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MAY IS BIKE
MONTH!
CELEBRATE!

2019 EVENT
CALENDARS
INSIDE!



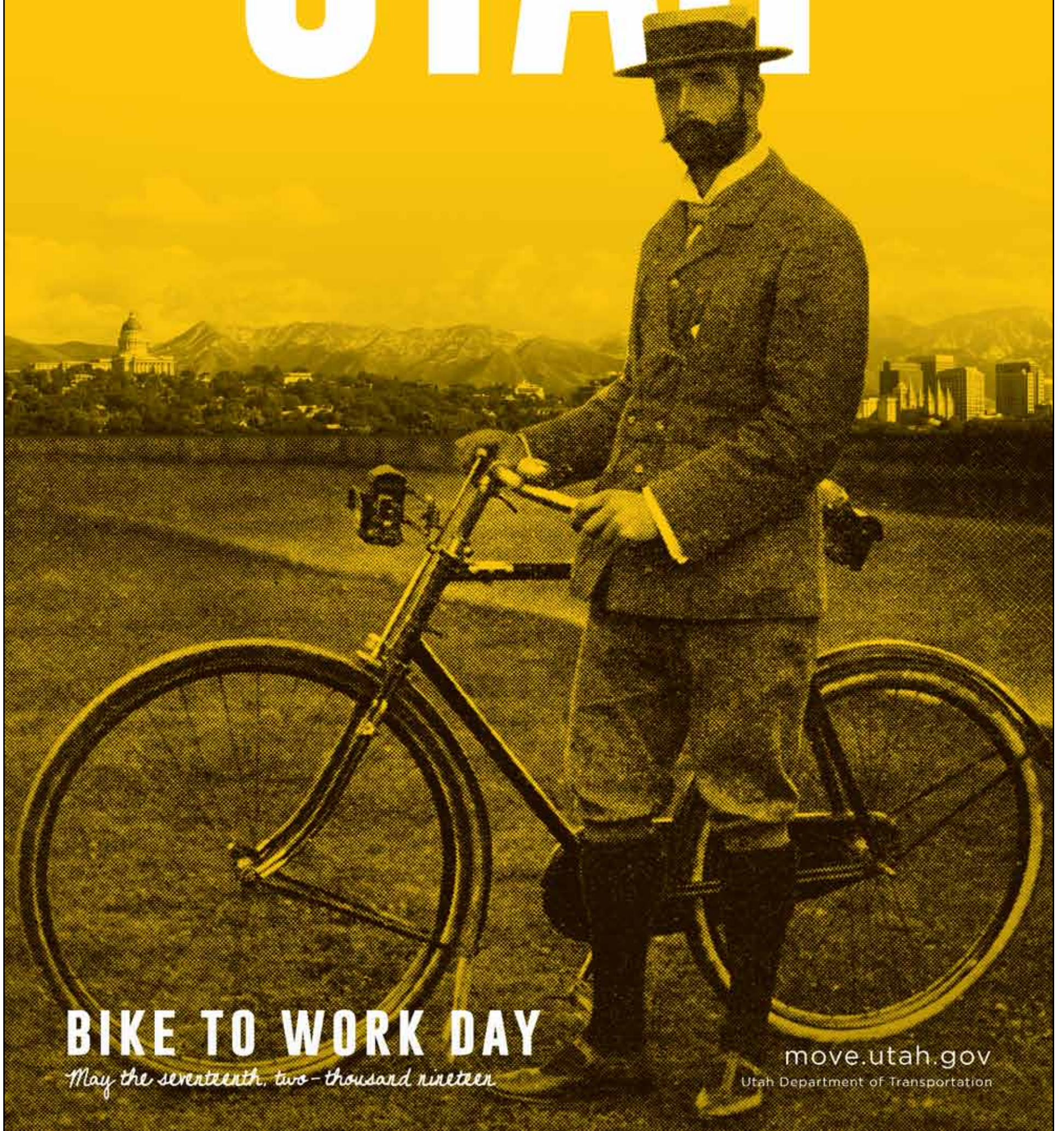
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UTAH

BIKE MONTH

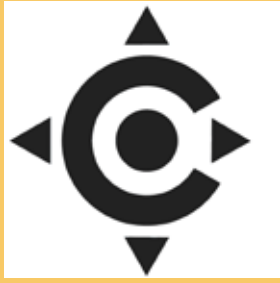


BIKE TO WORK DAY

May the seventeenth, two-thousand nineteen

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Utah Department of Transportation



CYCLING WEST

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Cover Photo: John Roberson bike path south from Glenwood Springs on a bicycle tour of Western Colorado.

Photo by John Roberson

BIKE MONTH

May is Bike Month!

What better time to ride your bike than May! And May is Bike Month! The League of American Bicyclists established May as Bike Month in 1956, and for the last 63 years, America has celebrated the bike with festivals, rides, Open Streets, Cyclofemme rides, Bike to Work Day, Bike to School Day, Bike Parties, Commuter Pit Stops, Bike Swaps, and more. And, somberly recognized our fallen cyclists with the Ride of Silence (for local rides on May 15, see rideofsilence.org). We present 43 events to choose from in the west.

April 30-June 25 — Babes with Babes on Bikes | Utah Bike Month, Provo, UT, Come join other bike-loving families on a friendly bike ride exploring bikeways and parks. Fantastic family time, great socializing opportunity, fun workout, and very eco-friendly. This ride will meet every Tuesday at 10am at Joaquin Park and end at the 11am storytime at Provo Library. Aaron Skabelund, 385-207-6879, a.skabelund@gmail.com, bikeprovo.org, facebook.com/events/2210030759043009/

May 1 — Bike to Work Day in Provo City | Utah Bike Month, Provo, UT, Provo businesses will host stations located throughout the city and hand out free breakfast, drinks, and other treats to people who arrive by bike from 7:30-9:00 am. (Provo City's breakfast station will be open at 6:30 am for early bird riders.) Pick up some breakfast and coffee, get to know your fellow commuters, have your bike looked at by a pro mechanic, and connect with the Provo Bike Committee and other community volunteers. Aaron Skabelund, 385-207-6879, a.skabelund@gmail.com, bikeprovo.org, facebook.com/events/272554273280249/

May 1-31 — Reno Commuter Challenge | Bike Month, Reno Bike Week, Reno, NV, Commute by bike in Washoe County. Log your miles, Truckee Meadows Bicycle Alliance, 775-323-4488, info@bikewashoe.org, bikewashoe.org

May 1-31 — Provo Bike Month | Utah Bike Month, Provo, UT, Tons of great rides, events, and festivals throughout May, organized by Bike Provo and the Provo Bicycle Collective, Aaron Skabelund, 385-207-6879, a.skabelund@gmail.com, bikeprovo.org

May 1-31 — St. George Bike Month | Utah Bike Month, St. George, UT, Various events throughout St. George to celebrate Bike Month, bikedixie.org

May 1-31 — Bike Photo Show | Utah Bike Month, Millcreek, UT, The fine art bike photos of William Athey will be on display at the Millcreek Library for all of May, 2250 East Evergreen Avenue, None, noemail@cyclingutah.com, scclibrary.org/gli/gli/library/millcreek.htm

May 3 — Bike In Movie | Utah Bike Month, Provo, UT, Provo Bicycle Collective, 9 pm, Aaron Skabelund, 385-207-6879, a.skabelund@gmail.com, bikeprovo.org

May 3 — Bike to Art Stroll | Utah Bike Month, Provo, UT, Ride your bike to Downtown Provo's monthly Art Stroll to check out fantastic local artwork and shop at our fun and unique downtown businesses. 6-9 pm, Aaron Skabelund, 385-207-6879, a.skabelund@gmail.com, bikeprovo.org

May 4 — Tour de Brewtah | Utah Bike Month, Salt Lake City, UT, A tour of the city highlighting Salt Lake's great bicycle infrastructure, engaged community, and craft beers., Becky



This May, National Bike to Work Day is May 17, 2019. Find a bike month event in our calendar below. Photo by Dave Iltis

Van Hosen, 801-484-4128, toudebrewtah@gmail.com, toudebrewtah.com

May 4 — Reno Bike Swap | Bike Month, Reno Bike Week, Reno, NV, Biggest Little Bike Swap. Idlewild Park. Buy or sell a bike and benefit the Kiwanis Club and the Nevada Colon Cancer

Continued on page 6



14,130'

JULY 27TH

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MOUNT EVANS, COLORADO



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COMMUTER COLUMN

Salt Lake City's Bike Squad - Community Oriented Policing on Two Wheels

The Salt Lake City Westside Bike Squad. Photo by Alex Gallivan, www.gallivanphotography.com

By Turner Bitton

In mid-July of last year, Salt Lake City re-established a bicycle patrol squad on the city's west side to patrol the neighborhoods of Rose Park, Poplar Grove, and Glendale. Area residents greeted the news with enthusiasm and excitement. As many readers may know, Salt Lake City has had bicycle squads for years and the west side COP bicycle squad is not so much new as it is redeployed to assist with the city's efforts to improve coverage and support for west side neighborhoods. Coupled with the opening of a new police sub-station on North Temple the new squad represented a celebrated increase in resources for west side communities.

Research conducted in communities across the country has shown that bicycle squads are associated with improved civilian-officer relations (Menton, 2007), cost savings, faster officer response times, and environmental benefits (Vonk, 2003). The average fully-equipped police bicycle costs roughly \$1,200 and has very little maintenance when compared to vehicles yet bicycles can respond more effectively to areas throughout the west side that patrol

vehicles cannot. This includes areas along the Jordan River, the numerous alleys and walkways, and inside of the many housing complexes.

Cycling West spoke with Officer Clinton Fox, a member of the west side bicycle squad to hear about the past year of work for the bicycle squad. Below is a transcript of the interview with Officer Fox:

CW: First of all, what is your position with the bike squad? How long have you been with Salt Lake City Police Department?

OF: I have been with the Salt Lake City Police Department for 3 years, but I have been in law enforcement for over 10 years. With regards to the bike squads, there are only officers and supervisors. I have been with bikes for over a year and am not a supervisor.

CW: After a year of operation on the west side is there anything unique about being in the bike squad on the west side?

OF: This squad has some very unique issues to deal with. On the west side, we have the Jordan River Trail, Gateway Inn project area, as

well as some of the highest rates of drive-by shootings.

Being on a bike gives us the opportunity to patrol the trail and give much-needed attention to areas that are used by all types of people but that are hard to get to using normal patrol techniques. While riding a bike you become much more a part of your surroundings making us more approachable and more involved. Being on the bike squads we are responsible for helping some of the other specialty units in the department. Some of our plain-clothes officers utilize us because of our flexibility and it is often essential to have uniformed officers present during some of their operations. Another benefit of us being so flexible is that when we have spikes in specific crimes, like drive-by shootings or any other conceivable crime, we make those areas our priority and we can patrol either in our cars or on bikes making us very versatile.

Another unique aspect of this squad is that we are each assigned a target area. We are responsible for meeting with and creating a dialogue between us and the different businesses in that area. This gives the owners/managers a one on one opportunity to give us their complaints and to hear their feedback regarding what they see as the major problems facing their community.

CW: What's it like to commute by bike as a law enforcement officer? Does it make the job significantly different than in a patrol vehicle?

OF: Without a doubt being on a bike is harder than being inside a patrol car. If doing police work was easier on a bike, everyone would be on bikes.

The obvious reasons are that you have to pedal everywhere you go. Do this with body armor, a duty belt, and all the other essential gear we must carry makes it a little bit more difficult. With that being said, we do limit

ourselves to only taking calls within a limited area, and we are non-call responsive meaning that we are not the first in line to get dispatched to calls in any zones. It is our responsibility to listen to the radio and we self-dispatch to any call that it is within our capabilities to adequately handle.

Like I mentioned earlier though. Being on our bikes forces us to blend into the public. We interact with people at a much higher rate than simply passing through a neighborhood in a car. We ride with people walking and talk to them and try to be as engaging as possible. We stop at crosswalks and intersections and flow with the everyday foot traffic that is passing through our areas. This is, in my opinion, one of the best parts about being on any bike squad.

CW: Is there anything that sticks out in your mind as one of the successes of the bike squad?

of this COP Squad has been the interaction that we have had in the Gateway Inn area of North Temple. This has been one of our biggest targeted enforcement areas and we have had some major success with stemming the flow of narcotics and prostitution. Being on our bikes has put us on a face to face basis with many of the locals. I have spoken with many of the shop owners/management and they have thanked us for our presence in their neighborhood. Our continued presence in this area has forced many of the dealers to move to other areas and we are forcing them to adapt to us.

OF: Our constant presence in the area of the Gateway Inn, coupled with the many arrests in the same area has had a very positive influence on the neighborhood. We are constantly battling the epidemic of narcotics in this area, but we are seeing positive effects from our opera-

Continued on page 10

OF: I believe the major successes

MAYOR'S BIKE TO WORK DAY

Thursday, May 16th

7:15AM Meet us for coffee, music, and more before the ride

8:00AM Bike ride begins at Northwest Recreation Center to
SL City & County Building

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Bike Month - Continued from page 3

Partnership, Truckee Meadows Bicycle Alliance, 775-323-4488, info@bikewashoe.org, bikewashoe.org

May 4 — Cycle de Mayo, tentative date, Utah Bike Month, Riverdale, UT, Promotes bicycling versus driving for light shopping and dining. The purpose is to make more people aware of how pathways available to citizens throughout the Weber County area can sometimes provide more convenient access to these businesses. Noon to 4 pm, Riverdale Town Square, bike valet, swag bags, prizes, and more! Mark Benigni, 801-393-2304, wp@weberpathways.org, Micheal Staten, 801-589-2686, mstaten@ensignutah.com, riverdalecity.com/departments/recreation/flyers/Cycle%20De%20Mayo%20Event%202018.pdf, facebook.com/Riverdale-City-Utah-181710475200673/

May 4 — Brunch on Bikes, Utah Bike Month, Provo, UT, Join a representative from Mad Dog Cycles for a cruise around town, stopping at many great restaurants along the way. Meet at Pioneer Park for departure. Anticipated stops include Provo Bakery, Ivie Juice Bar, Bianca's La Petite, Peace on Earth Cafe, Fillings and Emulsions, and Hruska's Kolaches., Randy Gibb, 801-222-9577, randy@maddogcycles.com, Aaron Skabelund, 385-207-6879, askabelund@gmail.com, bikeprovo.org

May 8 — National Bike to School Day, Utah Bike Month, Everywhere, UT, A day to climb out of the motor vehicle and onto your bike on your way to school., None, noemail@cyclinguatah.com, walkbiketoschool.org

May 9 — Bicycle Pit Stops - Bike to Work, Utah Bike Month, Salt Lake City, UT, 7 a.m.-9 a.m. Morning commuter pit stops throughout Salt Lake City on popular bicycle routes. Snacks, safety info, bike maps. See facebook the week before for locations., Salt Lake City Transportation, 801-535-6630, bikeslc@slc.gov, bikeslc.com, facebook.com/bikeslc

May 11 — Reno River Roll, Bike Month, Reno Bike Week, Reno, NV, A seven mile family-friendly slow roll along the Truckee River. Costumes welcome, Truckee Meadows Bicycle Alliance, 775-323-4488, info@bikewashoe.org, bikewashoe.org, renoriverfestival.com/reno-river-roll

May 11 — Golden Spoke, Utah Bike Month, Wasatch Front, UT, This second annual cycling event features 100 miles of interconnected trail systems across the Wasatch Region from Provo to Ogden, Utah. This year's theme also highlights the theme of the Spike 150 celebration of the completion of transcontinental railroad. Rides of various lengths — with 100 mile, 75 mile, 50 mile, 25 mile, 10 mile and 1.5 mile segments — will feature connections with local communities around various historic and contemporary railroad themes. Some stretches of trail in Utah, Davis and Weber County, will also include rails to trails cycling paths. The rides are geared for fun

and community engagement rather than competition, and are planned to accommodate riders of all ages and abilities., Heidi Goedhart, 801-783-8426, hgoedhart@utah.gov, goldenspokeutah.org

May 12-18 — Boise Bike Week, Boise, ID, A celebration of cycling in all of its forms. Boise Bike Week take place in the middle of National Bike Month and recognizes National Bike to Work Day on Friday May 18th. There is something for everyone: Bike to Work day, week, happy hours, bike to vote, bike in movie, bike fair, bike rodeo, Mountain bike clinics, gravel rides, movies, women's rides, Bike to Work Breakfast, Market rides and commuter seminars. It all culminates with a big block party on Saturday May 20 in downtown Boise. Come ride with us! facebook.com/BoiseBikeWeek, Lisa Brady, 208-761-8507, lvca@biketreasurevalley.org, boisebikeweek.org, biketreasurevalley.org

May 12 — Cyclofemme Ride, Utah Bike Month, Provo, UT, Women's only ride. Join us for the 6th Annual CycloFemme ride. We are teaming up with the Provo Bicycle Collective and Provo City to make this ride a great. This will be a casual ride for all ages. The ride will start at the Provo Bike Collective, 397 E 200 N, Provo, UT 84606, 6-7 pm, Heather Skabelund, 971-404-1557, bikeprovo@gmail.com, Jennifer Messenger, jennbobbenn17@yahoo.com, cyclofemme.com, bikeprovo.org

May 12 — Cyclofemme Reno, Reno, NV, Riders of any gender, join the casual six mile ride to celebrate all women. Meet at 9am at the BELIEVE sculpture in Reno City Plaza, Truckee Meadows Bicycle Alliance, 775-323-4488, info@bikewashoe.org, bikewashoe.org

May 12 — Cyclofemme Reno, Boise, ID, Low key women's ride, the CycloFemme ride is a global social ride that takes place on Mothers Day to celebrate the women in our lives. No matter age, gender or riding ability, all are welcome to ride along on this easy ride on the Boise Greenbelt. We will meet at BBP around 10:30 am and start the ride at 11 am. The destination will be the Idaho Botanical Gardens. Then at 12 pm, we will gather at the gardens for lunch and hear from four local women who are in the cycling world. Admission will be free to the Botanical Gardens as they are also celebrating National Public Gardens Day., Lisa Brady, 208-761-8507, lvca@biketreasurevalley.org, biketreasurevalley.org, facebook.com/events/311286072894747/

May 13-17 — Utah Bike Week and National Bike to Work Week, Utah Bike Month, Salt Lake City, UT, Week-long festival with bike races, Bike to Work Day, and more., Dave Ittis, 801-328-2066, dave@cyclinguatah.com, cyclinguatah.com/event-calendars/bicycling-events-swaps-and-festivals/

May 13-17 — Bike to Work and School Week, Utah Bike Month, Logan, UT, Cycle-Dellid! Celebrate Bike to Work Week! Ride by for fuel at our post work feedzones, pedal through a mixed terrain alleycat, or experience a casual bike n dine with friends., Gary

Saxton, 435-752-2161, 435-374-8076, logan-downtown@gmail.com, Dayton Crites, 435-755-1646, dayton.crites@cacheounty.org, facebook.com/events/181020812630348/, trails.cachecounty.org/news/?id=48

May 13-17 — Utah Bike to Work Week, Utah Bike Month, All, UT, State employees across Utah are being encouraged to use their bikes to get to work this week. This could include using their bikes in conjunction with public transportation as a means of reducing single-occupancy vehicle trips. This effort is a way to raise awareness about active transportation options available to commuters., Heidi Goedhart, 801-783-8426, hgoedhart@utah.gov, udot.utah.gov

May 15 — Ride of Silence, Utah Bike Month, Provo, UT, Join the Provo chapter of the Worldwide Ride of Silence to ride to honor people who were killed or injured while biking this last year and last several years. We will begin at Dixon Middle School and go for a short, slow, silent ride with brief stops at the ghost bike memorials for Doug Crow and Mark Robinson, and return to Dixon Middle School where we will have light refreshments. Meet at 6:30. Dixon Middle School, 750 W 200 N, 7 pm., Lucy Ordaz, 801-787-4384, lucyo@provo.edu, rideofsilence.org, facebook.com/events/850656535006205/851159871622538/

May 15 — Ride of Silence, Bike Month, Prescott, AZ, Ride to honor dead and injured cyclists and to honor Amber Harrington who was killed by a drunk driver in 2015. Organized by Bike Prescott, Patricia David, info@bikeprescott.org, rideofsilence.org, bikeprescott.org

May 15 — Ride of Silence, Bike Month, Las Vegas, NV, 15th Annual Las Vegas Ride of Silence, Wednesday May 16th. Meet at the Regional Transportation Commission of Southern Nevada, 600 South Grand Central Parkway, parking lot. Registration from 6:15 to 6:50 PM. Ride begins at 7:00 PM sharp. This is a 9 mile street ride in traffic that will go through downtown Las Vegas, then wind through the Central Medical Area and historic neighborhoods. All riders must have lights front and rear as per Nevada statutes. You must also wear a bike helmet while riding. This ride is open to all ages but is not really meant for younger children because of traffic conditions. All riders under 18 must be accompanied by a parent or guardian on the ride. The ride is silent to honor fallen cyclists., Jim Little, 702-360-4751, LVRODEOMAN1@aol.com, rideofsilence.org

May 15 — Ride of Silence, Bike Month, Boise, ID, Ride to honor dead and injured cyclists. Location TBA, Lisa Brady, 208-761-8507, lvca@biketreasurevalley.org, rideofsilence.org, biketreasurevalley.org

May 15 — Ride of Silence, Bike Month, Sedona, AZ, Ride to honor dead and injured cyclists, Don Mathieu., rideofsilence.org

May 16 — Salt Lake City Mayor's Bike to Work Day, Utah Bike Month, Salt Lake City, UT, A mellow ride with Salt Lake City Mayor Jackie Biskupski under police escort. Breakfast, music, and more at 7:00 am, Bike ride begins at 8am at Northwest Rec Center 1255 W. Clark Ave

(300 N), and ends at the Salt Lake City and County Building., Salt Lake City Transportation, 801-535-6630, bikeslc@slc.gov, Amy Nilsson, 801-535-6167, 801-535-6110, amy.nilsson@slc.gov, slc.gov.com/biketoworkday, slcmovevents.com

May 16 — Commuter Convoy and Ride for Reading, Bike Month, Reno Bike Week, Reno, NV, Volunteer riders will ride to Diedrichsen Elementary to meet with the students and pass out books, Truckee Meadows Bicycle Alliance, 775-323-4488, info@bikewashoe.org, bikewashoe.org

May 17 — Bike To Work, School, and Play Day, Utah Bike Month, Park City, UT, Hosted at the Park City High School. Bike to School, Work and Play Day with Mayor & Council, May 17th, 7:30-9:30am. Meet at Park City High School, Breakfast before work, school and play. Bike support station available. Pet-friendly & family-friendly. Breakfast, bicycle safety information and bike tune-ups. Bike to School with Park City Police, 7:30 am Meet at one of the following locations to bike to McPolin Elementary School with Park City Police Officers: Park City Heights, PC MARC, Aspen Villas apartments, Arches Park at the end of Comstock, Heinrich Deters, 435-649-8710, 435-659-1188, hdeters@parkcity.org, Julia Collins, julia.collins@parkcity.org, basin-recreation.org

May 17 — National Bike to Work Day, Utah Bike Month, Everywhere, UT, A day to climb out of the motor vehicle and onto your bike on your way to work., None, noemail@cyclinguatah.com, bikeleague.org

May 17 — St. George Bike to Work Day, Utah Bike Month, St. George, UT, Bike to work in St. George - various stops throughout the city!, Judith Rognli, 435-574-9304, judith@bicycle-collective.org, bikedixie.org

May 18 — Bike Day with the Mayor of Springville City, Utah Bike Month, Springville City, UT, 9:30 gather, 10:00 a.m. bike ride with the Mayor around town. Opening of the Splash Pad at the Springville Civic Center and park following the ride. Springville Civic Center - 110 South Main Street, Free food, bike swag, and bike licensing. City Splash Pad will be turned on after the ride. These are short rides. The smaller kids will bike around the block. The older will go on a 2-3 mile ride around the city. Rod Oldroyd, 801-491-7684, rodoldroyd@springville.org, springville.org/bike-with-mayor/

May 18 — Ogden Bike Swap, Utah Bike Month, Ogden, UT, Ogden Bicycle Collective is hosting a Bike Swap 12 pm - 7 pm, 936 28th St., Danielle Stiff, 801-997-0336, danielle@bicycle-collective.org, bicyclecollective.org/ogden-news/item/570-ogden-bike-swap, facebook.com/events/2280356492212046/

May 18 — Bikes and Trikes Children's Bike Festival, Utah Bike Month, Provo, UT, Grab your family, friends, and neighbors and pedal on over Location TBA Saturday, May 26th from 11:00 am - 1:00 pm. You'll want to bring your bikes, trikes and training wheels for some fun cycling festivities your whole family will enjoy!, Aaron Skabelund, 385-207-6879, askabelund@gmail.com, bikeprovo.org

May 19-24 — Flagstaff Bike to Work and School Week, Bike Month, Flagstaff, AZ, Bike to work, record your commute, win prizes!, Anthony Quintile, 928-526-7704, info@flagstaffbiking.org, Kyle Hornbeck, kyle.hornbeck@gmail.com, flagstaffbiking.org

May 23 — Bicycle Pit Stops: Bikes, Bites, and Beverages, Utah Bike Month, Salt Lake City, UT, 4p.m.-6p.m. evening pit stops throughout Salt Lake City on popular bicycle routes. Food trucks, music, and more. See facebook the week before for locations., Salt Lake City Transportation, 801-535-6630, bikeslc@slc.gov, slc.gov/transportation/2019/04/22/bike-month-2019/, facebook.com/slcmovevents

May 25 — Pedal Provo Ghost Tours, Utah Bike Month, Provo, UT, We ride around Provo stopping at various haunted locations around the city. At each location, your tour guide will tell you a story that actually happened at that spot. You get to learn more about an old city and are sure to be a little frightened in the process., Derek Jacobs, 385-312-0456, pedal-provo@gmail.com, pedalprovo.com

May 30 — Bicycle Pit Stops: SLIC Bike to School Day, Utah Bike Month, Salt Lake City, UT, Salt Lake City School District children and parents are encouraged to practice bike safety and ride to school., Salt Lake City Transportation, 801-535-6630, bikeslc@slc.gov, slc.gov/transportation/2019/04/22/bike-month-2019/, facebook.com/slcmovevents

June 3-7 — 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 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 8 — Bike Prom, Utah Bike Month, Salt Lake City, UT, Bike Prom, the Bicycle Collective's annual fancy bike party. Tracy Aviary, Wear your prom outfits. Pre-prom ride: 6:00pm starting at TBA, Sean Murphy, 801-328-2453, info@bicyclecollective.org, bicyclecollective.org, bikeprom.com

June 15 — SLUG Cat Alleycat Bike Race!, Utah Bike Month, Salt Lake City, UT, This exciting alleycat event features a scavenger hunt bike race that takes you all over Salt Lake City. Bike with the coolest cats you in town, make new friends and win awesome prizes from our local sponsors! 7th Annual SLUG Cat Alleycat Bike Race!, Angela Brown, 801-487-9221, angela@slugmag.com, John Platt, 801-487-9221, johnplatt@slugmag.com, Anne Olsen, anne@slugmag.com, slugmag.com



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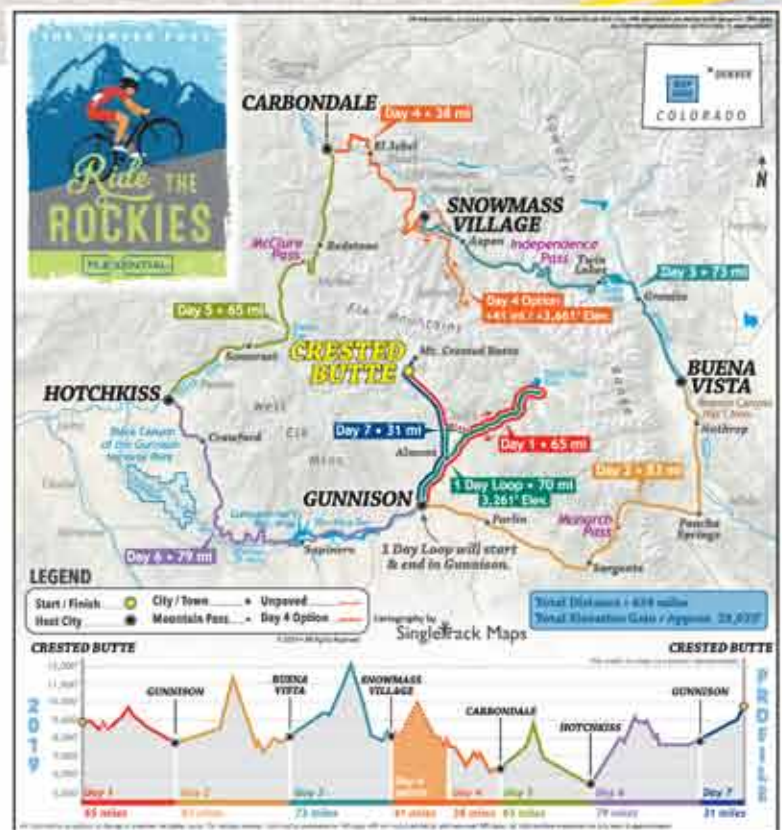
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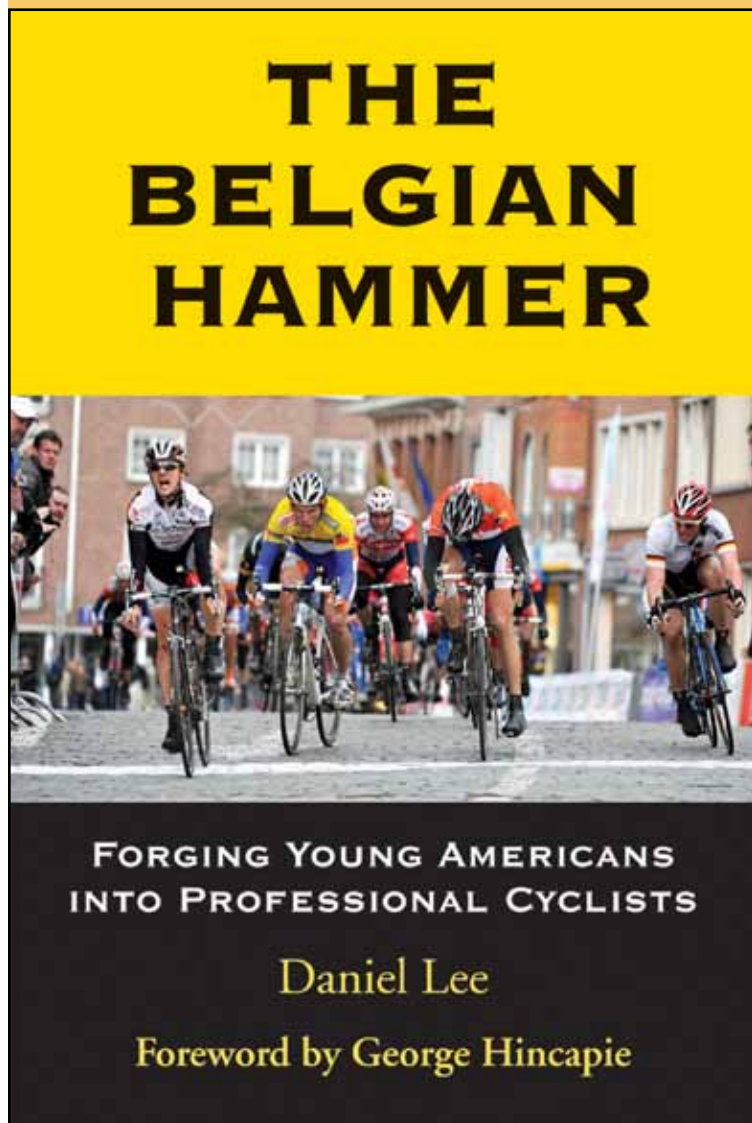
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BOOK REVIEW AND INTERVIEW

The Belgian Hammer - Book Review Highlights the Belgian Racing Experience; And an Interview with Jeff Louder



By Lou Melini

The subtitle of the book, Forging Young Americans into Professional Cyclists, sums up the gist of the book. Young cyclists from 19-21 years of age, perhaps older, go to Belgium to seek their potential to become a professional cyclist. The test of their potential lies in the ability to do well in the infamous kermesse (or kermis) races of Belgium. There may be 150 or more riders in these weekly (or more frequent) events, with each rider putting down “the hammer” from the start of the 100-kilometer race. The hammer never lets up as the riders fight for position throughout the race on narrow roads, some with cobblestones, along with sharp turns and short steep hills. And then

there are the racing conditions: “The race started off in chilly dry conditions but quickly deteriorated to a cold wet slog”. If you are not in the top 50 you are going nowhere in your career potential.

The book is older with a copyright date of 2011, but by simply changing the names of the young riders featured in the book (Phinney, King, Craddock) and it becomes relevant to 2019. The Belgian Hammer is a hard look at what it takes to be at the top of European cycling. Not only is the racing described but the whole culture of living in Europe is detailed, food, lodging, and the towns in which the riders live. In addition, there are the costs of time such as a leave of absence from college and money, almost \$1400 for room, board and racing. It’s no won-



Jeff Louder racing in a Belgian Kermesse in 1999 (my last year as an amateur). Photo by Greta Vermote

der that only a select few move on.

Former local pros, Jeff Louder and Levi Leipheimer have one-sentence mentions in the book. Former CEO of USA Cycling and Salt Laker Steve Johnson also has a brief interview section in the book. Bicycle racing fans that have followed the sport will recognize many of the names and races discussed in the book. You will also be treated to many behind-the-scenes interviews that Mr. Lee was able to obtain from his personal connections to many of the riders. The Belgian Hammer gives you a rare and memorable look into the lives of those hoping to make it to the top of the profession cycling ranks.

As interesting as the book was to read, listening to Jeff Louder discuss his time in Belgium was even more entertaining. Jeff is the owner of TrainLouder.com, a personal training business for anyone that wants to improve their cycling skills from up and coming Junior racers to the weekend recreational rider. Jeff is also the Manager (Director Sportif) for the Hagens/Berman Axeon professional cycling team. I wish to thank Jeff for his time.

Cycling West: Tell the readers about your start in Belgium.

Jeff Louder: My father, Ken, found an advertisement for a room in the bottom floor of a house in Belgium during an Internet search, so off I went. The book says I was

a graduate of the Cycling Center but at that time it was less formal, just a room in a basement. I was about 20 and passionate to become a cycling pro. The living conditions were OK but after a year I moved in with the DeWulf family. They understood my needs as they had a relative that almost entered the pro ranks. I stayed there about 5 years. The Dewulf’s were a large reason for my success. Greta did a lot for me. I learned Flemish along with her 3 year-old daughter, Zoe.

During my first year I lived with a bunch of other Americans that were doing the same thing as me. My roommates and I would ride our bikes to all of the races, some of which were quite far. Occasionally we took the train. We sometimes rode home in the dark, or would catch a train home. We missed a few races because of transit delays. It was crazy when I think back about it. With the DeWulf’s I had transportation to the races. They also helped me join a team, which allowed me to enter bigger races.

C.U.: Your start in Belgium racing was not at all auspicious. When did you realize you were going to make the pros?

J.L.: The first year I mostly learned the hard way. In my first race I crashed, broke my bike, my helmet and cut my cheek where I still have a scar. I was taken to a hospital by ambulance two cities from the race and dropped off. My race bag and wallet was still at the start/finish area of the race. Not my expected experience. I did obtain a ride back from a Belgium rider that also crashed and was brought to the same hospital so there was a little good news. The rest of the season went better but I made a lot of mistakes and feel like I went home with my tail between my legs.

I didn’t lose my desire to succeed and once I got back to Utah and recovered a little I began preparing to go back for another year. That second year I had a lot of top-10



Jeff Louder with the Dewulf family in their backyard in Oostende, BE. Clockwise from left: Marc, me, Greta, Zoe, Enzo. Date unknown, likely 2001. Photo by Jeff Louder

finishes and had several wins in the Belgium races. If you made the “cut” and had your name in the newspaper as one of the top finishers the local people noticed. I had my name in the paper and heard my name mentioned quite a bit by the local citizens. I didn’t expect to get onto a pro team after that second season but I think I got lucky. I won the right race at the right time, and had a meeting with Gerard Buelens the manager of Tonnisseiner-Colnago the next day. He offered me a contract.

C.U.: As the book points out, you were one of a small group that made the leap to a pro contract. What set you apart from the other riders that may have had near equal talent?

J.L.: I did have talent, but not amazing talent. I put in a lot of hard work along with a strong desire to make it. I feel like mentally, I just had to do it so I persevered and made the cut. A lot of riders were doing the same but I managed to become a pro. I also think I was lucky as a lot of things in my favor also fell into place.

C.U.: Jeff, thank you for your time. I had a good time listening to your stories. Good luck with the Hagens/Berman Axeon team. If anyone wishes to improve his or her cycling experience you can contact Jeff at trainlouder@gmail.com.

The Belgian Hammer: Forging Young Americans into Professional Cyclists

By Daniel Lee; 2011; Breakaway Books; Breakawaybooks.com; ISBN-10: 1891369911

See also our Conversation About Life as a Euro Pro with Jeff Louder (cyclingutah.com/racing/road-racing/a-conversation-about-life-as-a-euro-pro-with-jeff-louder/)



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Commuter Column - Continued from page 4

tions.

CW: Lastly, is there anything you'd like readers to know about the bike squad or law enforcement more broadly?

OF: My personal take on the bike squad is that we have to be different than your everyday beat cops. I believe that all cops need to be approachable. But when you roll up on a mountain bike people look at you different, they treat you different. In a good way. I have high-fived more random people on my bike than at any time before. I have had conversations with people walking on sidewalks that left both them and me laughing for really no reason. People approach us for directions, or even dining suggestions believing that we must know where all the best food is. Being on the bike squads is an opportunity to represent your department in a way that just driving by and waving will never accomplish. It's a way to really connect and be one with the community that you serve and to give special attention to areas like parks or biking trails that otherwise go un-serviced for the most part.

Our bike squad wears all the protective equipment we can. Bright yellow shirts, helmets, gloves, lights on the bikes. But it is still very dangerous. Riding through downtown, crossing North Temple or Redwood Road, or doing everyday cop stuff like foot pursuits or even traffic stops (we have

recovered at least two separate occupied stolen cars while on our bikes) we have to be aware that we are at the mercy of every moving vehicle around us. Our situational awareness has to be high when working on a bike. Bike safety and training is extremely important and takes the awareness of not just us but all motorists.

Lastly, I would like to thank your readers. Being a police officer is 100% about service. We would not be here without the support of the public we serve. It is my honor to work for such a great police department and to serve such a wonderful community. I have worked for several police agencies in Utah and SLCPD is by far the greatest department to work for. The people of Salt Lake City are incredible, and it is amazing the love and support they show for us and all first responders. I would like to say thank you to the citizens of Salt Lake City for allowing me to serve them.

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Turner C. Bitton is an avid cyclist and is well-known for his commitment to public service. He lives in the Glendale neighborhood of Salt Lake City with his husband Chase and their two dogs Charley and Moose.

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MOUNTAIN BIKE RACING EVENT PREVIEW

The Grand Enduro Set for Grand Junction, Colorado on June 1-2, 2019



Highlights from the Grand Enduro, held in Grand Junction, Colorado. Photo by Light Bulb Media, lightbulbmediacolorado.com

Highlights from the Grand Enduro, held in Grand Junction, Colorado. Photo by Light Bulb Media, lightbulbmediacolorado.com

By Dave Iltis

The Grand Enduro is a premier regional enduro mountain bike race that will be held on the Lunch Loops Trail System in Grand Junction, Colorado on June 1-2, 2019. With the cancellation of both the Scott Enduro Cup and the Idaho Enduro Series for 2019, this event will be a mainstay on the enduro calendar. We caught up with race organizer John Klish of Mad Racing Colorado to ask about the event.

Cycling West: Tell us about the event. What's the main draw to the Grand Enduro?

Mad Racing Colorado: The Grand Enduro hosts the most exciting features of enduro mountain bike racing on a world class mountain bike trail system within the Lunch Loops and Tabeguache trail system. This is a unique opportunity to race a professional course within a laid back fun event where the sense of community is large and good vibes abound.

CW: Tell us more about the stages. What are the highlights?

MR: Stage 1 of the Grand Enduro features the world famous Ribbon Trail which giving you an incredible moon like landscape, vistas of the whole Grand Valley, and a 7-10 minute brake burner downhill with several challenging technical features, some cliff exposure, and runs with multiple technical lines. Midway through this stage you'll enter the Wine Glass featuring speeds approaching 50 mph. At the bottom part of this section is a radar gun to catch the fastest of each category.

Stage 2 - Gunny Loop with lots of technical features, high speed rocky

sections, and a lot of tight turns. The lower part of the Gunny Loop is fast, with loose rock, and tight squeezes. Be prepared with what you need in case of a flat and save some juice for the uphill at the end.

Stage 3 begins on Free Lunch, the first purpose built free ride trail built on public land in the United States. This 3rd and final stage features multiple play areas and various lines, making it essential to pre-ride this to choose which line is best for you. Then comes a rowdy section called Pucker Up including drops, a wall ride, and Cathedral Rock area with a gnarly drop. There is a walking bypass for those not comfortable dropping in on this feature.

CW: Racers are encouraged to bring their families. Tell us more about some of the things to do in the area before and after the race.

MR: We encourage people to make this into a family trip. The beginning of June is one of the best times to visit the Grand Valley with great weather and endless fun activities.

Beginning May 26, Grand Junction hosts of the Junior College Baseball World Series (JUCO).

Mike the Headless Chicken Festival on May 31st is a super fun family festival in Fruita, CO. This festival is dedicated to the amazing story of one chicken's will to live.

Then in Downtown Palisade, CO, more than 100 bikes from near and far will be on display for the The Unknown Motorcycle Show. Admission and parking are free along with live music, contests, and fun for the kids!

CW: What sort of festivities are planned?

MR: Less than a mile away



Highlights from the Grand Enduro, held in Grand Junction, Colorado. Photo by Light Bulb Media, lightbulbmediacolorado.com

from the finish line is where the MADness will begin and end at the event venue and also Stage 2 sponsor, the Handlebar Tap House, serving up gourmet burgers and craft beer. There will be vendors, live music, and games featured Saturday evening through Sunday afternoon.

CW: Where can people stay? Are there motel discounts? Camping nearby?

MR: Amazing camping is available just across the street from the venue at The Camp. You'd never know while at your tucked away camp site that you are a 2 minute walk from restaurants and a shopping plaza with a grocery store, liquor store, pet store, and more! Several hotels offer discount rates throughout the weekend. Details will be included in the Grand Enduro digital guidebook viewable at www.grandenduro.com

CW: The Colorado National Monument is nearby. Tell us a little about the park and the history of the area.

MR: The Monument, as locals refer to it a gorgeous plateau of sheer walls, steep canyons, pinyon, and sage protected by the National Park Service. It hosts tons of wildlife, including red-tailed hawks, golden eagles, desert bighorn sheep, and coyotes. It's great place for a scenic drive or camping at many locations throughout The Monument.

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

MR: This is a super down to earth, fun, and exciting weekend event. All are welcome, we love meeting new participants and their families each year.

Event details: June 1-2 — Grand Enduro, Grand Junction, CO, 3rd Annual, Race the top 3 trails of the Lunch Loops (Ribbon, Gunny, and Free Lunch) with amazing views in the background. This is the only race on the Ribbon... come see what it's like to ride up to 50mph on a big slab of rock! 22-35 minutes of racing over 6.2 miles of trail. 2.5-4 hours of total ride time covering ~22 miles., John Klish, 970-744-4450, madness@madracingcolorado.com, madracingcolorado.com

What's on your mind?
Send your feedback and letters to the editor to: dave@cyclingutah.com

E-Bikes and Cities

Planners take note: E-bikes are here to stay. So you'd better take them into account when designing communities. Or so says a study from Norway, which may be ahead of the United States in e-bike use and planning. The Institute for Transportation Economics at the Norwegian Centre for Transportation Research looked at Norway's four largest cities and advises that by integrating e-bike usage, "municipalities and regional development authorities can steer urban mobility to a more sustain-

able direction."

The research team calculated that people will be able to get to thousands of jobs by e-bikes that they couldn't or wouldn't ride a regular bike to because of the speed differential. And with greater job accessibility, planners should account for more jobs in a given city center, says Land Use Development Potential and E-bike Analysis: A Study of Cycling & Land Use Planning.

Find the study in English and Norwegian at <https://tinyurl.com/y3xd8qo7>.

-Charles Pekow

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SPEAKING OF SPOKES

El Tour de Mesa

Marielle on the entry to Bush Highway in El Tour de Mesa. Photo by David Ward. Photo by David Ward

By David Ward

I can't even begin to count how many organized rides I have participated in. I have to say, I believe I have enjoyed every one. What's not to like? First and foremost, you are out riding your bike, typically on a ride you expect to challenge you at least somewhat. Also, most of us do it with friends and/or family. So you have good company. And you are riding with a whole bunch of other people who, like you, love this sport and enjoy a good organized ride.

But, what can detract from a good organized ride is just that: Good organization. Maybe there aren't enough aid stations, or they promise a lot of good food and snacks and fail to come through. Maybe the aid stations are poorly placed. Or maybe they run out of food. Or perhaps by the time the slower riders arrive at the finish, all the booths and vendors

are packing up and leaving, so there is no more free Coke or beer at the end, or the promised post race meal can no longer be had. Maybe they failed to have a water stop at the top of a tough climb.

Well, all those have happened to me. And when it does, it diminishes my enjoyment of the ride, leads to gripes from my cohorts and me, and just takes some of the fun out of the day's experience.

But on April 6, my daughter, Marielle, and I participated in El Tour de Mesa, an event sponsored by Holualoa Companies and held in, you guessed it, Mesa, Arizona. On a stop a couple of years ago at a bike shop in the area during a visit to my daughter and her family, I had seen a flyer for El Tour de Mesa and thought then I should ride that some time with Marielle. Naturally, I soon forgot about that, but Marielle saw something on it about a month

before this year's ride and asked if we wanted to come down. So we did.

The packet pick up was a breeze (though admittedly we showed up early afternoon to beat the crowd), and we duly arrived early Saturday morning and lined up for the 6:30 a.m. start. El Tour offered two distances, a metric century and a metric half century. While we both lacked early year distance training, we opted for the 100 kilometer ride as it had much more appeal.

Starting in downtown Mesa, the route for the metric century headed north to where it met the Beeline Highway. From there, it rolled through the Salt River Recreation Area and Tonto National Forest as it circumnavigated Phoenix area's East Valley landmark, Red Mountain. A couple of miles before the halfway point, the route turned onto Bush Highway which it followed for the next 12 miles before turning left onto Usury Pass Road which led up and over Usury Pass and back into East Valley. Once back in the valley, the route wound through East Valley and back to the start/finish in Mesa.

Well, I absolutely loved this ride. For starters, it is a beautiful ride. You have to appreciate desert beauty, and this was desert beauty at its best. With the frequent (for the Phoenix area) rains, and even some snow, the desert flowers were in full bloom and the desert landscape was as green (desert green, to be sure) and colorful as you will ever see it. To me, it was simply stunning.

Also, the aid stations were good. Organizers had made it clear in the registration booklet that there would be simple snacks, fruit and water at the stops. So, we were ready for that.



Rider (unknown) on Bush Highway. Photo by David Ward

We had a good breakfast before leaving, and took enough energy drink, bars and chews to get us through. The stops had pretzels (which I much appreciated for the salt), oranges and bananas. They probably had a few other items too, but those were the snacks I liked.

Additionally, the route planning and control was amazing. All the intersections leading out of Mesa were controlled, as you would expect, and we were able to ride through with no stops. Also controlled was the one stoplight on the back side of the route so we could roll right through that. That was a bit of a surprise. But what astounded me was that for the last nearly 20 miles of the ride through East Valley and to the finish in Mesa, every single intersection with a stoplight or stop sign was also manned, and traffic was stopped to allow us to ride through. We must have ridden through 20-30 intersections on this ride, all manned. Except for the aid stations we stopped at, we never had to put a foot down till the finish. Incredible.

The frosting on the cake, though, was the stretch from where we left the Beeline Highway until after we had turned onto Usury Pass Road and ridden up and over Usury Pass. This tends to be a busy section of road, with narrow shoulders on Bush Highway for a good portion of the road. I know, because I have ridden over Usury Pass numerous times, and I rode on Bush Highway out to Saguaro Lake one time a few years ago. One must contend with a lot of traffic, including a bunch of big trucks pulling boats to and from Saguaro Lake, a popular recreation area.

For El Tour de Mesa, though, our lane for this stretch of nearly 20 miles was blocked off to traffic, with a pilot car alternately shuttling the traffic each way in the other lane. This section has outstanding mountain vistas, a lovely landscape

of red rock contrasting with green cacti and the other desert flora, and on Bush Highway, the blue waters of Saguaro Lake. We could ride, climb and descend with a full lane at our disposal and enjoy the scenic desert landscape. It was a very special part of the ride.

Finally, with about 7 miles to go, we enjoyed a special moment. As we were riding down Lindsay Road, just on the back side of where Marielle lives, we saw a small group of people with a sign. It turned out to be Marielle's husband and children, my wife, and another daughter and her son, all cheering us on. It was unexpected, and a thoughtful and touching moment.

El Tour was held in connection with Cyclo Mesa, Mesa's family friendly bicycle festival. So, instead of a finish with just sponsors' and vendors' booths, there was also a zip line, a rock climbing wall, bungee trampolines, BMX stunt shows, and inflatable slides and bouncing houses, some of which my grandchildren took advantage of, and which made coming to the finish to meet us enjoyable for them. It was, indeed, not just an event finish, but truly a festival.

El Tour de Mesa was a real treat. A metric century was a perfect early season ride for me. There was not too much climbing, mainly the 3.5 mile climb up Usury Pass. As you can imagine, the Phoenix area does not have much real climbing, and many consider Usury Pass a huge challenge which, frankly, it isn't. But again, it was just right for me at this time of the year.

Adding it all together, controlled intersections, a nearly 15-mile stretch with a full traffic lane for just us cyclists through the most scenic part of the ride, a beautiful desert landscape and

sweeping views, and a daughter there ready to ride it with me, I plan to be back again for El Tour de Mesa.



Marielle on the Beeline Highway in El Tour de Mesa. Photo by David Ward

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Six Tips to Get Started With Intervals

By Sarah Kaufmann

Maybe you are familiar with intervals, maybe you have followed a structured interval workout on your trainer over the winter, maybe you have heard your friends talk about doing intervals. In a nutshell, intervals are repeated efforts with recovery between. 'Intervals' of work, interspersed with recovery. The reason they work is because with the recovery between, you are able to more consistently hit power or effort targets than just going out and trying to go hard the whole time. (Because you will fade). Riding of any kind will improve your fitness. But we are all strapped for time and doing intervals will be your most efficient use of ride time. Of course, lapping a climb for a set of intervals may not be as interesting as riding a loop with fun, interesting scenery. But you can do that too! Save your looping, adventure/exploration rides for the days you have more time and you will ride at a lower intensity. For time crunched days, try intervals! Here are a few things to keep in mind as you test the interval waters;

1. Not all intervals should be at a maximal effort. Depending on the type of intensity required for your goal event(s), the time of year, and your current fitness, you may do intervals at a range of intensities and/or with a range of goals. You may have a goal based on a rate of perceived effort, heart rate, power, cadence, or other objectives.

2. Intervals can vary in more than intensity and duration. You will change the training effect by adjusting the amount of recovery between, how hard you start or finish the interval, adding surges, changing cadence, incline, and more.

3. As I mentioned, intervals may be targeted around goals other than watts or effort but that is the most common type of interval. For example, you might do a set of four intervals of 10 minutes at tempo power/effort and work your way up to three to four 20 minute intervals of that power/effort. You might do six times two minutes of VO2 power/effort and work your way up to nine times and/or up to four to five minutes. The types, reps, and duration will vary dramatically depending on your current fitness and goals.

4. You don't need a power meter to do intervals but it will allow

you to perform the intervals more precisely. Remember that if you train by heart rate zones, your heart rate is a response to an effort. It is your body's response to how hard you are pedaling. But it doesn't say anything about objectively how hard you are pedaling (how many watts you are producing). What your response is (your heart rate) can be affected by how tired you are, if you are dehydrated or hungry, if you are hot or cold, if you have had caffeine, if you are tired, and a myriad of other factors. Not to mention heart rate is lagged so will not catch up to your effort for some, even many minutes.

5. Based on the above, if you are not training with a power meter, your rate of perceived effort may be a more accurate training metric than heart rate. Most people have little faith in their ability to assess rate of perceived effort but when blinded against a power meter, most of us are pretty good. Think of the rate of perceived effort scale from 1-10 like this:

Active Recovery: 1-4 (very easy, soft pedaling or not much more)

Endurance: 4-5 (you can chat but you are starting to work)

Tempo: 6-7 (hard endurance pace, conversation only in brief phrases between heavy breathing)

Threshold: 8 (hard, about the max you could sustain for an hour, single word answers, conversation not possible)

VO2: 9 (hard surges for a several minutes)

Anaerobic Capacity: 9-10 (just below sprinting)

Sprinting/Max: 10+

6. Don't overshoot. Start the set of intervals and each individual interval conservatively. The worst way to do an interval is to overshoot and either have to back off or stop completely. Better to be conservative, hold steady, ramp up if you have something left, and finish strong!

These tips give you a beginners idea of training with intervals. For further information or coaching inquiries, please contact me through one of the means below. I'll see you on my favorite interval hill!

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

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Worn bike cleats don't work very well, and sometimes keep you stuck to your pedals. Photo by John Higgins

By John Higgins

By John Higgins

Experienced cyclists know that the opportunity to spend money on their chosen pastime is boundless, some driven by want and some that is needed. Novice cyclists in many cases have not come to this realization, and think that once they have outlaid a substantial sum for a bicycle that cycling is a free sport. Let's put a thorn in that tube right now. Buying a bike is just the start of a long journey of cycling expenses, some of which you may expect and many of which you won't. Let's get on the audit trail...

Sensible Accessories

When I worked in mainstream bike shop land, I was always surprised by the number of new bike purchasers who flatly refused to think it would be in anyway beneficial

to have a waterbottle cage, waterbottle, seat bag, spare tube, patch kit, tire levers, multitool and chain lube. You can get away without some or all of these things for a while, but there is no fun cycling with a parched throat or being stranded by the side of the road with a breakdown that could have been repaired – especially if you are in a cell phone deadspot. Boy scout motto: "be prepared". Allocate some new bike budget to sensible accessories.

Attire

You can ride in whatever you like. But cycling shorts, gloves and helmet enhance the experience. It only took my first case of saddle sores on my first long distance tour in cotton shorts to gain a true appreciation for the potential value offered by padded cycling shorts. Buying once is not enough though. Helmets have a life span, and need replacing. Gloves wear out, and cycling shorts wear out. Ride, wear out, replace.

Maintenance

A bicycle is a machine, with mechanical moving parts, and increasingly hydraulics and electronics as well. Machines need maintenance. Cleaning, lubing, greasing. Maintenance has a cost – your time or someone else's in return for dollars, but it can help extend the lifespan of the moving parts on a bicycle, and those things cost even more money.

Parts

Brake pads, chains, chain rings, cassettes, bearings, cables, batteries, tires. All of these things have a useful life, and the more you ride (and sometimes when you don't), these things wear out and need replacing. Let your chain get too worn out and it's going to take the chainrings and cassette with it, turning a low cost



Saddles wear out! Time to get a new one? Photo by John Higgins

part replacement into a high cost part replacement. Last weekend my mountain bike shifters decided they were done with performing a thankless task. Broken internals. Time for new shifters. Not an expected repair, but one that made its need known suddenly and effectively.

Contact Points

You might have expected all of the previous categories, but this one catches out many people unaware. Stuff that doesn't move also wears out, due to its important role connecting you to the bike. Saddles for example. The rails bend, the padding breaks down, the outer fabric gets

scuffed or torn. Saddles are a consumable item. Expect to replace your saddle at some stage because it won't last as long as the bike as a whole, and that's even if it's comfortable (or was comfortable).

Using cycling shoes and pedals? When is the last time you looked closely at your cleats? These things last about a season or two, not a lifetime. And the shoes they are attached to will also wear out.

Handlebar tape breaks down from pressure and UV light, and can get ranky from exposure to your grubby, greasy hands. Is it time for new tape or grips?

Events

How about going in a charity ride, gran fondo or race? Now you are up for event registration fees, fund raising, travel and accommodation. Not to mention food – lots of food! And of course, to do your best you will no doubt want some sports bars, gels, electrolytes, recovery drinks and maybe even a post event massage. Still think cycling is cheap? Yes! Time to add a coach, training plan, indoor smart trainer, power meter and a Zwift subscription.

Upgrades

Now we venture into the realm of want, and your susceptibility to cleverly constructed marketing campaigns designed to imply that your bike is not good enough, or you are not good enough, or you're not keeping current unless you buy X. Beware the smoke. Beware the mirrors. But heh – it's your cash. Spend it how you like!

N+1

The ultimate upgrade. A whole new bike! Woo hoo! Now we are back to square one. That new bike needs some new accessories. And you need a new kit to ride in, and now an extra bike needs maintenance, and parts and contact point items, and upgrades. You can see where this is going right? It's a journey. There is no end to the spend!

John Higgins is a professional bike fitter and purveyor of unique and boutique bicycles and fit-related components and accessories in Salt Lake City. More info on bikefitr.com

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LICENSED & CITIZENS CATEGORIES

Docked or Dockless Bike Share?

Freeing shared bikes from docks does wonders for increasing use. Or so experience in China shows. Docked bicycle systems became popular in China back in 2008. Dockless ones weren't introduced till 2016. In the first year since then, they took off so rapidly in more than 200 cities that they made docked systems "appear insignificant," reports To Be or Not to Be Dockless: Empirical Analysis of Dockless Bikeshare Development in China, a paper from the Institute of Transport Studies in Clayton, Australia.

Dockless systems grew so fast, however, that they overwhelmed cities and caused some to start regulating. Most trips are by young riders to and from work, with an almost equal number of males and females.

The authors conclude, however, that docked and dockless systems come with their own advantages and disadvantages and one might work better than another in a given city. Larger cities with plenty of transportation choices probably prefer dockless. Docked systems tend to work better in medium-sized cities where a higher proportion of people drive to work.

Find the report at <https://tinyurl.com/y43yrns>.

-Charles Pekow

MECHANIC'S CORNER

Shifting Business – B Tension

B-Gap is always measured when the drivetrain is in the absolute (easiest) climbing gear. In this case, the 1x11 drivetrain is oriented with the chain and derailleur in the 42 tooth position. The measurement is tooth to tooth, as seen here. Photo by Eric Ramirez



SRAM's tool in action - The lines clearly show where to hold the tool. The Silhouette matches the jockey pulley and 50 tooth cog. Photo by Eric Ramirez



SRAM designed this handy tool for setting the B-Tension on their Eagle drivetrains (12 speed, single chainring, 10-50 tooth). Photo by Eric Ramirez

By Eric Ramirez

In our last article Shifting Business – Rear Derailleur Discussion, I discussed setting up the rear derailleur. I hope you read it and it helped establish your already growing knowledge of derailleur adjustment. This issue I will discuss the B-Tension adjustment. I'm devoting this article entirely to the matter because B-Tension is not very easy to figure out. This is proven by the wide range of improperly adjusted B-Tension screws I come across. The most important part of this is knowing why it is there and what it does.

What is B-Tension?

B-Tension is an adjustment using that mysterious third screw on the back of your rear derailleur. Its proper adjustment is the final step to clean and quiet shifting. It also provides a degree of chain tension assuming:

1.Chain is properly installed and the right length.

2.Rear derailleur cage is appropriate length for your chainring, yes chainring, configuration (i.e., 1x, 2x, or 3x) - Fewer chainrings, shorter the cage can be.

3.High and low limits properly adjusted.

4.Cable tension is properly set.

The more B-Tension the derailleur has, the further from the cogs it will naturally sit. This is generally called B-Gap. This allows the chain to have a certain amount of flexion as it travels from the upper (jockey) pulley of the derailleur to the cogs. Using larger climbing cogs usually demands a larger B-Gap.

Despite the differences in the derailleur design, B-Tension always performs the same job. It transcends almost all rear derailleurs, except the most inexpensive units. It is not marked by an "L" or "H". The screw that makes the adjustment either contacts the derailleur hanger either directly or indirectly. Some units are spring loaded - allowing for dynamic

chain tension - while others are static.

Locate the B-Tension Screw

Almost all rear derailleurs are slightly different in regards to B-Tension location. Finding this screw could be as simple as locating the non-marked screw. Other derailleurs may take guess work. Get to know your derailleur by getting close and inspecting or searching on the internet for specifications.

Identify the Need to Adjust

If the jockey pulley sits too close to the cogs, it will struggle to shift. This is most notable when shifting into the largest cog. The chain is forced into a sharper angle moving from one cog to the next. As the chain bounces around on the edges of the teeth, it misses the shifting ramps of the cassette cogs. And it won't shift unless it is forced.

Conversely, the gap could be too large and then shifting simply becomes unpredictable and erratic. It worsens when shifting into the smaller cogs. If there is way too much of a gap it will even struggle to get to the smallest cog. One must find the sweet spot.

Double check your "low" limit (covered in previous CW issue) to be sure that the derailleur is actually getting to the lowest cog. If it is, then the B-Tension is likely the culprit. The derailleur may have too large or too small of a B-Gap.

Adjustment

Locate your B Tension adjustment screw and find the correct tool to do the job. (Hint: Phillips head screws usually work better with JIS screwdrivers). My first move is to shift the rear derailleur to the lowest geared cog. Then, supposing there is more than one chainring, shift into the smallest chainring. If there is no B-Gap, the upper derailleur pulley will look like it is dragging on the cog as the chain passes between them. On certain configurations this will make a rumbling sounds as it is

pedaled in the work stand.

If there is a gap then back off on the B screw until the derailleur's upper pulley appears to almost touch the cog. This is your control point. It is where technicians start the B-Tension adjustment process.

From this point progressively turn the B Tension screw 1/2 turn at a time clockwise, or in. Pay close attention to the B-Gap. As the derailleur starts to pull down and away from the cogs, try shifting again. Sometimes, it requires the smallest gap.

If it offers the same result, repeat the steps by adding 1/2 turn at a time. Shift again.

Does chain change gears?

Is it a clean and quick shift?

If so, shift through the range and make sure that all gears are crisp and clean. If you have made a rather large correction to the B-Tension, you may need to adjust your low and high limits, and, possibly, cable tension.

SRAM Rear Derailleurs

What about SRAM derailleurs? Their road rear derailleurs typically have a 6mm B-Gap. Their 1x11 drivetrains require roughly a 14mm

ADVOCACY

Lessons from the National Bike Summit - Working with Reluctant Officials

By Charles Pekow

Maybe you live in a community with a mayor not very sympathetic to bicycling. Or commissioners on your county board represent the boonies where no one cares to bike. Does that mean you can't convince local government to support bike projects?

It may mean broken glass on the path but it doesn't mean it will give you a flat that you can't fix and move on. A mayor and an advocate from Nebraska explained at the 2019 Bike Summit of the League of American Bicyclists how bike advocates can deal with decision makers who appear unlikely to support bike projects.

Bellevue, NE, a suburb of Omaha, wanted to build a bike path to neighboring Offutt Air Force Base, mainly for the benefit of commuters, explained Rita Sanders, who completed her second term as Bellevue mayor at the end of last year. But the board of nearby Cass County "is a very conservative forum. They don't want bicyclists riding there," she said. But the board had to approve bike lanes over a bridge on the route.

"Farmers said if we have bicyclists going over the bridge, our tractors will not be able to go over it," Sanders said, explaining the opposition. Transportation officials promised to work with the farmers to ensure their tractors could get around.

So to put some pressure on the board, advocates for the route sought approval from everyone else first. Five other cities and county boards along the route approved it. Since they realized they were the only ones standing in the way of a popular project, the board ultimately voted 4-1 to OK the project. "There is always some commission who does not vote on reason or fact," Sanders said.

And if you can't get a Complete Streets policy that requires bicycles to be considered in every project, take it one project at a time, advised Julie Harris, executive director of the Nebraska Bicycling Alliance.

For additional information, see <https://2019nationalbikesummit.sched.com/event/JmxG/building-coalitions-of-support-in-red-states>



The B-Tension Screw almost always contacts the frame directly or indirectly. The part of the frame it contacts is called the derailleur hanger or derailleur tab. Photo by Eric Ramirez

B-Gap. Their 1x12 derailleurs come with a really neat tool. It's translucent red and fits behind the low gear and upper pulley. Adjust the B Tension to these measurements and it is generally smooth sailing. Depending on mountain bike suspension designs and drivetrain wear, B Tension measurement may vary. Thus, this article is still relevant to SRAM derailleurs.

Be Patient - Don't Throw Wrenches or Bikes

Working through the shifting and tensioning process can take some

time, especially if this is an adjustment you have never done before. The experience of a seasoned wrench may be what you need on this one. But hopefully you have a better picture of why B-Tension is there and what it does for your ride.

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

GEAR PICKS

SCC Slick Chain Lube Review



SCC Slick is a new chain lube. Photo by Eric Kramer

Len Waldron. The genesis of the formula started many years earlier when Len was in the Army and grew frustrated with the lubes available for use with his rifle. They prevented rust but didn't lubricate well under heat and pressure and didn't do anything to prevent buildup and contamination, all things that can lead to a inoperative weapon which, unlike our high-end drivetrains, can be a matter of life and death. Len spent seven years perfecting that formula and came to the realization that it had great potential for bicycles, so he teamed up with Kevin Van Loon who used his 20+ years of cycling racing and industry experience to optimize the formula for the needs

smooth and quiet drivetrain performance.

Not having to apply lube all the time is surprisingly liberating. Just ask Joe Spataro who completed the six day Trans BC Enduro race on a single application of the stuff. Since you can go more rides between applications, you're a lot less likely to have that sinking feeling at the start of a ride when you realize your chain is dry because you forgot to lube it (which is a pickle since most dry lubes take several hours to dry before you can ride them). If you do want to lube up before a ride, it's no problem because it only needs five minutes to penetrate and settle.

SCC Slick's performance in the dry would be enough to make it a standout performer, but where other dry lubes are nearly useless in the wet, SCC Slick performs quite well. Last summer I left the dry dust of Utah for the wet loam of the Pacific Northwest. I rode in driving rain on soaked trails and SCC Slick performed well and clung to the chain.

SCC Slick also acts like a degreaser. You don't even need to clean your dirty chain before applying it for the first time. Just apply, ride, and your chain will clean itself, especially if you do a quick wipe down after each ride.

SCC Slick may seem expensive for a small bottle, but it's actually far more cost effective than any lube I've ever used before. I use it on my mountain, cross and road bikes, and after a season of heavy riding, I still have some left in that original sample bottle. Everyone I know who has tried SCC Slick has made the switch because it greatly simplifies the cyclist's most common maintenance task by allowing you to use one lube, sparingly, on any bike, in any condition.

Q and A with the SCC Tech Founder Kevin Van Loon

Without divulging any secret formulas, can you tell us a little about the science behind your lube and why it works the way it does?



Applying SCC Slick. Photo by Dustion Ott

SCC SLICK uses 4 major components:

1. A high-quality synthetic lubricant
2. A penetrant capable of reaching micro-crevices as small as a millionth of an inch
3. A detergent that floats contamination previously trapped in the micro-crevices of the chain to the surface to be wiped off post ride.
4. A dispersant that prevents re-adherence of contamination

We then incorporated a special additive that both binds the 4 major components together and also has an affinity for metal (think of it as a chemical magnet), which helps SCC SLICK to adhere to the chain evenly, consistently and for longer periods of time.

This combination allows SCC SLICK to work its way deeper into your chain, resulting in improved performance over time. As one SCC SLICK user said; "3 rides in is when you start to see the real magic happen".

Do you have any additional suggestions for how to apply it?

Applying SCC SLICK is not complicated, but it is different and can be summed up as:

Apply a small drop of SCC SLICK to each chain link, wait five minutes then proceed to wipe the chain thoroughly. Then following the first 3 to 5 rides, without reapplying, wipe the chain thoroughly.

We recommend reapplying every 25 hours of ride time, even if the

chain seems to be running silent and smooth. We recommend this because noise prevention is only one aspect of what SCC SLICK does, its protective and lubricating properties do tend to fatigue, so to keep that smooth chain feeling going we've found it's best to re-apply approximately every 25 hrs or in the instance you notice a decrease in performance or noise.

What's it like starting a new company in the cycling industry? Any advice for someone thinking about jumping in?

It's been fun, challenging and a lot of hard work. I personally love cycling and the cycling lifestyle and I firmly believe everyone should make riding a bike part of their regular lifestyle routine, so for me I've really enjoyed the opportunity to branch out and meet others who feel the same way throughout all the different sub groups of the cycling community. My advice to others is to be sure your capable of obsessing over every little thing that has to do with your product / service that comes to market be and be willing to recognize mistakes and come up with a process to recognize and reconcile, so you're able to move past setbacks as quickly as possible. Personally the big thing I had to recognize was the importance of valuing people and relationships. As difficult as it might be to ask for you're going to need it, so it important to demonstrate appreciation and gratitude, because those individuals offering up their help sure aren't doing it for the money.



Before. Photo by Dustin Ott



After. Photo by Dustin Ott

By Eric Kramer

When my buddy told me he had some new chain lube to try, I brushed it off. After years of trial and error trying to keep my drivetrain running smooth in Utah's ultra dry conditions, I had a routine that worked.

Then one day I ran out of my usual lube, and since I had that tiny sample bottle of SCC Slick still laying around, I figured it was as good a time as any to try it. Being just a few ounces I figured I'd use it up in a few rides then go back to my usual lube. Fast forward an entire season later and I'm still using that tiny bottle of SCC Slick.

I'll get to my impressions of the lube, but first, since they are a local company, a little about SCC Tech. SCC Tech was founded in Salt Lake City, Utah by Kevin Van Loon and

of bicycle drivetrains. They named it SCC because it's designed to run Silent, Clean & Cool.

After applying SCC Slick, I immediately noticed a new level of quiet and frictionless operation. You can apply it by either a single drop on each link or carefully squeezing the bottle while spinning the cranks so each link ends up with a dollop of the blue stuff. Spin the crank a bit, let it settle for at least five minutes minutes, then wipe it down. The chain will feel slick to the touch, hence the name.

SCC Slick has many impressive qualities but the fact that I'm still using that original sample bottle illustrates perhaps its most defining quality: its longevity. My previous routine was to re-apply lube after most rides, but with SCC Slick, I was pleasantly surprised that I could get a week or two of heavy riding with

SEA OTTER CLASSIC

Sea Otter Photo Gallery by Photo-John - A Few of Our Favorite Shots!



Cat 3,4 and 5 Sea Otter Classic women's road crit. Photo by John Shafer, photo-john.net

Cycling West photographer Photo-John traveled to the Subaru Sea Otter Classic from April 11-14, 2019. The annual bike festival draws over 9000 athletes, 75000 fans each year to the Laguna Seca Recreation Area in Monterey, California. The festival features road and mountain bike races, kids activities, bicycle trials, vendor tents, new bike announcements, and even electric

bike racing. Over 500 exhibitors display bike products from over 1000 brands in the expo. The Sea Otter is billed as the world's largest cycling festival.

Photo-John, a.k.a. John Shafer, is an action sports, commercial and event photographer based in Salt Lake City, Utah. To learn more about Photo-John and his photography, please visit his web site, Photo-John.net.



Sea Otter Classic attendees check out exhibitor booths on the first day of the annual spring cycling festival. Photo by John Shafer, photo-john.net

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Share your love of cycling with your kids by bringing them to the Sea Otter Classic. Photo by John Shafer, photo-john.net



Trials rider Fabio Wibmer pulls a backflip in the finale of the Drop and Roll trials show. Photo by John Shafer, photo-john.net



Sea Otter is for families. Photo by John Shafer, photo-john.net



Top qualifier in the men's pro dual slalom, Santa Cruz Syndicate rider Loris Vergier got taken out in the second round of the finals. Photo by John Shafer, photo-john.net



Kurt Voreis, with a huge flattie during Sunday morning downhill practice. Photo by John Shafer, photo-john.net



Youn Deniaud, throwing some style in the pro men's dual slalom finals. Photo by John Shafer, photo-john.net



The Giant Factory offroad downhill men, having a little fun on the road before the big race. Photo by John Shafer, photo-john.net



Joey Foresta (right) and Iago Garay Tamayo, duking it out in the first round of the men's pro dual slalom finals. Photo by John Shafer, photo-john.net



A closing beauty shot from the 2019 Sea Otter Classic - the SRAM race support team all lined up and ready to hit the road. Photo by John Shafer, photo-john.net



Steep climbing on the cross country race course. Photo by John Shafer, photo-john.net

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MOUNTAIN BIKING

Payson McElveen Crushes the 100 Mile White Rim Trail Record

Payson McElveen on his record setting ride on the White Rim Trail.



Payson McElveen rides his Orange Seal Trek Off Road Top Fuel on the White Rim Trail.

Fastest Known Time (FKT) Beat by 14 Minutes; New Challenge Issued to Community

MOAB, UT (March 28, 2019) - After a fantastic season opener win at the Landrun 100, Payson McElveen decided to tackle one of the most iconic records in American cycling: the White Rim Trail. On Wednesday, March 27, 2019 at 7:39AM McElveen charged through the start line on his Orange Seal Off-road Trek Top Fuel and sprinted deep into Canyonlands National Park for a near six hour sufferfest in an effort to break Andy Dorais fastest known time of 5:59:34.

McElveen rolled across the finish line in an incredible 5:45:16.

What inspires a person to tackle such arduous feats of fitness?

PM: The only way to get better is to explore your boundaries, and I knew tackling this epic loop as fast I could would push me to my absolute limit. Also, as long as I can remember, the payoff of effort and struggle has brought incredible happiness to

my life. If I'm in a beautiful place, I just naturally find myself wanting to see what's around the next turn or over the next rise. Those places seem to call for us to give our full effort—it feels natural to celebrate these places by giving nothing but your very best.

Your father played a big role in your push today, how did it feel having him there?

PM: My dad (Mike McElveen) introduced me to the bike, and though he never pushed me to chase racing or goals, always supported my dreams. In the twenty years we've been riding together, there are just too many memories to keep track of. Directly and indirectly, the bike has shaped and guided my life. Both he and my mother Kathy have been adventurers most of their lives, and it's permeated my family's history. They are my greatest heroes, and remain the people I most want to be like. It was unfortunate that my mom couldn't make it on this trip, but having my dad there was incredibly special, and gave all the inspiration I needed to give a true, full effort.

Walk through your preparation,

how does one get ready for this?

PM: The training process for this FKT attempt in some ways has lasted my entire riding career, but my coach and I definitely dialed in specific training starting about four months ago. I did more 5+ hour rides this winter than the rest of my years riding a bike combined. I also was racing time a bit, as a nagging tricep tear added a challenging rehab element. That arm still isn't at 100%, but thanks to diligent strength work at Red Bull's High Performance Center and back home in Durango, it recovered just enough to get through all the miles of bumpy rocks on the course.

The mental side also posed a unique challenge. I've done plenty of long races, but when you're going head-to-head with other athletes, the races ebb and flow and keep you constantly engaged. A solo time trial effort of this duration was something totally new for me, and required another level of focus. Letting up for even just a few minutes could've made the difference between success and failure.

Aside from the devilish post-ride calf cramps, what were your



A shattered Payson McElveen at the end of the ride is greeted by his father.

highs and lows from the endeavor? What's vivid?

PM: A high was definitely getting to my first checkpoint 13 miles in and being over three minutes ahead. That set the tone, and was important for me mentally. Riding a few hundred yards with a herd of wild horses was memorable, too. I tried to harness some of their power and confidence in that heinous environment. I felt so good for the first four hours, unstoppable. I actually had to keep yelling at myself to slow down and adhere to our pacing strategy. The low was literally and figuratively hitting a wall in the last hour. The 2,200 foot climb out of the canyons broke me physically and almost mentally. I had to dig deeper than I ever have. I was using every mental strategy I'd learned, and the support of my team, dad, sponsors, film crew, and spectators that had shown up helped lift me to the finish. Rolling across the finish to the welcome party and sharing hugs after all that went in to this was an enormous highlight. Also drinking just about every type of cold beverage and laying the dirt for 20 minutes was up there, too.

On the scale of slowly peeling off a Band-Aid for 6 hours to absolute torture on two wheels, how did it feel?

PM: Because it's so long, you have to pace it very carefully. The first 4 hours really weren't too bad. I started falling apart in the last hour, and that was unequivocally the toughest hour I've had on a bike to date. A Band-Aid is child's play. We get to peel those off pretty regularly as-is.

What's your advice for someone looking to take a swing at your record? What's up for grabs if they beat you?

PM: One of the goals of the project was to standardize an FKT loop. The way Andy routed his, by starting at the bottom of the last major climb, is undoubtedly a faster way to do it. However, I believe that way is logistically prohibitive for a lot of people. We wanted to start and end at the most commonly used parking lot. I hope this project might inspire more folks to get out and enjoy this beautiful place, whether it's going for the FKT or enjoying it

over the course of multiple days. If you'd like to go after my record, I'd recommend planning your ride when wind and surface conditions are the most favorable. Also definitely ride a full-suspension. Holy bumpiness. Also remember that if you're pacing it correctly, the first 50 miles really shouldn't feel very hard. Have a well-thought-out fueling strategy. I ate 300 calories per hour, which requires eating almost every 20-30 minutes. We're having an official FKT trophy being made, so if you go beat my time using the same start and end point, I'll ship it to you. Records are made to be broken, so I hope the trophy exchanges hands many times!

Where's #VanLife taking you next?

PM: Luckily I have a bit of break now from racing! I think I may drive up in to the mountains of Durango and try to enjoy my backyard for a few days. That's not something I get to do often enough. Following that, the van and I will be road tripping to Prescott, AZ for the Whiskey Off-road at the end of April.

About Payson McElveen

Payson McElveen grew up in Austin, Texas and he's the son of a mountain bike racer. He first started riding a bike at age four and began racing by 14. A natural on his bike from the beginning, he's been a member of USA Cycling's National Team since he was 17. When it was time to choose a college, it made sense that he picked Fort Lewis College, located in the mountain bike hub of Durango, Colorado.

In Durango, McElveen became a five-time national champion on the collegiate mountain bike circuit and juggled his academic schedule with a packed lineup of mountain bike races. He graduated in 2016 with a degree in exercise science and a minor in English and quickly set out to follow his dreams of becoming a professional mountain biker. "I want to use my bike as a vehicle to see the world and take advantage of all these amazing races that are happening," he says.

So he did just that. In 2016, he won the Mongolia Bike Challenge, a six-stage race that Outside Magazine called the hardest mountain race on Earth. He had a breakout season in 2017, racking up major victories, including a win at the USA Cycling Marathon Mountain Bike National Championships, where his dad was also racing.

In addition to his bike racing, McElveen has also raised funds for the World Bicycle Relief, worked with development programs that train young cyclists, and he has plans to launch his own non-profit organization that gives back to cycling. A passionate van builder who lives out a customized van when he's on the road, McElveen says he loves bike racing nearly any distance, but it's the long, endurance races where he feels most at home. "I've come up with the majority of my most successful ideas during really long or hard rides," McElveen says. "It strips everything else away and tells you what you're made of."

MOUNTAIN BIKE RACING**Tinker and Felder Win 2019 Tinker Classic**

By Cimarron Chacon

There was a loud bang and bright colors lit up the dark skies over the Spicer Ranch this past 4-20. The crowd of racers, riders, and family cheered as the opening ceremony - a 15-minute fireworks show - kicked



The riders set off from the start in the 2019 Tinker Classic. Photo by David Spicer

off the 3rd Annual Tinker Classic Off-Road Cycling festival. The festival includes a tough 70-mile off-road race, a 40 mile gravel grinder, all in a 3-day festival atmosphere with vendors, demo bikes, and homemade ranch food and beer.

The Classic 100 K (70 mile) race consists of 2 loops that transition in the town of Beatty. The lead pack of 5 came in within seconds of each other after lap one, led by John Nobil (Bear Valley Bikes) and Josh Onarhiem (IBB Cyclery), with Tinker (Cannondale) and Samuel Brehm (BVB), and Stewart Gonzales (BVB) coming in a minute behind together to rounding out the lead pack. But Tinker is known for holding back in a long race and making his move at the end. This was exactly what he did, passing Samuel Brehm just before Feed 5, and giving himself a minute and a half lead by the finish. This was the second year that Samuel has chased Tinkers wheel only to miss the win. Stuart finished 3rd, with John and Josh taking the final 2 podium spots. The only female to race this year was Amanda Felder, also Team Bear Valley Bikes, had a respectable showing, taking 11th over-all.

It is expected that 2020 will be the year that Samuel will finally take the top spot at the Classic 100K as Tinker no longer plan to race in his namesake event. Instead he will share his time with all by shaking hands and dishing out high-5's at the finish-line after leading the Gravel Grinder out. So make your plans to join the Tinker Classic 2020 in Beatty, Nevada on April 18th.

For more information, visit tinkerclassic.com

See full results in the results section of this issue.

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GEAR PICKS**The Santa Cruz Stigmata is an Amazing Bike to Ride on Road or Gravel**

The Santa Cruz Stigmata is perfect for road and gravel. Photo by Steven L. Sheffield

By Steven Sheffield

I'm an old-school roadie. That means that I tend to favor lugged steel frames, Campagnolo components, and tubular wheels and tires, so it has to take something special to get me to make a change.

My primary ride for many years has been a 2003 Richard Sachs signature road bike, initially built up with 10-speed Campagnolo Record group and handbuilt Campagnolo tubular wheels. After a brief period with SRAM Red, it is currently built with an 11-speed Campagnolo Chorus group.

Then I tried something new.

The Santa Cruz Stigmata was my first carbon bike, my first disc brake bike, my first bike with tubeless wheels, and my first Shimano-equipped (I got mine built with an Ultegra 6800 2x group) bike since 1994. My frame sports one of the 2017 colorways. The only difference between 2017 and 2018/19 frames is the paint; materials and construction are otherwise exactly the same.

Impressions? Oh my freaking heck (that's a Utah-ism for those who don't know), the Stigmata is an amazing bike to ride, both on road and on gravel, especially once the Utah snow melts, and the unpaved roads go back to their usual hard-

pack state rather than rutting out muddy slop pits.

Yup; this bike is a potential quiver killer for me. If I had to limit myself to just ONE bike, well ... umm ... the Campy-equipped Richard Sachs would win out (I am never getting rid of that bike); but if I got to keep TWO bikes, the Stigmata would be the second one.

I even really like the Shimano Ultegra 6800 components, which is hard for me to admit as a Campy guy. Shifting is spot-on, and Ultegra's qualities as one of Shimano's workhorse groups are hard to beat. Anecdotally, I'd say that Ultegra has 99% of the performance of Shimano's top-tier Dura Ace group, but at about 60% of the price. For a bike designed to be ridden in rough conditions, Ultegra is arguably the better (and certainly more durable) option.

I was initially worried about the disc brakes being grabby compared to all my rim brakes, but so far, I feel like I still have good modulation when feathering the brakes to control my speed going into a curve, but have all the stopping power I need when I need to grab the brakes. I am a firm believer in disc brakes on a "road" bike now.

With the stock wheels and 700x40 Maxxis Rambler tires set-up tubeless, the Stigmata came in at

18.7 lbs. with Time ATAC 4 pedals. The Rambler is Maxxis's first attempt at a gravel-specific tire. While it is not as popular amongst the gravel set as the offerings from other tire makers, it definitely has a great tread pattern for most riding conditions other than mud.

While the frame and fork will easily fit the 700x40 Ramblers, the one downside that I have found is that tire clearance

is not quite as generous as other gravel bikes, and thus the Stigmata does not fit 650b/27.5" wheels with suitably wider tires, and skinnier 650b/27.5" tires can affect the handling of the bike.

This means that on extremely rough or washboard roads, you're going to feel it afterwards. For me, riding those conditions are rare enough that it's not a dealbreaker, and the positive ride qualities of the Stigmata in all other conditions are a dealmaker.

With a separately purchased set of dedicated road wheels (Reynolds 46 Aero DB) mounted with Vittoria Open Corsa G+ (clincher) tires, a road cassette, and the same Time ATAC pedals, the bike weighs in at just about 18 lbs., and performs just as well on pavement as any of my dedicated road bikes. It might not quite handle like a crit bike, but that's never been what I'm looking for. I like a bike that climbs well, descends well, and is comfortable for a long day in the saddle.

From long road rides to cyclo-cross races to gravel grinders, the Stigmata pretty much does it all, and very well.

The stock Santa Cruz Stigmata, with Shimano Ultegra 2x mechanical components retails for \$4599.00. The frame & fork retail for \$2299.00. Reynolds 46 Aero DB wheels retail for \$2099.00.

BICYCLE ART***The Bicycle Art of Albert Michini***

By Al Michini, Jr.

Name of the artist: Albert Michini

Title: Untitled

Subject: Al Michini's 10 Speed Bicycle

Medium: Oil on Canvas

Date: 1973

Brief biography: Albert Michini's style of art was realism and his

works always reflected proper proportion, detail, and light patterns. He was a painter, sculptor, photographer, sketcher, and etcher. One of Al's passions was anything with wheels. He incorporated bicycles, motorcycles, airplanes and cars in many of his works. Riding his bicycle around town, down by the water, was a daily habit in the summer in Connecticut. He even commuted to work on his motorcycle with paint boards strapped to the back.

He was born in 1925 in Philadelphia, Pennsylvania and spent most of his life in the area. Al was the oldest of 5 children and the

son of Italian immigrants. At the age of 18, Al enlisted in the army and became a platoon leader traveling through Europe as the allies reclaimed German occupied territories in World War II. After the war, he returned to Philadelphia and enrolled in the Hussian School of Art where he obtained a bachelors degree in fine arts. Upon graduation he became a teacher at the Hussian school and also worked as a freelance illustrator.

In the mid 1960s Al moved his family to Connecticut to teach at the Famous Artists School which was an art correspondence school founded by Norman Rockwell and Albert

Dorne. During this time he continued his freelance work which included some notable things such as the 1972 Boy Scout manual, Golden Book Encyclopedias, and back covers for The Saturday Evening Post, Creepy and Vampirella magazines. He also wrote a book called "The Artist and The Camera".

In 1976, Al moved his family back to Pennsylvania to work as a sculptor of commemorative coins for The Franklin Mint. At that time he also joined the Air Force Art Program. Through the program he was able to witness the rollout of many new planes and produce paint-

ings of these planes. His artwork still hangs in the Pentagon.

Albert Michini passed away in 1994 but his legacy lives on in the still vibrant works of art that hang on the walls and rest on the bookshelves of his children, grandchildren and countless Americans.

Editor's Note: We featured another of Al Michini Sr.'s paintings in our April 2019 issue, online at CyclingUtah.com, cyclingutah.com/issues/2019/april-2019/cycling-west-and-cycling-utahs-spring-april-2019-issue-is-now-available/

NUTRITION

Summer Time is Smoothie Time!

By Breanne Nalder, MS, RDN, PLAN7 Endurance Coaching Dietitian

It's been a long and wet winter and spring. Yes I'm stating the obvious, but let's look on the bright side... summer is here and it's likely to be hot hot HOT! Sometimes that calls for the mid-ride stop at 7-11 for a slurpee (aka sugar rush or brain freeze), and often we crave that post-ride smoothie. There's nothing as refreshing as a chilled beverage on a hot day (including the adult kind), but the focus of this article is the SMOOTHIE. Let's talk about all the ways we can use the blender to meet nutrition needs as well as quench that thirst!

You can blend a smoothie as a meal replacement to take on-the-go or to work. It's a great way to con-

veniently pack nutrients into a cup without a lot of prep. After training is another great time to utilize a smoothie for immediate recovery, as we all know it can be hard to eat right after a ride, and you need to replenish hydration losses, so a smoothie is great way to meet all those needs.

Proper recovery should replace the energy and nutrients that were utilized during exercise to repair, rebuild and prepare for the next training bout and/or competition. During endurance exercise, glycogen stores (muscle and liver) are rapidly depleted. Thus, glycogen replenishment is a critical component of recovery nutrition, particularly when there is less than 24 hours between training bouts and/or competitions (e.g., two-a-day workouts, triathlon training, or stage racing). Athletes need approximately 1-1.2 grams carbohydrate per kg of body weight post exercise to

maximize the rate of glycogen resynthesis. Although not a primary fuel, a small amount of protein must also be replaced post exercise to minimize loss of lean tissue and support tissue repair. There is also some evidence to suggest that protein consumed post exercise may expedite glycogen resynthesis. Athlete's consume 0.4 grams of protein per kilogram of body weight at approximately the same rate and on the same schedule as that for carbohydrate.

Whether you're blending up a sweet treat for a meal replacement or as recovery from riding, be sure to mix things up in the proper ratios for your body. It's easy to go crazy with all the ingredients, and the calories add up quickly. This can be great for recovery, just be mindful of how much fruit, protein, etc. you need (If you're not sure, give me a call and I'll help you determine the numbers). I put together some recipes that you can use for a variety of smoothies. I hope you enjoy them, enhance them, have fun with the yum!

*Note that milk alternatives (almond, rice, soy, hemp, etc.) are typically fortified with similar nutrients to milk, so would be fine alternatives to get the right proportions of macro and micro nutrients. So, no matter your preferences for food or drink, the most important thing to remember after every ride or race is to get your recovery nutrition within 30 minutes of finishing, so your body can immediately absorb those nutrients and start to replenish its losses, rebuild damaged tissues, hydrate and prepare for the next ride. Keeping quality gas in your tank can only help your engine run its best and achieve your optimal performance capabilities on and off the bike.

Smoothie Recipes!

Yummy Power Shake

- Ingredients:
- 1 cup non-fat chocolate milk or soy milk
 - 1 banana
 - 1 TBS peanut or almond butter
 - 1 TBS ground flax seeds
 - Ice
- Nutrition Facts:
Kcals: 310 Carb; 45g; Fat: 13g; Protein: 9g

Green Machine

- Ingredients:
- 1 cup non-fat milk or soy milk
 - 2 pitted dates
 - 1 banana
 - 1 cup chopped kale leaves
 - 1 cup spinach leaves
 - 1/2 cup fresh or frozen berries
 - Ice
- Nutrition Facts:
Kcals: 330; Carb 78g; Fat: 1g; Protein: 11g

Berry Bliss

- Ingredients:
- 1/2 cup non-fat, greek, or soy yogurt



Breanne in the process of creating a smoothie. Photo by David Harward



Smoothies are a great food choice for cycling. Photo by Breanne Nalder

- 1 banana
 - 1 cup fresh or frozen berries
 - Ice
- Nutrition Facts:
Kcals: 30; Carb: 53g; Fat: 0g; Protein: 25g

one, save/freeze the other, or share the love!

Raspberry-Avocado Shake

- Ingredients:
- 1 avocado, peeled and pitted
 - 3/4 cup orange juice
 - 3/4 cup raspberry juice
 - 1/2 cup frozen raspberries
- Nutrition Facts:
Kcals: 526; Carb: 67g; Fat: 30; Protein: 5.7g
*** this can be 2 servings, so drink

Breanne Nalder, MS, RDN has a Master's degree in Nutrition with an emphasis in Sports Dietetics at the University of Utah. She is a Registered Dietitian, the nutrition coach at PLAN7 Endurance Coaching, and races on the road and gravel on the professional level. For personal nutrition coaching, you can reach Breanne at 801-550-0434 or breanne@plan7coaching.com.

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MOUNTAIN BIKE RACING

Quinn and Sheldon Win Desert Rampage ICup



Highlights from the 2019 Desert Rampage Intermountain Cup. Photo by Mckenzie Dye

By Lukas Brinkerhoff

St. George, Utah – “My race was just all around really fun.” That is how 17-year-old Natalie Quinn, who won the Elite Women’s Category in the Red Rock Rampage, held on March 30, 2019, described her race. Quinn who has been racing NICA for a few years and just jumped up to the Elite category is part of the wave of racers coming out of the NICA program and giving the adults a run for their money.

Nicole Tittensor, who took second in the Elite Women’s Category, told how the race played out. “I like to have fast starts and try to take the lead early. I was able to do this, but with a peak over my shoulder, I saw a new face holding my wheel! It was

Natalie. I tried to put some early attacks on her, hoping to break her for the last lap. It backfired on me, and my XC race fitness wasn’t quite what I’d expected it to be and I was the one who faded! She raced smart and strong, and it was really impressive to see for someone her age. I’ll definitely have her on my radar for the upcoming races!”

Taylor Sheldon, who races for Tokyo Joe’s, took the top place on the podium followed by Alex Grant in the Elite Men’s race. He recaps, “Right from the start the race was hard and I was always on my toes especially trying to keep up on the downhills. The third lap was pretty hard, but I knew I could put in a big attack on the final lap to help secure the win.”

Grant fills in some more details,

“Our race was a close one with a lot of back and forth with Colorado based rider Taylor Sheldon. He has a background in pro road racing and it showed on the pedaling sections. He was super strong, and I had my hands full trying to stay with him on the climbs but was able to gain a little rest and time back on the descents. Bryson Perry and Brennan Peterson would join us for sections of the course making it a fluctuating group of 2-4 riders at the front. Last lap Taylor really punched it on the climb and got a gap on me, he had maybe 20 seconds going in to the last downhill. I closed it down to 3 seconds by the line, but it was too little too late. I was stoked to finish 2nd and get in a good hard race in the legs to get ready for the season.”

Bryson Perry Took 3rd in their race followed by another 17-year-old, Brennan Peterson.

The Red Rock Rampage is the season opener for the Intermountain Cup Race Series. The Rampage has been on the same course for several years. Due to construction in the area, the course was changed a couple weeks prior. The route maintained as much of the original as possible giving it about 6.5 miles and 850 feet of elevation gain. The one thing that didn’t change was the technical nature of the trails.

Grant said, “The slight changes to the course this year were nice and didn’t change the overall character of the course much.”

Weather for the Red Rock Rampage was just about as perfect as you can ask for. The sky was blue, the temperature was in the 60s and the wind was nothing more than a light breeze.

The overall vibe of the race and venue was super positive. There are a lot of young riders coming out of the NICA Program and the injection of these racers keeps the energy high. Sidney Nielson, who won the Women’s Varsity Category, said “The race atmosphere was great having everyone at the finish line cheering you on to race faster and to be the bet you can be.”

The next race in the I-Cup series



Highlights from the 2019 Desert Rampage Intermountain Cup. Photo by Mckenzie Dye

is the Three Peaks Classic in Cedar City on May 18, 2019.

About the Intermountain Cup Mountain Bike Racing Series

Founded in 1991, the Intermountain Cup consists of X-country and endurance MTB races throughout Utah. With six X-country races of approximately 25 miles and

one endurance race of approximately 50 miles, the series covers some of the most pristine and difficult rides in the state. With categories for kids and youth to the highly competitive elite segments, Intermountain Cup offers a competitive MTB race for every level of rider. For more information, see IntermountainCup.com



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BICYCLE TOURING

A Springtime Bicycle Tour of Western Colorado



West of Craig, Colorado on U.S. 40. A Bicycle Tour of Western Colorado. Photo by John Roberson

By John Roberson

The following is a description of a mid-May bicycle trip that I took through parts of the western third of Colorado. I traveled solo for 10 days, and I was completely self-supported. I rode an old-school mountain bike with 26 inch rims, made by Rivendell Bicycle Works, and it performed beautifully. I started and finished my trip in Vernal, Utah. It was a wonderful trip!

Day 1: From Vernal, Utah to near Maybell, Colorado

The weather was lovely as I rode east from Vernal that first morning. The rains of the previous day had given way to calm, fragrant air and beautiful, partly cloudy skies. I put in the first few miles getting accustomed to my load while also considering my options for the next week or so. I was excited to explore some new byways and revisit a few places I'd passed through on previous trips, to see how things might have changed. I'd camp out under the stars, climb and descend a few passes, and experience a variety of terrain. I was sure it would be lots of fun!

The highway miles from Vernal to the Colorado line were easy. I had grand views of distant red rock cliffs, a very nice shoulder to ride on, and a sweet tailwind to help me along. I crossed the Green River at Jensen, Utah and climbed up and out of the river bottoms. I stopped at the Musket Shot Springs historical site east of Jensen, to stretch my

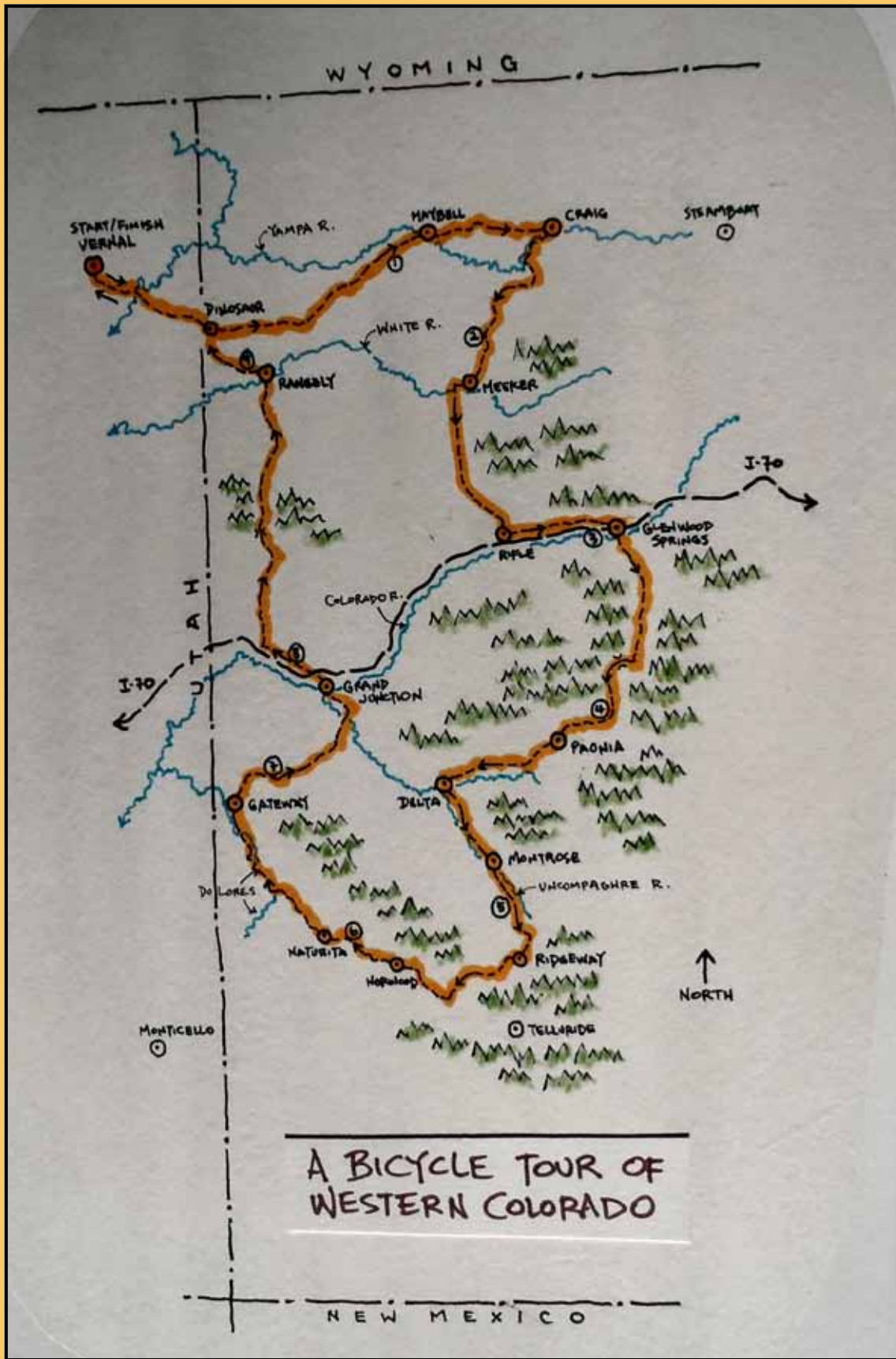
legs and to marvel at the spunk of those two old travelers, Dominguez and Escalante. I paused again at the Colorado state line.

I spent about 45 minutes in Dinosaur, Colorado, taking a very nice break at the Conoco station. I bought some juice and a popsicle, and I sat in the shade for a while before continuing east on U.S. 40. I rode all afternoon, pushed along by a light tailwind and encouraged by the quiet roads, which made it easier for me to relax and enjoy the sights. By late afternoon the sun had given up and gray clouds were filling the skies. Wet weather was still a few hours off, but I'd be sure to pitch a shelter when I stopped to camp.

As the afternoon light started to fade I found a wonderful little campsite in a sagebrush meadow off the side of the roadway. I pitched the shelter, set up my camp and settled comfortably into the first evening of the trip. I got the evening's meal going, had a little toddy, made a few notes and admired my surroundings. Darkness eventually settled in, and with the smell of rain in the breezes, I hunkered down for the night.

Day 2: From near Maybell to near Meeker, Colorado

Clouds still filled the skies when I woke before first light the next morning. It had rained during the night, but I had been dry and comfortable under the shelter, and I slept well. I went through my morning chores and was encouraged by the appearance of a wide band of sunlight at the eastern horizon. It looked like it was going to be a beautiful day.



A map of John Roberson's Bicycle Tour of Western Colorado. Map by John Roberson

I left camp and headed east into morning sunshine. I ran into a fellow bicycle tourist in the small town of

Maybell, Colorado, which sat a few miles east of my campsite. He rolled up as I sipped a second cup of coffee

at the general store. He was riding west from Boston and had spent the night in the wayside park adjacent to the store (a good overnight rest area!). He didn't say much, but he did inform me that Maybell holds the Colorado record for the lowest recorded temperature ... a minus 61!

I left Maybell heading east again along the Yampa River, then climbed out of the river bottom proper and onto a series of benches, toward Craig, Colorado. The riding was nearly effortless. A light tailwind continued to help me along, and the wide shoulder and gentle hills of the benches made it easy to put in the miles. Unfortunately, I had a blowout along the way and had to make repairs before I could carry on. It surprised me. I had thought to change tires before I left home, but decided I could get one more trip out of the old ones. It was a decision I would come to regret more than once



Riding north toward Rangely, Colorado. A Bicycle Tour of Western Colorado. Photo by John Roberson



Roadside camp near Maybell, Colorado. A Bicycle Tour of Western Colorado. Photo by John Roberson during the trip ahead.

I made Craig in the early afternoon. I picked up a couple of new tubes at the ranch store, and was eating a six-inch tuna at the Subway when a fierce little rainstorm came through town. Good timing, I guess. The storm threw down a good amount of water in a short period of time, but the sun came back out bright and strong shortly thereafter.

I left U.S. 40 at Craig and began riding south on Route 13. I followed the Yampa River for a few miles, then broke off to follow a tributary called William's Fork. I left that creek for a smaller one that I followed for the rest of the riding day. The road was peaceful and quite scenic as it followed the creek bed, climbing slowly and gently to the south. Around dusk I found decent campsite on a hillside above the road, at the mouth of a small side canyon, and settled in for another restful night.

Day 3: From near Meeker to near Glenwood Springs, Colorado

I awoke to frost on my gear and temps in the high 20s. It had been a chilly night, but I had slept well. The rising sun took its sweet time getting to my camp, but once it arrived things warmed up nicely. I broke camp, loaded up, and hit the road for the fourth day.

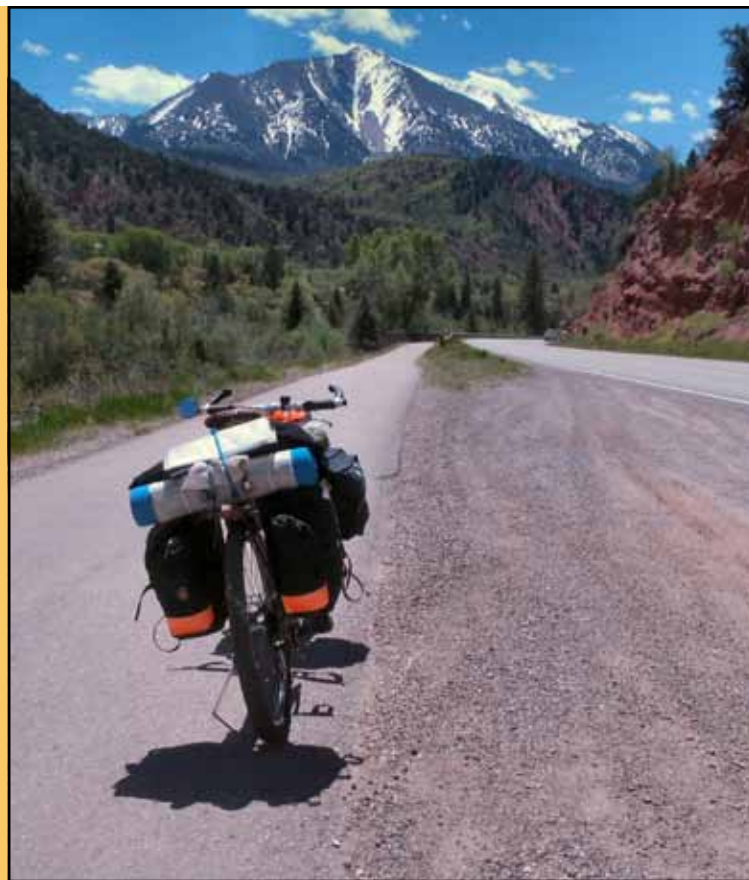
I continued my climb to the south, out of the Yampa River watershed and into the upper drainages of the White River. I crested the "gap" at about 7500' and enjoyed an easy cruise down the other side into the town of Meeker, Colorado.

Meeker was a lovely town located

on the north side of the White River. It sat a few miles upriver from the site of the infamous Meeker Massacre where, in 1879, nearly a dozen Indian agency workers were killed by disgruntled Utes. It was a tragic event and had the result of consigning all of the free-roaming Ute tribes in the region to reservations in Utah. A tragedy for everyone, really. I rolled into town mid-morning and bought a couple of excellent pastries in a shop on the town square. I sat in the shade of the square, enjoying my pastries, and wrote a postcard to my old Auntie. I gave my sweetie a call, too.

I left Meeker and the verdant farms and ranch lands along the river and began climbing again to the south, up and over the White River's watershed and into the drainages of the Colorado River. I was still on Route 13, and I spent the next few hours slowly working my way along straight roads that passed through arid badlands and barren ridge tops. To me it was very pretty country. I fixed another flat at one point in the mid-afternoon, then rolled past bluffs and hogbacks to the east and the Roan Cliffs to the southwest.

I took a welcome break when got to the town of Rifle, with both I-70 and the Colorado River flowing in their own unique ways nearby, then meandered another 10 to 15 miles east on two-lane roads that ran parallel to both the freeway and the river. As I rode into the early evening hours the roads began to peter out, and I noticed a narrowing-down of the valley ahead into a canyon through which both the river and the freeway



The bike path near Redstone, Colorado. A Bicycle Tour of Western Colorado.

Photo by John Roberson were being squeezed. It didn't look so good. A perky couple jogging along the frontage road warned about dead-ends ahead and the unavoidable need to hit the freeway for a while. So off I went.

I put in a couple of stressful miles heading east on the freeway, then took a river access exit that put me across the river from the freeway. I found a surprisingly decent campsite with lots of flowers and birdsong, on the hillside above the river, and away from the worst of the highway racket. Given my camp's proximity to the freeway, the river and a set of railroad tracks, I wouldn't have expected to sleep as well as I did.

Day 4: From near Glenwood Springs to Paonia Reservoir

I left my riverside camp the next morning and took a slight detour to check out a bike path that paralleled the freeway heading upriver. I'd seen it the evening before, but wasn't overly optimistic about it. Sure enough, it dead-ended a half mile up the canyon. However, it did look a bit like a work in progress, so it might be worth a try the next time I pass through. Anything would have been an improvement over the few busy freeway miles I had to endure to get to Glenwood Springs.

I took the exit into Glenwood Springs and was immediately impressed. The modestly sized town at the confluence of the Roaring Fork and Colorado rivers had a great vibe and I quickly felt at home. No one seemed to be in any particular hurry as the work day began, and the town's many trees and blooming flowers made that particular May morning especially nice.

Glenwood Springs began in the 1880's as a rough-and-tumble center of regional commerce, and many attractive, older buildings remain in the town's business district. It grew in importance over the years with mining interests, the railroad, and the development of the thermal springs all drawing settlers to the area. Various famous characters came through, too, including Teddy Roosevelt, who spent a summer there. The town is criss-crossed with bike paths and pedestrian walkways and is a popular destination for folks living in Denver, or so I was told. I

could see why it would be.

I cruised the downtown streets for a while, then connected with an excellent bike path that ran along the eastern edges of the Roaring Fork River. I had been told that the path would keep me off the busy, four-lane highway and take me upstream for more than 15 miles, through Carbondale and beyond. After the hubbub of the freeway it seemed the obvious way to go. So I took advantage of the path and the beautiful weather to pedal the pathway upriver, beyond the busy turnoff to Aspen, past Carbondale and into the canyon formed by the Crystal River, a tributary of the Roaring Fork. In the distance, to the south and east, I began to see the first of many glorious, snow-capped Colorado peaks.

I lost the bicycle pathway at the Crystal River Resort, then spent the next few hours working my way up the river, passing through the charming community of Redstone and really picking up elevation in the process. The roads were quiet and smooth, but the wide shoulders I'd been enjoying the past few days seemed to have petered out there in the canyon. The road became steeper as the afternoon wore on, and I ground my way up and over McClure Pass (8763') late in the afternoon, my first serious pass of the trip. I spent what was left of the day dropping down the other side of the pass and into the drainage of Muddy Creek. I found a high, open campsite off the road and above Paonia Reservoir and settled into yet another comfortable evening routine.

Day 5: From Paonia Reservoir to Colona, Colorado

I woke to temperatures in the upper 20s, but the sun warmed things up quickly, and I was heading down the canyon below the reservoir by 8:00 a.m. I was once again leaving the cooler high country behind me and dropping into the wider and warmer floodplains of the Gunnison and Uncompaghre Rivers, to the west. I stopped for a second, delicious creek-side breakfast at a cafe in the small town of Paonia (named, it seems, for a shortened version of the Latin name for the peony roots first brought to the area by one of the town's original settlers), then carried on.

By mid-morning I was back in the low country again and heading west, through Hotchkiss and on to Delta, Colorado. The day was beautiful, but it had warmed considerably, and the roads had become pretty busy as I passed through Delta around mid-day. From Delta I picked up route 50 heading south towards Montrose and into the Uncompaghre River Valley. At this point I was back in civilization again and forced to deal with a lot of traffic flowing between Grand Junction to the north and Montrose to the south. I managed to find frontage-type roads here and there that allowed me to leave U.S. 50 occasionally, but they weren't consistent. Although the day's weather was perfect, and the surrounding agricultural lands lush and green, the constant roar of the highway made this stretch of my tour less than ideal. I spent the afternoon working my way up the river valley, arriving in Montrose at the end of the valley's working day. I took a nice break in town to cool my heels and let everyone get home for supper, then carried on riding south.

The evening traffic was noticeably quieter as I left the wider river valley behind and continued my gentle climb upriver on U.S. 550 toward more beautiful, Colorado high country. As the sun settled lower in the west I realized that the country I was riding through was still fairly densely populated. Finding a decent roadside camp would be tough, so I bit the bullet and pulled into the Centennial RV Park, paid 26 bucks to a very nice lady, and set out my camp on a sweet piece of lawn away from a small cluster of big rigs in the more developed portions of the park. It was a wonderful, peaceful campsite and I slept like a log.

Day 6: From Colona to near Naturita, Colorado

I was up early the next morning and back on the road feeling rested and ready for what looked to be another beautiful day. The sky was clear and bright, the meadows were filled with spring flowers, and the southern horizons ahead were filled with the awe-inspiring, snow-capped peaks of the San Juan Mountains ... serious mountains, for sure! I knew I'd be interacting with them during the days ahead, but I wasn't overly concerned. After all, I'd be skirting the very highest regions of the mountains, and I knew that both my lowest gears and plenty of time would eventually get me to the top of any minor pass I encountered along the way.

After about an hour of easy morning pedaling through pinion and juniper country, I passed a large body

Continued on page 38

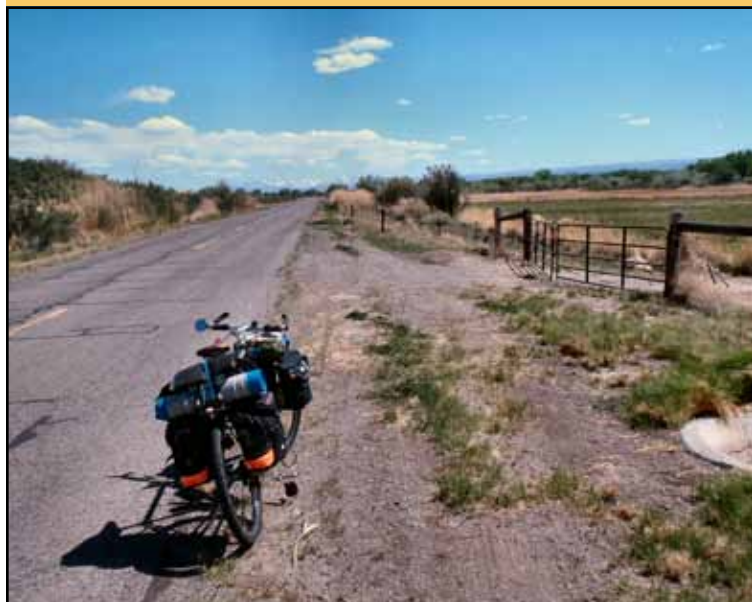
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Colorado Bicycle Tour - continued from page 37

of water called Ridgeway Reservoir, and an adjoining state park of the same name. Just beyond the park I came across an access to a developed bicycle/pedestrian path that led



The frontage roads near Montrose, Colorado. A Bicycle Tour of Western Colorado. Photo by John Roberson

me along the river for several easy miles, all the way to the lovely town of Ridgeway, Colorado. The town sits with grand views of the surrounding peaks and is referred to as the Gateway to the San Juans. It's a popular stop for travelers heading to Telluride and other points south. I took a nice break in town, then began what looked to be a long haul up the hill to the high pass beyond.

The climb from Ridgeway to Dallas Pass (about 9000') was tough, and it took me a few hours to reach the summit. I stopped frequently to admire the views and, on one occasion, to shoot the breeze with a friendly Colorado trooper. The ride down off the pass on the other side was an easy cruise, and I hit the red rock canyon of the San Miguel River (a tributary of the Dolores River) in the later afternoon. I took a sit-down break at the general store in Placerville, a very small community a mile or so upriver. I chatted with a couple of motorcycle dudes who had trailer-ed their bikes from Denver to cruise the deliciously curvy canyons common to this part of the state. Nice guys, and just two of dozens of bikers who passed me during the next the next day or so.

From Placerville I headed back down river and fairly flew along. At one point the road left the San Miguel riverbed proper and made a short climb up and over into the drainage of two minor creeks that feed back into the San Miguel, further downriver. I had left the busy roads behind me and was, once again, back riding through quiet, ranching and agricultural lands. I rode through the small farming/ranching town or Norwood in the early evening. The town was quiet and had clearly shut down for the day, but I spent a pleasant 15 minutes there, by the side of the road, sharing stories and advice with an amiable fellow named Phil, who operated a surprisingly well-equipped bike shop there on the main street of town.

After another hour of riding through a mix of pasture and juniper scrub land, the sun dropped below the horizon, and I found myself

scrambling into the scrub by the side of the road and into my sixth cozy camp of the trip.

Day 7: From Near Naturita to Unaweep Canyon

The sounds of early-morning traffic woke me from another excellent night's sleep. After going through my

morning routine I was back on the road and looking forward to another flawless May morning. I paused in the town of Naturita where I had a second breakfast and considered my situation. I had pretty much reached the southern-most point of my trip and would need to head back north in order to complete my trip loop. I knew from an earlier trip that I couldn't count on much in the way of amenities between Naturita and Grand Junction, which I hoped to reach at the end of the following day, so I picked up a few necessities in town and headed back down the road.

The next thirty miles or so were something of a dream. The quiet, two-lane road followed the San Miguel River, and then the Dolores River, through shallow, red rock canyons filled with cottonwoods and flowering shrubs along the river banks. The well-surfaced road twisted and turned constantly, following the bends in the river flow ... a treat for me and for the occasional groups of touring motorcyclists that passed me by.

I eventually came to the tiny community of Gateway, near the Utah border, where I took an extended break at the general store. Gateway is the home to a rather swanky resort that reportedly serves as a base for many outdoor activities, and I caught glimpses of it in the distance as I rode into town.

I left Gateway's shade in the middle of the afternoon, heading north again, and spent the rest of my easy day slowly gaining back some of the elevation I'd lost. The nearly empty road climbed gently along a small creek in a shallow canyon that eventually opened up into a high, wide, green valley. There were meadows and pastures, and modest farms and ranchettes on both sides of the road. As the sun neared the crests of the western hills I realized that I had probably reached the highest and coolest parts of the drainage (a good place for sleeping!), so I searched out and found another roadside camp zone, and settled in for what would be still another restful night's rest.

Day 8: From Unaweep Canyon through Grand Junction to Fruita, Colorado I began another flawless Colorado morning with an unexpected stop just a mile down the road ... my third flat of the trip. I made my repairs and was up and moving again fairly quickly. After a very few miles, I crossed the Unaweep Divide and began dropping northeast into Unaweep Canyon, beyond. The riding conditions were excellent. I was once again leaving cooler, higher, and greener plateau regions to re-enter arid landscapes that characterize much of both the western parts of Colorado and the eastern parts of Utah. As I rode I could see, in the distance, the green ribbon of the Gunnison River in dramatic contrast with the dry zones between and beyond.

I reached U.S. 50 around mid-day and jumped right into the steady traffic flowing between Delta and Montrose, to the south, and Grand Junction to the north. Grand Junction was a dozen miles further down the road, where the Gunnison River joins the Colorado River (the "junction" in Grand Junction). I was hoping to find a new tire and tube and a hearty meal before continuing north and back into quieter country.

Grand Junction was certainly the biggest city of the trip. With over 140,000 people living there I was sure to find all that I needed, and then some, but I was surprised and delighted to find that on that day the downtown district had been taken over by bicycles! It seems the Grand Junction Off-Road Mountain Bike Event was in full swing, with races and events and music occurring over multiple days, and cyclists had come from all over to enjoy the festivities. The downtown streets had been closed to traffic and were lined with vendors and manufacturer's reps selling anything and everything related to two wheels. I had no trouble finding a replacement tire and tube, and I spent a very leisurely couple-of-hours making my repairs in the shade of a small city park. Some nice young fellows from Denver kept me company as I worked, and we shared stories about our recent two-wheeled adventures.

I loaded back up again, bid adieu to my Denver friends, and headed out into the neighborhoods north of town. I was searching for a route to the northeast, and I eventually ended up near Interstate 70, which passes along the northern edges of Grand Junction. I meandered along the frontage roads near the freeway all the way to the community of Fruita, where I stopped for a hearty meal and a cozy bed. I checked into the very comfortable, Balanced Rock Motel for a much-needed shower and good night's sleep.

Day 9: From Fruita to Rangely, Colorado

The following morning I was up and out and on the road earlier than usual. I was heading north again, aiming for the small town of Rangely, and I knew I had a substantial climb ahead of me. But, the restful sleep I'd had, as well as my early start and another beautiful May day left me feeling optimistic about the road ahead. I left the frontage road and the sounds of the now-distant freeway in Loma, Colorado, and started up Highway 139.

The riding was pleasant that morning as I climbed gently, but steadily,



The bike path near Ridgeway, Colorado. A Bicycle Tour of Western Colorado. Photo by John Roberson

out of the meadows and green fields of the Grand Valley. Mountains and ridges filled the northern horizon in front of me, but they didn't seem so bad, compared to the snow-capped peaks I'd left behind. The wide valley narrowed as I climbed, and by late morning I found myself in a tight canyon following a modest creek. The road had been very quiet all morning and would remain so for most of the day, but it became steeper as climbed toward Douglas Pass, the high point for the day. The high canyon opened near the summit ridge, and I found myself switch-backing slowly through scattered conifer forests and mountain meadows. I reached the pass in the middle of the afternoon and paused to rest and check out the scenery. Far away to the south I could just make out the hazy green of the Grand and Gunnison Valleys and the snow-capped San Juans much further to the south.

I eventually dropped off the pass and onto the greener, north-side slopes of the ridge where I wound my way through lush, flowering meadows and groves of aspen along West Douglas Creek. I took my time as I descended, keeping my downhill speeds low so I could relish the high country sights while I could. The blue skies of the morning had, by this time, given way to dark clouds to the north, and I suspected I might experience rain for the first time since my first night on the road. I dawdled quite a bit, stopping often to let nasty-looking pulses of wet weather pass by in the distance. I stayed dry, but the highway itself was wet along several stretches. The canyon widened, and as I approached the mouth of the drainage I relished the classic, high-desert smells of sage and springtime that are especially fragrant after a rain.

I arrived in Rangely and passed through the peaceful town as the sun

was settling onto a wide open western horizon. I crossed the White River on the east edge of town, climbed up and out of the river bottom, found a very reasonable campsite off in the sage north of the highway, and settled in for my last night on the road.

Day 10: Rangely to Vernal, Utah

The last day of my ride was delightful. It would be a short day, so I dawdled a bit over my breakfast before loading up the bike for the last time and heading back up the road. The morning traffic was light and seemed to be made up of oil and gas field service vehicles heading out for the day's chores. I rolled along easily, enjoying both the wide-open scenery and the fine roadway. I passed through Dinosaur again, took another break at the Conoco station, then crossed the state line back into Utah. After a couple of hours of effortless riding (with still more accommodating tailwinds!) I arrived back in Vernal. After loading up and once again thanking the motel owner for keeping an eye on my truck, I headed west for home, another successful and memorable tour under my belt.

Note:

Western Colorado highways are generally excellent, though they do tend to go up and down a lot. The road surfaces are smooth, and wide shoulders are more common than not. Colorado drivers seem to be courteous and bicycle-conscious. I was never very far away from food sources, or water sources. Roadside historical sites were common, as were roadside trash cans. Roadside fences made finding off-road campsites more difficult to find than in my home state of Utah, but there was always some sort of off-the-road, out-of-sight option for me. The people of Colorado were extremely friendly, all of the time, and they made me feel very welcome.



The Dolores River canyon road. A Bicycle Tour of Western Colorado. Photo by John Roberson

ROAD RIDING

Ride the Golden Spoke



A scene from the Golden Spoke Ride at the north end of the Jordan River Trail. Photo by David Collins



A scene from the Golden Spoke ride in the mouth of Ogden Canyon. Photo by David Collins

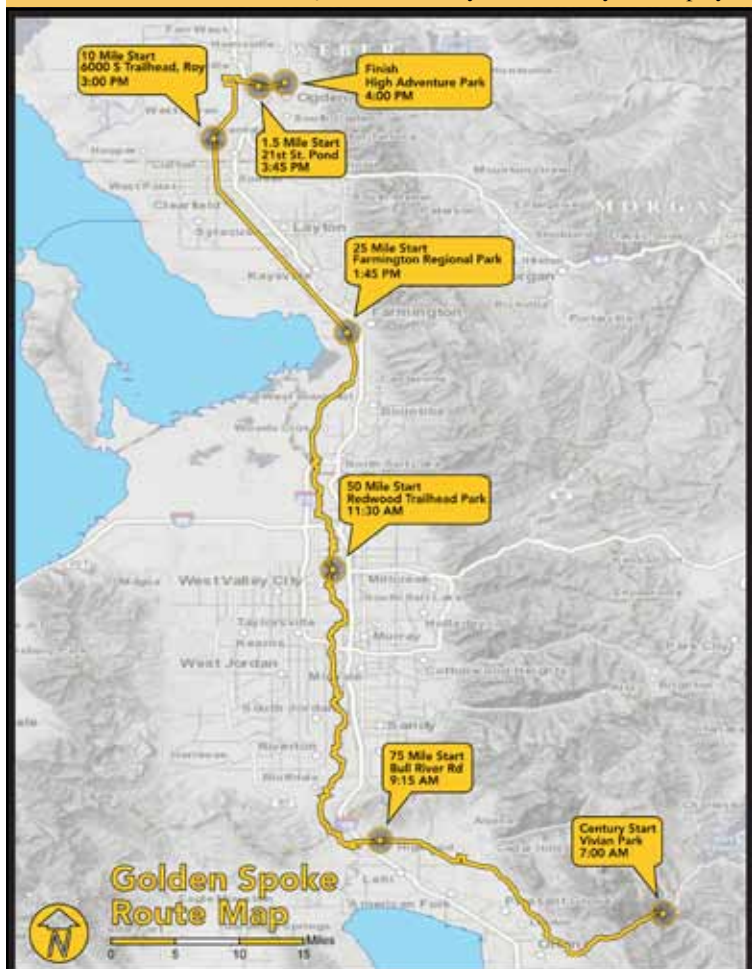
Mississippi River

By David Collins

[Editor's note: This article is a description of a self-paced ride along the Wasatch Front. The Golden Spoke organized ride will be held on May 11, 2019 and is described in the sidebar.]

The longest continuous multi-use urban trail network west of the

This month marks the 150th anniversary of the first transcontinental railroad. On May 10, 1869, the final spikes were pounded into place near promontory Utah completing the first coast-to-coast railroad. Three of the four ceremonial spikes used that day are currently on display at



A map of the organized Golden Spoke ride to be held May 11, 2019.

the Utah Museum of Fine Arts on the campus of the University of Utah.

Looking for a self-organized great century ride to commemorate the occasion? Try the 106 mile paved urban network of trails called The Golden Spoke. It's a safe way to ride through the heart of the Wasatch Front.

Route: Begin at the Provo River Parkway at Bridal Veil Falls in Provo Canyon (Hwy 189) to the mouth of Ogden Canyon with a quick 15 mile detour into downtown Salt Lake City and up to the University of Utah. 121 miles

Terrain: A taste of alpine canyons, waterfalls and famous fly-fishing river shorelines, wetlands, but primarily—paved trails through the heart of cities of the Wasatch Front including, Provo, Orem, Lindon, Pleasant Grove, American Fork, Lehi, Bluffdale, Draper, Riverton, South Jordan, West Jordan, West Valley, Salt Lake City, Bountiful, Centerville, Farmington, Kaysville, Layton, Clearfield, Sunset, Roy, West Haven and Ogden. If that seems like a lot of cities, you're right. The ride links several paved trails (including the Provo River Parkway, Murdock Canal Trail, Jordan River Trail, Legacy Trail, Denver & Rio Grande Rail Trail and the Ogden River Parkway).

What to See: A slice of life along the Wasatch Front (home to about 2 million residents); International Peace Gardens; river shorelines—Provo, Jordan and Weber; towering Wasatch Mountains to the east and sparkling lakes to the west—Utah and Great Salt Lake; Great Salt Lake Legacy Nature Preserve; Farmington Bay; WWII US Navy mapping agency—now an industrial park called Freepoint; the Salt Lake City headquarters campus of the Church of Jesus Christ of Latter-day Saints (including their iconic temple); The Cathedral of the Madeleine; the 2002 Winter Olympics Opening Ceremony stadium at the University of Utah.

Selfies and Photo Ops: Bridal Veil Falls; gullies around the point-of-the-mountain; 2002 Winter Olympics sidewalk art and Opening Ceremony stadium at University of Utah; Cathedral of the Madeleine; Salt Lake City Temple; Farmington Bay views of Antelope Island, Ogden Canyon waterfall (about a half a mile east at the end of the ride—in the mouth of Ogden Canyon).

Wildlife: Songbirds, birds of prey, migratory birds, waterfowl, muskrats, deer, coons and similar carpetbag size creatures, urban squirrels and chipmunks, game fish, field mice and other little critters.

Best Post Ride Eats: Timberline Steakhouse in Ogden. The ride ends in the parking lot and convenient enough, some of the best meats in Utah are served inside with all the sides you'd expect from a good steakhouse. Be sure to get the Timber Pie for dessert, it's some kind of ode to the chocolate chip and it comes with tasty cold ice cream on the side, a perfect way to end a long day in the saddle.

Still have Legs, Lungs and Sunlight? Head toward the mouth

Golden Spoke Celebration Ride Set for May 11, 2019

The second annual Golden Spoke organized ride will be held on May 11, 2019 on the Wasatch Front in Utah. The free ride stretches from Utah County to Ogden with multiple starting and ending points.

Ride Details:

May 11 — Golden Spoke, Utah Bike Month, Wasatch Front, UT, This second annual cycling event features 100 miles of interconnected trail systems across the Wasatch Region from Provo to Ogden, Utah. This year's theme also highlights the theme of the Spike 150 celebration of the completion of transcontinental railroad. Rides of various lengths — with 100 mile, 75 mile, 50 mile, 25 mile, 10 mile and 1.5 mile segments — will feature connections with local communities around various historic and contemporary railroad themes. Some

stretches of trail in Utah, Davis and Weber County, will also include rails to trails cycling paths. The rides are geared for fun and community engagement rather than competition, and are planned to accommodate riders of all ages and abilities., Heidi Goedhart, 801-783-8426, hgoedhart@utah.gov, goldenspokenutah.org

Starting Locations:

- Vivian Park Provo Canyon (100 mile ride) – 7:00 a.m.
- Bullriver Road Trailhead Lehi (75 mile ride) – 9:15 a.m.
- Redwood Trailhead Park South Salt Lake/West Valley City (50 mile ride) – 11:30 a.m.
- Farmington Regional Park Farmington (25 mile ride) – 1:45 p.m.
- 6000 South Trailhead Roy (10 mile ride) – 3:00 p.m.
- Twenty First Street Fishing Pond Ogden (1.5 mile ride) – 3:45 p.m.
- High Adventure Park Ride ends. Enjoy the Heritage Festival 150 Edition!

of Emigration Canyon just east of the University of Utah and check out the This is the Place Heritage Park (across the street from Hogle Zoo). It includes several historical displays that shed light on the early years of exploration and settlement including trappers, explorers, pioneers and the Pony Express.

Notes: Pay careful attention to the map and route information since some of the connections along the

way may not be obvious or well-marked. Also, be sure to check local news about the insect/bug hatch on the Jordan River. If you ride during a live hatch, you should bring netting for your head, otherwise your bike ride might quickly turn into a buggy ride.

David Collins is a cycling enthusiast and amateur randonneur. Follow him on Instagram @rockypumpkin.

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