! Phillips rode the big loop the first two years, and has cranked out the Little Wild Horse for the past two years.

Phillips’ MTB tires helped him churn through three short, steep, very sandy hills at about mile 8. “I rather suddenly found myself alone, rolling through the beautiful, stark landscape, trying to admire the zen-like calm of this special place while staying out in front,” said Phillips. “A few miles later, as my eyes panned across the landscape, I saw a herd of wild horses.”

Riding solo off the front, Phillips still had a carrot dangling in front of him.

“I knew Adam Brown had set a blistering KOM record in the inaugural run of this race, and since I found myself alone with a decent lead on a hard-chasing Aaron Lael, I resolved to pin it on this segment,” Phillips said. “I found out when I uploaded my ride that I missed his record by a mere ten seconds. D’oh! Isn’t it always like that? You sit at home after a ride, going through it in your head, and thinking ‘I could have gone harder. I could have hit that hill with just a bit more power.’ Oh, well.”

The Little Wild Horse saw more finishers for both men and women than in any previous year. There were more families giving it a go, including 12-year-old Thor Yount completing the loop with his father, Michael Yount, a veteran of the big loop. Thirteen-year-old Sophie Penner was the youngest girl to finish the Little Wild Horse. There were several couples riding at a more relaxed pace, and extended (and soon-to-be) families enjoying the outing together.

For Wild Horse results, see the results section in this issue.

MOUNTAIN BIKE RACING

First-Time MTB Racer Goguely and Veteran Holley Win Intermountain Cup’s Three Peaks Classic



Emily Vaughn rides the 2018 Three Peaks Classic. Photo by Nate Gibby



Elite men’s riders in the 2018 Three Peaks Classic from left to right: Jules Goguely, Spencer Maughan, Chris Holley and Gabe Noorda. Photo by Nate Gibby

By Nate Gibby

Cedar City, Utah (May 19, 2018)

— In his first ever cross-country mountain bike race, Apex/NBX/Hyperthreads rider Jules Goguely took the elite men’s division title while K.C. Holley (Kuhl Cycling) won her second straight elite women’s race in the Intermountain Cup’s Three Peaks Classic held in Cedar City, Utah.

As the Intermountain Cup cross-country series returned to the Three Peaks Recreation Area for the first time in years, the approximately 8-mile course featured 500’ of gain per lap with protruding granite slabs, single track dirt, and a handful of

sand bogs to keep riders on their toes.

As a veteran road racer, Goguely outpaced the competition to claim first place on the podium for the elite men’s race in his first ever cross-country MTB race. With a tight pack of elite riders keeping pace throughout two of four laps, Goguely created enough separation on the third lap and held on throughout the final lap to edge out 16-year-old phenom Gabe Noorda (Summit) by 30 seconds and Chris Holley (Kuhl Cycling) by nearly a minute. “The sport is so fast that every turn matters,” said Goguely. “The course a nice power course... fast and hard.”

Chris wasn’t the only Holley

to podium as his wife K.C. won her second straight Intermountain Cup in the elite women’s race. Erika Powers (Bingham Cyclery/Peak Fasteners) and Emily Guffin (9Seventy Racing) got out of the starting line quickly and maintained the lead up until the first of the single track. K.C. pulled ahead at that point and had created a 13-second gap by the end of first lap. She continued to create separation through the remaining two laps to win by nearly two minutes. On her victory K.C. said, “I felt like I played my week really well and that paid off today.”

K.C. and Chris Holley are Intermountain Cup regulars who place on the podium frequently. They have a four year old daughter and mountain bike together when they can between balancing family, full time work, and training.

In the high school divisions, Natalie Quinn (ImpactDevo/Bountiful Bicycle), Torrey Turner (Summit Bike Club) and Grace Jencks took the top spots respectively in the varsity girls category. The varsity boys category winners were respectively Luke Heinrich (Kuhl Cycling), Porter Hawkes and Andrew Draper (Maybird Reyes-Psych).

See the results section in this issue.

About I-Cup

Founded in 1991, the Intermountain Cup consists of X-country and endurance MTB races throughout Utah. With seven X-country races of approximately 25 miles and one endurance races of approximately 50 miles, the series covers some of the most pristine and difficult rides in the state.

Next up in the Intermountain Cup is the Wasatch 50, the lone endurance race in this year’s series, is. Held in Heber City, Utah on June 2, the trail features a 21-mile loop nestled between Jordanelle Reservoir and Mount Timpanogos.

More information about the Intermountain Cup MTB Race Series is available at intermountaincup.com.

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KC Holley on her way to claim the women’s elite title in the 2018 Three Peaks Classic. Photo by Nate Gibby

BICYCLE TOURING

Journey To The End Of The World



Kristen and Ville at the start of their journey in Deadhorse, Alaska. Photo courtesy Kristen and Ville



Camping in the Redwoods. Photo courtesy Kristen and Ville



Alaska to San Francisco. Off to South America. Photo courtesy Kristen and Ville

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COMMUTE * TOUR * ADVENTURE * TRAILS

By Brian Thompson

“Life should not be a journey to the grave with the intention of arriving safely in a pretty and well preserved body, but rather to skid in broadside in a cloud of smoke, thoroughly used up, totally worn out, and loudly proclaiming “Wow! What a Ride!” - Hunter S. Thompson

Kristen has a smile that lights up any room she enters. I first noticed her and Ville one day in the gym onboard our ship heading towards Patagonia. A few days later there was an announcement of a spur-of-the moment lecture by a couple that had bicycled down the Pan-American highway. It sounded interesting so we went. The show was unscripted and very entertaining mostly because of the two people with the oversized personalities. It was then that I knew their story needed to be told.

Their journey begins in Bend, Oregon, one of my most favorite places on the planet. In 2011 they had hiked the Pacific Crest Trail with no real prior experience to prepare them. “All it took is one foot in front of the other, and just like life, you get through it. And professional backpackers we soon became.” This is the attitude they took with them when they decided to bike from Prudhoe Bay, Alaska to Fin del Mundo outside of Ushuaia, Argentina. With some help from their friend John Frey from Hutches Bike shop in Bend, they soon assembled their Surly Disc Trucker bikes, put together a rough route of the trip, then headed up to Alaska. Kristen’s advice is simple for those that want to try an epic adventure, “Don’t think about and plan everything, just get a bike, some gear together and go. Over-planning is pointless because everything changes once you start.” This is a metaphor for life: know where you are, where you want to be, then get going.

“Why ride over 20,000 miles? Because the voice of reason flew out the window a long time ago telling us not to. And why not do it? Ever changing scenery for nearly 2 years will be mind-blowing and intense, but honestly, we really do this for

the people we meet. The characters we met hiking the PCT pretty much just redeems your faith in humanity. Some of the kindest, coolest, wackiest, neatest, people that helped us just because it felt right. And for no reason other than to help someone in need.” Her words definitely apply to the bicycling community where the spirit of helpfulness abounds. This was also an opportunity to help out several organizations. One that is particularly near and dear to them is Carly’s Kids

(<http://www.carlyskids.org>) which raises money to send disadvantaged children to outdoor school.

The trip was punctuated with random acts of kindness, everything from letting them stay in a home, providing food and water, to donating to help fund the trip. These acts added to a large group of data points that indicated that people truly are good no matter where you go in the world and that kindness begets kindness.

Their adventure covered 18,235

miles across innumerable countries and took them 20 months to complete. Along the way, they experienced encounters with a bear, and contracted dengue fever which kept them on a couch in Costa Rica for five weeks.

The bear story is best told in their own words, “It was late one evening biking south on the Cassiar Highway in British Columbia, Canada. We were just about to start our search for a good spot to camp and made our way down a steep hill with an uphill straight in front of us, when a large black bear wandered up onto

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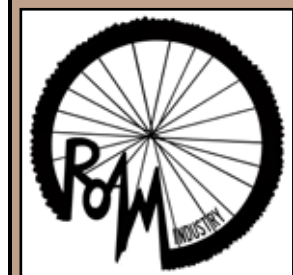
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Photo courtesy Kristen and Ville



At the end of the earth, Ushuaia, Argentina. Photo courtesy Kristen and Ville
the pavement right in front of us. cars, and allowed for lots of berry
The sides of the roads were cleared bushes to grow. This bear had been
of trees for ease of visibility for feasting on the plump berries right

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along the road when we had startled her and she came up on the road directly in front of us. We braked hard, and climbed off our bikes, putting the bikes between her and us. Unfortunately for us, two little black balls of fluff popped right out behind her from the bushes and we realized with a sinking feeling that this unfortunate situation was about to get a lot worse. As the mother bear pinned her ears to her head, started to grunt and snort, and then began her charge no more than 20 feet from us, we both froze realizing our bear cans were buried deep in our panniers. Very bad planning on our part for such a situation as the one we were currently in. Trying to think fast, we couldn't remember what advice we had been given when confronting a bear. And an angry, protective mother bear at that. Stop, drop and roll? Nope. That was fire. Hide under your desk? Earthquake. Oh, make yourself big, loud, yell, wave your arms in the hopes it scares them away. And luckily for us, it worked! Mid-charge, she turned, and headed straight for the bushes with babies in tow. Phew! That was a close one. After dodging that bullet, we decided to ride at least another fifteen miles before looking for a camping spot, pulling all our food up into a tree and loudly making

ROAD RACING

Stevenson and Olsen Take Wins in 2018 Sugarhouse Criterium



Women's pro-1-3 race winner Lindsey Stevenson leads Marci Kimball at the Sugarhouse Criterium, Salt Lake City, UT, 5-26-2018, photo by Dave Iltis, cyclingutah.com



Bryce Olsen takes the win in the Sugarhouse Criterium, Salt Lake City, UT, 5-26-2018, photo by Dave Iltis, cyclingutah.com

By Dave Iltis

Sugarhouse is Utah's classic criterium. The park has hosted races since at least the 1950's, and possibly long before that. What better place to hold the 2018 Utah state criterium championships? What better day than a sunny May 26, 2018.

In the Pro/1/2/3 women's race, an early 2 rider break formed when climber Marcy Kimball (Plan 7 DS) attacked on lap 3 and all-arounder Lindsey Stevenson (Zone 5 Racing) went with her. The two worked together well and increased their gap with each lap. It didn't hurt that each had teammates in the field who were content to let the break stay away. Stevenson won the sprint handily, "I hammered on the little downhill before the last kicker and then just went full gas on the hill sprint as was able to stay away."

In the Pro/1/2 men's race, a field of 41 riders started, and the action kicked off immediately. A break formed driven by Clinton Mortley (Intermountain LiveWell) and Cortlan Brown (Hangar 15), but this didn't stick. Many coun-

ter attacks and attacks continued after this including a nice flyer by Chris Stuart, but with a bit of a wind, nothing stuck until the last few laps. A group of 4 was away, Clint Mortley and Michael Hawley brought the group close. Another set of 4 merged with them. The octet stuck it for the next couple of laps until the finishing sprint when Intermountain LiveWell's Bryce Olsen kicked into high gear at the base of the hill. Everyone else was left in his wake. Jules Goguely and Cortlan Brown (both Hangar 15) rounded out the top 3. Olson described his winning sprint, "I was sitting on Jason Castor's wheel" and then followed another rider before the hill, "I just hung on his wheel. As soon as we hit the bottom of hill, I gassed it and gave it everything I had and was able to pass him and hold the lead until the finish."

Olsen and Stevenson were crowned state champions, along with a host of other riders in the other categories.

For results, see the results section in this issue. For a complete set of photos, see gallery.cyclingutah.com

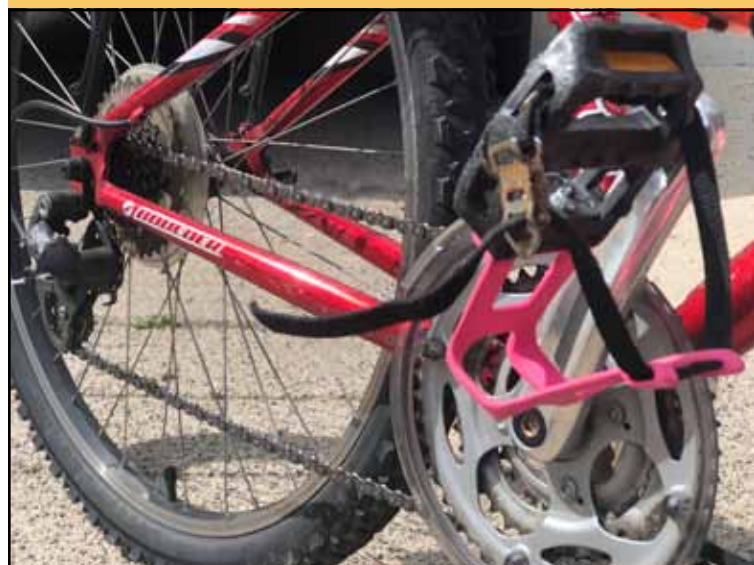
all bears in a few miles radius aware of our presence."

Their faith in humanity has been renewed along with their spirits and their desire to explore the world further. Ville is working on a film of the trip, which, hopefully, will be shown at next years Wasatch Mountain Film

Festival as well as several others and Kristen is looking to publish a book on their adventures within the next 6 months. I would highly recommend that you go to their website, www.welostthemap.com to get to know them better and to learn more about this and upcoming adventures.

MECHANIC'S CORNER

Drivetrain Wear



The drivetrain on a bicycle is the system of pedals, cranks, chainrings, chain, cassette, and derailleurs. Photo by Dave Iltis

By Eric Ramirez

You might think that the most representative connection you have to your bike is the saddle and handlebars. But, without forward motion that connection makes the bike more like your favorite arm-chair. No, the key connection to your bicycle is the pedals; as you drive them forward the gears and chain give you the momentum that makes you go. The stress of this motion results in wear on the drivetrain. As such, a large percentage of bikes that come to me for repair are in need of work on the drivetrain - I replace a lot of cassettes, chainrings, and chains.

Gears and Chain:

Imagine watching the pedaling motion from the drive-side of the bike, or the side with all the gears and chain. The motion of your foot driving you forward moves the crankarms in a clockwise, circular direction. In fact, you are driving a metal circular gear called a chainring. Zoom in and imagine the teeth of that chainring pulling the chain into orbit around the gear and hence pulling the bike forward. The leading edges of those teeth are taking the brunt of the force that you exert.

As long as the chain is within reasonable wear limits, it will not prematurely wear out the teeth of the chainring. However, over time wear is inevitable. The sheer pressure of the teeth pulling that chain forward slowly mashes those metal teeth and they deform in one way or another. As the chain starts to wear and effectively "stretch", the wear on chainring teeth is exacerbated. Chainring design attempts to compensate for this with the use of stronger alloys or coatings, cold forging or stamping, but eventually all succumb to the erosive force of use.

The same thing happens to your cassette - the gear cluster mounted to your rear wheel - only faster. The teeth of these gears will see the mashing effect on the opposite side; this is very apparent on an older, worn cassette.

Often, within just a few rides, an overly-worn chain may break. Chain wear is without a doubt the quickest type of wear on a bicycle. New drivetrain systems with 11 and 12 cog cassettes, or speeds, have a greater width across and thus require greater lateral chain movement.

The chain has minimal stress in gear combinations that allow it to

travel in a straight line. But, this is often not the case. In the easiest and the hardest gears (respectively the largest and smallest cogs), a chain-link departs on its journey from the cassette traveling above the chainstay to the chainring under the load of the bike and rider. Looking down from the saddle, the chain is laterally twisted as it leaves the cog and arrives at the chainring. Here, the chain is under the most stress since this is not a natural, straight-line motion.

When mechanics talk about "chain stretch" they're referring to the wear caused, chiefly, by this motion. The plates of the chain chew at the pins and vice-versa. As this wear progresses, it will continue to degrade the drivetrain gearing at an accelerated rate. Something will give; usually it will be the chain.

The Fix: (A Shop Scenario)

The chain is broken. We examine the break and it is clearly from wear. We replace the chain, or at least plan to. On a test ride it is discovered that the chain will not shift cleanly from cog to cog and under load the chain literally skips forward on the gear (under pressure the chain will jump a space ahead). Then, the chain gets sucked up on the chainring going for another revolution. This action can nearly break off the rear derailleur as the chain tension ramps up.

At this point it is clear that chainrings and cassette need replacing. The cost of this adds up quickly, especially on higher-end road bikes. Replacing these parts will generally fix the issue. However, a fancy chainring will last a very long time offering easy maintenance and shift quality if the chain is regularly replaced.

It is worth mentioning that other types of stress can cause a chainring or cassette to need replacing prematurely. Part of the shifting process consists of the chain hopping on to ramps and pins on chainrings and cogs to physically shift up the range. If a derailleur isn't properly adjusted or shifting is very hard or aggressive, these ramps and pins wear down and shifting becomes extremely difficult. Gear replacement is the only fix.

You and your mechanic will be able to find the most reasonable fix. Sometimes, replacement options will be limited depending on availability of replacement parts. Generally, there are more options than ever and you'll usually be able to find



Red marks the part of the tooth that sees the most force and wear during use. Photo by Eric Ramirez



This exaggerated illustration shows how the chain flexes laterally in the climbing gear combo. Photo by Eric Ramirez

something that will work well and save you some cash. The best option usually matches the hardware you already have. That, however, is not always the most economical.

Mileage:

Folks often ask me how many miles they can expect to get out of a chain. My response is, unfortunately, ambiguous. There is no clear answer for this since every rider varies in weight, riding style (sprinting, climbing, long, flat-out, mellow, racing, etc.), terrain preference, and equipment choice. But checking the wear on the chain with a simple chain length gauge will help to know when

the time has arrived to replace it. The information in this article will help you to know if other things need replacing too.

Up Next:

Smooth and low-friction cables, derailleurs that are properly adjusted and aligned, and making sure that none of these parts are bent or broken are all things that contribute to clean shifts and reduced drivetrain wear. More on that next month.



Checking chain 'stretch'. Photo by Eric Ramirez



Usually when this tool displays 0.75 chain replacement is recommended. Photo by Eric Ramirez



Identifying the shifting workhorses of chainrings (ramps are also found on cassettes). Photo by Eric Ramirez



Ramps and pins shown here have signs of rounding and thus lose the ability to shift cleanly. Photo by Eric Ramirez



Used cassette teeth show mashed metal; an unusual lip can be felt moving across the tooth. Photo by Eric Ramirez

Eric has 20 years experience working on bikes, starting in Park City. Today he's a head technician at a shop and maintains a blog about wrenching and adventures at angrybikemechanic.com

BACKCOUNTRY TRIATHLON

I Did My First Triathlon



Last minute adjustments before the first leg. Photo by Lukas Brinkerhoff



Kathleen Berglund packing in the bike ride toward Dark Canyon. Photo by Lukas Brinkerhoff



I wasn't kidding, less than a mile 1200 feet of down. Photo by Lukas Brinkerhoff

By Lukas Brinkerhoff

I did my first triathlon. Now before you start asking who I am and what I did with Moose, let's just say this wasn't your typical triathlon. There weren't any aero helmets, one of us even went, "Gasp!" without one. The only shoes worn were Chacos and all of our water came out of a hose, but only after it went through a water filter. It also lasted two days even though we had planned for three.

There are places you go to because they are amazing. There are others that folks like myself go to because they are amazingly remote. When you combine the two, it's kind of perfect. Dark Canyon, Utah is one of those places. Look at a map and there aren't many ways in our out. It's sandwiched by better known locals like the Dirty Devil, Lake Powell and Bears Ears. And, let's be honest, the name has bit of a draw to it as well. There's something mysterious about a canyon named Dark.

From the moment Mooseknuckler Alliance laid eyes on a map that had a canyon by this name, we have been intrigued with what was there and how to go about exploring it. We found a pack trail called Sundance that drops into the canyon about 8 miles above its confluence with the Colorado. We found some beta about some peeps hiking down and then using packrafts (the Alliance loves packrafts) down the Colorado to a

takeout just downriver from the Hite Crossing.

This became our plan. The only problem is the 5 hour drive to the take out and the way they did it, is a shuttle. We don't hate people who drive cars, but we certainly don't like driving them ourselves so a double 5 hour drive was kind of out of the question. Good thing we have bikes. We modified the above trip to use our bikes to accomplish the 20-mile shuttle from the Colorado to the trailhead for the Sundance Pack Trail.

Depending on who you talk to, this is now known as the Dark Canyon Triple Threat or the Dark Canyon Packing Triathlon. I'm in the latter camp.

We arrived just after the sun had set on the horizon leaving us with the shapes of the cliffs that surrounded us but without any of the colors. Due to the forecasted 90+ degree weather for our start day, we decided to get up and get going. But first a couple of beers.

We awoke to the Colorado River flanked by the red cliffs of what is now Lake Powell. Had we been here a few years ago, this would be a lake and not a river. A quick breakfast, a few last-minute adjustments (note: you will probably have to adjust your backpacking pack for use with a bike so you can look up) and we were on the road a few minutes before 7. Our cycling leg of our triathlon was 8 miles of pavement and 12 miles of dirt. We expected it to be all climbing at mostly easy grades and outside

of one exception, that was the case. During our highway experience that took us about 45 minutes, we saw three cars. Once we were on the dirt, we only saw one couple camped on the side of the road, still not sure what they were doing. We could hope for less people, but that isn't bad for Memorial Day Weekend.

After a 3-hour pedal, we transitioned to bipedal mode. We certainly could improve on our transition times as this took us about 45 minutes. We stashed the bikes and began to walk into the canyon.

When you read "pack trail" on a map it's a pretty good indication that the trail isn't maintained and is what most would call rugged. The Sundance is just that. The first couple of miles are fairly straight forward except for a couple of drops that required butt scooting and route negotiation. And then there is the drop into the canyon. The sign at the trailhead says it 1200 feet in less than a mile, I have no reason to think that is not accurate. The trail comes to the edge of the canyon where a rock-strewn cliff drops off in front of you. There are routes everywhere you just pick your favorite and hope it gets you to the bottom. Don't forget that you are picking your way down this slope with a 40-pound pack on your back. We used our hands at least, if not more, than our feet. That one mile took us about an hour to descend.

Once in the canyon, the trail meanders downstream. At this juncture, not only was it getting hot, but we were starting to reach our point of needing a break for the day. We passed the camp where the girls were sunbathing topless, the camp where it looked like way too many people had come down, and the one where the occupants peered out trying to not make eye contact so they wouldn't have to interact with us. And then we found a spot with some shade, a big pool for swimming and procuring water and two flat spots where we could pitch our tents to keep the cedar gnats off us.

We spent the rest of the day getting fat off our supplies and enjoying the shade, the water and the animals poking about. We discussed in depth the unknown of the next day, the wind. The beta we had pretty much said there would be a headwind. The forecast called for a tailwind. There may have been thoughts and prayers for the latter.

We got an early start. From our camp, it was about four miles to the confluence with the Colorado. The canyon choked up multiple times forcing us up onto the benches above the creek and our short jaunt to the river turned into an exposed, loose trail that required 100% of our attention to navigate safely. Typically, we would finish that distance in just over an hour, this took us almost two, but we got through and stood on the beach of the river. We had seen no one all day long.

It was time for Transition #3. We pulled our packrafts out of our packs and rearranged everything to fit inside them before inflating our boats for travel. The confluence had



Sometimes you have to stop and look around. Photo by Lukas Brinkerhoff



All by ourselves. Photo by Lukas Brinkerhoff



When you need water and happen upon a spring pouring out of a canyon wall. Photo by Lukas Brinkerhoff



Hite Crossing, killer headwind but we're almost done. Photo by Lukas Brinkerhoff



Heading toward Dark Canyon on the Bipedal portion of our triathlon. Photo by Lukas Brinkerhoff

a swirling wind and we ran into two motor boats finishing a river trip. The wind varied from head to tail to side to calm for the first 15ish miles. And then turned into a full on, you have to paddle to go downstream wind for the last three. We had planned on taking 8-10 for this section depending on the wind, the river and other things. We had knocked out half of it in three hours at which point we knew were finishing a full day early.

Right around 2 PM, our boats pulled up to the boat launch. The

wind was ripping, our shoulders would take a few days to recover from the intense paddle, but we were done. We had seen Dark Canyon in all its glory. Done some paddling and some pedaling and finished in less the 36 hours. A full day sooner than expected. Not too bad for our first triathlon.

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

BICYCLE TOURISM

What the Two-Wheeled Tourist Can Offer Tiny Towns



An old sheep wagon welcomes cyclists to Ovando, Montana. Photo by Micah Drew/Seeley Swan Pathfinder

By Micah Drew - Seeley Swan Pathfinder

Cycling tourism contributes nearly \$377 million annually to Montana's economy

Leigh Ann Valiton watched a customer meander the aisles of the Blackfoot Commercial Co. in Ovando, Montana. Valiton's store, and attached inn, is open until seven every evening, but it was 10 p.m. and she showed no sign of leaving. The customer, Faye Cunningham from New Zealand, filled her basket with frozen burritos, energy bars, chips and a Mountain Dew.

Cunningham was competing in the Tour Divide Race, a 2,735-mile long mountain bike race that stretches from Banff, Canada, to the Mexican border. The route enters Montana in Glacier National Park and meanders south, paralleling the Continental Divide.

Ovando sits at mile 550 and has become a staple stop for riders. "You always hear about the accommodations. It's certainly known," says Cunningham as she finished filling her basket. "It's totally cool to come here."

For the last five years, Ovando has become known by the cycling community around the world as a place to stop and sleep, refuel and chat with the locals. "I've been a groupie (of Tour Divide) for years so it's cool to see the places I've read about — Richmond Ridge, Holland Lake, here," she continued.

Cunningham had ridden for 16 hours and wanted to make it to Ovando before she stopped for the night.

Currently every room in Valiton's inn was booked and a rider was sleeping on a mattress in the living room. Outside a cyclist was crashing in an old sheep wagon. Another was passed out in a teepee. The only open sheltered place left for Cunningham to rest was an old jail house that was restored for just that purpose. As Valiton scanned her purchases, she paused and looked up. "Wait, I'll put a bed in the kitchen and you can sleep there."

After making sure her last guest

was settled in, Valiton finally left for the night. Most of the riders would be up before dawn to get back on the trail. "Our goal is to be as accommodating as possible," said Valiton as she turned off the lights. "But that's Ovando in general."

"Years ago if I went to Missoula, no one knew where Ovando was," said Kathy Schoendoerfer, the owner of the Blackfoot Angler and Ovando's unofficial "Organizer of Frivolous Affairs."

Now, nearly a thousand cyclists from around the world pass through the town of 50 residents every year. In addition to being a waypoint for the Tour Divide Race, the town on Highway 200 sits at the intersection of two popular cross country cycling routes.

Schoendoerfer recalled the first time the community banded together to support bicyclists. It was in 2012, when a TDR rider, Tracy, was inbound to Ovando. Someone phoned ahead, letting the town know Tracy was having a rough go of it. Only the sheep wagon existed back then, but the townsfolk put out a sign telling Tracy to rest up and left food, drink and moral support.

Since then, the town has actively courted the two-wheeled tourists. One small corner of Schoendoerfer's fishing shop is dedicated to cycling gear — tires, tubes, lube, pedals, the essentials. The Ovando Community Fund was started from donations and provided money for the teepee, jailhouse and outdoor shower system riders can use.

Each year riders donate around \$500, Schoendoerfer said. Sometimes it's change (Canadian), sometimes it's a can of beans if that's all they have. It's enough for the town to know they're having an impact on their visitors.

That impact goes both ways. According to a 2014 study by the University of Montana, cycling tourism has a substantial impact on the state.

The study, conducted by the University of Montana Institute for Tourism and Recreation Research looked at the effect of bicycle tourism statewide. It found that the industry contributed nearly \$377 million annually to Montana's economy. Of

the nearly half million bicycle tourists who visited the state, the average cyclist spent around \$75 a day and stayed for at least a week.

For rural communities, that kind of expenditure can greatly increase viability and towns are learning how to capitalize on it. A hundred and fifty miles south of Ovando, another small Montana town shows up on cycling maps, at the intersection of the Lewis & Clark and the TransAmerica Trails.

Twin Bridges is home to almost 400 residents and the nation's first ever Bike Camp. Bike Camp sits in Jessen Park, on the edge of town. It's a simple wooden building complete with a shower, toilets, tables and chairs, a sink and grill and plenty of space outside to pitch a tent — but only for visitors arriving on two wheels.

After spending two years watching cyclists passing through, resident Bill White decided the time and need was right to do something to engage the Lycra-clad tourists. "All the bike riders passing through were like gold going by in a river," he said in an interview for Montana Quarterly. "I started thinking about how to make Twin Bridges more than just a place to get a cup of coffee."

White developed a proposal for Bike Camp, got a building permit and raised \$9,000 for materials. The town broke ground in April of 2009 and the camp was ready by June.

In the first year, around 300 riders used the camp. White said that by July of the second year, the number of visitors was already up by more than 50.

Those early cyclists left feedback for Twin Bridges (and enough donations to cover the cost of building Bike Camp), and the town found that the average expenditure per night per visitor was \$24.92. In a small community like Twin Bridges, the economy is a closed loop, amplifying any expenditures. Overall it was determined that the cyclists brought at least \$10,000 into the local economy

That figure is lower than the UM study estimate, but regardless, "it's good for the local economy," White said. "Especially the grocery store, the ice cream shop, the restaurant and the laundromats."

It's personal interactions and community attitudes like those in Twin Bridges and Ovando, more than any university study, that excite proponents of cycling tourism. "There's increasingly more stories coming out about how bike touring and bike travel can benefit rural communities," said Laura Crawford of Missoula-based Adventure Cycling. "There's maybe not an attraction that would pull people off the freeway, but if you're going through by bike, you kind of rely on those communities as a place to stop for the night, stock up on food or grab coffee."

Adventure Cycling is a national cycling advocacy group ("America's Bicycle Travel Experts") that boasts 53,000 members. The company orga-



Kathy Schoendoerfer and Randy Neil chat in front of the Schoendoerfer's store, Blackfoot Angler. Neil is riding in his third Tour Divide. Photo by Micah Drew/Seeley Swan Pathfinder



Cyclists riding the Continental Divide trail wash off their bikes outside a motel. Cyclists rely on small communities for lodging and other amenities such as laundry and other services. Photo by Micah Drew/Seeley Swan Pathfinder

nizes guided bike tours and maps out the more than 46,000 miles of cycling networks in the country.

A portion of their work is teaching communities how to become bike friendly, and its website offers pages of resources (adventurecycling.org/bicycle-tourism/building-bike-tourism/). Crawford has spent years investigating how cycling can save rural economics. In addition to her work for Adventure Cycling, she founded the travel website The Path Less Pedaled. She makes a comparison between a cyclist and a road tripper and the impact they have on communities during a trip.

Using a 200-mile stretch of road as an example — roughly the distance between Whitefish and Helena — Crawford breaks down the differences.

For a vehicle, that trip is a mere afternoon's travel. A road tripper's itinerary traveling city to city might only include a stop at a gas station or a lunch break in the middle and skip most of the small towns in between.

On the two-wheeled side, biking 50 miles a day requires a huge influx of calories, prompting the need for a dozen meals or snacks during that same trip. Due to the restrictions of carrying that much food on a bike, cyclists are more likely to stop in any town with a restaurant or market. They also need places to sleep, preferably with hot water to shower and potentially a place to do laundry. "Small towns would benefit as well

with a constant stream of tired and hungry bike tourists coming through town," a blog post on The Path Less Pedaled reads. "The more accommodations and services, the more people touring, the more people spending money in small towns."

White, who passed away in 2012, saw firsthand the effect of riders on his town. When Crawford pedaled through Twin Bridges to profile the town and the Bike Camp in a video, she was struck by White's foresight and determination to make the camp happen.

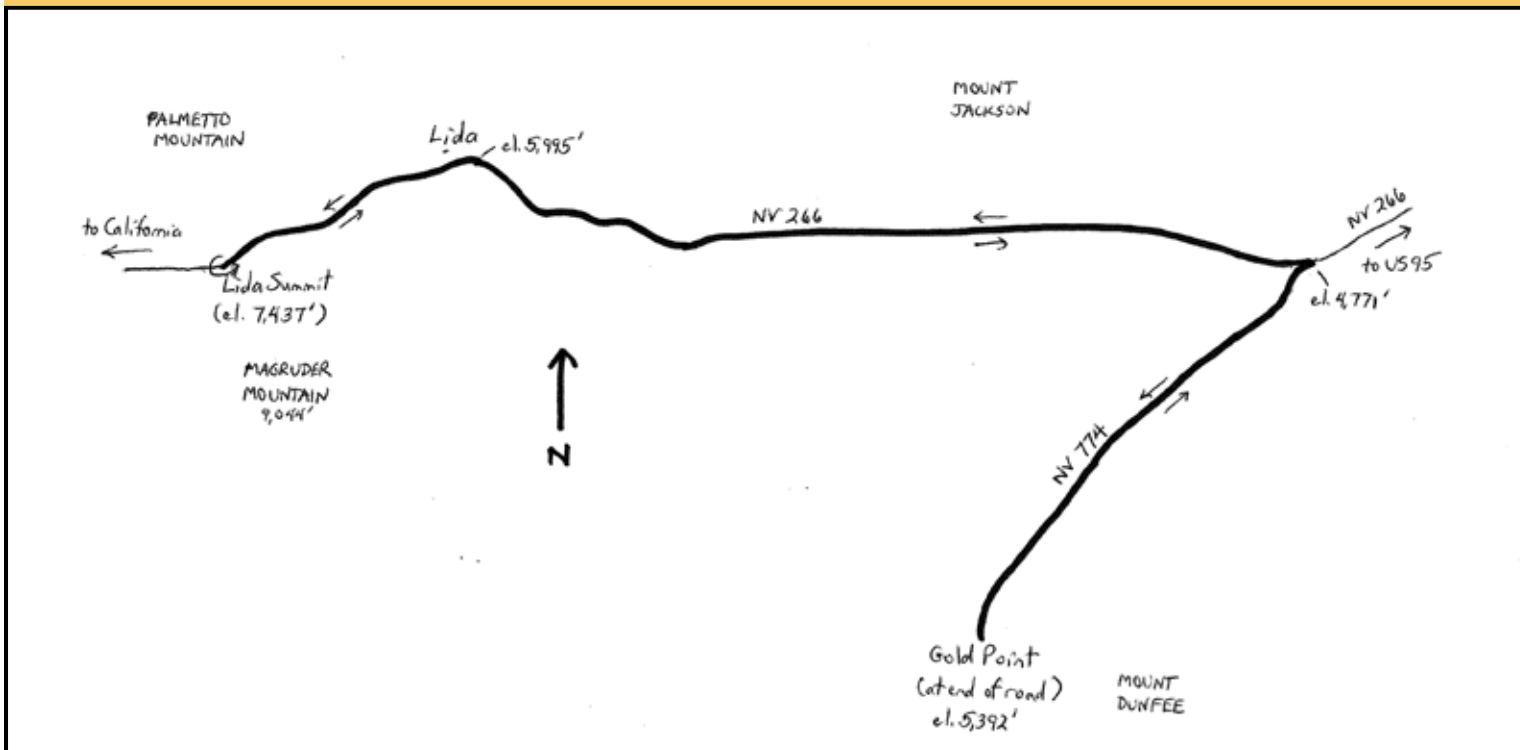
"Bill persevered ... because he knew it would benefit the community," Crawford said. "It gives tourists a reason to stop and stay and leave a few dollars behind that wouldn't otherwise trickle into the town. And that idea is really fundamental to how bike tourism works in small communities. "It's not a get-rich-quick sort of scheme, but a long-term, sustainable investment."

This article was originally published on Jan. 12, 2018 at High Country News (hcn.org) and Seeley Swan Pathfinder (seeleylake.com, Seeley Lake, Montana) and is part of The Montana Gap project, in partnership with the Solutions Journalism Network.

<https://www.hcn.org/articles/the-montana-gap-rural-towns-capitalize-on-cycling-tourism>

RIDE OF THE MONTH

Gold Lida Ride Visits Ghost Towns in West Southwest Nevada



Gold Lida is a 48.4-mile, challenging out-and-back ride between Gold Point and Lida Summit in west southwest Nevada. Map by Wayne Cottrell

By Wayne Cottrell

Gold Lida is a 48.4-mile, challenging out-and-back ride between Gold Point and Lida Summit in west southwest Nevada. The title's reference to a fictional Star Wars character is not unintentional, as the net elevation gain is an epic 3,290 feet, starting and finishing in mile-high Gold Point. To add to the challenge, both Gold Point and Lida (the ride passes this settlement on the way to Lida Summit) are listed as ghost towns. Both have resident populations, but neither supports many if any services, as their heydays are long past. Gold Point has a history of hit-and-miss. The area was first settled in 1880 under the name Lime Point, but prospecting was slow. Miners abandoned the area, but returned in 1900 when gold and silver discoveries established the nearby towns of Goldfield and Tonopah. Silver was then discovered in the adjacent hills, and Lime Point was renamed Hornsilver. By 1903, this camp was abandoned, because of the high costs of mining operations. More silver was discovered in 1905, though, and the miners returned, finally establishing a more permanent settlement. Soon, Hornsilver's population reached 1,000. After a couple of decades of boom and bust, gold was

discovered in 1927. The town's name was changed to Gold Point, and it thrived until World War II, when the U.S. government ordered all gold mines to shut down as nonessential to the war effort. After the war, mining resumed, and continued until the 1960s, when a major explosion effectively ceased all major operations. Gold Point's current, regular population is only seven, but there are seasonal fluctuations.

Gold Point is located in a remote corner of west southwest Nevada. To get there from Las Vegas, head northwest on US 95, toward Tonopah. Turn left on NV 266 (160 miles from Las Vegas) and head west. After seven miles, turn left on NV 774, and head southwest to Gold Point. The settlement is located at the end of the highway. From Salt Lake City, head west on I-80. Once in West Wendover, exit I-80 and head southwest on US 93A, which merges with US 93 after 60 miles. Transfer to US 6 (southwest) in Ely. Once in Tonopah (275 miles from Wendover), head south on US 95. Once at NV 266, 37 miles south of Tonopah, turn right and head west, following the above directions to Gold Point. The town is 175 miles from Las Vegas, and 435 miles from Salt Lake City. The weather in Gold Point is moderate; average temperatures exceed 80 degrees only during June, July and August. Average highs are in the

40s during December, January and February.

Be prepared for this ride by recognizing that the altitude changes along the route will present some temperature variations. Also, note that the settlement of Lida, near the turnaround, does not offer any services. Thus, be self-sufficient. With all of the history recounted above in mind, start the ride at the beginning of pavement, at 3rd & Gold Streets. This is the beginning of NV 774. Head northeast, out of town. The highway gradually descends from Gold Point's elevation of 5,392 feet. By the time NV 774 ends, at its junction with NV 266 (mile 7.45), the elevation is 4,771 feet, having lost over 600 feet. Make a sharp left here, and head west. While NV 774 carries just 20 vehicles per day, NV 266 carries about 15 times this – yet, 300 vehicles per day is very light. There is a narrow, striped shoulder. NV 266 gradually climbs, with Mt. Jackson Ridge to the right, and Lida Valley to the left. The highway's gradient increases to about 3% as the Palmetto Mountains appear on the right. At mile 18.7, a dirt road on the right (elevation 5,995 feet) leads to Lida. This "ghost" town, like Gold Point, has a similarly exciting mining history. NV 266 bypasses the town, as the gradient increases to 5%. The next 5.5 miles feature steady climbing at this gradient, with

mighty Palmetto Mountain looming to the right, and the even mightier Magruder Mountain (elevation 9,044 feet) looming to the left. NV 266 finally crests at mile 24.2 – a sign signifies that you are at Lida Summit (elevation 7,437 feet).

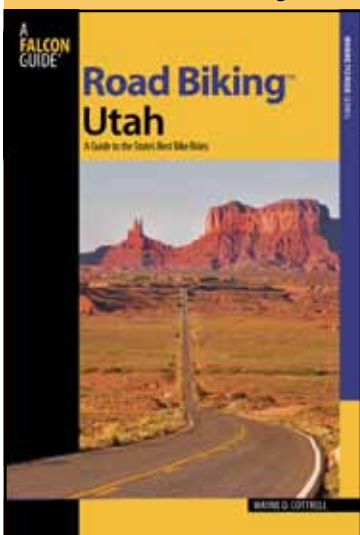
Turn around at the summit and begin the return ride. The next 16.8 miles are downhill, with the gradi-

ent gradually decreasing as you get farther from the summit and Lida. Turn right at NV 774 to begin the final stretch to Gold Point. The highway climbs gradually for the final 7.4 miles, to the end of pavement in Gold Point.

Starting & ending point coordinates: 37.354486oN 117.365006oW

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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