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Cycling West Fall 2024 Cover Photo: Brock Norman leading the group down Rick's Ridge on the new Cliffrose Trail System in St. George, Utah.

Photo by Lukas Brinkerhoff

BIKEPACKING

Bikepacking Crested Butte's Elks Traverse



Sometimes the bike on the back is better. But make sure to look up and around sometimes to take it all in on Star Pass. Bikepacking Crested Butte's Elks Traverse. Photo by Ashley Patterson

By Tom Diegel

It's no secret that Colorado has more than its share of great riding, from many long road passes that go high into the mountains to a big chunk of the Great Divide Route to a lot of great singletrack. Crested Butte (CB) - partly as the town credited with the origin of mountain biking, and partly as a famous destination for a zillion miles of beautiful, high altitude, narrow, hand-hewn quality singletrack with a surprising-ly-chill resort town - is venerated as Colorado's heart of mountain biking. What is less known is that it is also a great center for bikepacking, with some of the most scenic and challenging tours in the West. As summer still kept its blistering tentacles on Salt Lake in early September we decided to head to the high and cooler Crested Butte to - of course - slay a lot of singletrack, and also use the opportunity to do one of those vaunted bikepack routes as well.

This year's bikepack journey actually had its genesis in 2013,

when Crested Butte was on a route that we did from Steamboat Springs to Grand Junction (and trained home on Amtrak) via the Great Divide Route, Buena Vista, Cottonwood Pass, and Gunnison. In Gunnison we had stopped at a bike shop for some sort of needed part, and Ashley asked one of the employees about riding over Pearl Pass to Aspen. "You can't do that!" the guy exclaimed. Huh? Why not? "That's WAY too hard!" To be sure, this was in the early days of "bikepacking" and we had more old school gear like panniers, but.....c'mon...."you can't do that?" We of course were tempted to give it a go just to prove that righteous-sounding guy wrong, but the better route for us at that time was to go over the 10,700-foot Schofield pass and down into the beautiful Crystal River valley that was a more efficient way for us to get to Grand Junction. On that 2013 trip we did, however, get a good taste of Colorado's old and high mining road touring, since the descent down from Schofield to the sleepy hamlet of Marble (fittingly littered with huge

slabs and boulders of white marble) is super steep, rocky, and loose for the first few miles. So on our recent trip back to Crested Butte we heard that Pearl Pass - and Taylor Pass, and Star Pass; the other two passes that loomed on our tour - was much more difficult on both sides than Schofield, we had a bit of a sense of what we might be getting into.

A vital stop for mountain bikers riding in CB is the museum. Like many western towns the museum has lots of mildly interesting history of the local mining and logging that created the town, the notable characters who led the town through the ages, and of course the evolution of the ski resort. But unlike most other museums, the CB museum also has a big display of not only telemark skiing, which has its American roots in CB, but also mountain biking. In about 1973 someone's likely-drink-inspired suggestion to ride up to Pearl Pass on their townie "Klunkerz" bikes got taken seriously by a bunch of folks, and they did it, with some fun documentation that is featured in the 2006 documentary appropriately called "Klunkers". Seeing the various bikes circa 1976 hanging in the museum that were actually used for the first Pearl Pass ascents we naturally felt "well, how hard can it be?" Sure we were going to have a bit of gear, but we were going as light as possible and we have fancy mountain bikes...it can't be "WAY too hard!"

After a coupla days of riding the oh-so-fun singletrack of Crested Butte (including another climb of Schofield Pass to descend the iconic 420 trail) we loaded up the bikes right in town and headed out Brush Creek; the big valley to the west of town and the backside of Crested Butte Peak. Like most Colorado

Continued on page 4

Volume Six

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Bikepacking Crested Butte - Continued from page 3



The effort increases up high. Bikepacking Crested Butte's Elks Traverse. Photo by Tom Diegel



One of the original Klunkerz in the Crested Butte museum. Bikepacking Crested Butte's Elks Traverse. Photo by Tom Diegel

towns there was a great gravel path next to the busy highway heading towards Gunnison (Colorado's government is really good about investing in recreation infrastructure) that led to a paved road that fairly quickly turned to quiet gravel and shortly after to doubletrack, and the climb began.

We gradually climbed through a beautiful aspen forest and the double track wasn't too steep and was still mostly dirt, but as we approached the treeline it got...rocky. They don't call them the "Buffed Dirt Mountains", and we found ourselves pushing a fair bit to get through the combination of embedded rocks and baby heads up the steep grades. The climb is only 8 or 9 miles, but given the surface, grades, and 12+ thousand feet it's...slow goin', . I actually began to see how "klunkerz" could make it up there; there's very little actual "riding" of the bikes! But of course, the higher we got into the Elks mountains the more their



Before the pushing starts - and between pushes -there's quite a bit of nice pedaling up the climb to Pearl Pass. Bikepacking Crested Butte's Elks Traverse. Photo by Tom Diegel

grandeur spread out beyond us, and occasional flatter spins and glances around whilst pushing the bikes indicated some amazing alpine scenery.

There's a bit of a false summit to the pass, and the last 3/4 of a mile is thankfully somewhat lower-gradient, rideable dirt, but with mushy legs up high it's still a nice grind to reach Pearl Pass proper. We didn't linger long, however; in addition to the higher elevations that Coloradans love to always point out, monsoonal thunderstorms are prevalent, and we were keen to get down off the exposed ridge as quickly as possible. But like Schofield Pass, the north side of Pearl Pass is super rocky, and barely rideable, and it was difficult to make time. At least it was starting to rain, making the impressively-large, impressively-embedded rocks really slick as well, and though we didn't have to deal with the pesky breeze associated with zipping downhill on bikes, the temps dropped dramatically with the rain. But we persevered, and as we approached the treeline we heard the whine of a motor that soon enough became clear enough to discern that it was a chainsaw, and I caught a glimpse of some sort of manmade structure. "Nice." I thought. "Probably a hunting camp getting set up, and we can see if we can talk our way into the tent to get out of the rain and warm up." But as we got closer I realized that the tent became the roof of a full on hut, and the chainsaw was being wielded by a guy cutting wood for the hut for the winter. The cutter said "sure,



Those mountains are Rocky! The rugged north slope of Pearl Pass. Bikepacking Crested Butte's Elks Traverse. Photo by Tom Diegel

go ahead and go inside", where we found a full on gas stove, and in a few minutes we were cupping our hands around a mug of hot tea, so psyched!

After we warmed up a bit we wandered through the persistent rain over the wood cutter and meekly asked "hey, could we maybe stay here tonight?" No, was the reply. This is a backcountry ski hut, only "open" in the winter. Okay, whatever, no problem. We went back to the hut to get ready to go, when another guy showed up, and we mentioned our query about staying there. To our surprise, this guy said "sure!" To keep things above board we pointed out that his pard said no, but his response was simple: "Well, I'm The Director!". We were in. An unexpected but welcome shelter for the night, that probably shouldn't be counted on (but looking cold, hungry, and tired might be an in).

In the morning (frosty! again, so psyched we were in the hut, and not being out exposed with our minimal gear) we bounced down another thousand feet of loose rocky double track that improved to the point of being pavement, and shortly came to a turn onto another double track that led up to Taylor Pass; this one enabled a bit more riding and topped out at only 11,800 feet, but we still got in plenty of quality pushing over rocks (and the equally-commensurate big views). A traversing trail led



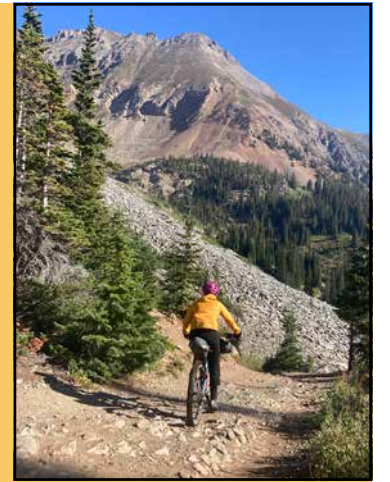
We didn't expect super cozy accommodations - and can't guarantee others can use it - but it was sure nice. Bikepacking Crested Butte's Elks Traverse. Photo by Tom Diegel



Klunkerz on parade in Crested Butte before heading up to Pearl Pass (with a pub crawl in between). Bikepacking Crested Butte's Elks Traverse. Photo by Tom Diegel

us back into the upper Taylor basin where we met more double track, and then a single track plunged off that into a basin that we had to climb out of to get to 12,000+ foot Star Pass. The final climb up the north side of Star Pass is singletrack that is barely walkable, much less rideable, but it's pretty short and part of the big views from Star Pass includes seeing a very rideable singletrack heading 3000 feet down towards Crested Butte. From Taylor Pass to Star Pass and Crested Butte is going backwards on the Grand Traverse; an annual 40+ mile backcountry ski race from CB to Aspen that's been going on for nearly 30 years, and has recently added summertime versions by wheel and by foot as well, and as such the trail up the south side of Star Pass is pretty rideable and makes for a super long and stellar descent back into the Brush Creek Valley and back into town.

As we relaxed that evening over a meal at one of the many great restaurants in CB, the mellow buzz of the main street was suddenly overwhelmed with thumping music and bike bells; it was the Klunker



The morning coast down Castle Creek towards Aspen for another thousand feet was chilly but crystal clear, with a nice warming climb awaiting. Bikepacking Crested Butte's Elks Traverse. Photo by Tom Diegel



It takes a minute to catch your breath after a hard climb over 12k. Bikepacking Crested Butte's Elks Traverse. Photo by Ashley Patterson

parade! As it turns out, the next day was the annual Klunker ride up to Pearl Pass that's been happening annually on the first Saturday in September since the original in the mid-70's, and apparently there's almost always at least 40 or 50 people who "ride" up there while 4x4's go up with camping gear and it's apparently a great high elevation party.

The "Elks Traverse" is detailed on bikepacking.com, where there's a great 10 minute video and the unusual rating of a 10 in terms of difficulty; now we know what a 10 is on their scale! Though it's not the fabled Crested Butte single-track, doing a quick overnight - or if you're feeling pretty hard - a day shot to do the mighty Elks Traverse is a fun way to get pretty intimate with that area's "Rocky" mountains.

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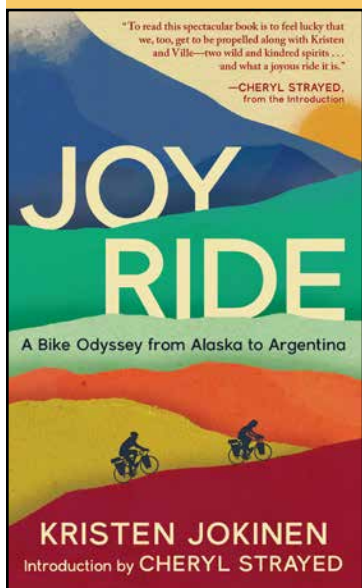
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CYCLING BOOKS

Book Review Joy Ride: A Bike Odyssey from Alaska to Argentina



By Lou Melini

On June 25, 2016, Kristen Jokinen, and her husband Ville, started their 2-year, 18,215 bike ride from Prudhoe Bay, Alaska to Ushuaia, the world's southernmost city in Argentina. They did this without any previous overnight bike ride. Their camping experience was good, having hiked the Pacific Crest Trail (PCT) shortly before tackling the bike trip. Their first camping experience was the first night on the PCT. As a cycle traveler, I have done two bike trips each being 70+ days plus a 176 day thru-hike of the Appalachian trail. However, to do the magnitude of 2-years on a bike deserves genuine praise and admiration.

I was in the airport awaiting my flight to Alaska when I started the book. Julie and I did a 440-mile, 11-day ride in Alaska, so I had some evening time to read. I could relate to some of the experiences that Kristen and Ville experienced, though in a very small way. When Kristen mentioned hamburgers as the main menu item in Alaska I thought of the relatively remote lodges with burgers on the menu. If you want vegetables, be happy if you have lettuce and tomato on your burger. You could also vary your burger with bacon if you wish. Fortunately, the torrential rains Kristen and Ville encountered were not present on my travels. Kristen needed to wear a head net to keep from being bitten by mosquitoes as she rode. Joy Ride details the sometime realities of bike campers in remote areas of the northern continent: torrential rains, the need for head nets as protection against mosquitoes, and having to schlep many pounds of food and supplies as their first stop, Coldfoot, was 240 miles from their start.

[Please note that I received from the publisher an uncorrected proof that asks to not quote without comparison to the finished book. My apologies as what I quote, may not be in the finished book. The quotes will give you a sense of what Kristen and Ville experienced.]

“Cutting through the open tundra, the road-a dirt packed berm, two lanes, no shoulder-became a sloppy slip and slide, and my knees could barely rotate the pedals. Temperatures hovered just above freezing. I knew this because the water in my drinking tube began to freeze and I could barely feel my fingers through my water-proof gloves. ... Sometime around midnight, with rain still coming down in sheets, Ville turned to me, water

dripping from his nose, and asked, Hey KG, are you ready to camp? I can't feel my toes. I had quit feeling from the waist down an hour ago.”

If someone was to ask me to describe a multi-day, multi-week, or multi-month bike tour, I might reply that a bike tour is a series of stories from day one to the end of the tour. When I read Joy Ride, I was struck by the numerous stories in Kristen's book as she described the ride that she and Ville did. I found the first part of the book a joy to read when Kristen and Ville traveled in North America. Despite some horrendous weather that they encountered, the stories were mostly upbeat, such as the generosity they received from truck drivers in Alaska and Canada. Many bike touring stories are short and seemingly trivial, but to the rider, the event creating the story may become a life time memory. The following is a story in the book from Oregon.

“We coasted down the canyon toward Highway 101, hardly having to pedal at all, the road winding slowly as it hugged the mountainside. We made it ten miles before we were flagged to a stop by a road crew in bright orange vests. They told us a massive boulder the size of a pool table had hurtled down the side of the mountain, taking with it a large portion of the hillside and parts of the road. You need to head back up the way you came to where there is a fork in the road, take that detour ‘round to getcha to the 101, said nice Mr. Flag Man. Sorry but how far back is that we asked, deflated. Oh, I'd say about twenty-five miles round, he said, apparently disregarding the fact that we were sitting on bicycles in the freezing rain. Mr. Flag Man explained the alternate route in greater detail, then asked where we had come from. His name was Richard, and he had been working on the job all morning. He had just recovered from a bout of Lyme disease and had a wife and three kids. After 20 minutes of talking, he told us to wait and he would get us through as soon

it was safe enough for us to pass. We had made a new friend and shortened our day by twenty-five rainy miles on muddy, slippery roads. It took an hour and a half to get around the landslide but was far better than the alternative.”

I picked this story as I have had nearly a dozen conversations with a Mr. Flag Man (or Woman) over the years discussing where they want me to ride; in front of the line of cars, in back, on the company lead-vehicle or directly through on a different route. I have always had a good dialogue that kept me going safely, once with the same guy on two different stops. Fortunately, I never had to walk through a landslide on a road trip though I once had to walk an alternate route on a trail when a flood tore out a gravel road on an off-road trip.

Joy Ride became less of a joy as the journey went south of the U.S. border. The “adventures” that ranged from life threatening due to traffic on narrow roads to near daily discomforts from heat, humidity, long hours in the saddle, steep mountainous terrain and finding places to stay were exasperating. If I was a thinking about riding the western hemisphere, this book might deter me from making the trip. I would say that many readers of the book would find the bike trip that Kristen and Ville did as adventurous but certainly not a trip to emulate. Why spend months suffering on a bike? Certainly, on any lengthy bike tour, there will be days that do not go well due to the unpredictability of weather, bad information, wind, mountainous terrain or simply bad luck as in having multiple flat tires. However, many of the repeated bad days encountered by Kristen and Ville seemed to be self-inflicted due to the planning of each day and their finances. As a result, they had to be helped on many occasions by local citizens of the countries they passed through. True, the local citizens were generously helpful, but I think many wanted to help Kristen and Ville because they desperately needed help.

As a general statement of why

Kristen and Ville needed help, I will point to their planning. They would ride late into the evening in hopes of finding a stealth camping spot so as to not be seen. Sometimes this worked, sometimes they had to ask someone in front of their farm if they could camp there (and usually were also fed) and sometimes they were on a crazy narrow road with lots of fast-moving traffic including trucks in the dark because they didn't find a suitable spot. On one occasion Ville was “thrown out” of a motel because he tried to negotiate a \$9 hotel rental in Peru.

“We are not staying here he (Ville) said in a huff. They want way too much money. How much was it I said. Nine dollars he says. But Ville...I'm pretty sure we are almost through town. Don't worry KG, we will find something. After about ten more minutes of climbing and passing only a few buildings, we saw an old couple. He asked them if there was a hotel or somewhere safe where we could camp. Ah, the man exclaimed. He told Ville he owned a small apartment building. Ville accepted. He showed to a room that was more like a broom closet. No bathroom or kitchen, it was big enough to fit only our bikes and our tent, which we had to set up because of the number of spiders crawling everywhere. As we walked across the rotting and broken floorboards, I glanced up at the ceiling where the paint was peeling and hanging, which also looked as if it may cave in at any moment. The room was so pungent with mold and gasoline that it was a bit hard to breathe. As soon as we erected our tent, I stared hard at Ville. Nine dollars, huh.”

Throughout the ride in central America, Kristin wrote about harrowing rides on narrow roads with lots of traffic. There was mostly, but not always, an upbeat tone to the writing early in the book. However, very noticeable, starting in Peru, it seemed that Kristen's writing of the trip changed. The ride became less joyful for her and more punishing. Below

is an example of her description of a ride into a town. Other writings in this section of the book include riding in darkness, torrential rain, mud, powerful headwinds, painful body parts and overwhelming fatigue.

“The thirty-five-mile descent, quite literally and figuratively, went downhill. First, the pavement disappeared, then dogs began attacking us as we passed, then the gravel got deeper, followed by washboard on the road that chattered our teeth, all while Peruvian drivers flew unnervingly close to us in little Hondas and Toyota station wagons, as if training for the next Fast & Furious film. The buffs we pulled over our mouths saved us from about seven pounds of dirt in the lungs, and our sunglasses had to be constantly wiped of dust, making it nearly impossible to see. On the descent, we passed an exorbitant number of crosses and memorial sites: pictures, sodas, candles, and memorabilia, that are left along the roadside to honor those who have perished there.”

Overall, I enjoyed the positive moments Kristen and Ville described in Joy Ride. There were many paragraphs of pure joy due to the company and/or the kindness of strangers. The writing was good and gave a clear description of the tenacity it takes to do a bike trip of that length. Bike travel is never without some discomforts that with planning and the ability to alter plans as needed, discomforts can be minimized — Joy Ride had too many discomforts described along with too many harrowing life threatening events in the book for my taste, though that did make for a more exciting book. For the reader of Joy Ride, remember that the book is about the stories of one couple and their ride of a lifetime.

Joy Ride
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BIKE TECH

Helmets Don't Last Forever - Is it Time to Replace Yours?

Well-adjusted ear buckles and a tight chin strap keeps the helmet low over the eyebrows. Notice the extra coverage over the temples and behind the ears provided by a mountain bike helmet. Photo courtesy Tom Jow



The addition of a dial adjustable strap on the rear of the helmet has made helmet fitting both easier and more secure. Photo courtesy Tom Jow



An ear buckle that is adjusted too low allows the helmet to tip back exposing the forehead to risk. Photo courtesy Tom Jow

By Tom Jow

The rider that has not had a crash may never think to replace their helmet. The rider that has crashed yet did not hit their head may also find little reason to purchase a new one. However, bicycle helmets, like many types of gear that are exposed to extreme hot and cold, and ultraviolet light can deteriorate with time. These and other elements can break down and/or dry out (harden) the EPS (expanded polystyrene) layer of the helmet. This can reduce the effectiveness of the helmet to properly absorb impact. Helmet manufacturers recommend replacing an undamaged helmet every three to five years. Any helmet that has suffered a crash impact should be replaced whether or not there is visual damage.

For better or worse, I have had to replace two helmets over the last several years for just this reason. When shopping for a new helmet, there are several factors that make up the reason we decide on one or the other. Myself, I begin with intended use. I ride several different types of bikes, and it is important to have the correct level of protection for each. The helmet for downhill (full face obviously) is different from mountain bike trail riding, road/gravel, and town riding. Next, I look at the price. While all helmets sold are certified for use, more expensive helmets have more features that offer a little more protection for specific uses. I admit I don't purchase the most expensive, but not the least expensive either.

Also, call me vain but color matters too. I want a helmet that decently matches my outfits. Finally, after I wrote, "A Helmet is More than a Brain Bucket" (Cycling West August 2024), I found it important to have a helmet with advanced protection like MIPS, Turbine, Koroyd, or similar technology.

Helmet Standards and Testing

All helmets approved for sale in the United States must meet a minimum standard set by the Consumer Protection Safety Commission (CPSC). Each approved helmet must pass a series of four tests: peripheral vision, positional stability, retention strength, impact attenuation (force reduction)¹. An obvious concern when purchasing a helmet is impact attenuation. For testing, a minimum of eight helmets per model is required to be subjected to impact under different conditions. These conditions include hot (117-127°F), cold (1-9°F), wet (soaked underwater), and room temperature. The impacts for each helmet include flat, round, and curb shaped anvils, each with 80 grit sandpaper to simulate asphalt. To simulate impact, a weighted head form is inserted into the helmet and dropped from approximately 6 feet (6.2m/s) to the flat anvil, and 4 feet (4.8 m/s) to round and curbstone anvils.

Only after passing these tests is a helmet brand/model approved for sale. The CPSC, however, does not rank helmets for a level of protection beyond the minimum. In order to do this, we would have to know two things: how much force it takes to cause head injury and how much force is being applied. As much as

science knows about head injuries, it is not possible to test bicycle helmets on live subjects. However, Virginia Tech University figured out a way.

In the early 2000's, The Biomedical Engineering Helmet Lab at Virginia Tech University, began recording helmet impact forces by placing sensors inside the helmets of football players, a user group at high risk of concussion. By doing so, this allowed their lab to correlate concussion with real-life impact forces. The resulting data enabled the lab to both determine the forces behind concussion and improve helmet safety. Furthermore, the lab is able to provide test result rankings not only for football, but bicycle, hockey, and other sports².

The Virginia Tech Helmet Rankings page³ is easy to navigate. It opens with the highest rated helmets first, showing the helmet on a head form. There is a row of buttons on top to filter by category, i.e., road, mountain, etc. Each helmet also displays a number of stars (five being best) and a score (lower being better). Click on the helmet and a couple graphs appear. One compares the helmets individual score to the average of the five-star helmets. The star rating is very easy to understand. The individual score, however, was not. In the Virginia Tech paper, STAR Methodology for Bicycle Helmets, the scoring system is explained. The bottom line of the

scoring is a representation of the number of concussions estimated that would occur out of a calculated average (47) number of impacts likely to cause concussion⁴. A helmet with a score of 8.7 is estimated to suffer that many concussions out of the forty-seven impacts. Therefore, that same helmet is theoretically safer than a five-star helmet with a score of 10.1.

Helmet Fit

All of this data aside, the helmet we choose will be less effective during impact if it does not fit or is not worn properly. In order to find a good fit, it can be helpful to know the circumference of our head. With a metric tape measure, wrap it around the head horizontally just above the eyebrows. Then, consulting size charts pick out a helmet that fits all our criteria in the size we need. Most helmets are sized S, M, L and XL. For example, if the circumference is fifty-six centimeters, the size is probably medium. Now try the helmet on. A good fit is one where the helmet sits all the way on the head, just above the eyebrows and within the range of the inner shell adjusting strap. If it seems too big, especially if the adjusting strap is all the way closed, it probably is. A good strategy for finding proper helmet fit is to find a size that feels about right, then try on a smaller one. It is much easier to figure out if the helmet is too small.

Once the helmet is selected (and presumably purchased) it is time to adjust the straps. The first thing to know about adjusting helmet straps is to DO IT AT HOME. Attempting to adjust the helmet straps on a ride is a sure way to be frustrated and irritate any friends with us. The first adjustment to make is to the side (ear) buckle. If the straps are adjustable here, position it close under the ear. At the same time, adjust the front straps to hold the front of the helmet down near the eyebrows. This is, however, dependent upon the chin strap adjustment. In order

to keep the helmet on the head during a crash, it should be tight enough that just one finger fits under. Work between the two straps until the helmet covers at least most of the forehead with light upward pressure.

Helmet Care

While a bicycle helmet does not appear all that complicated, considering its job, it does deserve a little care and maintenance. Remember that manufacturers design helmets to absorb impact. Therefore, avoid unnecessary impacts such as dropping it on the ground, dropping things on top of it, or wantonly throwing it in the back of the car. If it comes with a storage bag, use it, and whenever possible keep the helmet near room temperature. Finally, keep it clean. A buildup of sweat and skin oils if not damaging, is just not hygienic. Occasionally wash the interior of the helmet and straps with mild soap or shampoo.

Conclusion

A bicycle helmet is an important part of our cycling kit. Having one that looks good and fits properly can help us ride more confidently, more comfortably, and maybe even faster with less risk should the worst happen. However, in order to do so we must be sure to take the time to select the appropriate helmet, adjust for the proper fit, take a little care of it, and replace it at the correct time, impact or not. Most importantly, we must wear it.

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MOUNTAIN BIKING

The Cliffrose Trail System - The Newest Place to Ride in St. George, Utah



The group ready to drop in on Rick's Ridge. Photo by Lukas Brinkerhoff



Carl Sigg leads the group as the trails top out. The Cliffrose Trail System is the newest edition to the St. George, Utah area. Photo by Lukas Brinkerhoff



Cliffrose Trails have Carl Sigg smiling all day long. Photo by Lukas Brinkerhoff

By Lukas Brinkerhoff

The light is breaking from the east catching the tall, dry grass and making it glow a warm hue of yellow. The tread of the trail is dry and dusty and I'm in the middle of the group. The riders in front of me are kicking up dust and the light is catching it, so it appears that the air is glowing with the morning light.

The trail winds its way through a grassy field before returning to the Junipers. That light cast across the field is already starting to warm the air and the cover of the trees is welcomed. The grade is pleasant and while there is little to no tech, the sweeping turns and views keep us interested as we make our way up the climb. To the north sits Pine Valley Mountain, the US's largest laccolith. West of us, we can see the red and white sandstone that composes the cliffs in Snow Canyon State Park. And to the east, barely visible, the sun is rising over the Zion skyline.

To say it's a beautiful morning is an understatement.

As we reach the higher points of the climb, I notice a white spot to the right of the trail. It's a couple of feet in size. At first, I'm a bit confused but as I ride by, I realize what it is and think to myself "Wow! That is so cool." And then I keep riding and just around the next corner there was another one. This second one is even bigger and more defined. I think I should stop and take a picture, but I am enjoying the pedal too much. Then I see another and another and eventually I stop and pull out my pocket-sized supercomputer that also doubles as a camera and snap a photo. There are dozens of funnel webs bordering the trail.

It's the start of August and as expected, St. George is hot. We arose early, got our gear sorted and

headed up to the newest trail system in Washington County, the Cliffrose Trails. It's about a 20-minute drive from downtown. Accessed either from the dirt Cottonwood Springs Road (Turkey Farm if you're a local yokel) or from Forest Road 901 (shorter section of dirt) from Diamond Valley. There are several spots to access the trails, but currently most riders are starting at the junction of Cottonwood Springs and FR 901. There is a small, makeshift parking area that is being used as a trailhead.

As I mentioned, the Cliffrose Trail System is the most recent addition to the already hundreds of miles of trails in Washington County. These trails are unique in the area for three reasons.

First, they are relatively high. Sitting at the base of Pine Valley Mountain, the area is about 2,500 feet higher than downtown St.

George putting them at 5,000 feet. Of course, with that elevation comes a slight relief from the summer heat making them a must-do for locals. From my house in the center of town to the trailhead, my 4Runner measured an 11 degree drop in temperature. It was still warm for sure, but the difference was a pleasant contrast.

Second, due to that elevation, there's trees, lots of them. The trails wind their way through the Juniper and Pinions popping out occasionally to grassy meadows. The trees bring shade which also helps with the temps.

Third, the entire system currently only has green and blue trails. Unlike most everything else in the area, the trails are machine built. This lends itself to trails that are less technical. While most of these are flow and

smooth, Rick's Ridge (blue downhill) is a riot of fast flow that links up multiple boulder obstacles and small jumps. It still sits solidly in the blue category, but it's a rowdy fun time.

The system isn't finished yet. The trail builders will return this fall to add more miles, but there is enough to do a 10.5-mile loop that doesn't repeat. If you get creative, you can do lots of variations.

The big loop is accessed from the junction mentioned above, head west climbing the green trails. As these get higher up, they get a bit more interesting and start to loop back to the east. At the high point, you will reach Rick's Ridge. This section parallels a small basalt canyon. Built as a downhill, there are several A/B options. All roll nicely, but you can get lots of speed and have a blast. This section brings you back to the main dirt road, cross it and the singletrack continues for another mile or so in much the same style as the ridge, but it is more rolling hills than just straight descent. This brings you right back to that parking area.

We all regroup at the top of Rick's Ridge. A few of us have already ridden the trail and have been planting stoke the whole ride so the group is ecstatic and ready for the well-earned downhill.

The Ridge starts with a benched in trail to drop off the top and then winds itself through the trees and around basalt boulders. As I said, there are several A/B options. All of them are fun and totally rollable. The group hoots and hollers down the trail and makes it to the main roadway too fast. Stoke is thrown around before we finish out the last mile before returning to the cars.

The energy is high, and the group finds itself in the parking area telling the stories. Most riders had enough fun that they refuel and head out for another lap.

Note: Thanks to Washington County, Dixie National Forest and the Trail Alliance of Southern Utah for making these trails possible.

How to get there: from downtown St. George, head east on St. George BLVD, turn left onto 1000 East and then right onto Red Hills PKWY heading east. Next turn left onto Cottonwood Springs. Once you pass the water tank, the road turns to dirt. Follow this road to the junction with FR 901. The road can get quite washboardy, but the County has been regularly maintaining it.

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ROAD RACING

The Best World Championship Road Race of All Time!

Steven ROOKS (Netherlands), Sean KELLY (Ireland), race winner Greg Lemond (USA), Dimitri KONYCHEV (Russia) in the final sprint of the 1989 World Championships Road Race in Chambéry, France. Photo by Cor Vos © 2020

By **Dave Campbell**

When I discovered the sport of cycling in 1981, the first race I learned about was of course the Tour de France. But the second? That was the World Championships, due in part perhaps to the performances of American Greg Lemond. His silver medal in the 1982 title race in Goodwood, England at just 21 years old and his historic victory in Altenrhein, Switzerland the following year assured my annual devotion to the chase for the rainbow jersey. It would be his 1989 victory, however, that I found to be the most exciting edition ever and to this day it remains my favorite World Championship. Many consider it the most exciting one-day race of all time!

In late September of 1989, I had just started my junior year at the University of Oregon. Lemond had won the Tour de France in July in the one of the most dramatic sporting comebacks of all time, lighting up and inspiring the entire cycling community. It was during the intense afterglow of that epic Tour that word had filtered through (no internet and very slow print media) to my circle of cycling friends that Lemond had won the World Road title in Chambéry, France at the end of August. Chambéry was situated in the valley of the French Alps, just thirty miles from Albertville, home of the recent Winter Olympics. Since our VeloNews magazine had not yet arrived, we had been unable to confirm this rumor!

I was studying at my desk one dark fall evening when Mike Keep, my training partner and teammate,

rang me with a quick, breathless message: "The Worlds is on TV, there's only a few laps to go, get over here!" I leaped on my bike and sprinted the three blocks to Mike's duplex, excited out of mind that we would get to see the race! Unlike me, Mike had a nice sized color TV (and cable!) and his friend Darrol Batke, who was on the National Team, had called him to let him know that ESPN was televising an hour's worth of coverage of the event. Held just five weeks after that nail-biting edition of the Tour, the course was exceedingly difficult...21 laps of a 7.7-mile circuit for a total of 162 miles and nearly 20,000 vertical feet of climbing. The prime obstacle was the Côte de Montagnole climb which averaged 7.25% and was 2.5 miles long. To make things even tougher, a mountain thunderstorm had moved in mid-race and the skies opened up with heavy rain. It was seen as the hardest World Championship since the legendary 1980 race in nearby Sallanches, France where just fifteen riders finished!

The first serious move happened on the fourteenth lap, as homeboy climbing ace Thierry Claveyrolat, Dutchman Maarten Ducrot, Swiss Thomas Wegmüller, and Russian Dmitri Konychev had left the remnants of an early break behind and were 3:40 clear. "Clavet" was driving up the climb out of the saddle while the cool Konychev, a first-year pro, was riding smoothly and seemingly within himself. Ducrot seemed to just be surviving and Thomas "The Tank" was soon dropped. By the next lap, Ducrot was gone and Konychev had to bridge back up to the flying local man on the descent with the gap now at 2:30. After

some serious chasing by the Spanish team, American Andy Hampsten led through the start/finish on the penultimate lap. Frenchman Laurent Fignon (on a dream season having won Milan-San Remo, The Giro, and finished a close-second in the Tour) and Dutchman Steven Rooks were prominent near the front of the chase group.

The gap to the break was down to just 40 seconds, when Rooks, King of the Mountains in the 1988 Tour, attacked on the penultimate climb. He closed thirty seconds up the Montagnole, ultimately joining the two leaders on the descent. Irishman Martin Earley, working hard for his teammate Sean Kelly, led nine elite chasers across the line to take the bell with the gap down to just twelve seconds. Behind Earley and Kelly were 1988 protagonists Claude Criquelion of Belgium and Steve Bauer of Canada, Italian Gianni Bugno, Spaniard Marino Lejarreta, Dane Rolf Sørensen, and the two stars of the Tour: Fignon and Lemond. The last time up the climb would decide everything!

Approaching the final climb, the gap rose to 35 seconds as the cagey chasers slowed. As soon as the grade steepened, Fignon attacked, and Earley blew. The gap was down to 15 seconds as Fignon climbed smoothly in the saddle, opening a large gap on the chasing favorites while rapidly closing in on the break. Phil Liggett, the Euro expert, comments "It looks as though Laurent Fignon is headed to victory in this World Championship." ESPN's American voice Brian Drebber states "Can it be possible that he will exact his revenge from the humiliating loss of the Tour de France. It certainly

seems so...stay tuned!" On Mike's couch in Eugene, we were going crazy and... cue commercial break!

When the coverage came back on, my main man Greg Lemond is charging out of the chasing group and is quickly onto Fignon's wheel. Liggett exclaimed "And Greg Lemond has made his move! Look at this! He has flown away from the chasing group and caught Laurent Fignon, and he is making it look so easy." Lemond stays there for barely ten seconds before attacking his former teammate. Fignon responds and the breakaway is now in sight as Lemond stands again, upping the tempo once more. As the summit approaches, he sits down, shifts up, stands again, and now Fignon is flailing and getting dropped. Hitting the summit, Lemond goes straight past the break, Clavet grabs his wheel, and they charge down the descent.

There are just three miles to go, and the boys and I are going nuts! Fignon is quickly bridging across as Bauer, too is coming across but suffers an untimely puncture. Shortly after catching, the ever-confident Fignon, attacks again! Lemond leads the chase with only two miles remaining and they descend at 55 miles an hour in the rain! Konychev, who I now remember pipped Lemond for a stage victory in the Coors Classic back in 1986 while still an amateur, has a go. Claveyrolat closes him down, and then Lemond brings up the rest a few moments later, gesticulating at Fignon who is protecting his teammate. The group hesitates again, Kelly bridges up and quickly takes Lemond's wheel. Fignon attacks again over a slight rise, Lemond chases and then Rooks

counters, gaining what looks like a race-winning gap and...another damn commercial!

The irrepressible Lemond chases down Rooks and the final kilometer is upon us. As the riders pass beneath the red kite, the motorcycle camera catches a fierce gleam in Fignon's eye. Lemond is on the front as Fignon attacks yet again on the inside of Kelly, but Lemond responds immediately! Liggett notes that Kelly seems sluggish to catch Greg's wheel and Fignon is visibly frustrated after being caught with 500 meters remaining. Lemond would later say that "he thought I was racing only against him, but I was racing to WIN!" Our images are briefly obscured by the giant "Fignon" banners held aloft by French fans on the homestretch as the man himself leads the riders into the final bend with just under 300 meters remaining. Lemond is in second position and looking around, while a nervous Kelly hooks Konychev, making sure he has Greg's wheel. The speed stays high as they swing around the final turn and the sprint starts with a brave but blown Fignon going right and Lemond charging up the left, alongside the barrier. Kelly tries to come around on the homestretch but can stand only briefly (he later admitted he was under geared) and Lemond, who would admit he felt "blocked" until the final two laps to go and considered changing the wheel, but just then he started feeling strong! He ultimately would

Continued on page 15

CYCLING TRIVIA

Cycling Trivia: World Championships!



Tom Boonen and his Belgium teammate feel at home on the steep cobbles of 23rd Street, Elite Men's Road Race, 2015 UCI World Cycling Championships.

By Dave Campbell

From September 21 through 27, Zurich, Switzerland will host the World Road Cycling Championships. It is the first time Switzerland has hosted the event since 2008 and the circuit, held in the foothills of the Alps will be very demanding. The women will race nearly 96 miles and climb over 8000 feet...a very serious test. The men will race 170 miles and climb nearly 15,000 feet... similar to a mountain stage in the Tour de France! These are not long

and gradual climbs, however, but rather favor punchy riders. The first climb on the finishing circuit, the Zurichbergstrasse, averages 8% for 1.1 km and peaks at 15%! Just prior to entering the circuit the riders will climb the Kyburg, a 1.2 km beast that averages 12% and peaks at 16! Let's test some of your knowledge of the Worlds as we eagerly anticipate a great battle at the end of a long, difficult, and extremely exciting year of bicycle racing.

Q1. Can you name the last time a rider won the Professional Men's

Road Race World title, and it was his first win as a professional in an open road race?

Q2. Belgium's Remco Evenepoel was spectacularly successful at the Olympics, winning both the Time Trial and Road Race, a feat that had never been accomplished before. He will now try to win the same events at the World Championships in Switzerland. Has any rider ever won a road or time trial Olympic title and a road or time trial World title in the same year?

Q3. When is the last time a rider, man or woman, won both the World Road and Time Trial Championship in the same year?

Q4. Many see the road course as made for Slovenian Tadej Pogacar, already a winner of this year's Tour and Giro. When was the last time a rider won the Tour de France and the World Road title in the same year? An easy bonus for astute cycling fans: Has any male rider ever won the Giro, the Tour, and the Worlds all in the one season?

Q5. American Chloe Dygert, fresh off an Olympic Bronze (TT), and Gold (Team Pursuit) has a great chance of defending her time trial world title won last year in Glasgow and previously in 2019. If so, she could claim her third World TT title. What is the record for most World time trial titles?

See Answers on Page 22

Dave Campbell was born and raised in Lander, Wyoming and now resides in Bend, Oregon. A retired High School Science and Health teacher, Dave won four Wyoming state cycling championships before moving to Oregon to attend the U of O in Eugene. While there, Dave was a collegiate All American and went on to win six Oregon State Cycling Championships as well as a Masters National Road Title on the Tandem. He started writing Trivia in 1992 for Oregon Cycling News and continued the column with the Northwest Bicycle Paper. Dave also writes cycling history at "Clips and Straps" on Instagram and announces at cycling events throughout Oregon



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ADAPTIVE CYCLING

Off the pavement: Adaptive riders teach trail accessibility

Joe Stone closes a gate at Johnny Behind the Rocks, a BLM trail area south of Lander, Wyoming in August 2024. Photo by Katie Klingsporn/WyoFile

By Katie Klingsporn, Wyofile.com

At BLM area near Lander, disabled athletes illustrate to land managers and trail builders how they can better accommodate adaptive outdoor recreation needs.

FREMONT COUNTY, Wyoming (September 6, 2024)— Joe Stone struggled momentarily with the chain latch as he closed the gate behind him. He held his hands up, and a time-keeper called out how long it took him to open, traverse and re-secure the swinging pipe fixture.

“Forty-seven seconds,” Stone repeated. “That is actually pretty good. The last one we did, it took me like five minutes.”

This gate at the entrance of a Bureau of Land Management trail system south of Lander likely wouldn’t give pause to an able-bodied recreator. But for an adaptive athlete like Stone, who is paralyzed from the chest down and rides a heavy three-wheel adaptive mountain bike, the task of passing through a gate can seriously disrupt an outing.

This is exactly the type of challenge that Stone and his business partner Quinn Brett set out to illustrate to a crew of trail builders, outdoor advocates and BLM staff-



Joe Stone and Quinn Brett of Dovetail Trail Consulting ride a popular trail at Johnny Behind the Rocks south of Lander as Mike Kusiek of Wyoming Pathways and George the dog join on foot. Photo by Katie Klingsporn/WyoFile



Jared Oakleaf, an outdoor recreation planner for the Bureau of Land Management’s Lander field office, measures the tire span on Quinn Brett’s three-wheeled, battery-assisted hand cycle. Photo by Katie Klingsporn/WyoFile

ers on a hazy late-August day at Johnny Behind the Rocks — a popular biking and hiking destination near Lander.

During a day-long clinic, the two disabled athletes took to the trails to show their students how trail design considerations like turning radius, trail width, rocks and gates can make a huge difference in accessibility.

The clinic helped give trail managers the understanding they need

to build or modify the state’s trails to universal standards, which are intended for people with a variety of mobility levels, Wyoming Pathways Executive Director Mike Kusiek said. His group put on the clinic with the BLM.

Before they started a trail consulting company together, Brett and Stone had much in parallel. Brett is a former professional climber and national park climbing ranger. In

2017 she took a 100-foot fall in Yosemite National Park and broke her back. The injury left her paralyzed from the pelvis down.

“My world flipped upside down,” she said, “from going wherever you wanted, whenever you wanted, to this world of accessibility where, ‘wow, it’s hard to go anywhere.’”

Stone was a self-proclaimed “smile-chaser” whose pursuits included skiing, mountain biking and skydiving. He was speed-flying in Montana in 2010 when he crashed his paragliding wing into the side of a mountain. A spinal cord injury also left him paralyzed, but unlike Brett, Stone has no function in his abdominal muscles.

Like Brett, however, Stone set out on a path “to be able to get me back to the lifestyle I was living before, which was away from the pavement and getting further into the mountains or further into the desert.”

They discovered an exciting array of equipment and advancements enabling adaptive athletes to explore and play. “But our trails aren’t quite there yet,” Stone said. That’s where Dovetail Trail Consulting comes in.

“That’s really the big picture of what we’re trying to do,” Stone told the participants. “We’re not telling you to dumb down the trails, to simplify them, sanitize them or anything like that. Keep them what the original intent is. But with a few tweaks here and there, they also then can work for people with mobility disabilities.”

WyoFile (online at wyofile.com) is an independent nonprofit news organization focused on Wyoming people, places and policy.

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TRAINING

Virtual Cycling: How Zwift Changed the Way I Train



My Zwift set up in the garage. Photo courtesy Peter Abraham



During my sweet spot interval workout on Zwift. Photo by Peter Abraham

By Peter Abraham

Early last year, my friend Steve Beckett, CMO at Zwift, gifted me their Hub trainer to try out. I had not used Zwift or any other virtual training platform at all. I of course had heard of Zwift, and I often saw the virtual workouts of my friends on Strava. But I had not done any stationary training for over 15 years. In those days as a masters bike racer I had a wind trainer that was not connected digitally at all. But the world has changed and virtual training is an entire category of cycling that did not even exist last time I rode indoors.

Given the unusually rainy winter we had in 2023, it was a good time to get started with virtual training. As someone who was totally committed to riding outdoors all the time, it took me a few sessions to acclimatize to riding indoors and online. But I soon became a convert. There are many online platforms, like Rouvy, MyWhoosh and TrainerRoad. But I have focused on Zwift, because that's where most of my friends are. I still love riding outdoors, although Zwifiting is now a key part

of my training. There are all kinds of nuances and sophisticated technical features on the Zwift platform. I won't get too far into those details. YouTube is full of videos about all of that stuff. Generally, here's why I love riding virtually:

1. Time efficiency: When you ride on a trainer, there is no coasting downhill, there are no stop signs, no waiting for red lights, none of that. You are pedaling for 100% of the workout. That means an hour ride on Zwift is comparable to 1.5 or more hours outdoors. And there's less gearing up and gearing down for a ride. So you get the same amount of fitness in about half the time when riding indoors. Sometimes I just run down to the garage and squeeze in 30 minutes on Zwift. That counts as a workout.

2. Avoiding the weather and the dark: it feels like a luxury to ride without worrying about heat (very much an issue where I live in LA), rain or pre-dawn or evening darkness. Compared with riding outdoors, your rides are not at all limited by any of these things. This opens up a bunch of new times to ride: mid-day in the summer, nights and super

early mornings.

3. Injury recovery: I recently went through a challenging 6-month period where I had a MTB crash that resulted in a concussion, and then a herniated disc in my neck. Both of these injuries meant that I could not safely ride outdoors for weeks at a time while I was recovering. Being able to jump on Zwift was crucial for me — I was still able to work out but in a way that was safe. In both cases I could also start with very easy zone 1-2 rides that are hard to do outdoors in the hills around my house.

4. Motivation: When you're in a Zwift ride, there are generally lots of other Zwifters, sometimes hundreds, there as well. And with each

person's nationality flag displayed, you can see that you're riding with people from all over Europe, Asia, Australia and even further afield. If it's a race (there are workouts, events, races, group rides or you can just ride on your own) you really do have to push to keep up with a fast group. I find that I often ride harder than if I was just trying to do, say, intervals by myself. There is real benefit to being pushed outside of your comfort zone when you want a really hard workout. And there are all kinds of interesting events tied into different Zwift virtual worlds (Watopia, London, Yorkshire, France, etc). I've done a bunch of Tour de France climbs, group rides with professional teams, and I've even by chance virtually run into my

friend Eric Min, the co-founder and CEO of Zwift, during a ride.

5. Safety: As important as riding outdoors is to me, being on the road with cars does pose very real dangers. Sometimes it's nice to not worry about that, zone out, listen to some music or a podcast and get a stress free workout in. This is an indoor cycling benefit that you just can't dismiss.

I recommend adding indoor riding to your training repertoire if you have not already. The only negative of indoor training for me is having to take my bike on and off the trainer in the garage when I want to ride outdoors. The switch only takes a minute or so, but I wish I had a dedicated indoor training set up. Were I starting from scratch right now, I might get this new Zwift Ride stationary bike. This slick, purpose-built bike would just live in my pain cave and be ready to ride at a moment's notice.

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

USFS Proposes Parking Fees at Bridger-Teton National Forest

If you want to bike into Bridger-Teton National Forest, there's no charge. However, if you drive in and then ride your bike, you might have to pay a fee. While the U.S. Forest Service can't charge for general admission, it can impose fees for amenities like parking, with parking limited to designated areas.

The proposed fee would apply to the Wild and Scenic Snake River, a Congressional-designated area. By law, any fees collected must be used on site. According to the Forest Service, the fees would support "operation, maintenance, and improvements to prevent degrada-

tion, enhance recreation opportunities, and preserve the outstandingly remarkable values outlined in the Snake River's comprehensive management plan."

The USFS is proposing fees of \$5 per vehicle per day, \$40 per vehicle per year, \$20 for an additional vehicle per year, and \$3 per outfitted customer or non-commercial group member. The fees wouldn't take effect until mid-March at the earliest.

For more information, visit <https://www.govinfo.gov/content/pkg/FR-2024-09-12/html/2024-20718.htm>.

-Charles Pekow

Image courtesy of Snake River Photo — snakeriverphoto.com

ROAD RACING

Van Wagoner, Pannecoucke Win Big at 42nd annual LoToJa Classic

2024 Lotoja riders just as they crossed the Utah-Idaho border going into Franklin. This was the last group to head out in the competitive ride. Some even still were smiling. Only 187 miles to go! Photo by Bart Anderson

By David Bern

That makes it three titles for Pannecoucke; Van Wagoner avenges 2023 loss

The top pro victors in the 42nd annual LoToJa Classic on Sept. 7 showed that being fit and fast aren't always enough to triumph at one of America's coveted cycling road titles.

Sometimes, you have to risk losing — or try to break the course record — to win.

Cat. 2 Danny Van Wagoner, 32, (Team CycleSport.com) of Fruit Heights, Utah, won the Men Pro 123's after attacking from an eight-man breakaway with less than three miles to go.

His winning time in the 203-mile (327 km) race from Logan, Utah, to Wyoming's Jackson Hole Mountain Resort, was 8:50:24.22. His average speed was nearly 23 mph.

"I played all of my chips on that move," Van Wagoner said of his attack. "If it [the break] had come back, I wouldn't have had the kick for the sprint."

Cat. 1 Aileen Pannecoucke, 27, (Team LA Sweat) of Pocatello, Idaho, won her third LoToJa Women Pro 123 title after beating five breakaway companions to the line. Her finish time was 9:43:26.37 at an average speed of 20.8 mph.

"I was relieved and happy to win!" she said. "It was an exciting way to end the season, although I was a bit disappointed not to break the record."

Van Wagoner knew at the start line that he'd gamble to win after losing the Men Pro 123's last year in a close sprint against Cat. 1 Adrian Rips, 30, (Team Next Level Racing) of Kaltenkirchen, Germany.

"I lost by half a wheel last year," Van Wagoner said, who also holds a UCI Elite license and races in Europe on USA Cycling's marathon mountain bike team. "I've thought a lot about that and wanted to correct

it this year."

Last year's race wasn't the only time he's come close to winning. He took fourth in 2022 and sixth in 2021.

The day began for Van Wagoner and nearly 30 Men Pro 123's and Men Master 35+ racers when their peloton left Sunrise Cyclery in the dark at 5:30 a.m. under clear skies and 52 degrees.

Due to lower field numbers and similar experience and ability, the two categories are allowed to start and race together. The same applies to Master Men 60+, 65+ and 70+ categories.

Van Wagoner said he was in a "good head space" at the start and confident in his form. He also suspected the day would be interesting without any teammates.

But with more road racing experience and a focus on patience, he would "preserve my matches for my kick when it mattered."

He also had a game plan to make sure he'd have a chance to light those matches: He would create the break, or be in it, when the race likely erupted on LoToJa's steep, four-mile-long 7,630-foot-high Salt River Pass (106 mi/171 km).

According to Van Wagoner, the peloton stayed together as it rode north to Preston, Idaho, (29 mi/47 km). But on the rollers a few miles after Preston, Cat. 2 Jesse Hogin, 35, (Unattached) of Henderson, Nevada, went off the front.

Hogin soon had a four-minute gap going up LoToJa's first major climb, 22-mile-long Strawberry/Emigration Canyon and its 7,424-foot-high summit (57mi/92km). Van Wagoner said the peloton whittled down the gap to 90 seconds a few times, but then backed off. No one was fully committed to catch Hogin until later.

As the peloton climbed to the canyon's summit, attrition began to mount. About 15 racers descended into Bear Lake Valley and to the first feed-zone at Montpelier (76 mi/122 km).

Even more got dropped over 6,923-foot-high Geneva Summit (84 mi/135 km). Twenty miles later on the ramps of Salt River Pass, the final break was established.

It consisted of Van Wagoner; last year's Men Pro 123 winner Adrian Rips; Cat. 2 Eric Ellis, 41, (Team Formula 369.com) of Springville, Utah; Cat. 2 Gilberto Melendez, 36, (Team Fount Cycling) of Eloy, Arizona; Cat. 3 Jess Clapier, 31, (Team Mi Duole) of Salt Lake City, Utah; Cat. 2 Matthew Clark, 39, (Team Ascent Cycling) of North Salt Lake, Utah; and Cat. 3 Matthew Lefthand, 32, (Team Brainstoke) of Marriot-Slaterville, Utah.

Of those seven, it was Lefthand who reached the summit first with a time of 14:14 and average speed of 14.8 mph. But of the Men Pro 123's, he wasn't the fastest.

It was Hogin on his solo breakaway, who did the climb one second faster than Lefthand. And with Hogin still up the road and the break solidified, the seven men gave chase.

"We were flying through Star Valley, averaging 28 to 29 miles per hour," Van Wagoner said. "It was a quick rotation. Everyone worked."

Around 20 miles later, they finally caught Hogin after the Afton feed-zone (122mi/196km). Although he had been off the front for more than 90 miles, Hogin didn't drift to the back and ride wheels. He worked the rotation like everyone else.

"I have massive respect for Jesse. Kudos to him," Van Wagoner said. "He is a brave and strong rider."

To stay clear of chasers, the now eight-man break sped through the rest of Star Valley to Alpine (156 mi/251 km). But once inside Snake River Canyon with 47 miles to go, some members of the break stopped pulling, Van Wagoner said.

At the same time, others took the opportunity to attack. Van Wagoner said Ellis and Hogin tried to get away but were reeled back. After Hoback Junction (178 mi/286 km), a strong headwind discouraged further



Winner: Aileen Pannecoucke (Team LA Sweat) celebrates after taking the sprint and winning the Women Pro 123's in the 42nd annual LoToJa Classic on Sept. 7. She set a time of 9:43:26 in the 203-mile road race from Sunrise Cyclery in Logan, Utah, to Wyoming's Jackson Hole Mountain Resort. It was her third LoToJa victory. Visible and taking second place behind her is Katie Bonebrake (Team Zone 5). Photo courtesy of Snake River Photo



Fast descent: Jennifer Halladay (Team Hammer) leads the descent from Strawberry/Emigration Canyon summit in the 42nd annual LoToJa Classic on Sept. 7. Halladay went on to win the Woman Master 45+ division and take home her seventh LoToJa title. Photo courtesy of Snake River Photo

attacks.

"At one point, Adrian [Rips] said aloud, 'I guess everyone is just waiting for the sprint,'" Van Wagoner said.

Rips was right. The break stayed together on South Loop Road and over the Snake River Bike Path Bridge at Wilson. The stalemate continued on Moose-Wilson Road with the finish seven miles ahead.

It was wait and see. And for Van Wagoner, time to assess his options. He knew that he had to risk everything to beat Rips to the line.

"Adrian is a good sprinter," Van Wagoner said. "My skills are 10-minute efforts. My coach told me to play to my strengths, that was in my mind.

"I had hoped there would have been an attack so I could have attacked after everyone regrouped, but that didn't happen," he added. "I told myself if no one attacks at 5K to go, I'll attack at 4K."

Which he did. For a full 30 seconds, Van Wagoner gambled on his strength and attacked with everything he had. He then looked back and saw that he had a gap. With each rider behind without teammates, for one of them to counterattack and chase Van Wagoner could mean losing second place.

He flew across the finish line alone, followed six seconds later by Rips at 8:50:30.65; Ellis in third place at 8:50:31.09; Melendez in

fourth at 8:50:31.41; Clapier in fifth at 8:50:31.58; Hogin in sixth at 8:50:31.76; Clark in seventh at 8:50:32.52; and Lefthand in eighth at 8:50:32.66.

Van Wagoner was thrilled about how his gamble had paid off, to cross the finish alone and avenge last year's near-miss against Rips.

"It felt so damn sweet!" he said. "I was a little in disbelief. That finish from last year haunted me, so it was really gratifying to win."

Van Wagoner said LoToJa is "the bicycle race to win in Utah." The outreach he has experienced afterward has been "amazing." He attributed that to LoToJa's 43 years of existence and the general public's — not just the cycling community's — awareness of the race.

Van Wagoner, who comes from a cycling family and started mountain bike racing when he was 14 years old, is also a husband, father, and private banker. He said if all goes well and schedules align, he'll be at LoToJa's start line in 2025.

After taking 2023 off from LoToJa because of fatigue and starting a career, Aileen Pannecoucke returned this year with a single purpose: to break the women's record of 9:35:00 that was set by Melinda Macfarlane 11 years ago.

"The goal I had made this year with my coach was to break the record," Pannecoucke said. "That's what I wanted to do at LoToJa —



Winner: Danny Van Wagoner (Team CycleSport.com) is jubilant after crossing the finish line alone and winning the Men Pro 123's in the 42nd annual LoToJa Classic on Sept. 7. He set a time of 8:50:24 in the 203-mile road race from Sunrise Cyclery in Logan, Utah, to Wyoming's Jackson Hole Mountain Resort. Photo courtesy of Snake River Photo



Hard climb: Matthew Lefthand (Team Brainstoke) leads Jess Clapier (Team Mi Duole) up Salt River Pass in the 42nd annual LoToJa Classic on Sept. 7. The two were part of an eight-man break on the climb and finished eighth and fifth, respectively, in the Men Pro 123's. Photo courtesy of Snake River Photo



Hard race: In early morning light, the USAC licensed women peloton pushes the tempo alongside the Bear River north of Preston, Idaho, in the 42nd annual LoToJa Classic on Sept. 7. Photo courtesy of Snake River Photo



Chasing: The Men Pro 123 peloton rides in solidarity alongside the Bear River north of Preston, Idaho, in the 42nd annual LoToJa Classic on Sept. 7 while chasing a lone rider, Jess Hogin (Unattached), who had previously attacked and amassed a four-minute lead. Photo courtesy of Snake River Photo



Great view: Racers cross the Wilson Bike Path Bridge in the 42nd annual LoToJa Classic on Sept. 7. From the bridge and with the Grand Teton as a beacon, racers have seven miles to the finish line in the 203-mile road race from Sunrise Cyclery in Logan, Utah, to Jackson Hole Mountain Resort. Photo courtesy of Snake River Photo

more than to win it. And if I was unable to break the record, I would figure out how to win."

Which is why she immediately attacked the peloton of about 50 USA Cycling licensed women after it passed through the neutral roll-out in Logan. The women's peloton departed from Sunrise Cyclery at 6:42 am.

"To break the record, I knew we had to race immediately," Pannecoucke said. "That's why I attacked right after the neutral. I think I pissed them off."

But that wasn't her only attack. After the peloton bridged up to her, she jumped again. Pannecoucke did this up to four times before the Strawberry/Emigration Canyon climb.

"I wanted to make the race hard," she said. "They probably thought I was crazy with all the attacking I did."

Pannecoucke said she was in a break of about 10 riders at Strawberry/Emigration summit. She said the break didn't work cooperatively on the descent to Bear Lake Valley and Montpelier, which ended her record attempt.

"Montpelier was only a 30-second stop for me. I went fast," Pannecoucke said. The break resumed for the climb up Geneva, and by the summit, about eight riders remained.

On the descent from Geneva the break started to cooperate, with everyone taking solid, one-minute pulls, Pannecoucke said. This lasted for 14 miles to the base of Salt River

Pass and on its initial ramps.

But the break started to lose cohesion about halfway up when Cat. 5 Hallie French, 39, (Team M&H) of Salt Lake City, Utah, went to the front and pushed the pace. Cat. 3 Katie Bonebrake, 33, (Team Zone 5) of Salt Lake City, Utah, followed.

Pannecoucke initially got dropped, but didn't panic. She had worked hard on her climbing over the summer. Feeling confident, she bridged up to French and Bonebrake and was joined in the effort by Cat. 4/5 Sarah Esmeier, 27, (Team Pay N Take) of Flagstaff, Arizona.

Bonebrake won the Queen of the Mountain prize with a time of 17.42 and an average speed of 11.9 mph. She was followed by Pannecoucke; Esmeier; Cat. 1 Jennifer Halladay, 53, (Team Hammer) of Kuna, Idaho; French; Cat. 2 Marilyn Chychota, 47, (Team MCC) of Tucson, Arizona; and Cat. 5 Lori Castagnetto, 46, (Team Zone 5) of Provo, Utah.

The established break of seven women descended into Star Valley after a quick pee stop atop Salt River. Pannecoucke said everyone worked cooperatively to Alpine, up Snake River Canyon and past Hoback Junction. The break stayed intact with 2K to go on Moose-Wilson Road.

"I think Katie [Bonebrake] wanted to attack me," Pannecoucke said. "I expected it to happen, but it didn't."

She said Castagnetto got stuck at the front and "I got second wheel with Jen [Halladay] next to me." With 250 meters to go, Pannecoucke launched her sprint.

"It was a long way out, but sprinting is my strength, and I figured I was the only one who could do it for that far," she said.

She sailed across the line with her arms outstretched, with Bonebrake second at 9:43:26.39, Esmeier third at 9:43:26.52, Halladay fourth at 9:43:26.55, Chychota fifth at 9:43:26.73 and Castagnetto sixth at 9:43:26.76. French came in just over three minutes later to take seventh at 9:47:09.

Although that's how the break finished, it contained a mix of categories and ages, which affected final standings. Due to lower field numbers, all USA Cycling licensed women start and race together in LoToJa regardless of category and age. But respective category wins and placings are maintained despite mixed-category finishes.

Bonebrake is a Cat. 3, so her second-place finish behind Pannecoucke also gave her second place in the Women Pro 123's. Esmeier finished third in the break but won the Women's Cat. 4/5's.

Fourth-place Halladay won the Women's Master 45+ and her seventh LoToJa title, and fifth-place Chychota took third place in the Women Pro 123's. Sixth-place Castagnetto took second place in the Women Master 45+, and seventh-place French won the Women Master 35+ and her fifth LoToJa title.

Pannecoucke, who comes from a cycling family and started racing at age 15 in her native Belgium, said that winning LoToJa is never easy and winning multiple times is even harder.

It's an event that a lot of people follow. Expectations from family, friends — and oneself — to keep on winning, are high, she said.

"After all of the training and stress, it would have been hard to end the season with a second or third place," Pannecoucke said. "... I was

relieved to win and get it done."

She said she's not 100-percent certain that she'll roll up to LoToJa's start line next year. She plans to transition into triathlons in 2025. With that, and her career as a middle school science teacher and head coach for a high school co-ed swim team, may make it tough to be race-fit next year.

LoToJa features much more than pro categories for men and women. There were approximately 1,800 USAC licensed and non-licensed cyclists in the event. There were 28 separate start groups that included licensed race categories, plus non-licensed cyclosportive categories and relay teams.

The groups left Sunrise Cyclery Logan in four-minute intervals to separate race and ride categories on the road. Each group contained an average of 40-50 cyclists.

Although Hogin was the first and fastest Men Pro 123 who assailed Salt River Pass, he did not win the KOM prize. That went to Cat. 3 Korby Van Valkenburg, 41, (Team Mi Duole) of Mapleton, Utah.

He climbed Salt River in 13:28 at an average speed of 15.6 mph. He also took second place in the Men Cat. 3/4 division.

The oldest female cyclist to start and finish was Barbara Sullivan, 68, (Unattached), of Carlsbad, California, whose finish time was 11:01:22.

The oldest male cyclist to start and finish was Richard Linton, 74, (Unattached), of Draper, Utah. He took seventh place in the Men Master 70+ with a time of 12:01:06.14.

The youngest female to start and finish was Natalie Rehklau, 17, (Team Frontiers Racing) of Billings, Montana, who finished with a time of 12:22:58. The youngest male was Andrew Holmes, 15, (Team Holmes on the Range) of Spanish Fork, Utah,

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BICYCLE TOURING

The not so Ordinary, Ordinary Cyclist: Samuel Lance Waddington

Samuel Lance Waddington riding in Monument Valley, Arizona/Utah on his cross-country trip. Inspired by Forrest Gump. Photo courtesy Samuel Lance Waddington



A map showing Sam's western bike tour route. Map by Samuel Lance Waddington



Sam setting off on his journey from Vancouver Island. Taken on February 19 2022. Photo courtesy Samuel Lance Waddington

By Savannah Cottam

Sam is a contagiously charismatic Aussie; I met him while working as a backpacking guide in Colorado. As he told me about his adventures, I knew his story was one meant to be told. Sam traveled alone on his bike for 5162 miles from Canada to the border of Mexico.

I interviewed Sam hoping to find out his purpose and what he wanted to teach himself and others.

Samuel Lance Waddington's Story

I grew up surrounded by substance abuse and addiction. Being the youngest, I watched everyone go down ordinary paths, for me it was something that I wanted to avoid. My outdoor education teacher taught me to believe in myself and showed me I can do some crazy things. After high school, I got hooked on the outdoor lifestyle and was living in a tent for more than half the year. I wanted to challenge myself in a way that I would almost laugh at. I think it's very important that everyone at some point in their life challenges themselves to the point where they are almost laughing. But, by the time you chip away, you slowly realize that it's possible and you are getting closer to the goal you set for yourself.

For me life has always been about challenge and travel, so I wanted to relate those two. In 2022, I sold all my possessions and moved to the east coast of Canada to a place called Miscou Island. I was living with my friend's family with no plan. It was a very slow place out there. I

had so much time to think that eventually I wondered, "how do I travel in a very cheap way whilst experiencing it in the way that I want to". I like traveling very surface level and gritty, not like a tourist but instead as a local. From there, the bicycle idea was born.

I wondered what I was physically capable of doing. I looked at other people for inspiration and thought "maybe I could do something like that".

Before I embarked, I had never owned a bicycle or done an overnight trip on a bike. I still don't really consider myself a cyclist. I had a lot of outdoor experience and guiding, so the survival skills was not something I was lacking. It was more about getting bike fitness. That came quickly; it was only after a few weeks that I felt I was pretty fit and could ride all day without getting sore.

I started riding in Vancouver Island which is where I bought my bike. The bottom of Argentina was my goal. Everything in the middle is what I really cared about seeing. I did this in a very unorthodox way, I wanted to introduce a bit of a challenge (because biking more than 5,000 miles wasn't enough?). I decided to start riding in the middle of winter, which was amazing. Riding through mountains in the snow with no one around is indescribable.

I had to make it to Colorado to work as a guide so I could stay in the US. I went through some pretty crazy weather and eventually made it to the job where I guided 16- to 18-year-olds on month long backpacking expeditions.

After the job, I was now in another

crazy position. I had to cycle through the desert in the heat of the summer. I was getting heat with 110+ degree weather every day. There were some pretty tough long days, so I was certain that once I got to San Diego I was going to go home from there. Riding through the desert I really felt that I was at my limit and needed to reset.

I got to San Diego, it was the night before I was supposed to leave, I was laying in my bed, my heart was racing, I couldn't sleep, and I thought ahh there's no way I'm about to get on a flight tomorrow. Sure enough, the next day I got on the border into Mexico, and it was absolutely amazing. I love the culture and scenery there but after a few weeks the desire to go home won. I think I wasn't necessarily over what I was doing, it was more that I became excited to implement that I had in that year. I think that in 2025 I'm going to go back to the border and finish what I started.

Savannah Cottam: Did you ride all day every day?

Samuel Lance Waddington: There would be times that I would stop in places. Say there was a large point of interest, somewhere I was

really interested to go, I would hang out there for a little bit. Probably the most riding I had done consecutively would be a couple of weeks.

SC: Did you ever pay for a hotel?

SLW: I only paid for a hotel room whilst I was in the US once. For the most part I lived in a tent, I was very lucky though because I was given a lot of hospitality. I reckon I had around 15 or 20 people hosting me throughout the journey which was one of the best parts of the experience."

SC: How do you meet the people that hosted you?

SLW: There is actually a funny story, when I was in Canada, it was 3 degrees with snow everywhere. Someone had pulled over on the side of the highway and was waving at me quite enthusiastically and I waved right back thinking he was maybe just excited to see that I was doing something like this. He kept waving until I realized he was waving me down telling me to stop. He said "I know what it's like to be doing this especially when you are in the winter, and I know how hard it can be to find a place. I live about a mile away with my partner. We have a farm, and I can cook you something and give you a bed you can sleep in."

In situations like these, you have to be careful and make sure the offer is genuine, but he seemed trustwor-

thy, and I took him up on the offer. Well, I got there, and it was the most luxurious cabin that was separate from the house with a fireplace, king size bed, shower, and I ended up staying there for a few days to wait out a horrible storm. It was such an awful few days of weather and I was so fortunate to find this place to stay.

I think when you have positive energy, and you are putting energy out into the world whilst also having the acceptance to recognize that no one has to do these things and you can't expect people to do it either but staying open and positive when those things come your way.

For example, I try not to wear headphones whilst I'm riding or whilst I'm in new places because if I'm listening to something else, I'm detaching myself from that environment. I've had a lot of opportunities to meet new people that I wouldn't have gotten had I been wearing headphones. If you are present, in every moment and trying to be positive and have those conversations, experiences tend to gravitate toward you.

The other way I find people is through a site called "Warm Showers" (warmshowers.org). It's basically people putting their homes out as a host house, and you come in and they will accommodate you so you can use their shower and wash

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Samuel Lance Waddington -
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Sam riding at Golden Gate Bridge 1,864 miles in, day 101. Photo courtesy Samuel Lance Waddington

your clothes. For me, I consider it as more than just a free bed. I consider it as a cultural exchange so in exchange for the place to stay you share stories, have dinner, and really connect with your host, a lot more than you would staying in a hotel. Those experiences are always beautiful.

SC: What is the most important thing you have learned from this experience?

SLW: I think about this experience over the past year a lot, and the biggest takeaway from person-to-person is how I perceive the impacts that I can have on strangers. There were people that changed my life, whether it's in the long term, you never know how long that change will last but in that immediate moment people quite literally changed my life. I had people pick me up in the middle of snowstorms on these really unsafe roads. People picked me up when my bike was broken and took me to a bike shop to help get it repaired. These are all small acts for them, acts that they probably will forget in a week or two but for me that sticks with me for a really long time. In the desert, when people stopped and gave me water, they were quite literally giving me life. So, the impact you can have on someone in such a short space of time, and it doesn't even have to be materialistic, but you can change someone's life so quickly with a small act of kindness. I want to give back the kindness that was made to me.

From a more individual standpoint, realizing that if a human has done it, I can do it. Even if they haven't, I'm gonna try. When you do something as drastic as this, and people have done far crazier things than I have, I really admire that and hope to achieve the same. But, when you push yourself for an extended amount of time, your confidence and trust in yourself goes through the roof. I think the trajectory of my life, in my mind, has no limit.

SC: What do you want people to learn from you?

SLW: I wanted to pass on the information that I had learned about my life and what was possible for me. Obviously, we are all different but the feeling that you get from challenging yourself from something like this is unparalleled. I wanted people to feel that same feeling. I don't necessarily want to inspire or motivate people. I want it to be an awakening from whatever it is in their life that they had buried in the back of their brains but has kept being pushed back to the side. I want to bring that thought that they've had to life and give them the courage to be like "yep let's do it, let's go for this". It doesn't have to be riding a bike around the world, everyone has a different challenge that they have been thinking about for a long time and ultimately just go for it."

Questions answered with one word or sentence:

SC: What is the worst advice you have ever received

SLW: You can't do that.

"The worst advice that someone can give is telling someone that they are incapable of something."

SC: What is the best advice you have ever received

SLW: Just keep livin'.

You can find Sam's Instagram @Wadd.if and his Donations/Journal/Photos/YouTube in the link of his bio.

NUTRITION

The Athlete's Kitchen: Gut Health and Sports Performance

By Nancy Clark MS RD CSSD

The gut, also called the intestinal tract, includes the stomach, intestines, and colon. An amazing number of life-sustaining and performance enhancing events happen in the gut—including but not limited to digestion of the food we eat and absorption of nutrients that provide energy. While those of us with well-functioning "cast iron stomachs" are unlikely to think twice before eating any food that crosses our path, athletes with gastrointestinal issues (irritable bowel, diarrhea, reflux) are more cautious about what they eat.

Good gut health matters

Gut health can change; you don't want to take it for granted. Rather, you want to properly feed those 100-trillion beneficial microbes that live in your gut; they have a big impact on your overall well-being. (Hint: Microbes like fiber-rich carbs!) Improper feeding, including long-term food restriction (anorexia, dieting) and a low fiber diet can reduce microbial diversity and have a detrimental health impact. A strong array of microbes in your gut enhances your immune system, reduces the risk of allergies, produces vitamins (K, B-12), optimizes absorption of nutrients, sends signals to the brain that make you more resilient to stress, and fosters anti-inflammatory and anti-carcinogenic benefits. A healthy gut enables athletes to access and utilize the fuels they need to perform longer, recover faster, and heal cells that get damaged during intense exercise. In comparison, athletes with unhealthy guts may spend more time sitting on the bench feeling un-well (including travelers' diarrhea).

Exercise itself is beneficial for gut health. Exercise with a fiber-rich diet (abundant fruits, veggies, beans, grains) is even better. Among elite athletes, those with a fiber-rich diet have a more robust microbiome compared to elite athletes with a lower fiber intake.

Eating for gut health

For sports-active people who want to feel good, perform optimally, and recover quickly from hard exercise, here are some suggestions about how to eat to optimize your gut health.

- Figure out how to easily include

more fruits and veggies in your daily diet. Suggestions:

- Combine fruit with protein, such as banana & peanut butter or apple & cheese. For many athletes, this carb-protein combo is more appealing and likely to be consumed than just a piece of fruit.

- Snack on dried fruit for a sweet treat (instead of candy).

- Buy frozen veggies (broccoli, cauliflower, peas, carrots, etc.) and eat a pile, not just a serving, at dinner. Freezing retains nutrients, so frozen veggies can be more nutrient-rich than fresh veggies that lose nutrients during shipment from, let's say, California to New England. Frozen veggies are also easier to incorporate into a busy athlete's sports diet. No prep—and they cost less. Cook extra veggies, for leftovers to add to the next day's breakfast omelet or lunchtime soup.

- Redefine your afternoon "snack" as a "second lunch" with quality fiber-rich food (peanut butter & banana sandwich on whole wheat bread) instead of snacky foods (chips, sweets). Fiber-rich foods leave you feeling nicely satiated with sustained energy and less evening hunger.

- Boost your intake of fiber-rich grains (bran cereal, oatmeal, Dave's Killer Bread, popcorn, brown rice), beans (hummus, burritos with refried beans, bean-dip), and nuts & seeds (nut butters, almonds, sunflower seeds).

- Note: Not all fruits and veggies and fiber-rich. The best options have seeds (raspberries, black berries, cucumbers, cherry tomatoes) and edible skins (apples, pears, potatoes).

- Enjoy more fermented foods. Snack on yogurt; make a smoothie with kefir. Learn to like kombucha. Try some kimchee or sauerkraut.

Abating exercise-related GI distress

GI complaints are common among athletes and can vary according to sport. Cyclists in a bent-over position might suffer from heartburn or reflux. Marathoners with lots of intestinal jostling might experience "runners trots." Gymnasts and ballet dancers fear being bloated with a bulging stomach. You are not alone if you exercise with GI distress! The following tips might help resolve current gut issues and reduce future digestive problems that could impact your sports performance.

- Train your gut (not just your heart, lungs, and muscles). Being afraid to eat before you work out because you fear experiencing nausea, stomach cramps, or diarrhea is a questionable excuse for avoiding pre-exercise food (particularly for endurance athletes and those who train more than 60 to 90 minutes a day). The gut is trainable and can learn to tolerate fuel consumed before and during exercise. You at least want to try to fuel your body appropriately for the work that you will be doing. Training on empty will do nothing to help you compete against a better fueled athlete...

- Instead of simply insisting you can't eat before you exercise, be curious. What bad happens if you nibble on 25 to 50 calories of a simple, low-fiber grain, such as a pretzel, Vanilla wafer, or half-slice of white toast? Likely nothing! Next, build up to 50 to 75 calories, then 75 to 100. The goal is to consume ± 200 calories in the hour or so before you train. The benefits will be more energy and a better workout.

During extended exercise, you want to build up to consuming 200 to 300 calories per hour after the first hour. Learn from each experiment and tweak your choices, if needed.

- Some commercial sports foods quickly lead to GI distress, so test different products during training, not on the day of the event. A product might have too much caffeine or a type of carbohydrate that your body is not used to consuming. You might need to replace gels and chomps with honey and maple syrup. Both are available in single-serv packets for athletes.

Conclusion

Emerging evidence strongly suggests fiber-rich plant-based foods offer beneficial gut-health benefits that translate into overall health benefits not seen with highly processed low-fiber foods. Good gut health invites less inflammation, better recovery, and overall better well-being.

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

1989 Worlds - Continued from page 8

not be denied, racing like a champion, and closing down all challengers to become only the fifth rider to win the Tour de France and the World Championship in the same year...no one has done it since!

ESPN, Inc. (Producer). (1989, September 28). 1989 World Cycling Championships [Television Broadcast]

Watch for Dave Campbell's

forthcoming book "Saddling up to ride in Cowboy Country...in Spandex!", both a personal tale of discovering the sport of cycling in 1980's Wyoming and a chronicle of the rise of American cyclists into prominence on the International cycling scene during the same magical period.

Dave Campbell was born and raised in Lander, Wyoming and now resides in Bend, Oregon. A retired High School Science and Health teacher, Dave won four Wyoming state

cycling championships before moving to Oregon to attend the U of O in Eugene. While there, Dave was a collegiate All American and went on to win six Oregon State Cycling Championships as well as a Masters National Road Title on the Tandem. He started writing Trivia in 1992 for Oregon Cycling News and continued the column with the Northwest Bicycle Paper. Dave also writes cycling history at "Clips_and_Straps" on Instagram and announces at cycling events throughout Oregon

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thehubbikes.com

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Teton Village, WY 83025
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Listings are free on a space available basis and at our discretion.

Submit your event to:

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

Let us know about any corrections to existing listings!

For the full year calendar, visit CyclingWest.com!

BMX

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

Deseret Peak BMX — Grantsville, UT, Outdoor Racing located on the SW corner of the Deseret Peak Complex. Racing every Monday and every other Wednesday, June through October. Registration 5-7pm, Danie Raaford, 385-315-0349, Strider2rider@gmail.com, deseretpeakcomplex.com, usabmx.com/tracks/1518

Advocacy

Bike Utah — UT, Utah's Statewide Advocacy Group. They work on education and other bike related advocacy. Bike Utah, 406-498-9995, info@bikeutah.org, bikeutah.org

Salt Lake City Bicycle Advisory Committee — Salt Lake City, UT, Meetings are the 3rd Monday of the month from 5-7 pm in the SLC Transportation Division Conference room, Salt Lake City Transportation, 801-535-6630, bikeslcl@slc.gov, bikeslcl.com

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

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

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

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

Parley's Rails, Trails and Tunnels (PRATT) — Salt Lake City, UT, PRATT is a 501(c)(3) nonprofit organization, run by volunteers. The mission of the Parley's Rails, Trails and Tunnels (PRATT) Coalition is to assist city, county, state and federal agencies and other pub-

lic and private partners in completing a multi-use trail along I-80 via Parley's Creek Corridor and the Sugar House Rail Spur to connect the Bonneville Shoreline Trail with the Provo/Jordan River Parkway., Juan Arce-Larreta, 801-694-8925, parleystrail@gmail.com, parleystrail.org

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

Trails Alliance of Southern Utah — St. George, UT, TASU, info@tasutah.org, tasutah.org

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

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

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

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

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

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

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

Bike Walk Montana — Helena, MT, Statewide bicycle advocacy organization, Taylor Lonsdale, bnbybike@gmail.com, Doug Haberman, 406-449-2787, info@bikewalk-montana.org, bikewalk-montana.org

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

Bike Orem — Orem, UT, The Orem Bicycle Coalition exists to cultivate a more bicycle friendly community in Orem so that more residents will be able and excited to ride in our community. We do this by encouraging bicycle safety, accessibility, inclusivity, and infrastructure to the community and its residents. Come join us! Currently we are meeting on the second Wednesday of each month, from 5:30pm to 7:00pm at Mad Dog Cycles. The address is 350 North

Orem Blvd, Orem, UT 84057, Randy Gibb, 801-222-9577, randy@maddogcycles.com, facebook.com/BikeOrem

Sweet Streets — Salt Lake City, UT, SLC based advocacy group that works for safer streets, Taylor Anderson, taylor@buildingsaltlake.com, sweetstreetsllc.org

Cycling Salt Lake — Salt Lake City, UT, Advocates for better cycling of all types in Salt Lake City, County, and on the Wasatch Front. Reach out to join our email list serve., Dave Illis, 801-574-3413, dave@cyclingsouth.com, cyclingsouth.com

Southern Nevada Mountain Bike Association (SNMBA) — NV, The SNMBA advocates for mountain biking across all of Southern Nevada., Allison Cormier, info@snmba.org, snmba.org

California Bicycle Coalition — CA, CalBike advocates for equitable, inclusive, and prosperous communities where bicycling helps to enable all Californians to lead healthy and joyful lives., Kevin Claxton, info@calbike.org, calbike.org

Bike East Bay — Oakland, CA, The East Bay's Bicycle Advocacy organization. They strive for Education, Advocacy, and Community Engagement, Bike East Bay, 5108457433, events@bikeeastbay.org, bikeeastbay.org

Walk Bike Berkeley — Berkeley, CA, Walk Bike Berkeley, info@walkbikeberkeley.org, walkbikeberkeley.org

Mountain Bike the Teton — Driggs, ID, Mountain Bike Trails Advocacy in the Teton, Chris Brule, 307-413-1998, info@mountainbiketetons.org, mountainbiketetons.org

Events, Swaps, Lectures

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

October 4-6, 2024 — Northern Utah Trailfest, Ogden, UT, 3/6-Hour Mountain Bike Race during the Northern Utah Trailfest at North Fork Park. Fall weekend camping, festival, music, and competition to complete the most course laps., Kelli Barkema, 801-393-2304, kelli@fnu.org, northernutahtrailfest.com

November 2, 2024 — Veloswap, Denver, CO, Veloswap is an annual event with 10,000+ attendees and 600+ vendors at the National Western Complex in Denver, Colorado. Every year attendees snap up deals from hundreds of vendors selling bikes, parts, clothing and accessories. Since 1989, this citizen marketplace continues to evolve—welcoming, connecting and inspiring members of the cycling community, old and new, Dan Grunig, 303-417-1544, info@bicyclec Colorado.org, veloswap.com

December 14, 2024 — Bike Shop Saturday, Everywhere, Worldwide, Bike Shop Saturday is a global event held the second Saturday of each December. Come out to your local bike shop and support them. Recognizing that local bike shops and bike related businesses are the backbone of the cycling community, the event encourages cyclists to patronize those businesses during the holiday shopping season. December is often a tough month for bike shops because of the weather and Bike Shop Saturday is an encouragement to shop locally when it matters most, Cycling West, nomail@cyclingsouth.com, bikeshopsaturday.com, facebook.com/events/983476375942365

April 12, 2025 — Sea Otter Classic, Monterey, CA, Festival, Road, Mountain, Gravel, and XC races offered., Sea Otter Classic, 1-800-218-8411, info@seaotterclassic.com, seaotterclassic.com

May 1-31, 2025 — National Bike Month, Utah Bike Month, Everywhere, UT, Celebrate the bicycle with events and programs from the League of American Bicyclists, Bike League, bikeleague@bikeleague.org, bikeleague.org

Gravel Races and Rides

October 5, 2024 — Remy, Queen of the Desert, Fruita, CO, A Point-to-Point ride from Moab, Cisco, or the Utah border to Downtown Fruita, Co. Amazing gravel, bonfire finish, food, beer, and music. Do you have what it takes to tame her? Here are your options: 200 mile solo or relay team, 100 mile Moe solo or relay, 50 mile solo, Morgan Murri, 303-475-6053, morgan@desertgravel.com, desertgravel.com

October 5, 2024 — The AIKEMist Gravel Fest, Mandan, ND, 30 and 55 mile options, Melissa Marquardt, 701-221-9833, melissa@701cycleanandspori.com, 701cycleanandspori.com

October 5, 2024 — AIKEMist Gravel Fest, Graner Park/Sugarloaf Bottoms, ND, Combine your love for cycling with the changing of the seasons at the AIKEMist Gravel Fest. This event will have you climbing your way out of the Missouri River Valley onto the bluffs of Morton County. The 55-mile course will test you with minimum maintenance roads, fast descents and some of the longest climbs around, but your effort does not go unrewarded as the views are spectacular as well., Melissa Marquardt, 701-221-9833, melissa@701cycleanandspori.com, 701cycleanandspori.com

October 5, 2024 — Heart of Gold Gravel, Nevada City, CA, Clemence Heymelot, 707-560-1122, info@bikemonkey.net, heartof-goldgravel.com

October 12, 2024 — Holy Grit Gravel Grinder, Blanco, NM, Ride on parts of the Old Spanish Trail, a historic trade route that connected the northern New Mexico settlements of (or near) Santa Fe, New Mexico with those of Los Angeles, California and southern California dating back to the 1800s. The ride is a great way to experience the beauty of Northwestern New Mexico and to challenge yourself both physically and mentally, 15-mile distance and 43-mile distance options, multiple category options, Neil Hannum, 970-759-2126, aztecadventures01@gmail.com, William Farmer, 505-402-3959, gfamer360@gmail.com, aztec-adventures.com

October 12, 2024 — Grassroots Gravel, Pueblo, CO, 15, 40, 75, & 110 mile routes, Adam, adam@grassrootsgavel.com, grassrootsgavel.com

October 26-27, 2024 — Day of the Tread Gravel, Albuquerque, NM, The Bone Shaker Gravel Grinder which will be held on Saturday, October 28. The event features 7-, 17- and 34-mile routes. Proceeds will benefit Make A Wish Foundation New Mexico, the Carrie Tingley Hospital Foundation and other non-profit organizations that benefit New Mexico's young people., Joanie Griffin, 505-261-4444, jgriffin@sunny505.com, day-of-thetread.com

October 26, 2024 — Bovine Classic, Atascadero, CA, Clemence Heymelot, 707-560-1122, info@bikemonkey.net, heartof-goldgravel.com

November 2, 2024 — Spirit World 100, Patagonia, AZ, 10 hours to ride your gravel bike from Patagonia, Arizona to the border of Mexico and back, 100, 80, or 50 miles, 3 days, Group Rides, Camping, Regional Food trucks, Coffee, Beer, Wine, Heidi Rentz, heidi.w.rentz@gmail.com, thespiritworld100.com

November 2, 2024 — Powless Gran Fondo, Auburn, CA, 35, 68 (road events), 71, 104 (gravel) mile options. A road and gravel race in the hometown of Neilson and Shayna Powless, Nathan Powell, 916-899-3471, calbeaadvnture@gmail.com, powlessgranfondo.com

November 16, 2024 — Apacheria Gravel, Douglas, AZ, Secure your spot today and experience the thrill of a lifetime. Our event welcomes cyclists of all levels, from seasoned pros to first-time riders. With comprehensive support, top-notch amenities, and a commitment to excellence, Apacheria Gravel promises an unforgettable adventure for all who dare to join. 88, 68, 38-mile course options., Mike Miller, 720-231-0521, mikebikes720@gmail.com, apacheriagravel.com

January 26, 2025 — Low Gap Gravel, Grasshopper Adventure Series, Ukiah, CA, 48 miles, 6,164 feet elevation. Join us for an epic mixed terrain adventure that has become a "Hopper Classic". Exactly half pavement and half dirt, the final 22 miles of dirt will be off the hook! The epitome of Nor Cal adventure riding., Miguel Crawford, info@grasshopperadventureseries.com, grasshopperadventureseries.com

February 2, 2025 — Old Man Winter Bike Rally, Lyons, CO, An epic winter adventure featuring 50 K or 100 K of rolling gravel roads, classic Boulder County climbs, fast tarmac, and the infamous Rowena Trail. Josh Kravetz, 303-408-0747, josh@adventurefil.com, old-manwinterbikerally.com

February 22, 2025 — Huffmaster Hopper, Grasshopper Adventure Series, Maxwell, CA, 88.8 miles, 4,842 feet or 53.7 miles, 3,085 feet elevation gain. Join us for the classic Huffmaster Hopper starting in Maxwell, California. West of Hwy 5 and east of the Mendocino National Forest lies miles of rolling gravel roads and lightly traveled tarmac. Both routes are 50/50 paved/gravel., Miguel Crawford, info@grasshopperadventureseries.com, <https://grasshopperadventureseries.com/>

February 28-March 1, 2025 — Belgian Waffle Ride - Arizona, Quad-Tripel Crown of Gravel, Cave Creek, AZ, 4th Annual, only 1,000 spots to race on the spectacular 'unroad' course. Pain and suffering will commence at 7am featuring on wave start for all - there are three event distances. Waffles are served at 5 am. The BWR Unroad Expo will open on Friday and run throughout the duration of the event until the beers, jeers and awards are distributed for all the day's heroic efforts, Michael Marckx, 760-

815-0927, mmx@MonumentsofCycling.com, belgianwaffleride.bike

March 8, 2025 — Roxsands Gravel, St. George, UT, 25-mile ride weaving through the picturesque dirt roads surrounding the breathtaking Gunlock Reservoir, Aaron Metler, 435-627-4054, aaron.metler@sgcity.org, sgcity.org/races/roxsandsgravel

March 14, 2025 — True GRIT Epic Gravel Race, National Ultra Endurance Mountain Bike Series (NUE) 100 and Marathon SE, Santa Clara, UT, Epic gravel race 84 miles, Cimarron Chacon, info@goraces.com, gor-promotions.com

April 25-27, 2025 — Belgian Waffle Ride - Del Mar, Quad-Tripel Crown of Gravel, Del Mar, CA, The move to Del Mar Polo Fields brings a fresh and exciting atmosphere to the 14th Annual BWR CA. This scenic venue offers expansive festival grounds and stunning coastal routes, making it the perfect location for an unforgettable experience. Riders will encounter fresh road and unroad sectors through coastal canyons, Rancho Santa Fe's bucolic landscapes, the Coast to Crest Trail, and the Del Dios Gorge; plus, many of event's infamous unroads., Michael Marckx, 760-815-0927, mmx@MonumentsofCycling.com, belgianwaffleride.bike

April 27, 2025 — Gorge Gravel Grinder, Dufur, OR, Gorge Gravel is the perfect early-season ride that is perfect for beginners and seasoned gravel purists with three distance options., Chad Sperry, grinderinfo@breakawaypro.com, oregongravelgrinder.com

April 27, 2025 — Whiskey Tango Fondo, Independence, CA, 50, 70, 100 mile routes in the Alabama Hills, foothills to the Sierras. Highlight: Whitney Portal Rd climb, Phil Gaimon, info@philfondo.com, WTF, bigboss@whiskeytangofondo.com, whiskeytangofondo.com

April 27, 2025 — Ukiah Mendo Gravel Epic, Grasshopper Adventure Series, Ukiah, CA, 83 miles, 8,163 feet or 40 miles, 3,200 feet elevation. This new Hopper is mostly on Mendocino Redwoods property and is only open to registered riders on the day of the event and the weekend before. Please DO NOT ride on MRC land at any other time or it will jeopardize our chance to hold this special event., Miguel Crawford, info@grasshopperadventureseries.com, <https://grasshopperadventureseries.com/>

May 10, 2025 — Top Secret Grasshopper Event, Grasshopper Adventure Series, Unannounced, CA, Top Secret, Miguel Crawford, info@grasshopperadventureseries.com, <https://grasshopperadventureseries.com/>

May 17-18, 2025 — Santa Fe Century Gravel Rides, Santa Fe, NM, Gravel Ride/Distance options of Gravelón (55 mile), or the Gravelito (25 mile) on Rowe Mesa, Santa Fe Century, 505-490-6387, ride@santafecentury.com, santafecentury.com

May 17, 2025 — Volcano Fire Road 120k Gravel Grinder, Veyo, UT, Fun and challenging gravel race! 75 miles with 6200' climbing in the beautiful Pine Valley area north of St George. 56% dirt, 44% pavement. Solo or 2x relay. Famous Veyo Pie at the finish line! Deborah Bowling, 818-889-2453, embassy@planetultra.com, gravelgrinder.com

May 17, 2025 — Stelina's Paydirt, Carson City, NV, The old way of all-out racing is not the way at Stelina's Carson City Paydirt. Instead, the Paydirt consists of two substantial timed segments to keep things competitive without separating yourself from dear friends in the dusty west of Nevada's desert. In addition to on-bike racing, there are two bonus segments that consist of fun and games back at the post-race festival. Riding a mechanical bull and participating in a fire-toss competition could be all that separates you at the end of the day., Clemence Heymelot, 707-560-1122, info@bikemonkey.net, stelinaspaydirt.com

May 23-24, 2025 — Belgian Waffle Ride - Cedar City, Quad-Tripel Crown of Gravel, Cedar City, UT, The Sixth Annual BWR UTAH takes place around the beautiful National Parks in southwest Utah and spends considerable mileage inside Dixie National Forest. The new 'unroad' course will feature less single-track and more of the incredible gravel rollers and truck trails the area is ripe with. Pain and suffering will commence at 7am featuring one wave start for all - there are three event distances. Waffles are served at 5am. The BWR Unroad Expo will open on Friday and run throughout the duration of the event until the beers, jeers and awards are distributed for all the day's heroic efforts., Michael Marckx, 760-815-0927, mmx@MonumentsofCycling.com, Brandon Burk, bburk@cedarcityutah.onmicrosoft.com, belgianwaffleride.bike

June 1, 2025 — Cascade Gravel Grinder, Bend, OR, Experience gravel greatness in the Cascades through three gravel ride distances starting and finishing in beautiful Sisters, Oregon. Small Gravel: 44 Miles, 3500 Feet Elevation; Medium Gravel: 64 Miles, 3500 Feet Elevation; Big Gravel: 84 Miles, 8600 Feet Elevation. Chad Sperry, grinderinfo@breakawaypro.com, oregongravelgrinder.com

June 7, 2025 — The Dead Swede Gravel Grinder, Wyoming Gravel Grinder Series, Sheridan, WY, 40 or 100 miles, Sheridan Bicycle Company, 307-763-4481, sheridan-bicycleco@hotmail.com, thedeadswede.com

June 14, 2025 — Lost and Found Gravel Grinder, Lost Sierra Triple Crown, Portola, CA,

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VillageBicycleProject.org

The perfect blend of pavement, dirt, and gravel roads over 35, 60, or 100 miles of epically beautiful gravel riding in the Lost Sierra. Followed by live music, expo, beer, and awesome food with lots of good people. More than a ride, L&F is a whole weekend of Lost Sierra fun dedicated to raising funds for the Lost Sierra Route., Greg Williams, wille@sierratrails.org, Sierra Trails , info@sierratrails.org, lostandfoundbikeride.com

June 25-29, 2025 — Oregon Trail Gravel Grinder, Sisters, OR, Ready to race the Oregon Trail? Do you want to test your limits and push yourself in the most challenging and beautiful scenery? 350 total miles ~ 30K total feet elevation gain., Chad Sperry, grinderinfo@breakawaypro.com, oregon-gravelgrinder.com

June 28, 2025 — Truckee Tahoe Gravel, Truckee, CA, Three days of activities with a competitive off-road bicycle race featuring the incredible dirt and gravel roads in the Tahoe National Forest, best suited for a gravel/cross bike or a hardtail MTB. 3 course options: 65.1 mi (Long), 58.1 mi (Medium) and 26.2 (Rollout - non timed) + Family Fun Route (15 mi). Benefits the Truckee-based non-profit Adventure Risk Challenge., Clemence Heymelot, 707-560-1122, info@bikemonkey.net, truckeediffondo.com

June 28, 2025 — Ruby Roubaix Gravel Gran Fondo, Lamolite, NV, Gravel Fondo! See the Ruby Mountains like you've never seen them before during this one-day bicycle ride or race beginning and ending in scenic Lamolite, Nevada. Choice of a 22, 38, 64, or full 117 mile loop on pavement, gravel and dirt roads. Ride it or race it!, Ruby Roubaix Event Director , 775-389-1862, info@rubyroubaix.com, rubyroubaix.com

June 28-29, 2025 — Belgian Waffle Ride - Montana, Quad-Tripel Crown of Gravel, Bozeman, MT, Participants can look forward to an unparalleled experience featuring Bozeman's stunning backcountry riding and vibrant outdoor culture., Michael Marckx, 760-815-0927, mmx@MonumentsOfCycling.com, Brandon Burk, bburk@cedarcityutah.onmicrosoft.com, belgianwaffleride.bike

July 5, 2025 — Teton Valley Backyard Rally, JayP's Backyard Series, Victor, ID, With 25, 60, and 100 mile routes as well as a kids kick bike race, there is something for everyone. The 25-mile route is e-bike friendly, Jay Petervary, 307-413-2248, jaypetervary@gmail.com, tetonvalleygravel.com

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

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

July 19, 2025 — The Rift Gravel Race Iceland, Hvolsvöllur, Iceland, The Rift is a 200 km (125 miles) off-road bike race through the dark lava fields in the highlands of Iceland. It traverses the continental rift between North America and Eurasia - a rift that grows one inch every year. The growth is evident with vast lava fields all around creating a surreal landscape. A landscape that is remote, rugged and unpredictable!, The Rift , 011-354-626-3332, info@therift.bike, therift.bike

August 2, 2025 — Dirty Bear Gravel, Big Bear Lake, CA, 50 mile gravel ride, part of the Tour de Big Bear, Chris Barnes, 951-970-6720, 909-878-0707, bigbearcycling@gmail.com, bigbearcycling.com, tour-de-big-bear-cycling-west/, bigbearcycling.com

August 3, 2025 — Stagecoach Gravel Tri, Steamboat Springs, CO, 0.5 mile swim, 16 mile gravel ride, 4 mile gravel run. Can substitute a SUP leg instead of the swim. Also Gravel Aquabike, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.co

August 20-23, 2025 — Garmin Gravel Worlds, Lincoln, NE, Self-Supported, Grassroots Style Gravel Race, 50K, 75 mile, 150 mile, 300-mile options. New Run Options of 50k, 25k, or 10k. Options for Double doing run and bike events., Gravel Worlds Info, info@gravel-worlds.com, Jason Strohhorn, jason@gravel-worlds.com, gravel-worlds.com

August 28-31, 2025 — Rebecca's Private Idaho Gravel Grinder and Festival, Ketchum, ID, Lifestyle, mountain bike and outdoor festival over Labor Day Weekend. The cornerstone of the two-day event is a 100-mile Gravel Grinder (or 50-mile option) mountain bike race & ride in the scenic Pioneer Mountains of Central Idaho, with renowned mountain bike champion and endurance athlete Rebecca Rusch. The weekend activities are centered around giving back to non-profit organizations that foster diversity, equity, and inclusion in cycling. Join the Queen of Pain on this beautiful route that ends in a great down-home party with food, festivities, music, and libations., Rebecca Rusch, 254-541-9661, r@rebeccarusch.com, Clemence Heymelot, 707-560-1122, info@bikemonkey.net, rebeccasprivateidaho.com

Mountain Bike Tours and Festivals

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

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

October 4-6, 2024 — Outerbike Moab, Moab, UT, An opportunity to ride next year's bikes and gears on world class trails. Participants get bike demos, shuttles, lunch, beer, and admission to parties and films. 7000 N. Hwy 191 at Moab Brands Trailhead, Mark Sevenoff, 800-845-2453, 435-259-8732, outerbike@westernspirrit.com, outerbike.com

October 11-13, 2024 — BetterRide MTB Camp, Moab, UT, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiency with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, lise Harms, admin@betterride.net, betterride.net

October 12-15, 2024 — White Rim Trail Bike and Yoga Trip, Moab, UT, Join us for 4 days of biking with our guides and yoga instructor who will lead us through grounding and energizing sessions in between pedaling., Karen Johnson, 800-624-6323, 801-266-2087, karen.holidayriver@gmail.com, Natalie Osborn, natalie.holidayriver@gmail.com, bikeraft.com

October 18-20, 2024 — BetterRide MTB Trail Domination MTB Skills Course/Camp/Clinic, Moab, UT, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiency with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, lise Harms, admin@betterride.net, betterride.net

October 19, 2024 — Zuni Mountains 100, New Mexico Endurance Series, McGaffey Lake, NM, Unsupported epic mtb ride, nm-es.weebly.com

November 2, 2024 — Sacramento Rim Roller, New Mexico Endurance Series, Cloudcroft, NM, Unsupported epic mtb ride, nm-es.weebly.com

November 2-3, 2024 — Women's MTB Skills Clinic and Camp, California Dirt MTB Series, Grass Valley, CA, Held at The Ranch, Jet Lowe, yboncfdn@gmail.com, ybonc.org/events

November 16 — Blue Diamond Bike Festival, DVO Suspension, Alchemy Bikes, Truckee Co, Boulder City, NV, Demos, skills, food, clinics, more!, Mike Scheur, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

November 22-24, 2024 — BetterRide Enduro MTB Camp, Boulder City, NV, Multiple camps, see the website for dates, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiency with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, lise Harms, admin@betterride.net, betterride.net

November 22-24, 2024 — BetterRide MTB Camp, Las Vegas, NV, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiency with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, lise Harms, admin@betterride.net, betterride.net

December 6-8, 2024 — BetterRide MTB Camp, Scottsdale, AZ, Take your skills to the next level by investing in yourself! Learn the skills to greatly improve your riding and drills to master those skills. Increase your confidence, skill and efficiency with the most experienced (20 years), effective and sought after coach in the sport, Gene Hamilton!, lise Harms, admin@betterride.net, betterride.net

March 28-30, 2025 — Hurricane Mountain Bike Festival, Hurricane, UT, Ride with us on world-class singletrack at the foothills of Zion National Park. Join us for 3 days of bike festival shenanigans, awesome demo bike & gear, Expo with great food and shopping, bike shuttles, skills clinics, Zion Brewery beer garden, dinner, prizes and more!, DJ Morissette, 435-635-5455, humbfestival@gmail.com, hurricanemtbfestival.com, ofesports.com

May 2-4, 2025 — MECCA MTB Festival, Green River, UT, 39th Annual, Held at the Buckhorn RV Resort, Huntington, Utah. Registration begins Friday at 1:00 p.m. followed by a warm up ride, refreshments, games and a prize drawing. Saturday is full of all-day

guided rides, ranging from beginner to advanced followed by a yummy dinner, games and more fun. Finish up on Sunday with a guided (or on your own) scenic ride. Family friendly., Terri Bennett, 435-749-0755, 435-749-2386, meccabike01@gmail.com, bikethestwell.org

June 7, 2025 — RAT Race, Ridgway, CO, Benefits Colorado Plateau Mountain Bike Trail Association. 26 miles of singletrack, Tisha McCombs, 970-244-8877, coordinator@cop-moba.org, copmoba.org, ratrace.com

Utah Mountain Bike Racing

October 4-6, 2024 — Northern Utah Trailfest Mountain Bike Race, Ogden, UT, The NUT is a fall celebration for all trail users! NUT Trail Run and Mountain Bike Race on Saturday, October 8th as they compete to complete the most course laps in 3, 6 or 9 hours. Camp for the weekend or spend the day at North Fork Park as trail users of all ages and abilities come together to enjoy tasty food, live music, and festival activities at Cutler Flats Base Camp. Experience the beauty of fall foliage and share in the excitement and camaraderie of the NUT by participating in free festival activities and educational opportunities including guided hikes, stargazing, yoga, and more., Kelli Barkema, 801-393-2304, kelli@fnu.org, Isabelle Geddes, 801-399-1773, reid@goalfoundation.com, northernutahtrailfest.com

October 10-12, 2024 — Red Bull Rampage, Virgin, UT, Downhill, slopestyle and freeride MTB athletes will converge on the demanding terrain of Virgin, Utah to compete for glory in one of the biggest tests of skill and guts in the world. Men and Women in 2024, Red Bull, 310-393-4647, , Chris Worden, 310-393-4647, chris.worden@us.redbull.com, redbull.com/us-en/events/rampage

October 14-15, 2024 — Huntsman World Senior Games Mountain Biking, St. George, UT, Must be 50 years or older. Three events: hill climb, downhill, and cross country. Expert, Sport and Beginner Skill Divisions. Jason Ranoa, 800-562-1268, 435-674-0550, hello@seniorgames.net, Margaret Gibson, hwsq@seniorgames.net, seniorgames.net

November 2-3, 2024 — 25 Hours of Frog Hollow, Frog Hollow Endurance Series, Hurricane, UT, The longest one day race: this event is held annually over the Fall Back time change, giving an extra bonus hour. The atmosphere is all about friends and fun. There is always a huge costume contest, vendors, midnight pie, and late stories around a fire. Choose from Solo, Duo, 4 person, 5 person or a team of 10, Cimarron Chacon, info@groraces.com, 25hoursofiroghollow.com

March 13-16, 2025 — True GRIT Epic Bike Race, National Ultra Endurance Mountain Bike Series (NUE) 100 and Marathon SE, Santa Clara, UT, Epic ultra-endurance mountain bike race with 100 and 50 mile options over tough and technical terrain. Course is a 50 mile loop. Finish with live music, vendors and beer garden., Cimarron Chacon, info@groraces.com, gropromotions.com

April 5, 2025 — 6 Hours of Frog Hollow, Frog Hollow Endurance Series, Virgin, UT, 13 mile long course in the UT desert combines sweet single track, with some technical sections, and great climbs. Great introduction to endurance racing or a great trainer for bigger races. Categories from solo to 3 person, including single speed categories., Cimarron Chacon, info@groraces.com, groraces.com

April 5-7, 2025 — Moab Rocks, Moab, UT, Embark on a thrilling 3-day MTB journey through the rugged beauty of Moab. Epic trails, breathtaking views, unforgettable adventure. TransRockies , 866-373-3376, info@transrockies.com, TransRockies.com

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

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

October 4-5, 2024 — Road Apple Rally MTB Race, New Mexico Off Road Series, Farmington, NM, The Road Apple Rally began in 1981 as a competition between horses and bicycles. It has since become a bicycle only race and stands as the longest running annual mountain bike race in the United States. Bring the family for a day of fun and try the children's riding obstacle course. This celebrated mountain bike race features five divisions: Beginner, Pro, Expert, Sport, Single Speed. The Beginner course is a 15 mile loop, all others ride the full 30 mile Road Apple Rally course. Both courses feature the whoops, where you spend more time in the air than on the ground! Course terrain also includes short climbs, flats, sandy arroyos and sharp corners., Leslie Mueller, 505-599-1184, lmuel@fntn.org, fntn.org/277/Road-Apple-Rally, nmors.org

October 5, 2024 — Tour of the White Mountains, Pinetop-Lakeside, AZ, Arizona's longest standing mountain bike event. At 7,000 feet, The Tour is a grassroots event with laid back vibes among a gathering of bike-minded individuals., Epic Rides, 520-623-1584, info@epicrides.com, Dave Castro, dcastro@epicrides.com, epicrides.com

October 10-13, 2024 — USA Cycling Collegiate Mountain Bike National Championships, Henderson County, NC, Collegiate National Championships and Montana High School Championships, USAC Events , 719-434-4200, nationalevents@uscycling.org, Chad Sperry, chad@breakawaypro.com, Ben Horan, 312-502-5997, bhoran@gmail.com, uscycling.org

October 12-13, 2024 — California Dirt MTB Series Race 4, California Dirt MTB Series, Nevada City, CA, Scott's Flat Lake, Saturday: AM-Parliament Enduro Races, PM-PrieRide XC, Short Track Race; Sunday: XC Race, Jet

Lowe, yboncfdn@gmail.com, ybonc.org/events/dirt-classic

October 12-13, 2024 — Keyesville Classic MTB Race, Keyesville, CA, Downhill, Short Track, and Cross Country, Keyesville Classic , Keyesvilleclassic@gmail.com

October 13, 2024 — Betti Bike Bash, Betti Bike Bash, Lakewood, CO, Women's only mountain bike race and festival including: Little Bellas Girls Camp and VIDA MTB Series Clinic. All ages and abilities welcome., Jennifer Barbour, 303-503-4616, jen@teamevergreen.org, Natalie Rabourn, 303-503-4616, natalie@teamevergreen.org, Caprice Bass, 303-720-4509, caprice@teamevergreen.org, bettibikebash.com

October 13, 2024 — Little Sugar MTB, Leadville Race Series, Bentonville, AR, Welcome to the MTB Capital of the World. Bentonville and Bella Vista have emerged as a world-class destination for MTB riding and we've put together a course worth of a Leadville Legendary challenge. These trail systems offer grinding climbs,fasting rolling descents, rough and rocky limestone, and views of caves, waterfalls, and iconic ledges., Paul Anderson, 719-219-9364, panderson4@lifetimefitness.com, leadvilleraceseries.com, bigsugarclassic.com/mtb

October 19, 2024 — Coyote Classic Round 2 of 3, DVO Fall XC and E-Bike Coyote Classic Series, Boulder City, NV, Downhill Mike, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

October 19, 2024 — The Hotdogger, Fruita, CO, a mountain bike race and hotdog eating contest from sunrise to sunset. It is a non-profit event to benefit the Colorado Plateau Mountain Bike Trail Association., Tisha McCombs, 970-244-8877, coordinator@cop-moba.org, Hotdogger , hotdogger.mtb@gmail.com, hotdogger.org, copmoba.org

October 27, 2024 — Tucson Enduro, Tucson, AZ, Tim Racette, 480-442-4229, info@mbaa.net, mbaa.net

November 1-2, 2024 — Austin Rattler MTB, Leadville Race Series, Austin, TX, Make the trek down to Reveille Peak Ranch for a one-of-a-kind race experience at the Austin Rattler MTB. After you soak in the sparkling lakes and rolling hills of beautiful Texas Hill Country, you'll hop in the saddle for one, two or three loops of thrilling singletrack and fast-fire roads. Come for a unique fall ride, stay for a Texas-style endurance celebration, complete with live music, camping, kids races and, of course, tasty Texas BBQ., Paul Anderson, 719-219-9364, panderson4@lifetimefitness.com, leadvilleraceseries.com, austintrattlermtb.com

November 2, 2024 — 8-Hour Showdown at Usery Pass, Phoenix, AZ, 8-hour cross country race on an 11 mile loop, solo, duo, quad, and relay options, free kids races, Race is put on by FE Racing, an Arizona 501c3 cycling club that uses the proceeds from the event for a charity bike give away in the Spring of 2025 to deservng Jr. High School students, Shane Jacobs, shanej242@gmail.com, usery8.com

November 2, 2024 — Chain Smoker Las Vegas, Blue Diamond, NV, 15, 30, 45 mile options, Quick n Dirty MTB , info@quickndirtymtb.com, quickndirtymtb.com

November 9, 2024 — Teenek 100, Aztec, NM, 50 and 100 km mtb races, Teenek Racing , 505-386-6170, info@teenekracing.com, teenekracing.com

November 10, 2024 — Tonto Mountain Rides, Mesa, AZ, 100/50/30/10 mile MTB Races, 30 mile Gravel Grinder, 20/10 mile Juniors Races, Aaron Schmidt, 602-346-0554, aron@aravaiparunning.com , aravaiparides.com

November 10, 2024 — Saguaro Soiree-Women's MTB Skills Sessions and Race, Mesa, AZ, Morning Skills Sessions coached by females for females, Afternoon races 10 or 20 miles. All ages welcome, Aaron Schmidt, 602-346-0554, aron@aravaiparunning.com , aravaiparides.com

November 16, 2024 — 6 and 12 Hours of Fury, Fountain Hills, AZ, The 6 and 12 Hours of Fury aims to test experienced mountain bikers while welcoming new riders to dip their tires in the dirt. The challenge remains the same, do the most laps possible within 6 or 12 hours, Jeremy Graham, 623-330-0913, jeremy@4peakracing.com, 4peakracing.com

November 16, 2024 — Hawes Enduro, Mesa, AZ, Tim Racette, 480-442-4229, info@mbaa.net, mbaa.net

November 16, 2024 — Ridgecrest Desert Classic, Ridgecrest, CA, 4 courses this year: Classic Loop, Beginner, Sport, and Pro/ Expert, beginner, sport, and expert courses are aimed at more competitive riders while the Classic Loop course caters to our riders who simply want to come out and support the race, and aren't necessarily interested in being competitive or risking getting injured on the Ridgecline., High Sierra Cyclists , highsierracyclists@gmail.com, highsierracyclists.club/home/rdc

November 30, 2024 — Coyote Classic Round 3 of 3, DVO Fall XC and E-Bike Coyote Classic Series, Boulder City, NV, XC, E-Bike, and Gravity Fest, Downhill Mike, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

December 8, 2024 — Frenzy Hills Rides, Fountain Hills, AZ, 100/50/25/10 mile MTB Races, 100/50/25 mile Gravel Grinder, 10/7 mile Juniors Races, Aaron Schmidt, 602-346-0554, aron@aravaiparunning.com , aravaiparides.com

December 14, 2024 — Dawn to Dusk AZ, Fountain Hills, AZ, Endurance mountain bike relay. Compete as a solo, duo, or team on a fast, fun course in McDowell Mountain Regional Park. Family friendly camping and event expo promises a fun weekend! Space is limited to 125 solo riders, 100 two-person, 50 four-person, and 10 corporate

entries, Seth Bush, 505-554-0059, ECapitan@ZiaRides.com, ZiaRides.com

December 14, 2024 — DVO Blue Diamond Enduro, Boulder City, NV, Downhill Mike, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

January 11, 2025 — McDowell Meltdown, McDowell, AZ, Challenging XC race with pump tracks for everyone to enjoy., Tim Racette, 480-442-4229, info@mbaa.net, mbaa.net

January 17-19, 2025 — Southwest Regional Gravity Championships, DH, Enduro, and DS, DVO Winter Gravity Series at Bootleg Canyon, Boulder City, NV, Open practice on Friday, Saturday, and Sunday. Trails hand built by the late Brent Thompson, gnarly on the top half and fast open ridge tops for the 2nd half. Free On-site camping with bathroom/shower facility. Cash purse for the pros and prizes from our sponsors for all amateur categories and age brackets for placing 1st, 2nd, and 3rd., Downhill Mike, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

January 18, 2025 — Old Tucson 10er, Tucson, AZ, This 10 hour race for solos, duos, and teams will take place at historic Old Tucson Studios, the site for many famous westerns., Seth Bush, 505-554-0059, ECapitan@ZiaRides.com, ZiaRides.com

January 19, 2025 — Prickly Pedal MTB Race, Peoria, AZ, Get in a heart-pumping, rip-roaring ride through the desert terrain of the Maricopa Trail beginning in Cave Creek, Arizona and finishing at Lake Pleasant Regional Park in Peoria, Arizona. Proceeds benefit the non-profit Maricopa Trail and Park Foundation, Aaron Schmidt, 602-346-0554, aron@aravaiparunning.com , pricklypedal.com, aravaiparides.com

January 25, 2025 — Estrella Hedgehog Hustle, Goodyear, AZ, Cross Country Race at Estrella Mountain Regional Park with a scenic venue for both spectators and racers. Remember sealant and tubes!, Tim Racette, 480-442-4229, info@mbaa.net, mbaa.net

January 26, 2025 — McDowell Circuit Race, Fort McDowell, AZ, Carlos O'Briens Racing , Racing@ProConCyclingAZ.com, azcycling.org/event/mmc, proconcyclingaz.com

February 1, 2025 — DVO Mojave Meltdown XC MTB Race, Boulder City, NV, Cross Country race, Downhill Mike, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

April 12, 2025 — DVO Mojave Melt Down XC MTB Race. Boulder City, NV, Cross Country race, Downhill Mike, 518-524-9805, info@downhillmike.com, bootlegcanyonracing.com

April 25-27, 2025 — Whiskey Off-Road. Epic Rides Off-Road Series, Prescott, AZ, Starting on Prescott's historical (and lively) Whiskey Row and climbing into the beautifully distracting views of Prescott National Forest, riders will connect some of the area's most exhilarating (and challenging) pieces of singletrack, double track, gravel roads and the occasional paved segment., Epic Rides, 520-623-1584, info@epicrides.com, Dave Castro, dcastro@epicrides.com, epicrides.com

May 3, 2025 — Flagstaff Frenzy. Flagstaff, AZ, The 2021 MBAA finals, Anthony Quintille, 928-779-5969, flagstaff@absolutebikes.net, Tim Racette, 480-442-4229, info@mbaa.net, Denise Barron, 928-530-0868, mbaa.net, absolutebikes.net

May 3, 2025 — Boggs 8-Hour MTB. Cobb, CA, The 2025 Edition of the Boggs 8 Hour Race marks Bike Monkey's 20th anniversary! This year's event will be special. In 2006, Bike Monkey produced its first ever bike race in this forest. It is what made us who we are. This year, we're going to raise the pines like never before., Clemence Heymelot, 707-560-1122, info@bikemonkey.net, www.boggs.rock

May 17, 2025 — Royal Gorge Six and Twelve Hour MTB Races. Canon City, CO, Six and Twelve Hour MTB Races, Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, ZiaRides.com

May 31, 2025 — Wente 8-Hour MTB. Willits, CA, The funnest 8-hour mountain bike race you'll ever do. 3 days of venue access including a private lake for swimming and boating. 8 Miles, 1,745' of climbing and bermy-berms for days. NOTE: Wente is on a private boy scout reservation. It is closed to the public on all days of the year except during race weekend. No trespassing!, Clemence Heymelot, 707-560-1122, info@bikemonkey.net, racewente.com

June 12-15, 2025 — Leadville Training Camp. Leadville Race Series, Leadville, CO, Ride with past champions and experience every inch of the LT 100 MTB course in Leadville. A question and answer session will offer insight into proper training, diet and race strategy. Camp riders will get tons of camp swag, great food and amazing, unforgettable experience., Paul Anderson, 719-219-9364, panderson4@lifetimfitness.com, leadville-raceseries.com

June 14, 2025 — The Bailey Hundo. Buffalo Creek, CO, 10th year for the race. The HUNDO is 100 miles with 10,000 vertical feet, the HUNDITO is 50 miles with 6,000 vertical feet. In the Buffalo Creek trail system - permitted by the USFS., Jennifer Barbour, 303-503-4616, jen@teamevergreen.org, Caprice Boss, 303-720-4509, caprice@teamevergreen.org, baileyhundo.org

June 28, 2025 — Lutsen 99er. Leadville Race Series, Lutsen, MN, This race offers 99, 69, 49, 25, and kid distances combined with a weekend packed with fun, adventure and "killer" mountain biking for everyone., Paul Anderson, 719-219-9364, panderson4@lifetimfitness.com, leadville-raceseries.com, lutsen-99er@lutsen99er.com

July 13, 2025 — Silver Rush 50. Leadville Race Series, Leadville, CO, At 10,000-12,500 feet above sea level, this challenging 50 mile out-and-back course takes racers through the historic mining district on Leadville's East side. This race is known for its long, lung-burning climbs and rocky, steep terrain. Solo or Tandem 50m. Leadville Trail 100 Qualifier., Paul Anderson, 719-219-9364, panderson4@lifetimfitness.com, leadville-raceseries.com

July 19, 2025 — Butte 100. Butte, MT, Continental Divide Trail, Single Track, Big Sky Country, 100 and 50 mile options, and a Sorini 25 mile option. 14th Annual, Stephanie Sorini, 406-490-7632, stephaniesorini@butte100.com, butte100.com

July 19, 2025 — Tahoe Trail 100. Leadville Race Series, Northstar, CA, Ride 50K or 100K of rocky summits, breathtaking pine forests and beautiful Lake Tahoe views. 100K riders can qualify for the Leadville Trail 100 MTB, Josh Colley, 719-219-9357, yophoriacontact@gmail.com, Todd Jackson, 530-546-1019, todd@bigblueadventure.com, tahoetrail100.com, yophoriaproductions.com

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

have an awesome venue in the ponderosa pines with plenty of space to hang out with friends and family and hang your hammock, great party atmosphere with vendors, movies, food, kids activities, and fun for everyone., Seth Bush, 505-554-0059, ElCapitan@ZiaRides.com, ZiaRides.com

July 19, 2025 — Tahoe Trail. Leadville Race Series, Northstar Village, CA, Leadville Qualifier. The Tahoe Trail 100 offers athletes a 2-loop, 50 kilometer course filled with beautiful views of Lake Tahoe., Paul Anderson, 719-219-9364, panderson4@lifetimfitness.com, leadville-raceseries.com

July 25-28, 2025 — Leadville MTB Stage Race. Leadville Race Series, Leadville, CO, 100M (100 miles over three days), Team Option. Experience the legendary Leadville Trail 100 course over three days. Push the pace to see what you're made of, or use the stages to prepare or qualify for the Leadville Trail 100 in August. This is one amazing party, with daily stage prizes, raffles, unmatched swag, food, beer and live music., Paul Anderson, 719-219-9364, panderson4@lifetimfitness.com, leadville-raceseries.com

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

August 9, 2025 — Leadville Trail 100. Leadville Race Series, Leadville, CO, One of the most notorious and challenging bike races in the world, 100 mile out-and-back, Paul Anderson, 719-219-9364, panderson4@lifetimfitness.com, leadville-raceseries.com

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

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

August 31, 2025 — Dakota Five-0. Spearfish, South Dakota, 50 miles. A lollie-pop loop, begins in Spearfish City Park with a mass, neutral roll out, and leaves town to the west up Tinton Road., Perry Jewett, 605-641-4963, ridgeriders@blackhills.com, dakotafive0.com

September 6-7, 2025 — Vapor Trail 125. Salida, CO, 125 miles, 20,000 feet of climbing, 10 pm start, singletrack, Vapor Trail , cpcllc29@gmail.com, vaportrail125.com

Fat Biking

January 5, 2025 — Rat Bike Face... (a Fatbike Race). Glenwood Springs, CO, Calling all fat tire fanatics! Sunlight Mountain Resort is bringing back fat bike racing to Glenwood Springs for the 2021/22 season! We are working with our local fat bikers on the course right now! The course will incorporate everything you love about fat biking. Groomed trails, gorgeous aspen groves, heart pounding uphill's, white knuckle descents and fun... tons of fun! Stay tuned for course maps and such. We strongly encourage costumes and we will have a prize for the best one! We will also be holding a raffle at the end of the race so all participants have a chance to walk away with something sweet! Oh ya and for all you fast men and women out there we will be giving away lift tickets and custom schwag to all of the top finishers., Steven Novy, 970-309-2023, snovy@greenline-architects.com, runsignup.com/Race/CO/GlenwoodSprings/RatBikeFace

January 10-12, 2025 — JayP's Backyard Fat Bike Pursuit 200km or 200 mile. JayP's Backyard Series, Island Park/West Yellowstone, ID, 2 Distances- 60 km or 200 k. These endurance events take on an expedition feel and you will need to have outdoor winter camping skills., Jay Petervary,

307-413-2248, jaypetervary@gmail.com, pursuit.com

Utah Weekly

Road Race Series

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

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

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

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

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

Utah Road Racing

October 5, 2024 — Emigration Canyon Hill Climb. Utah State Hill Climb Series, UCA Series, Salt Lake City, UT, Starting in Late April with the climb that is probably ridden most in the state, Emigration Canyon will be the kick of event. With new roads and a bike lane to the top this will test each riders early season fitness. This climb will be held in time trial format with a rider starting every 30 seconds., Dirk Cowley, 801-699-5126, dcowley@comcast.net, utahcyclingevents.com

October 8-11, 2024 — Huntsman World Senior Games Cycling. St. George, UT, Must be 50 years or older. Four events: Hill Climb 5K time trial, criterium, road race, 13 K flat time trial, Jason Ranoa, 800-562-1268, 435-674-0550, hell@seniorgames.net, seniorgames.net

May 3-4, 2025 — Moab Fondo Fest. Moab, UT, Gear up for double the adventure at the Moab Fondo Fest! Enjoy a 60-mile Gran Fondo on Saturday or a thrilling 60-mile Gravel Fondo on Sunday. Choose one or conquer both, TransRockies , 866-373-3376, info@transrockies.com, granfondomoab.com

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

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

Regional Road Racing

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

CA and Beyond

October 5-6, 2024 — Nevada Senior Games Cycling Races. Las Vegas, NV, Cycling races for racers age 50+. Competition is by gender in five year age groups: 50-54, 55-59, etc...with medals awarded to top 3 in each age group by gender. Event consists of a time trial and road race each day (10k TT, 20k RR on Saturday and 5k TT and 40k RR Sunday) Race held on well maintained frontage road near junction of I-15 & US-93, 10 miles north of Las Vegas, NV. The 2024 competition is a qualifier for the 2025 National Senior Games to be held in Des Moines, Iowa in July and August of 2025. Joe Dailey, 775-461-9252, NVSGCycling@outlook.com, nevada.fusesport.com

October 26, 2024 — Mt. Diablo Challenge Memorial Ride. Danville, CA, The 11.2-mile, individually timed ride climbs 3,249 feet to the summit of Mt. Diablo starting up South Gate Road. Mt. Diablo is one of the highest peaks in the San Francisco Bay Area, with views of the Farallon Islands and the Sierras. The road is closed for safety and more than 800 cyclists will ride to the summit., Mark Dedon, director@mtdiablochallenge.org, mountdiablochallenge.org

November 3, 2024 — BR Kino Crit. Tucson, AZ, azcycling.org, bicycleranchtucson.com

February 14-16, 2025 — Valley of the Sun Stage Race. Phoenix, AZ, 32nd annual.

Racing begins on Friday with a 20k time trial, Saturday brings a 40-90 mile road race and finishing on Sunday with a criterium at the state capitol., Eric Prosnier, 602-381-3581, eric@wmrc.org, Brian Lemke, 602-692-6790, brianlemke@wmrc.org, vosstagerace.com

February 21-23, 2025 — Tucson Bicycle Classic. Tucson, AZ, 3-day USA Cycling stage race featuring a challenging 3.2 mile prologue, a 20.5 mile loop road race and 5.6 mile circuit race. Time Trial Prologue - Friday Road Race - Saturday morning, Circuit Race - Sunday morning, Marco Colbert, info@tucsonbicycleclassic.com, tucsonbicycleclassic.com

March 29, 2025 — Fish Rock. Mendocino, CA, A gravelly road race. A road made of dirt goes up one side of a mountain and down the other. Bad pavement ride to get there, and then go over it. There are no bail-outs, but we support your journey, and celebrate at the finish., Clemence Heymelot, 707-560-1122, info@bikemonkey.net, bikemonkey.net

April 9-13, 2025 — Redlands Bicycle Classic. Redlands, CA, The longest continuous running invitational, professional stage race in American bike racing. Each year, the City of Redlands and surrounding communities open their homes, their hearts and their streets to world-class athletes. From humble beginnings on a Memorial Day weekend in 1985, the event, featuring 350 elite racers, has hosted future stars of the Olympics, Tour de France, and World Championships. The Redlands Bicycle Classic's long heritage of attracting future stars has earned its position in history: "Where Legends Are Born!", Eric Reiser, ericre@msn.com, redlandsclassiconline.com

June 20-22, 2025 — Baker City Cycling Classic. Baker City, OR, Three days and four stages in beautiful eastern Oregon, with great support and unparalleled scenery. Over 8,000 ft of climbing over the three days in one of the country's most beautiful cycling regions. Pros and amateurs race the same courses and the women's and men's prize purses are matched by sponsor BELLA Main St. Market, Ace Bollinger, 509-679-5003, acebollinger@nwi.net, Brian Cimmiyotti, 541-371-3303, 509-374-8424, scottscycleandports@gmail.com, bakercitycyclingclassic.com

Utah Road Touring and Gran Fondos

October 26, 2024 — Fall Tour de St. George. Ride Southern Utah Road Gran Fondos, St. George, UT, Tour around southern Utah and see some of the most scenic views as you climb to Veyo and go through Gunlock State Park as well as all the beautiful colors throughout this 35, 75, or 100 mile ride. This event is one of our best Gran Fondos in southern Utah., Margaret Gibson, 435-229-6251, margaret@redrockbicycle.com, ride-southernutah.com

April 26, 2025 — Salt Lake City Marathon Bike Tour. Salt Lake City, UT, Ride the closed 26.2 mile marathon course through the most iconic sites of Salt Lake! All abilities welcome! Start at 6:00am, just north of the Legacy Bridge on the University of Utah Campus., Steve Bingham, 720-608-1783, stevebingham@highaltitudeevents.com, Jennifer Nelson, 801-455-9623, marketing@saltlakecitymarathon.com, saltlakecitymarathon.com

May 3-4, 2025 — Moab Fondo Fest. Moab, UT, Gear up for double the adventure at the Moab Fondo Fest! Enjoy a 60-mile Gran Fondo on Saturday or a thrilling 60-mile Gravel Fondo on Sunday. Choose one or conquer both, TransRockies , 866-373-3376, info@transrockies.com, granfondomoab.com

May 10, 2025 — FrontRunner Metric Century Ride. Salt Lake City, UT, 13th Annual Point to point metric century (62.5 miles) bicycle ride from Salt Lake City's Intermodal Hub to Ogden. Return to Salt Lake City via the UTA FrontRunner train service. Your bicycle will be transported via private truck to SLCC. Registration opens Christmas Day! We sold out for the last few years, register early and don't miss out. Only 640' of total climbing, Matt Storms, 801-230-9270, staff@fortherwin-racing.com, frontrunnercentury.com

Regional Road Touring and Gran Fondos

ID, WY, MT, NV, AZ,

NM, CO, MT, OR, WA,

CA and Beyond

Lizard Head Bike Tours — Various, UT, CO, and More. Multiple dates - Texas, Utah, Canada, Colorado, Oregon, New Mexico, Montana, and tons of other locations! Road, MTB, Gravel Tours, John Humphries, 970-728-5891, info@lizardheadcyclingguides.com, Lauren Lasky, 508-561-7880, lauren@lizardheadcycling.com, lizardheadcyclingguides.com

October 5-6, 2024 — Bike MS: Arizona. Bike MS, Fort McDowell, AZ, Cycle through the beautiful Arizona desert and join a community of riders dedicated to changing the

world for people with MS. Road routes from 13 - 150 miles, or 19-mile MTB route. Start/ Finish at McDowell Mountain Regional Park. Best-in-class supported ride. www.bikem-sarizona.org, Start time 6 a.m., Sara Allsuag, 774-254-2668, sara.allsuag@nmss.org, Tanya Marks, 602-753-7550, Tanya.marks@nmss.org, bikem-sarizona.org, mssociety.donordrive.com/index.cfm?fuseaction=donorDrive.event&eventID=1636

October 12, 2024 — Park to Park Pedal Extreme Nevada 100. Caliente, NV, Road bike ride starting and ending at Kershaw-Ryan State Park. Cyclists visit the towns of Caliente and Pioche, and three other state parks: Cathedral Gorge, Echo Canyon, and Spring Valley. 3 rides available: 100, 60 and 40 mile options. There is a Dutch oven dinner at the end!, Dawn Andone, 775-728-8101, cathedralgorge_vc@clutubonet.com, parktoparkpedal.com, lincincountynevada.com/exploring/biking/park-to-park-pedal/

October 12, 2024 — Gila Monster Gran Fondo. Silver City, NM, With three distances to choose from, everyone can find their challenge. Gran Fondo 115 miles, Gough Park, Silver City 8:00am. Medio Fondo 78 miles, Gough Park, Silver City 8:00am. Nano Fondo 40 miles, Camp Thunderbird, HWY 35 10:00 am., Jack Brennan, 575-590-2612, brennan5231@comcast.net, tourofthegila.com

October 19-20, 2024 — Bike MS: Bay to Bay. Bike MS, Irvine, CA, Join a community of riders dedicated to changing the world for people living with MS one mile at a time. This is an extraordinary cycling adventure taking you along the coast of Orange and San Diego counties. Start your day 1 ride in Irvine, ride along the coast and end your day at the Sheraton Resort and Spa in Carlsbad for good food, good beer and music or challenge yourself by taking in some extra elevation gain of Inland San Diego. Day 2 starts with more majestic views of the Pacific Ocean and up Torrey Pines. Grab your finisher medals, some food and beverages at our new finish line, Ingram Plaza. Join us for one day, two days or virtually!, Sara Allsuag, 774-254-2668, sara.allsuag@nmss.org, Lina Aguilon, 619-363-4695, lina.aguilon@nmss.org, biketofinishms.org

October 26-27, 2024 — Day of the Tread. Albuquerque, NM, Features a 9 mile family ride, trial runner family ride, a 12 mile ride on the Rail Runner, along with 26, 50, 64, and 100 mile routes with Tandem options on the 26, 50, 64, and 100 mile routes. Participants will receive free admission to Oktoberfest set to happen at Albuquerque's Civic Plaza., Joanie Griffin, 505-261-4444, jgriffin@sunny505.com, dayofthetread.com

October 26-27, 2024 — Phil's Cookie Fondo. Malibu, CA, Phil's Fondo is Phil Gaimon's chance to show off the great climbs, ocean air, and perfect weather, to help Los Angeles get the reputation it deserves as a world-class cycling destination. Phil designs the courses himself, collects rider gifts from his favorite sponsors, invites his pro friends, and has an incredible post-ride meal thanks to local celebrity chefs. With 10,000 gourmet cookies on course, the food experience alone would be worth the price of registration. 45, 56 mile options on Saturday; 20, 49, 83, 103 miles on Sunday, Phil Gaimon, info@philfondofondo.com, philfondofondo.com

November 2, 2024 — Tri-States Gran Fondo. Mesquite, NV, 112 miles, 7,500ft of climbing, three States - Nevada, Arizona, Utah, all in one spectacular day of cycling. Fully supported / Chip Timed., Deborah Bowling, 818-889-2453, embassy@planetultra.com, tristatesgranfondofondo.com, planetultra.com

November 2, 2024 — Bike the Coast. San Diego, CA, Join riders of all levels and ages while experiencing the best of Southern California beaches and surf towns as you ride routes of 100, 50, 25 on historic Highway 101, or enjoy our family ride on the San Luis Rey River Trail (15 or 7 miles), 909.399.3553, info@spectrumsports.net, bikethecoast.com

November 2, 2024 — Powless Gran Fondo. Auburn, CA, 35, 68 (road events), 71, 104 (gravel) mile options, A road and gravel race in the hometown Neilson and Shayna Powless, Nathan Powell, 916-899-3471, calbearadventure@gmail.com, powlessgranfondofondo.com

November 9, 2024 — Ride 2 Recovery Honor Ride Las Vegas. Honor Ride, Las Vegas, NV, Starts and rides down Las Vegas Boulevard with a full escort down the strip! 3 routes will be available (20-, 42-, and 57-miles) with

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the longer heading out towards Henderson., Jack Shepard, 818-888-7091 Ext. 106, info@projecthero.org, r2.convio.net/site/TR?fr_id=1880&pg=entry_weareprojecthero.org

November 9, 2024 — Ride the Point, Point Loma, CA, The Point Loma Rotary Club is hosting the Jim Krause Memorial Charity Cycling Ride the Point for pancreatic cancer research. The ride starts and ends at Liberty Station. Ride the Point has three distances to accommodate different levels of cycling experience. The 6 mile Family Fun Ride is a relatively flat course on bike paths along beautiful San Diego Bay and is perfect for cruisers, beginning riders, challenged athletes, and families. The 25 and Metric Century are road rides with exclusive routes and challenging climbs around scenic San Diego., Richard Stakelum, 619-794-9051, director@ridethepoint.org, ridethepoint.org

November 10, 2024 — Great Dam Ride, Henderson, NV, Cycle for Air will celebrate its 39th year in 2023 but this is the FIRST time it will take place in the amazing Nevada desert. Looking for a one-of-a-kind adventure or a way to increase your endurance the Great Dam Ride is for you. There will be three courses so matter what your level there is a place for you. Your distance options are a Metric Century loop, a 40-mile loop, and a family track that tops out at 13 miles. There is also the Cycle Your Way option allowing you to choose when & where you ride while still supporting the American Lung Association mission., Dawn Creech, 702-431-3667, dawn.creech@lung.org, action.lung.org/site/TR/Cycle/ALASW_Southwest?pg=entry&fr_id=23587

November 16, 2024 — Death Valley Century, Death Valley, CA, Half, Metric and Full Century options. Entry includes fully stocked checkpoints along the route with water and a great selection of food and snacks; roving SAG support; tech tee and finish line award, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

November 17-23, 2024 — El Tour de Tucson Prologue Camp, Tucson, AZ, 5 day cycling camp to learn and ride with the pros. El Tour de Tucson, 520-745-2033, info@elourdeltucson.org, elourdeltucson.org

November 23, 2024 — El Tour de Tucson, Tucson, AZ, Charity, community, health and wellness are what Perimeter Bicycling and El Tour are all about. They all go hand-in-hand when it comes to building awareness for a bike ride that has been part of the Tucson community for nearly four decades., El Tour de Tucson, 520-745-2033, info@elourdeltucson.org, elourdeltucson.org

February 8, 2025 — Tour de Palm Springs, Palm Springs, CA, One of the largest cycling charity events of its kind in America. Every year, we entertain 6,000 to 10,000 cyclists from 46 different states and 4 countries. Since 1998, and with the help of 2,000 volunteers, the Tour de Palm Springs has distributed nearly \$4,000,000.00 to over 150 local nonprofit organizations., Cody Shelton, 760-674-4700, info@tourdepalmsprings.com, tourdepalmsprings.com

February 15, 2025 — Camino Real Double Century & Power Run, Irvine, CA, The Camino route is shaped like a dog bone, with loops on each end of an out-and-back course, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

February 15, 2025 — American Diabetes Association's Tour de Cure: Arizona 56, Goodyear, AZ, For more than 30 years, the Tour de Cure has been the signature fundraising event of the American Diabetes Association. Offering 3 routes to choose from, the 5.6, 23 and 56-mile routes are thoughtfully designed for everyone from the occasional rider to the experienced cyclist. All routes will begin at the Goodyear Ballpark. Depending on which route you choose, riders can enjoy the scenic views riding along the beautiful Estrella Mountains and the Phoenix Raceway, where they can test their speed taking laps around the iconic NASCAR race track. Upon returning to the Goodyear Ballpark to cross the finish line, all participants will be joyfully greeted with their finishers medal, complimentary lunch, a farmers market, kids zone, health & wellness village, beer garden, vendors, live music, games, prizes and more!, Nichole Brown, 703-253-4884, nbrown@diabetes.org, diabetes.org/arizona56

March 8, 2025 — Solvang Century, Solvang, CA, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

March 29, 2025 — Solvang Double Century and Double Metric Century, Solvang, CA, 200 miles or 200 kilometers in Southern CA's most scenic and popular cycling region. A perfect first time double century., Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

March 30-April 2, 2025 — Solvang Spring Tour, Solvang, CA, Early season warm weather training in Sunny Southern California. 50-100 miles per day in Southern California's most popular cycling region., Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

April 1-30, 2025 — Yellowstone Cycle Days, TENTATIVE DATES, Yellowstone National Park, MT, Ride free in Yellowstone National Park before the roads open to the public. This is a unique way to enjoy the beauty of the park. Opening day depends on whether the road is plowed. Check for park service website to see if the roads are open., Toni, 406-646-7701, 307-899-3367, westyellowstonecycling@gmail.com, nps.gov/yell/planyourvisit/bicycling.htm

April 5, 2025 — Mulholland Challenge & Double Century, King of the Mountains Century Challenge, Agoura Hills, CA, The toughest Southern California Century with over 13,000' of climbing in the Santa Monica Mountains. Fully supported / Chip Timed. 100 and 200 mile options, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

April 12, 2025 — Tour de Scottsdale, Scottsdale, AZ, Metric Century (100KM - 62 miles) or Half Metric Century (50KM - 32 miles), El Tour de Tucson, 520-745-2033, info@elourdeltucson.org, elourdeltucson.org, tourdescottsdale.org

April 19, 2025 — Levi's GranFondo, Windsors, CA, Whether you're just getting into riding, or an elite athlete seeking the ultimate challenge, our ride was inspired by, and can be as hard as some of the biggest stages of the Tour de France., Clemence Heymelot,

707-560-1122, info@bikemonkey.net, levis-granfondo.com

April 26, 2025 — Tour de Summerlin, Las Vegas, NV, 20th annual 80, 40, 20 mile routes, which circumnavigate Las Vegas., Tour de Summerlin, info@teammamc.net, tourdesummerlin.com

April 26, 2025 — Mt. Laguna Classic, King of the Mountains Century Challenge, Pine Valley, CA, Starting in Pine Valley (East San Diego County), the route is three loops, each climbing Mt. Laguna from a different side, with increasing difficulty and more "interesting" terrain. All loops return down Sunrise Highway, a non-technical descent with smooth pavement and a descent shoulder., Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

April 27, 2025 — Wildflower Century, Chico, CA, 7 route options, festival on Saturday, ride Sunday, Supported Stops, 44th Annual, Chico Velo, 530-343-8356, info@chicovelo.org, wildflowercentury.org

May 3, 2025 — Breathless Agony Century, King of the Mountains Century Challenge, Redlands, CA, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

May 4, 2025 — L'Étape Las Vegas, Las Vegas, NV, Gives amateur cyclists the legendary Tour de France experience in the legendary city of Las Vegas! Cyclists, from seasoned veterans to beginners, can compete for an authentic Yellow Jersey; 75-miles, elevation +6,464 ft, 45-miles, elevation +3,035 ft, 25-miles, elevation + 2,260 ft, and a family ride, Las Vegas Events, 702-260-8605, cyclinglasvegas.com, lasvegas.letapebyyourdefrance.com

May 17-18, 2025 — Santa Fe Century and Gran Fondo, Santa Fe, NM, Century (106 mile tour), the Gran Fondo (106 mile timed ride), the Half-Century (54 mile tour), Medio Fondo (54 mile timed ride) or a 20 mile route, A scenic course that highlights the landscape of northern New Mexico, starting and finishing in downtown Santa Fe. Riders will pass through the Ortiz Mountains and the Galisteo basin, Santa Fe Century, 505-490-6387, ride@santafecentury.com, santafecentury.com

May 24, 2025 — Heartbreak Century and Double Century, King of the Mountains Century Challenge, Frazier Park, CA, 100 or 200 mile ride on the roads less traveled in the Los Padres National Forest, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

May 31, 2025 — Eastern Sierra Double Century, California Triple Crown and Planet Ultra Grand Slam Endurance Series, Bishop, CA, 200 mile ride including Mammoth and June Lakes, Deborah Bowling, 818-889-2453, embassy@planetultra.com, planetultra.com

July 12, 2025 — The Triple Bypass, Evergreen, CO, The legendary Triple Bypass is 118 miles with 10,800' of climbing and travels over 3 beautiful mountain passes(Juniper, Loveland, Vail) from Evergreen to Avon, CO., Jennifer Barbour, 303-503-4616, jen@teamevergreen.org, Kim Nordquist, 303-249-6168, kimnordquist@msn.com, Caprice Bass, 303-720-4509, caprice@teamevergreen.org, triplebypass.org

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

August 2, 2025 — Tour de Big Bear, Big Bear Lake, CA, Southern California's favorite ride! Features legendary aid stations, beautiful mountain scenery and spectacular summer weather. With 25, 50, 70, 106 and 109 mile courses, there's a route for every cycling enthusiast!, Chris Barnes, 951-970-6720, 909-878-0707, bigbearcycling@gmail.com, bigbearcycling.com

August 2, 2025 — Copper Triangle Alpine Cycling Classic, Copper Mountain, CO, There's never a bad time to train for a true alpine cycling classic like Copper Triangle. Start high in the Rocky Mountains and only go up from there on the 79-mile loop cresting three Colorado mountain passes - totaling 6,500 feet in elevation gain. New in 2022: A friendly QOM & KOM of Vail Pass, with podium presentations for the top 3 men & women, Scott Olmsted, 720-819-7306, support@theridecollective.com, theridecollective.com

Multisport Races

October 5, 2024 — Las Vegas Triathlon, BBSC Double Down Series, Boulder City, NV, The one and only Long course Triathlon, Duathlon and Aquabike is happening at Lake Mead, featuring iconic views of the lake that cannot be experienced anywhere else. Featuring a Half, Olympic, Sprint, Duathlon, Aquabike, and 10k, 5k, Boulder Beach, Lake Mead., Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, lasvegastri.com

October 5, 2024 — Nevada Senior Games Triathlon, Las Vegas, NV, Sprint race. It is the Nevada Senior Games' official state triathlon championship and qualifier for the 2025 National Senior Games. Open to

triathletes ages 50 and better! 750-meter lake swim, 12.4-mile bike, 5K run within Lake Mead NRA. NVSG athletes receive 20% discount on Las Vegas Triathlon sprint race registration. Medals for top 3 finishers in each 5-year age group beginning at 50 (eligible for BBSC awards, too!). Registration opens Apr. 1., Bonnie Parrish-Kell, 702-373-5293, nvsg-tri-run@slowpokedivas.com, NevadaSeniorGames.com

October 12, 2024 — Huntsman World Senior Games Triathlon, St. George, UT, Triathlon. Must be 50 years or older. 450 Meter Outdoor Swim, 20K Bike, 5K Run. It's the best little triathlon in the world., Jason Ranoa, 800-562-1268, 435-674-0550, hello@senior-games.net, senior-games.net

October 15, 2024 — Pumpkinman Triathlon, BBSC Double Down Series, Boulder City, NV, This point-to-point race starts at Lake Mead and finishes at Wilbur Square in Boulder City. This race will once again host the Rocky Mountain Collegiate Conference, with an Olympic wave start for all college athletes., Craig Towler, 318-518-7303, info@bbsctri.com, Michelle Lund, michelle@bbsctri.com, bbsctri.com, pumpkinmantri.com

October 26, 2024 — Southern Utah Triathlon, Hurricane, UT, Sprint and Olympic. Held at Quail Creek Reservoir, Temps are ideal for triathlons with water temps in the high 60's to low 70's and air temps in the 70's. This venue is truly beautiful with mesas and buttes all around. Enjoy the red rock landscape of Southern Utah., Joe Coles, 801-335-4940, joeh@onhillevents.com, southernutahtriathlon.com, onhillevents.com

October 26, 2024 — Ironman World Championship, Kailua-Kona, HI, 140.6 miles, Ironman, boulder70.3@ironman.com, ironman.com

October 27, 2024 — Ironman California, Sacramento, CA, 2.4-mile swim, 112-mile bike course, 26.2 mile run, Ironman, boulder70.3@ironman.com, ironman.com

November 17, 2024 — Ironman Arizona, Paradise, AZ, 2.4-mile swim, 112-mile bike course, 26.2 mile run, Ironman, boulder70.3@ironman.com, ironman.com

December 8, 2024 — Ironman 70.3 Indian Wells La Quinta, Indian Wells, CA, 70.3 mile course, Ironman, boulder70.3@ironman.com, ironman.com

March 22, 2025 — Icebreaker Sprint Triathlon & 5K, Tri Utah, American Fork, UT, Kick-off the Utah Triathlon season at the American Fork Rec Center. The Icebreaker is for athletes of all abilities! Post race breakfast and pictures with the TriUtah Yeti, Dan Aamodt, 385-228-3454, race@triutah.com, triutah.com

April 4, 2025 — Antelope Island Duathlon, Syracuse, UT, Run Bike Run on the causeway, Joe Coles, 801-335-4940, joeh@onhillevents.com, legacyduathlon.com, onhillevents.com

April 12, 2025 — St. George Triathlon, St. George, UT, Beginner, Sprint, and Tuff Kids races, starting between 9 am and 2 pm. Indoor swim, outdoor route for run and bike legs. Cap of 300 each category., Aaron Mettler, 435-627-4054, aaron.mettler@sgcity.org, sgcity.org/sportsandrecreation/races

May 24, 2025 — Woman of Steel Triathlon & 5K, TriUtah, American Fork, UT, Utah's first and most popular all-women's triathlon located in American Fork, Utah. Join us as we celebrate the strong women we love with a great venue. New this year is the 5k and we're feeding you breakfast, Dan Aamodt, 385-228-3454, race@triutah.com, triutah.com

June 7, 2025 — Colorado Triathlon, Boulder, CO, Sprint and Olympic distances, at Boulder Reservoir, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.com

June 14, 2025 — Jordanelle Triathlon, TriUtah Points Series, Park City, UT, 22nd annual, Enjoy everything from the wildlife and boardwalks on the river bottoms in Rock Cliff Recreation Area at Jordanelle to the local country backdrop of the towns of Francis and Woodland., Dan Aamodt, 385-228-3454, race@triutah.com, triutah.com

June 21, 2025 — XTERRA Lory, XTERRA America Tour, Bellvue, CO, 1/2 mile swim in the clear waters of Horsetooth Reservoir (Etuk Bay), then a 2-Lap (beginner friendly) 12.2 mile single-track bike over rolling terrain, and across valley bridges at Lory State Park. Finish things off with a fun and challenging 4.8 mile (8k) run through the clouds on single-track trails!, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.com, xterra-lory.com

June 22, 2025 — Ironman 70.3 Coeur D'Alene, Coeur D'Alene, ID, Begins with a 1.2 mile swim in Lake Coeur d'Alene. A 56-mile winding bike course follows with the run loop along the shores of the lake to finish., 303-444-4316, cda70.3@ironman.com, ironman.com, im70.3-coeur-dalene.com

July 12, 2025 — Echo Triathlon, TriUtah Points Series, Coalville, UT, 20th Annual. Warm July temperatures, a scenic ride in Utah's unique Echo Canyon, and a run on the Historic Rail Trail makes for the perfect event for both seasoned athletes and beginners. 600 rider cap., Dan Aamodt, 385-228-3454, race@triutah.com, triutah.com

July 13, 2025 — Boulder Peak Triathlon, Boulder, CO, Sprint and Olympic distances, at Boulder Reservoir, Triathlon, Duathlon,

Aquabike, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.com

July 26, 2025 — Burley Idaho Lions Spudman Triathlon, Burley, ID, Starts at 7 am with the world's fastest 1.5k swim (current-aided) then a 40K Bike and 10K run., Cade Richman, info@spudman.org, spudman.org

July 27, 2025 — Steamboat Lake Triathlon, Steamboat Lake, CO, Sprint Distance Triathlon, Aquabike, & Stand-Up Paddle-Board Options at Steamboat Lake, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.com

August 9, 2025 — East Canyon Triathlon, TriUtah Points Series, Morgan City, UT, 10th Annual. This race boasts stunning scenery, a fast, technical bike course, and hometown hospitality like no other; with both Sprint and Olympic distance races to choose from. 2-transition point-to-point race, Begins at the beautiful East Canyon Reservoir. The Sprint bike is downhill and fast (please stay safe and in control at all times.) The Olympic bike course has two short but challenging hills followed by a fast descent into Morgan City. Both distances offer a cool, scenic run along the Weber River and local neighborhoods., Dan Aamodt, 385-228-3454, race@triutah.com, triutah.com

August 10-October 1, 2025 — COEUR Outdoor Divas Triathlon, Longmont, CO, Union Reservoir, Sprint, women only triathlon, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.com

September 5, 2025 — Brineman Triathlon, TriUtah Points Series, Syracuse, UT, 6th annual. This event not only boasts a spectator friendly swim, a bike course you've only dreamt of and a fast/flat run, but this year it's also the home of the first ever Olympic Course Utah State Triathlon Championship. Sprint, Olympic, and Long Courses, Dan Aamodt, 385-228-3454, race@triutah.com, triutah.com

September 6, 2025 — Littlefoot Triathlon, Lakewood, CO, Enjoy a fun late season tri at beautiful Bear Creek Lake Park in a land before time. Set at the base of the foothills, the triathlon starts off with a 750 meter swim in Big Soda Lake, with water temps expected to be approximately 70 degrees. Next, a rolling 15K bike ride on smooth paved roads that covers nearly the entire park, offering great views throughout! Finish it up with a scenic 5K run on a bike path that winds through the park. Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.com

September 21, 2025 — Oktoberfest Triathlon, Longmont, CO, Union Reservoir, Sprint, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.com

Cyclocross Series

Northern California Cyclocross Races — Various, CA, August 7 - December 15, 2024, John Simmons, bikeracer-john@gmail.com, docs.google.com/spreadsheets/d/1dzncHwMdpickA-28UXAGsVJcZGfTfGQvNjPbcBWSASc/

September 14-November 23, 2024 — Shimano Cyclo X Cyclocross Series, Colorado Cross Cup, Boulder, CO, September 14 - Harlow Platts October 5 - Louisville October 19 - Parker October 26 - Valmont November 16 - Westminster City Park November 23 - Longmont, Lance Panigutti, 303-408-1195, lance@withoutlimits.com, withoutlimits.com, cyclo-x-series.com

September 18-October 30, 2024 — Missoula Wednesday Night CX Series, Missoula, MT, Wednesdays, Shaun Radley, 406-219-1318, montanacyclocross@gmail.com, montanacyclocross.com/events/montana-cyclocross/

September 27-October 8, 2024 — P-Town Cross Series, P-Town Cross Series, Various, UT, Schedule: Tuesdays. Locations TBA. Kids Race - 5:15pm; Women B, HS/Juniors, C - 5:30pm; A, B, Women's A - 6:10pm/7pm Raffle immediately following each race, Ryan Barrett, ryan@turbosportsllc.com, ptowncross.com, facebook.com/ptowncross

September 28-November 23, 2024 — Utah Cyclocross Series, Utah Cyclocross Series, Various, UT, Utah's weekend cyclocross series., TJ Stone, 801-916-5769, utahcx@gmail.com, utahcx.net

Cyclocross

October 5, 2024 — UTCX #02 - Fort Buenaventura, Utah Cyclocross Series, Ogden, UT, Fort Buenaventura, 2450 A Avenue, Ogden, Utah, TJ Stone, 801-916-5769, utahcx@gmail.com, utahcx.net

October 11-13, 2024 — Singlespeed Cyclocross World Championships, Madison, WI, Cycling West, noemail@cyclingutah.com, sscxcw24.wisconsin.com

October 12-13, 2024 — Sandy Point Cross 3 & 4, Southern Idaho Cyclocross Series, DOC Idaho Superprestige, Boise, ID, Alex Phipps,

208-841-4120, alex01phipp@gmail.com, twistedturtleracing.com

October 12, 2024 — UTCX #03 - Hillside Middle School, Utah Cyclocross Series, Millcreek, UT, 1825 E Nevada St, Salt Lake City, UT 84108, TJ Stone, 801-916-5769, utahcx@gmail.com, utahcx.net

October 12, 2024 — Amy D. Breaking Barriers Cyclocross - Colorado Cyclocross Championships, Colorado Cross Cup, Golden, CO, Lee Waldman, 720-313-5312, lwaldman3@gmail.com, bikereg.com/amy-d-breaking-barriers

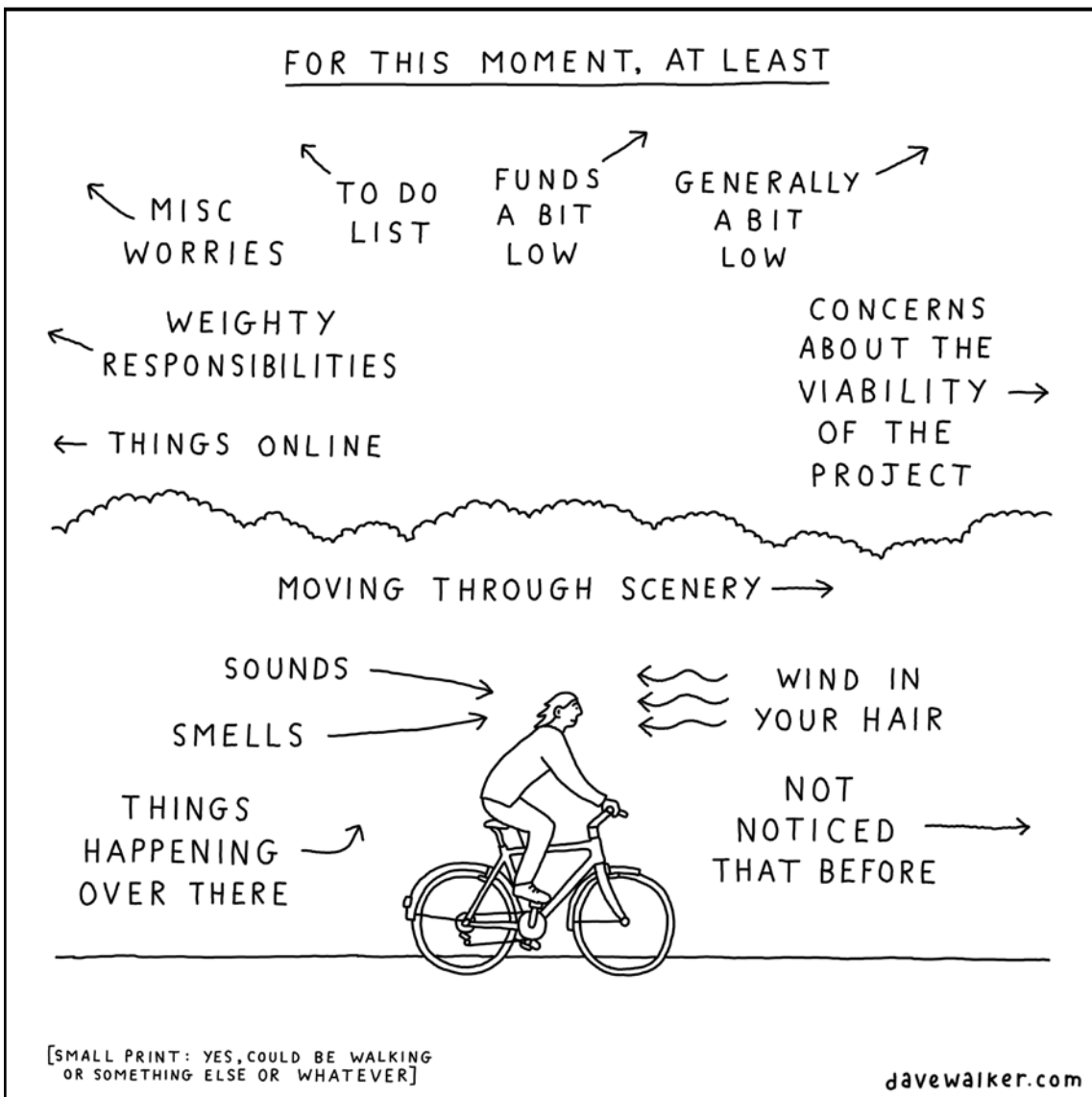
October 12, 2024 — Purple Thistle Cyclocross, East Idaho Cyclocross Series, Idaho Falls, ID, At the Gem Lake Recreation Area, Stefan Haase, haa17002@byui.edu, Jeff Hancock, jeffhancock@mac.com, bikereg.com/purple-thistle-cyclocross

October 18, 2024 — UTCX #04 - Art Dye Park - Devil's Night, Utah Cyclocross Series, American Fork, UT, Art Dye 1000 N 550 E St, American Fork, UT 84003, TJ Stone, 801-916-5769, utahcx@gmail.com, utahcx.net

October 19, 2024 — The Cube Cyclocross, East Idaho Cyclocross Series, Rexburg, ID, A fun, high-quality, small town cyclocross event. Held at Rexburg Nature Park. Kids' Race 10:00, "B" Race 11:00, "A" Race 12:00. The Cube is now part of the East Idaho Cyclocross Series along with the Purple Thistle (Idaho Falls) and Bengal Cross (Pocatello), Dave Anderson, 208-313-2021, dandersonmhm@gmail.com, rexburgcube.com

October 19, 2024 — UTCX #05 - Art Dye Park, Utah Cyclocross Series, American Fork, UT, Art Dye 1000 N 550 E St, American Fork, UT 84003, TJ Stone, 801-916-5769, utahcx@gmail.com, utahcx.net

October 26, 2024 — UTCX #06 - Barnes Park, Utah Cyclocross Series, Kaysville, UT, Halloween CX, Barnes Park 950 W 200 N, Kaysville, UT 84



Cycling Trivia Answers from page 9

By Dave Campbell

A1. 2009 in Mendrisio, Switzerland Australian Cadel Evans attacked to win solo and although he had won stages in stage races as well as overall titles in stage races, he had never won an open road race as a professional prior to this! He quickly made sure it was not his only road victory, however, as he won the April's Flèche Wallonne Classic in Belgium the following spring, resplendent in his rainbow stripes! It is notable that 2009 was the last time Switzerland hosted the Worlds!

A2. Yes! British rider Nicole Cooke won gold in both Olympic and Worlds Road Races in 2008 and Dutchwoman Marina Vos did it again in 2012. It has not happened on the Men's side in either road or time trial, but I wouldn't bet against Remco.

A3. It hasn't been that long! Dutch rider Anna van der Breggen "did the double" in 2020 in Imola, Italy. It has never been done on the Men's side, although Spaniard Miguel Indurain came close in 1995 when he won the time trial and then took silver in the road race behind his victorious countryman Abraham Olano.

A4. On the women's side, it hasn't been long ... Annemiek van Vleuten did it in 2022, when she remarkably won not only the Tour and the Worlds, but also the Giro and the Vuelta...an historic first! On the men's side, it hasn't happened since 1989 when none other than American Greg Lemond won both! As for winning the Giro, the Tour, and the Worlds? It has happened only twice...in 1987 by Stephen Roche and in 1974 by Belgian Eddy Merckx.

A5. Four, as set by French rider Jeannie Longo (1995-97, and 2001). Interestingly enough, on the Men's side the record is also four by German Tony Martin and Swiss Fabian Cancellara. Had Dygert not suffered that horrific crash in 2020 that severed nearly 80% of her quadricep, she would likely be going for her fourth...or even fifth or sixth!!

ADOT ATSAP ASAP!

The Arizona Department of Transportation (ADOT) is preparing its first Active Transportation Safety Action Plan (ATSAP) in response to a 66 percent increase in bicycle fatalities over the past decade, the department said.

The plan aims to reduce crashes by 20 percent by 2030 and is part of the Strategic Highway Safety Plan, a requirement for all states under federal law.

Last November, ADOT released a Vulnerable Road User Safety Assessment, following a series of meetings. The report, available at <https://azdot.gov/sites/default/files/2023-11/ADOT-Vulnerable-Road-User-Safety-Assessment-Final-111523.pdf>, focused on serious injuries and fatalities rather than the overall number of incidents. According to the findings, 55 percent of cyclists struck by vehicles were hit in intersections. The report outlined strategies to enhance safety, including

improving roadway design and increasing awareness among drivers and cyclists.

In the spring, ADOT conducted virtual and in-person hearings and distributed an online survey in 11 languages to gather public input. Participants voiced a strong demand for protected bike lanes and expressed concerns about driver behavior, particularly drivers' refusal to yield. In response, ADOT is now developing plans targeting specific locations where cyclists and pedestrians interact with state highways.

During the public comment period, there was also significant interest in better regulation of e-bikes at the state, local, and tribal levels.

For further details on ADOT's initiatives, visit <https://azdot.gov/strategic-highway-safety-plan-shsp-active-transportation-safety-action-plan-atsap>.

-Charles Pekow

E-Bikes in National Parks

It turns out that e-bikes don't cause significant damage to national parks after all. Four years ago, the National Park Service (NPS) implemented a rule restricting e-bikes, but a court later required NPS to reconsider, citing insufficient study. After a more thorough review, NPS concluded that allowing e-bikes would have "no significant impact"

in most cases.

However, NPS did not entirely rule out the potential for harm in specific parks. Park superintendents have the discretion to prohibit e-bikes on certain roads or trails if they believe damage could occur. Naturally, e-bikes remain banned on trails and administrative roads where regular bicycles are also not permitted.

According to NPS, e-bikes don't generally cause more soil erosion, trail widening, or muddiness than traditional bikes.

For more details, visit <https://parkplanning.nps.gov/projectHome.cfm?projectId=117364>.

-Charles Pekow

Study: 'Idaho Stop' No More Dangerous at Intersections than Full Stop

It appears that stop-as-yield laws may not lead to an increase in bike crashes. A study from the University of California looked at how these laws—allowing cyclists to treat stop signs as yield signs—are performing in the five states that have implemented them: Idaho, Arkansas, Oregon, Washington, and Delaware.

The researchers compared crash rates in these states with those of

neighboring states to determine whether California should consider a similar law.

"The results did not indicate a significant change in cyclist crashes among the states with stop-as-yield laws," the study concluded.

However, the researchers noted that the study doesn't fully settle the issue. More research is needed to explore factors such as weather, terrain, cyclist behavior, urban ver-

sus rural settings, and the severity of crashes, as this study focused primarily on crash numbers.

For more information, check out Evaluate the Safety Effects of Adopting a Stop-as-Yield Law for Cyclists in California at <https://escholarship.org/uc/item/64h2s9cj>.

-Charles Pekow

Colorado MTB Rules Finalized

The rules for mountain biking in three regions of Colorado have been finalized. The Bureau of Land Management (BLM) has issued guidelines for over 121,000 acres of land managed by its Uncompahgre Field Office, covering areas in Montrose, Delta, San Miguel, and Ouray counties, including Dry Creek, Ridgway, and Norwood-Burn Canyon.

Since 2007, the BLM has been working on travel management plans (TMPs). These new rules aim to implement key decisions from the TMPs to protect natural resources, improve public safety, and enhance habitat quality, big-game winter range, and migration

corridors.

Mountain bikes are restricted to designated travel routes, except when accessing designated campgrounds in Dry Creek. Additionally, bikes must be parked "within one vehicle-width of the edge of a designated travel route."

Violators of the new rules may be fined and tried before a U.S. Magistrate, according to the BLM. However, no current mountain biking areas are being removed under these rules.

For more information, visit <https://www.govinfo.gov/content/pkg/FR-2024-09-09/html/2024-20154.htm>

-Charles Pekow

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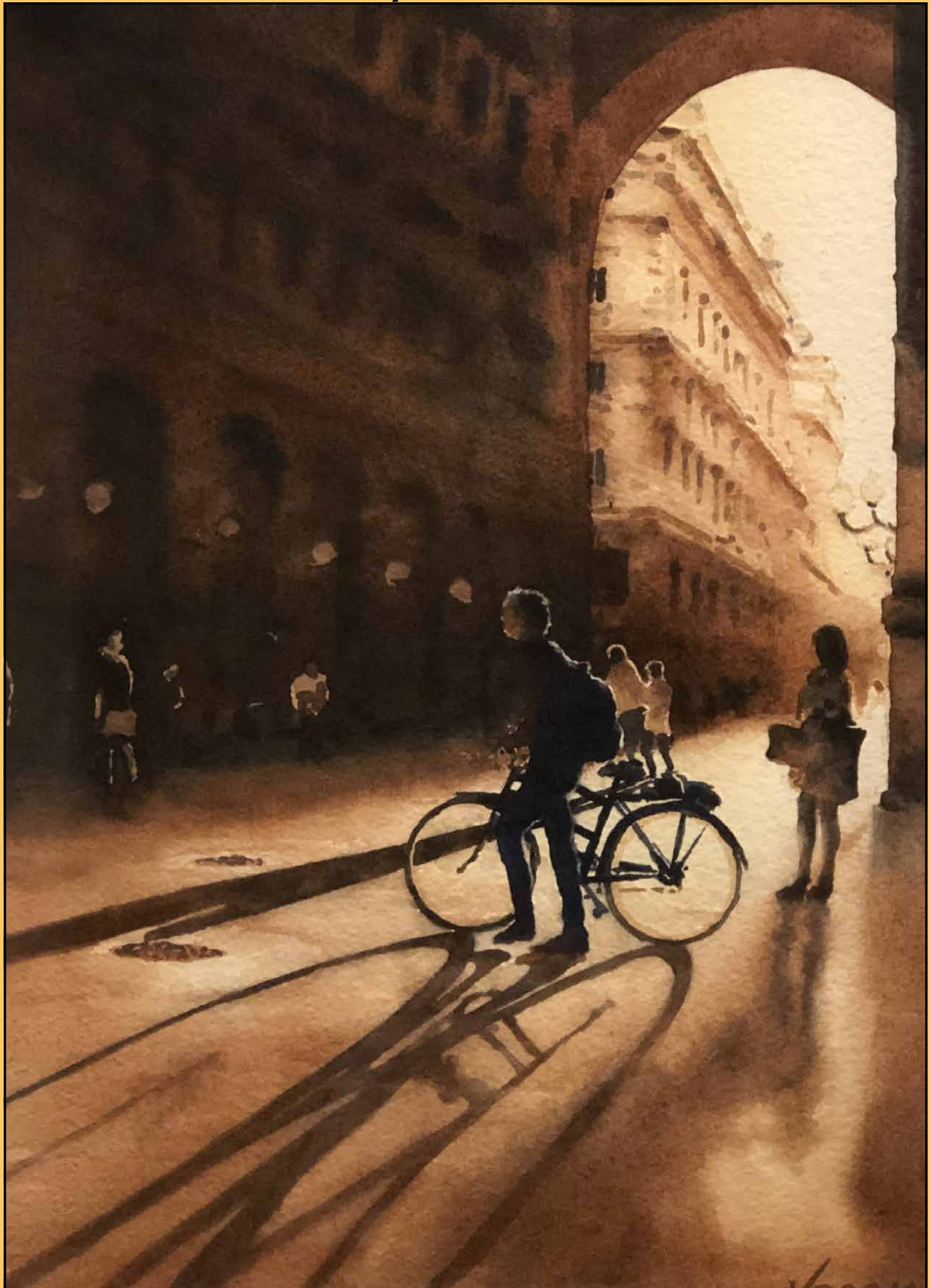
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BICYCLE ART

Bicycle on a Quiet Street - The Bicycle Art of Richard Vroom



Title: Untitled

Medium: Watercolor on paper.

Rich Vroom was a watercolor

artist based in Salt Lake City, Utah. His studio is in Sugarhouse where he taught classes, paints, and bike races. He also taught at the University of Utah. Rich passed away in 2023.

Follow Rich on Instagram
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