

Memorabilia

Shifting Times

By Paul Johnson, Classic Cycle



A. The Vittoria Margherita: a simple and elegant style.
 Photo courtesy of Paul Johnson

These days, modern engineering greets us every time we walk into a local bike shop. Steel tubing is a rare sight compared with the amount of carbon fiber littered about the showroom floor. Many bikes now utilize hydraulic fluid to activate disc brakes and modern suspension keeps the tires on the trail. Once clunky mechanical contraptions, derailleurs are now sleek and smooth, some with battery-operated electronics controlling the action. Nowadays you can get a couple dozen gear choices all operated by push buttons. Ever wonder how we arrived at this point? Let's take a look at the technological progression bicycle derailleurs have made over the decades.

In the beginning, bikes were direct-drive and the only way to get a different gear ratio was to change the size of the wheels. One gear dictated the action, but since the days of the high-wheeler, it was obvious that a single gear was less than ideal when faced with big hills or stiff winds. The earliest multiple-gear bicycles usually employed flip-flop hubs with two or three cogs or internal gear boxes in the rear hub or the bottom bracket shell. These designs still survive 100 years later but have never offered much gear range, and they sure don't offer the visual fun that external derailleurs give us.

SEE "DERAILLEURS" ON PAGE 8



Coming down the mountain, a rider enjoys a rocky and technical section while the sun shines through the Aspen trees in New Mexico. Photos courtesy of Angel Fire Resort

Experience the Fun of Angel Fire Bike Park

By Andrea Boutelle

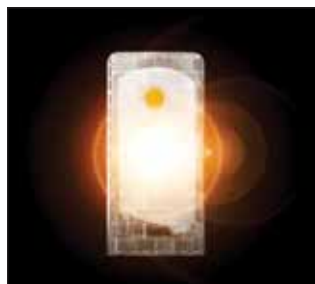
Angel Fire Bike Park, located in a small alpine community nestled in northern New Mexico, has quickly become the premier mountain biking destination in the Southwest. The Sangre de Cristo Mountains surround the village with spectacular vistas and provide top-notch biking on a variety of terrain. The altitude and latitude in this secluded section of the region produce a mild summer climate and exceptional riding conditions that extend late into the fall. Boasting the longest season in the Southern Rockies, Angel Fire Bike Park is open May through October and offers chairlift-accessed terrain for downhill and cross-country mountain bike riding. Collective characteristics of the bike park include riding clinics, bike rentals and repairs, guided tours, skills parks, freestyle features, special events and bike-friendly slope side lodging. Whether a total shredder, an intermediate rider wanting to step up their game or someone new to chairlift-accessed mountain bike terrain, Angel Fire is for all ages and abilities.

Built just a handful of years ago, this popular bike park has quickly gained traction as one of the best in the nation. Recently awarded #1 Bike Park in the Southwest by readers of *MTBParks.com* and designated one of the top parks in North America by *Liftpia.com*, Angel Fire continues to solidify its reputation as one of the largest world-class mountain biking destinations in the U.S. All of the resort's trails are developed and built by a team of actual riders. The passion is evident as man-made elements are blended with the natural terrain setting to make for exciting features, amazing flow and more than 60 miles of trail options. Ranging from smooth and flowy singletrack to teeth-jarring rock drops, the variety of terrain is virtually endless. For those ready to start pedaling at the base, there is the beginning of Enlightenment, a 4.5-mile cross-country trail that climbs up the mountain. For this journey, legs will burn and lungs will work overtime with the thin air; starting at



Many wooden features like this can be found in the bike park.

SEE "ANGEL FIRE" ON PAGE 9



LAW

Light up and go. What does the law say about night riding?

PG 10



FORT COLLINS BUDGET

Where should the money go? City Council wants you to help determine the priorities for 2015.

PG 7



YOUTH RACING

From the High School League to the pro ranks, the next crop of racers is coming.

PG 4

Trips for Kids Denver/Boulder Celebrates 10 Years

By Alexa Strabuk

Ten years ago, Andrew Goodwillie envisioned a seemingly distant scenario. He imagined a group of diverse youth united around one singular commonality: the possession of a bicycle. In 2004, Goodwillie founded the Denver/Boulder chapter of Trips for Kids International (TFK), sponsored by the founding TFK chapter. Marilyn Price started the organization in Marin County, Calif., supervising its transition from a pilot program in 1986 to a nonprofit in 1988. It currently operates in more than 80 different locations throughout North America, Israel and Sierra Leone with a mission to “provide materials, moral support and inspiration” through bikes and biking to at-risk, disadvantaged youth.

For Goodwillie, now the current Outreach Ambassador, creating tangible cycling opportunities for urban youth to explore and experience Colorado seemed imperative. He was surprised to discover how many young people live in Denver and have limited or no access to the mountains; for them, it was more of a mural painted on a distant wall. By strengthening the younger generation’s affinity for the natural world, Goodwillie hoped to empower kids to set goals and fulfill ostensibly far-fetched dreams. And while these hopes haven’t changed, other aspects certainly have.

David Cowan, the new executive director with TFK Denver/Boulder recounts, “During the preliminary years, it was all volunteers. [Goodwillie’s] goal was just to get kids out on bikes. He had this dream . . . he basically just hodgepodged some bikes together.” During the first year of operation, Goodwillie implemented the Ride-A-Bike program. He exposed 116 participants to Colorado’s iconic Front Range, hoping to gain momentum. And gain momentum it did. Over the past 10 years, that initial number of 116 has grown to 8,000. Goodwillie marvels in an open letter, “Every rider that participates in our program expresses the same awe and delight....” He continues, “We were getting something very right.”

The Ride-A-Bike program in Denver/Boulder collaborates with other youth initiatives in the area and provides daylong, after-school mountain bike and urban trips for children 10 and up. Outings are led by seasoned leaders who, with assistance from adult volunteers, educate children about safe and fun ways to have a memorable bike ride in an encouraging setting. With Colorado’s impressive scenery, the youth unquestionably get front row seats in perhaps the coolest classroom ever. Curriculum and learning opportunities present themselves on each ride, pushing participants to step outside of their comfort zones and to realize their full potential.

From being stuck in the confines of a four-walled room to the invaluable chance to learn out in the open air, Ride-A-Bike has made quite the impression. According to the TFK Denver/Boulder website, one kid said, “I’ve been on three rides with Trips for Kids. They’re so fun and really challenging. Getting out on these rides makes being locked up tolerable. I can’t wait to get a bike when I’m back on my feet.” Another one adds, “I love being in the mountains. That was the most rewarding thing I’ve ever done.”

In the wake of such a positive first couple of years, Cowan says that one of the challenges was moving from volunteer to paid staff. As Cowan points out, biking is a relatively seasonal sport since the snowy mountains hinder the ability to operate. TFK Denver/Boulder needed to find a way to supplement for financial losses endured during the colder seasons and keep their hired staff employed



Happy riders enjoy some time in the woods.
Photo courtesy of Trips for Kids Denver/Boulder

year-round. This led to the enactment of the Earn-A-Bike program in 2007.

Earn-A-Bike teaches youth essential bicycle mechanics and repair. By working a certain number of hours, they have the ability to “earn” a donated bicycle. Aside from teaching basic mechanics, Earn-A-Bike imparts conflict resolution,

perseverance, patience and “service-above-self” skills to be employed in other parts of day-to-day life. Cowan overheard one of the young participants say, “I used to sit at home and play Xbox all day and now I just want to come and work on

bikes!” Exponentially, the demand grew.

When TFK Denver/Boulder developed a need to find a more stable source of income, The Hanafin Family Foundation provided a \$105,000 grant to open Lucky Bikes Re-cyclery, a shop that accepts bike and part donations and proceeds to refurbish them for resale. Lucky Bikes officially opened its doors in April of 2013 and began employing youth to help run the business. The intent is to introduce real-world techniques and marketable job skills. Goodwillie hopes the shop will be a “successful, sustainable social enterprise.” Looking to the future, Cowan says, “In 2004, 116 youth were involved in the program. In 2014, we hope to reach 2,000 participants. We want to stick to the goals we set for ourselves by introducing diverse groups to the joy of cycling and expand with new programs that allow a greater number of youth to participate.”

In the words of Mr. Goodwillie: ride on!

Trivia

The Tour de France

For the summer issue, what else could we talk about but the biggest bike race in the world contested in some of the most beautiful places by the very finest athletes at the pinnacle of their conditioning? It has to be about the Tour de France.

- Q1. The Tour de France was first run in 1903 over a distance of 2,428 kilometers (1,505 miles), around 500 miles shorter than a modern Tour. It was also vastly different in the number of stages it featured. How many stages did the inaugural Tour showcase?
- Q2. This year’s Tour will feature a women’s race (one-day event only) prior to the men’s arrival on the Champs-Élysées. Although the women’s Tour de France has been held on and off since 1984, when was the last time it was held concurrently with the men, complete with podium ceremonies in Paris?
- Q3. Italian Vincenzo Nibali is a legitimate contender for this year’s overall victory. Name the last two Italians to win the Tour. *Hint:* Both wins were in the last 50 years.
- Q4. The Hors Catégorie (Beyond Category) climb of Hautacam looms large as the finish of stage 18, the final major climb of this year’s race. Coming after the beastly climb of the Col du Tourmalet, Hautacam rises to 1,520 meters, averaging nearly 8% over its 13.8 kilometers. Its steepest sections are more than 11%. When was this climb first used and who won the stage?
- Q5. Defending champion Chris Froome of the UK dominated the 2013 edition, winning three stages including stage 17’s individual time trial (ITT). Who has won the most time trials in Tour de France’s history?

Answers on page 14

Dave Campbell has been writing race trivia since 1992. He began racing in 1982 in Wyoming, moving to Oregon in 1987. After years of racing triathlons, he returned to his roots as a competitive cyclist, now racing in the Masters category. Dave is a high school science and health teacher and cross-country coach in Newport, Ore.



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High School Mountain Bikers Now Eligible for Varsity Letters

By Kate Rau



The Boulder High School Mountain Bike Team presents their varsity athletic letters in 2013.
Photo courtesy of Kirsten Boyer Photography

Mountain biking is integral to the Rocky Mountain region and the interscholastic participation in the Colorado High School Cycling League's cross-country race series is spreading like wildfire. In 2010, 155 student-athletes from Colorado and Wyoming were on the start line of the inaugural event at Chalk Creek in Nathrop, Colo. Fast forward to four years later, a total of 591 student-athletes competed, representing more than 50 schools from Casper, Wyo., to Durango. Mountain bike racing is doing so well, the Colorado League is planning to split into two conferences for the 2015 season and add a fifth race to the series.

Heading into the fifth fall season of the interscholastic race series, the League continues to gain traction with more student-athletes, coaches, and teams joining the fun. School administrators are taking notice too, where at least four high schools awarded varsity letters to high school mountain bikers following the 2013 race season.

The first school to blaze this new trail was Golden High School. Principal Brian Conroy approached Coach Scott Burcar and encouraged him to submit requirements for the Golden High mountain bike team members to receive activity letters. Coach Burcar quickly submitted criteria that the administration wholeheartedly supported. Team members must maintain academic eligibility, consistently attend team practices and functions and participate with a positive team-oriented spirit, follow League rules and safety guidelines, and ride in all four races as a varsity or junior varsity competitor. Sophomore and freshmen that finish in the top five of the overall series earn a varsity athletic letter as well. With this type of administrative support, new teams at other Jefferson County Schools have Golden as a shining example. Several new teachers who volunteer to organize and coach a mountain bike team are quickly gaining legitimacy and approval from administrators, when before such a proposal was met with some resistance.

Boulder High, the largest team in the League with more than 50 student-athletes competing, led the way in the Boulder Valley School District. Coach Ben Boyer persistently advocated for the team that counts numerous trophies and three State Championships. After educating the school district about the Colorado League, its affiliation with the National Interscholastic Cycling Association (NICA) and submitting pages of documentation with parental support, Boulder High

awarded 21 varsity letters. This helped Coach Rob Linnenberger at Monarch High, also in the Boulder Valley School District, gain recognition for his team members. Administrative support of the Monarch team was waning despite Coach Linnenberger's efforts. Now the club activity is viewed as legitimate. Also, Gunnison High School Coach Leo Malloy managed to convince his administration that high school mountain bike athletes are deserving of letters. All three of these teams have competed since the series' inception and it was incredibly rewarding for those legacy student-athletes who have been devoted to the sport since they were 9th graders.

As Coach Boyer stated in his appeal to the Boulder High principal, "Receiving a varsity letter is a high school milestone. It signifies hard work, dedication, ability and achievement. Those athletes on the mountain bike team that reach the highest level of participation and achievement deserve to be recognized by our school for their dedication, hard work, sportsmanship and pride in representing Boulder High School. This is an honor that holds exceptional meaning and value as it symbolizes the recognition and support by our school rather than an outside organization."

Student-athletes are participating in a healthy outdoor team sport that they can access throughout their lives. They are adopting trails, participating in volunteer service, entering endurance races such as the Bailey HUNDO, the Gunnison Original Growler, and the Rocky Mountain Endurance Series; they are being recruited to represent the U.S. in international competition, and applying their leadership skills as outstanding ambassadors for their respective schools.


The level of participation of school staff continues to grow and they actively advocate for their team members. In 2012, five athletes represented Columbine High. The team anticipates 30 members in 2014 and boasted a major increase in female participation during the past two seasons. This large Denver metro area establishment has at least four school staff devoted to their cross-country mountain bike team.

The League is thrilled to see more communities join the movement because every kid deserves dirt. The loyal support of sponsors, donors, and local community members is essential to provide this opportunity to more student-athletes. Recent grants from Team Evergreen and the Oskar's Can'D Aid Foundation are allowing the Colorado League to expand and give more scholarships to teams, coaches, and students. Chris Conroy of Yeti Cycles continues to urge others to contribute to the cause as he has earmarked all the company's financial support to scholarships. Find out more



And they're off! Female High School League racers set out at the start of the 2013 Snow Mountain Ranch Stampede. Photo by Leslie Farnsworth-Lee

about the Colorado League, an independent 501(c)(3), by visiting coloradomt.org or phone 720-272-9282. Donations are tax deductible and can be sent to the Colorado League, 1165 Oakdale Place, Boulder, CO 80304 or can be made online.



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Changing of the Guard — The Next Generation

Multiple Rocky Mountain region racers have found success at National Championships, World Cups, World Championships, the Olympics and Pro Tour events. The high altitude is ideal for preparing them for competition and the mountains offer a perfect playground for the well-known athletes as well as those in the making. This month we are introducing a few of the up-and-coming generation of local riders who already boost impressive resumes and are ready to follow in the footsteps of some of the legends.



Erin Quinn

Littleton, CO **Age: 18** **Racing since 2010**
Category: Cat 4 (road), Cat 2 (MTB) **Disciplines:** Road, MTB
School: Chatfield Senior High School
Team/club: Road - Altitude Cycling; MTB - Prestige Imports Porsche Audi; HS MTB - Team Evergreen Composite
Coach: Marty Albe
Strengths: Technical riding, time trials, sprinting
Need to work on: Climbing
Favorite races: KMC Classic, Colorado Mini-Classic
Best results 2013: 2nd Colorado Best All Around Rider (17-18); 2nd Colorado State TT Championships (17-18); 3rd Colorado XC MTB State Championships; 2nd Snow Mountain Ranch Stampede (Varsity Girls)
Highlight 2013: Being named Female Exceptional Student Athlete for the Colorado High School Cycling League
Career highlights: 2nd 2011 Overall Colorado High School Cycling League (CHSCL) (Sophomore Girls); 4th 2013 Overall CHSCL (Varsity Girls); 3rd 2011 Xterra World Championships (15-19)
2014 goals: Podium at the Silver Rush 50 MTB race; compete in Pro XCT race; win a state championship; podium at USAC XC MTB Nationals; podium at USAC Junior Road Nationals
Long term goals: To become a pro and compete at the international level and the Olympics. Become a doctor in physical therapy and open my own PT practice.
Who is your cycling idol and why? Alison Tetrick. She is a hard worker who puts in the hours to see the results. She is also continuing her education in grad school and a board member for the Women’s Cycling Association (WCA).
How did you get started in cycling? My father is a cyclist. When I turned 13, he took me mountain biking as a way to control my endless energy. Eventually, I decided to try my hand at it. In 2010 I entered my first mountain bike event and fell in love. The rest is history.
Anything else we should know? I dabble in Xterra triathlons and raced at the World Championships in Maui, Hawaii three times. I am a 3-sport letterman (swimming, skiing, track) and an Academic All-American in swimming.



Cameron Bellian

Boulder, CO **Age: 15** **Racing since: 2011**
Category: 3 (15-16) **Disciplines:** Road, Cyclocross
School: Boulder High School
Team/club: Boulder Junior Cycling Stagiaire Racing Team
Coach: Andy Bajadali **Strengths:** Climbs, time trials
Need to work on: Sprinting and criteriums
Favorite race: Superior-Morgul Road Race
Best results 2013: 3rd State TT Championships (15-16); 4th Haystack Mountain TT (15-16); 5th Weld County RR (15-16)
Highlight 2013: Team trip to Tour of America’s Dairyland and Nationals
Career highlights: 2013 State TT Championships; 10th Koppenberg (SM 4)
2014 goals: Top 15 National Road Championship – RR and TT
Long term goals: Race with national team in Europe. Get on a U23 development squad and on a pro team.
Who is your cycling idol and why? Bissell Development team’s James Oram. He is from New Zealand but lives in Boulder without his family to pursue his dreams of becoming a pro cyclist.
How did you get started in cycling? My dad. Five years ago he had just finished riding across the county and I saw how much joy he got out of it, I decided to try it. I fell in love with it and have been riding ever since.



Kendrick A. Boots

Centennial, CO **Age: 13** **Racing since: Fall 2011**
Category: Junior (13-14) **Discipline:** Road, Cyclocross
School: Skyview Academy **Team/club:** IC3
Coach: Jerry Cutright and Bruce Hecht
Strengths: Climbing, sprint **Need to work on:** Confidence in a pack
Favorite race: Colorado Mini Classic
Best results 2013: 10th Cyclocross Nationals; 2nd Koppenberg
Highlight 2013: Cyclocross National and Colorado Mini Classic
Career highlights: 2nd 2012 Mt. Evans Hill Climb Championships, 2013 first in nation for time trials (13-year-olds)
2014 goals: WIN! Have a ton of fun, no matter what I do, and how I do.
Long term goals: Continue cycling in Australia and make my parents proud.
Who is your cycling idol and why? My dad, my grandpa (Cat 1 cyclist in Australia), and my uncle David
How did you get started in cycling? Through my old coach in Boy Scouts, Dr. Elliot
Anything else we should know? That everyone reading this should come out and support the racers. I try and make people smile every day and I love to cycle in order to find God’s plan for me.



Josh Schroeder

Denver, CO **Age: 15** **Racing since: 2008**
Category: 4 (road) **School:** Bear Creek High School
Disciplines: Road, Cyclocross, MTB **Team/club:** IC3
Coach: Michael Carter, Bruce Hecht, Jerry Cutright
Strengths: TT and criteriums
Need to work on: Hill climbs and tactics
Favorite race: Colorado Mini Classic
Best results 2013: 2nd Colorado State TT Championships; 2nd Haystack Mountain TT; 1st Koppenburg
Highlight 2013: 1st Rocky Mountain Road Cup Best All Around Rider; 3rd High School Mountain Bike League (D2 Freshman)
2014 goals: Top 10 at the Junior National TT Championships; upgrade my road category
Long term goals: Team USA, get on an Elite Junior team and win a national title.
Who is your cycling idol and why? Definitely Jens Voigt because he is a man that knows how to hurt and when the pain gets worse he just keeps going no matter what. That is how a real man races his bike.
How did you get started in cycling? My dad has been a cyclist ever since he was in high school so I guess I was destined to race. I quickly got bored with pretty much every other sport before my dad and I built up an old Schwinn Super Sport frame. I’ve never looked back.



Davis Wilkey

Denver & Louisville, CO **Age: 17** **Racing since: 2009**
Category: 3 **Disciplines:** Track, Road
School: Monarch High School **Team/club:** Boulder Junior Cycling
Coach: Tucker Olander and Andy Bajadali
Strengths: Criteriums and stage races
Need to work on: Hill climbing
Favorite race: Wheels of Thunder
Best results 2013: 2nd Ideal Market Criterium (SM 3)
Highlight 2013: Racing internationally at Le Tour de l’Abitibi in Canada
Career highlights: 5-time State Champion in Track (3), TT and Crit
2014 goal: Race internationally again
Long term goal: To race professionally for a couple years
Who is your cycling idol and why? Dave Zabriskie, he is Captain America and a great person.
How did you get started in cycling? My mother got me into it when I was in Florida and the heat was miserable but when I moved to Colorado I fell in love with riding in the mountains.



Jeremy Purchase

Highlands Ranch, CO Age: 17 Racing since: 2010
Category: 3 **Disciplines:** Road, Cross
School: Rock Canyon High School
Team/club: Boulder Junior Cycling Stagiaire Racing Team
Coach: Neal Henderson
Strengths: Sprinting, breakaways
Need to work on: Climbing, time trials
Favorite race: Superior Morgul Road Race
Best results 2013: Winning the bunch sprint at the Federal Center Circuit Race; solo criterium win at the Colorado Mini Classic (2nd overall GC); 2nd Criterium State Championships
Highlight 2013: Team trip to Tour of America’s Dairylands and Junior Road Nationals
Career highlights: Racing both 2013 Road and Cross Nationals; 2-time finisher of Lotoja Classic; 1st Mini Classic criterium; 2013 Criterium State Championships.
2014 goals: Top 10 GC at Tour of the Gila; top 20 at Road Nationals - Crit and RR
Long term goals: Race in Belgium for the U.S. National Team; ride professionally.
Who is your cycling idol and why? Mark Cavendish, one of the greatest sprinters the world, his story inspired me. Made me believe that I could do anything with hard work and determination.
How did you get started in cycling? Went out and bought a bike with every penny I had so I could go ride with my dad. After a couple weeks of riding, I thought, “Why don’t I just race this thing too?”



Trevor Christofferson

Aurora, CO Age: 15 Racing since: 2011
Category: Junior (15-16) **Discipline:** Road
School: Cherry Creek High School **Team/club:** IC3
Coach: My dad, Mark
Strengths: Climbing and completing longer distance rides
Need to work on: Time trials and sprints
Favorite race: Superior Morgul Road Race
Best results 2013: Winning Superior Morgul RR, Koppenburg, and Frostbite TT
Highlight 2013: I won the Points Cup for the Junior (13-14)
Career highlights: Going to the 2013 Road Nationals
2014 goals: To have fun, learn, and to try my best
Long term goals: Continue cycling for as long as possible
Who is your cycling idol and why? Peter Sagan because he’s fast and he has flair!
How did you get started in cycling? Bicycle Village group rides starting when I was 10.



Gage Hecht

Parker, CO Age: 16 Racing since: 2008
Category: Cat 3 (road and track), Cat 2 (cross)
Disciplines: Road, Cyclocross, Track **School:** Independent/Credo
Team/club: NCCF/Team Specialized Jr. **Coach:** Larry Nolan
Strengths: Climbing, sprinting, time trialing
Need to work on: Technical skills and reading the field in races
Favorite race: Road - San Dimas; Cyclocross - Nationals
Best results 2013: 1st Individual Pursuit - Track Nationals (15-16); 1st Colorado State TT (15-16), 1st Colorado State HC, 1st Colorado Mini Classic, 1st Sea Otter Classic Crit (Cat 3)
Highlights 2013: Racing in Europe with Team USA. Taking home the West Vlaanderen Cycling Tour Best Young Rider white jersey, and wearing the yellow jersey one day out of the 3-day stage race
Career highlights: 4 Cyclocross National Championship titles; 5 Road Nationals titles; 3 gold medals at Track Nationals; multiple State titles; 2nd Colorado State Cross (Pro 1/2)
2014 goals: Podium at Cyclocross Worlds (2015). Take home the Road and Cross National Championship titles
Long term goals: Race in the UCI Pro Tour and compete professionally in cyclocross in Europe.
Who is your cycling idol and why? I look up to Peter Sagan and Sean Kelly because they are/were fighters on the bike, Zdenek Stybar because of his strength in both road and cyclocross, and Drew Dillman for his boldness in his faith.
How did you get started in cycling? My dad used to race and a friend of his suggested I try racing at the age of 9. I loved it and have been hooked ever since.



Nathan Barkocy

Albuquerque, NM Age: 14 Racing since: 2013
Category: 5 **Disciplines:** Road, Cyclocross
School: Cottonwood Classical Preparatory School
Team/club: Active Knowledge **Coach:** Stephen Williamson
Strengths: Hills **Need to work on:** Going hard for long periods of time
Favorite race: Trifecta Omnium
Best results 2013: 1st State Championships - Time Trial
2014 goals: To be upgraded to Cat 4 so I can race in the Tour de Gila
Long term goals: To race in college
Who is your cycling idol and why? My coach. He is very determined and uses his talent to help youth achieve their goals.
How did you get started in cycling? I was introduced to it when I started training for triathlons.
Anything else we should know? David Carey made my goals possible with his bike and his kindness.



Savannah Adams

Denver, CO Age: 17 Racing since: Fall 2011
Category: 3 **Disciplines:** Road, Cyclocross, MTB
School: Denver East High School
Team/club: Prestige Imports Porsche Audi Elite Jr. Dev. Team
Coach: Adam Zimmerman
Strengths: Road races, climbing **Need to work on:** Sprinting
Best results 2013: 11th Junior Road National – RR and TT; 3rd Colorado Mini Classic; 1st Boulder Cup CX; 6th Overall Colorado HSMBL
Highlight 2013: Colorado High School MTB League’s Most Improved Racer and BRAC Best All Around Racer (17-18)
Career highlights: 2013 Colorado Criterium State Champion; 2013 Junior Road Nationals
2014 goals: Get great results at the Junior Road Race Nationals. In the fall, I will be racing for the University of Kansas and hope to stand out in collegiate races as well.
Long term goals: Race professionally and maybe in the Olympics.
Who is your cycling idol and why? I idolize both Tom Danielson because he’s an amazing climber and he supports junior cycling and Jens Voigt because he inspires me and he is very funny.
How did you get started in cycling? My family has always been very outdoorsy so they taught me to love bikes at a very young age. When I found out about junior racing, I was encouraged to sign up for an event, which turned out to be the Colorado State Road Race Championships. That is still the hardest but best race I have ever done and I’ve been hooked since.
Anything else we should know? 2013 was my first full season; I currently ride with an all boys team so I like to always be wearing something pink. It makes me much faster!



Antonia Ruiz

Albuquerque, NM Age: 15 Racing since: 2013
Category: 4 **Disciplines:** Road, triathlon
School: Albuquerque Academy **Team/club:** Active Knowledge
Coach: Stephen Williamson **Strengths:** Cycling and running
Need to work on: Sprinting, criteriums and pacing myself
Favorite race: Triathlons
Best results: 2013 Rio Grande Triathlon overall time 1:14:41
Highlight 2013: Adoption Exchange, Spring Fling Tri, Rio Grand Tri
2014 goals: Learn how to ride better in a group; improve overall fitness; do well in the Tour of the Gila
Long term goals: Lifelong fitness
Who is your cycling idol and why? My coach Stephen, because he’s very good and he makes it fun.
How did you get started in cycling? With my mother when I was 6 years old. I joined the team in 2012.

A black and white photograph of a female cyclist in a racing position on a road bike. She is wearing a white jersey with the number 783, a white helmet, and black gloves. The background is a blurred dirt path with dry grass.

Albuquerque, NM **Age: 16** **Racing since: 2007**

Category : Cat 1 (Junior) **Disciplines:** MTB, Cyclocross

School: Senior at La Cueva High School

Team/club: SWI TRI Project 3/ GET OUT! NM

Coach: Jaime Dispenza/Nina Baum

Strengths: I just love climbing

Need to work on: Learn to take it easy

Favorite race: Boulder Cup Cyclocross

Best results 2013: 4th Mountain Bike Nationals – XC; 5th Cross Nationals

Career highlights: Stars and Stripes in 2010 for cross and in 2011 for MTB

2014 goals: Take home a Cross jersey for my last Junior year

Long term goals: World champion? Olympics? The stars are the limit if you believe in yourself.

Who is your cycling idol and why? Teal Stetson-Lee. I met her in 2008 and she only has nice things to say about everyone. She also gives lots of encouraging words and is a fantastic person.

How did you get started in cycling? My older brother got a fancy bike when I was 10 and I wanted one, too. My parents told me I would have to start riding a bike first.

Anything else we should know? I compete in cross-country running, track and field and more recently triathlon.



Colorado Springs, CO **Age: 14** **Racing since: 2013**
Category: Junior (15-16) **Disciplines:** MTB, Road
School: The Classical Academy Charter School
Team/club: The Front Rangers
Coach: Kip Biese and Dad (David)
Strengths: Endurance and technical **Need to work on:** Sprinting
Favorite race: Rocky Mountain Endurance Series; Keystone Stage
Best results 2013: 3 podium RMES; 1st overall Ascent MTB Series
Highlight 2013: Discovering that hard work and training pays off when it comes time to race
Career highlights: Breaking my personal record climbing Pike's Peak
2014 goals: Podium finishes and increased fitness
Long term goal: To race professionally
Who is your cycling idol and why? Tejay van Garderen, he worked his way up through the years to become a great rider.
How did you get started in cycling? Watching my dad road race inspired me to ride. I started on a tricycle tractor at age 3 and have never stopped riding since.
Anything else we should know? Any day I can be on my bike is a good day!



Evergreen, CO **Age: 18** **Racing since: 2007**

Category: Cat 4 (road, 17-18), Cat 3 (track, U19)

Disciplines: Road, Track, MTB **School:** Conifer High School

Team/club: Altitude Cycling **Coach:** Marty Albe

Strengths: Sprinting, time trials, overall

Need to work on: Climbing, need more consistency

Favorite race: Koppenberg Road Race

Best results 2013: 3rd Koppenberg RR (17-18); 1st Littleton Crit (17-18); 1st Haystack TTT (17-18); 10th Federal Center Classic (Cat 4)

Highlight 2013: 1st Colorado Junior Track Championships - U19 Omnium

Career highlights: 2009 Colorado State Junior Track Champion (13-14); 2nd 2011 Colorado Mini Classic Criterium, 2011: 5th Colorado High School Cycling League - Overall (Sophomore, div. 2)

2014 goals: Top 5 at Junior Track Nationals

Long term goals: Olympics for Track, make the U23 national team

Who is your cycling idol and why? Eddy Merckx, because he was a very complete cyclist, he did everything.

Anything else we should know? I used to race go-karts as a kid. I almost quit cycling because I was struggling even though I trained hard. This taught me to never give up and to always persevere.



Durango, CO **Age: 16** **Racing since: 2003**
Category: 3, Junior (15-16) **Disciplines:** Road, MTB, BMX
School: Durango High School
Team/Club: Road: Team NCCF/Specialized Juniors,
MTB: Whole Athlete/Specialized
Coach: Christian Williams, Dario Fredrick
Strengths: Climbing, bike handling, acceleration
Need to work on: Time trialing, endurance
Best Result 2013: 2nd National Road Race Championships (15-16)
Highlights 2013: Going to Belgium to road race and winning
Kermesse; won all three events I entered at MTB Nationals
(15-16 XC, U15 Super D, and U18 Short Track); BMX: 6th
in the nation in 15 Boys
2014 goals: Win Road Nationals or help a teammate win it;
win MTB XC Nationals; race in Europe with the USA team.
Who is your cycling idol and why? Chad Cheeney, because he
taught me to always have fun on my bike.
How did you get started? 11 years ago I began racing BMX at
the local track. Four years later I entered mountain biking
events and that led to road racing (5 years ago), which I now
spend the majority of my time doing.



Colorado Springs, CO **Age: 11** **Racing since: 2010**

Category: Junior (11-12)

Disciplines: Track, Road, Cyclocross, MTB

School: Foothills Elementary **Team/Club:** Front Rangers Juniors Cycling

Coach: Dad (Jim Lawrence) and many others

Strengths: Spinning a high cadence, coachable

Need to work on: Standing starts on track, learning team tactics

Favorite race: Colorado Mini Classic

Best Results in 2013: Junior Track Nationals: 3rd 500m TT, 5th Omnium and Scratch; 1st Colorado State Track Championships; 1st BodySync CX

Highlights 2013: CX Nationals; first TTTT; 3 podiums at Track Nationals; earning a Colorado State Championship vest

Career highlights: Under 50 minutes first time up Lookout Mountain at age 8; 2-time State Track Champion

2014 Goals: Win a title at Junior Track Nationals; race my first Road Nationals

Who is your cycling idol and why? Sarah Hammer and Katie Compton because they have taken time to encourage me and I see how hard they work to win.

How did you get started in cycling? In 2005 my family bought a quint, a bicycle built for 5. I started riding then. I went on team rides when my sisters joined Front Rangers and raced as soon as I was old enough.



Albuquerque, NM **Age: 15** **Racing since: 2012**
Category: 5 about to be 4 **School:** Eldorado High School
Team/club: Active Knowledge **Coach:** Stephen Williamson
Disciplines: Road, MTB, Cyclocross
Strengths: TT, rolling hills, flat terrain, smaller steep hills
Need to work on: Descending, longer hills
Favorite race: Algodones TT Series
Best results 2013: 2nd NM Regional TT
Highlight 2013: Racing the Algodones TT Series
Career highlights: The first time doing over 4000' of climbing
2014 goals: Race as much as I can, hopefully win a couple, and to support our team leader to victory in Tour of the Gila
Long term goals: To become a Pro cyclist and travel the world.
Who is your cycling idol and why? Fabian Cancellara because of the way he is and how he rides TTs. He can put the hammer down and has charisma off and on the bike.
How did you get started in cycling? My family was traveling to France in 2011. As we walked around we saw a lot of people and fences and found out that it was the final stage of the Tour De France. From that moment on I was mesmerized by all of these people and knew that's what I wanted to do.

Fort Collins Bike Report: Budgeting for Bicycling

By Rick Price, Ph. D



Hopefully the new budget will help with snow removal in Fort Collins' bike lanes like this one located on Remington Street. Photos courtesy of Rick Price

Fort Collins has come a long way in budgeting for bicycling since 2005 when the city's "Bicycle Coordinator" position was slated to be eliminated. Of course, we were still building trails and bike lanes, but there was no city spokesperson for cycling as a legitimate means of transportation. There was no bicycle "program" to speak of late that year when the old "Smart Trips" was eliminated by a council more interested in right turn lanes than bike lanes.

In 2006, City Council allocated \$44,000 for a half-time bicycle coordinator. By 2014, the allocation for bicycle programs had reached almost \$600,000. The 2015 draft budget stretches to \$2.2 million with a mix of educational programs, a bicycle and pedestrian safety town, a bike share "starter kit," infrastructure funds and bicycle/pedestrian over and under-passes.

Dissecting the budget offers a view of what city staff believes will make Fort Collins a Diamond level bicycle friendly community. What's the bottom line? It's a "wish list" that city council may not be able to afford.

The Budget Process

Fort Collins uses a trendy budget process that requires city staff to propose services needed by the community. Called "budgeting for outcomes," the staff is split into seven teams that reflect specific outcome goals identified by City Council. Those goals are:

1. Community and Neighborhood Livability
2. Culture and Recreation
3. Economic Health
4. Environmental Health
5. High Performing Government
6. Safe Community
7. Transportation

Note the term "teams" in the above description. This means that budgeting in Fort Collins is competitive, pitting seven staff teams against one another. They evaluate and rank proposed projects and costs.

The City Council acts as referee, although a "staff leadership team" — let's call it the "All-Star Team" — decides the final priorities and forwards the list to council. The so-called "referees," or council members, don't see the rankings until the draft budget is finalized and formally submitted to them. Very rarely can council change the priorities at that point.

So what's great for bicycling in the draft budget for 2015-2016? Projects in five of the outcome areas, not just transportation, benefit bicycling in Fort Collins. One of the most important items is an "ongoing" proposal that reallocates 100% of state funds from the Conservation Trust Fund to building recreational trails, removing it from parks maintenance where it had been diverted a decade ago. This brings \$750,000 to trail construction and will allow the completion of the 31 miles of trails presented in the 2013 Master Trails Plan in 12-15 years rather than over 25-50 years.

The new budget offers a modest \$150,000 to build a bicycle and pedestrian safety town, called for in the 2011 Bicycle Safety Education Plan, or BSEP. Park space will be identified so elementary age children will have a safe place to practice bicycle and pedestrian behavior.

A number of proposed engineering items would improve bicycling throughout town on Willow and Linden Streets near Old Town, along College Avenue in midtown, on Lincoln Ave., and along the Mason Corridor. There aren't enough funds to make all of these streets safe but there is great seed money for many projects.

Most interesting is the proposed increase of funds for the Safe Routes to School program, making it more solid by backing with city funding rather than relying on state grants.

FC Bikes would continue to be funded and packaged with the very popular Bike Library. This package is unfortunate in my opinion, as they need to have a serious conversation about moving away from the Bike Library and towards a 21st century bike share program. Nonetheless, as a publicity tool alone, the Bike Library brings us national attention. Maybe the town could seek some funding from the Convention and Visitors Bureau for this. Continuing to fund FC Bikes will allow the city's educational programs to increase, and recently the FC Bikes program has taken over the new and much touted, though little seen, Bicycle Ambassador Program, which promotes safe cycling in Northern Colorado through education efforts. Currently a shadow of what it could be, continued funding of FC Bikes promises a rosy future for Bicycle Ambassadors.

One item in the proposed bicycle budget is \$120,000 to take Fort Collins to the Diamond status of the Bicycle Friendly Communities program, mirroring the 2013-14 budget item of \$90,000 to

reach Platinum level. The hope is that this item will fund miscellaneous small projects helping to make the jump to Diamond; so far there is no designated Diamond status community in the country.

A recent headline from the League of American Bicyclists, the group that administers the Bicycle Friendly Communities program, reads "Bicyclist Safety Must be A Priority." We can hope that FC Bikes will heed this call and use the \$120,000 to increase their bicycle safety outreach, especially to those groups that are most vulnerable, including middle and high school students and Colorado State University students.

What Bicycle Offers Need Improving in the Draft Budget?

Planners are in the midst of writing a ten-year Bicycle Program Master Plan scheduled for completion late this year after the 2015-16 budget process. This is terrible timing for funding new programs like a modern bike share program. To overcome the timing issue, the consultant help-



Hazards that cause crashes like these railroad track crossings need proper signage.

ing to write the Bike Plan completed a draft bike share "business plan" in April. Unfortunately this isn't a business "plan" as much as a summary of different bike share programs and models. In my opinion, there is little here to entice potential funding partners.

City staff has proposed \$120K a year to keep the existing bike library in 2015/2016 and \$354K in 2015 to launch a new bike share program. The \$354K, though, is only 25% of the total start-up cost for 20 bike share stations and 200 bikes. The remaining million dollars to launch the program is to be sought through federal grants, private sponsorships and fundraising partners like CSU.

I sat on an advisory committee considering a Fort Collins bike share program until May 2012. Committee members visited Boulder's B-cycle program and spoke with transportation planners. The planners insisted on two points: 1) bike share, like all public transportation, needs public subsidies to operate; and 2) a station-based bike share program is nothing like the Fort Collins Bike Library. Their advice? Don't think you can simply expand the Bike Library into bike share. What is the Fort Collins consultant's recommendation for bike share? The Bike Library should "be combined into a single operating contract for an expanded Fort Collins Bike Library."

We're not ready yet for both a bike library and a bike share program. This budget item is premature in its attempt to launch a bike share

program with seed money that would eventually require over one million dollars to build and several hundred thousand dollars a year to operate. TransFort needs to get on board and lead any effort to build a bike share program in Fort Collins.

So what's missing from this budget? Signs. Ride almost anywhere on the trail system and you'll cross neighborhood streets or arterials. Not one has a sign telling you what street you are crossing. Headed to the Poudre Trail from Old Town? A few signs could get you there in no time but they don't exist. There are any number of quiet neighborhood routes that can help you move by bicycle around the city but almost none of them are signed for cyclists. If Fort Collins is ever going to be a really bicycle friendly community, beginning, intermediate and newcomer cyclists need to be able to find their way around.

What can we do to help? Vote. The City wants residents' opinions on the budget. They are looking to decide the five top and bottom budgetary offers in each of the seven different categories. This feedback will be used by the staff, along with the other input, to determine which will make it in the budget recommendation presented to council in August.

Here are my suggestions for the top five and a few of the lowest items in each category. The City is soliciting votes until June 30. After that date, public input will still be taken until late October when City Council will consider the final draft budget. Simply send this list to leaders@fcgov.com with a note expressing your support.

Top bicycle projects that need your vote:

Transportation

Vote "Yes" on:

- 1.15 Bicycle and Pedestrian Grade Separated Crossings (\$1M annually)
- 1.18 Mason Street Enhancement (\$500K in 2015; \$3M in 2016)
- 2.7 Protected Bike Lane Demonstration Project (\$50K in 2015; \$250K in 2016)
- 2.18 FC Bikes to Diamond (\$120K annually)
- 7.11 Increased Frequencies for Select TransFort Fixed Routes (\$2M annually)

2.12 BOB Bicycle Plan Implementation (\$125K annually) — There is no need to vote on this item as it is already allocated as ongoing.

Vote "No" on:

- 2.6 1.0 FTE - FC Bike Share Coordinator and Expanded Self-Checkout Bike Share System

Safe Community

Vote "Yes" on:

- 16.2 Safe Routes to School — School Rotation Schedule (\$40K annually)
- 16.3 Safe Routes to School Strategic Traffic Infrastructure Program (\$100K annually)
- 16.5 Bicycle and Pedestrian Safety Town (\$125K in 2015; \$25K in 2016)

Community and Neighborhood Livability

Vote "Yes" on:

- 17.1 Green Street Implementation Project (\$330K in 2015; \$500K in 2016)

Go online to fcgov.com/citymanager/budget.php today and register your vote.

Rick Price, Ph.D., is the co-founder of ExperiencePlus! Bicycle Tours. In retirement, he is a League of American Bicyclists cycling instructor and the recently retired Safe Cycling Coordinator for the Fort Collins Bike Co-op. Contact him at Rick@ExperiencePlus.com.

Memorabilia

“DERAILLEURS” FROM PAGE 1



b. The 1930s Constrictor Osgear Super Champion.

Photos courtesy of Paul Johnson / Classic Cycle Museum



c. The one pulley 1947 Conloy.

Devices we would recognize as derailleurs really started to appear in the 1930s. Two popular shifters were the Vittoria Margherita (a) and the Osgear. The Osgear, fully known as the Constrictor Osgear Super Champion(b), was named after designer Oscar Egg, a famous Swiss-French cyclist from the era. The system was light yet sturdy and fairly simple to operate. Fitted to the chainstay was a cable-operated guide arm that moved the chain right or left across three sprockets. A tension arm near the crankset took up the slack of the chain and a guide-loop of metal on the tension pulley kept the chain from coming off. The Vittoria Margherita was a simple and wonderfully designed Italian system from the same era. In order to use the gears, the rider would simply reach down to the lever and move it forward, releasing some of the chain tension. Next, it was necessary to back-pedal while pushing on the chain with the right hand. The chain would jump to the next cog over and then the bicyclist would take the slack back out of the chain by moving the lever rearward again.

Early race organizers worried that wide variations in equipment would skew the results of their events. Singlespeed bikes were standard at the Tour de France up until 1937, when teams with derailleur systems were first allowed to compete.

The Osgear and the Margherita look exotic and still don't seem that familiar to us. The 1940s saw the development of derailleurs like those from Simplex, Cyclo, and Conloy, and in these systems we see steps toward modern parallelogram designs and controls that use a single shift wire. These devices seem kind of similar to what we have today, but some like the Conloy (c) only had a single pulley, so the total gear difference could only be about six teeth.

In the middle of the last century there were a few missteps as well as leaps forward. One of the goofier ideas was the Trivelox (d) shifter, a derailleur that operated by pulling the freewheel cogs side-to-side under a stationary derailleur. If you can imagine holding a pen over a piece of paper and writing by moving the paper underneath it, you can understand the limitations of this system. The more gears the Trivelox was asked to shift between, the wider and heavier the rear wheel had to become.

Campagnolo also had the bike world take a technological step backward in the late '40s with their Cambio Corsa and Paris-Roubaix “suicide shifters.” To use these shifters, the rider flipped a lever on the seat stay that disconnected the rear wheel (while the bike was moving). The chain was then pushed onto the next cog over with a guide

lever and then the cyclist would re-tighten the lever to secure the rear wheel. The first version, the Cambio Corsa, had two levers managing this action and care had to be taken not to lose the wheel out of the dropouts. The later Paris-Roubaix (e) version operated everything with a single lever and some refinements made this system slightly safer. In both of these examples, long serrated dropouts would keep the rear wheel



d. Trivelox shifters moved the cogs and kept the derailleur in a fixed position.



f. Campagnolo's Gran Sport offered reliable shifting.

aligned while the shift was being completed and rearward force on the wheel would keep the chain tensioned. To anyone who has dropped a chain while shifting their modern bike, it is understandable that these mechanisms required quite a bit of finesse to operate.

Derailluers that came out in the 1950s look pretty close to what we see today. Some popular models like the Simplex Touriste had two cables to operate them. On this derailleur there is a steel pull chain (like on a 3-speed hub) actuating a telescoping pulley arm. A second cable rotates the pulley arm, thereby fine-tuning the chain tension. Derailleur pulleys were still smooth and round in the '50s and didn't acquire their toothed profiles until the '60s. Typically, derailleurs like the Simplex could handle four or five cogs on the back wheel with a 12-tooth spread. Rod-actuated front shifters required reaching down to the seat tube by the water bottle to operate them and they managed the chainrings with a range of just a few teeth.

The '60s brought us Campagnolo's Gran Sport (f) and Nuovo Record derailleurs. Popular for decades due to their smooth shifts, good durability and lighter weight, these beautiful derailleurs have become icons in our sport. It's easy to see these were hits, as typing “Campy derailleur tattoo” into an image search engine will yield lots of results.



e. Single lever Campagnolo Paris-Roubaix. Not for the faint of heart.



g. Dura-Ace STI levers.

Reliable shifting systems like these also meant that road bicycles became known as “10-speeds” in popular vernacular during the '60s and '70s as gear capacity expanded.

Positron indexed shifting came out in the '70s. The predecessor to Shimano's Indexed Shifting (SIS) system of the late '80s, it was the first good “click” shifter. Shimano built the freewheeling mechanism into the crankset so users could shift gears anytime the bike was moving, not only while pedaling. This feature made Positron pretty heavy and use was limited to lower-level utility and sport bikes, not racers.

In the 1980s, Shimano took over the bike world with click shifting and Shimano Total Integration (STI) levers (g), which moved the shifters up to the handlebars where cyclists could easily reach them. This idea kept a rider's hands on the bars and was a stroke of genius that made road cycling safer, more fun and certainly faster.

Mavic unveiled the first commercially viable electronic derailleur in the '90s with its Zap system. The Zap derailleur (h) received signals from battery-powered buttons on the handlebars, but the spinning upper derailleur pulley generated the juice to move the chain. When Zap worked, it worked perfectly. Unfortunately, it wasn't protected from water and vibration all that well. Today's electronic shifting builds upon Mavic's



h. The electronic activated 1994 Mavic Zap.

foundation. Shimano's Di2 and Campagnolo's EPS derailleurs add automated front derailleurs and give us push button, customizable gear shifts across a wide range of gear ratios.

In the early days, a cyclist was lucky to have more than three gears. The difference between a low and a high gear could mean only a few teeth on a chainring. Today, bikes with 30 “speeds” are available and there are electronic derailleurs from Japanese and Italian companies as well as “infinite” ratio hub shifting systems and computer-controlled automatic shifting. We now take indexed shifting for granted and demand that controls are placed right at our fingertips; all of this precision is expected, along with knee-friendly gear ratios spanning dozens of chainring teeth. Times, and gears, change.

Paul Johnson and his wife Jaime own Classic Cycle on Bainbridge Island in Washington. Featured derailleurs can be seen on bikes in the Classic Cycle museum. For the museum opening hours and details visit classiccycleus.com

"ANGEL FIRE" FROM PAGE 1



Skill zones are a great way for mountain bikers to hone their balance before hitting the big features.

Photos courtesy of Angel Fire Resort

8,600 feet, the rewards will be sweet. Or, sit back and relax as the Chile Express high-speed quad chairlift, recently outfitted with new side hangars to double uphill capacity for bikes, zips riders and bikes over 2,000 feet to the top of the mountain where all the downhill possibilities await.

True beginners can test their abilities on the new Easy Street, a carved out, wide, smooth-flowing trail made especially for those new to the sport. Others may want to test out Angel's Plunge, one of the Enduro-style trails that opened last season. For a more traditional experience, check out Chutes & Ladders with its cool wooden structures. And for the most flow, Boulder Dash is a fun one showcasing banked turns and table tops; intermediate riders can roll the features, while the more advanced can gather speed to launch them. The daunting Chillin' feeds into the Graveyard rock field and is favored by many who want to push their freeride limits or prepare themselves for the downhill competitions.

Multiple skill zones are available on the mountain and each tests different skills. The true beginner can practice maneuvers before heading down the mountain, try the pump track at the base skills park, or work on turns and jumps on the dual slalom course. For yet another option, riders can practice in the Drop Zone, which features a series of drops that get progressively larger.

Along with revamped terrain, the resort is offering deep discounts on passes and lodging packages, creating an affordable mountain biking destination for riders and families. The Stay & Ride package starts at \$79 per person, per night, based on double occupancy, and includes

a stay in the slope side Lodge at Angel Fire Resort and a single-day lift pass per person. Daily tickets start at \$33 (day dependent) and the \$259 Summer Gravity Season Pass provides unlimited lift access throughout the 2014 summer season. Camping in the designated Black Lot is \$10 per vehicle, per night.

The Angel Fire Bike Shop, which opens an hour before the chairlift starts, offers full-service including full gear rental, lessons, clinics and apparel. PMBI-certified instructors are on hand for one-on-one skills training and advice in a safe and controlled environment, so novices can learn the sport and improve basic skills, while others

can fine-tune the right technique for difficult sections. This season Angel Fire is offering more for families and younger riders who have never mountain biked, including smaller-sized rental bikes, a new summit area skill center, bike clinics and multi-day camps. The rental fleet and demo program boast bikes from companies like Devinci, Kona, Santa Cruz, Scott, Specialized, and Turner.

Recently hired Clay Kimsey, the new Bike Services and Repair Manager, is known as one of the best mountain bike mechanics in the nation with a specialty in suspension tuning and spot repair. Kimsey has already brought a wealth of expertise and knowledge to the shop. He has experience working on bikes for numerous pro riders and will report to Bike Park Director, Hogan Koesis.

In addition to the expansive park's trail network, there are an abundance of great riding opportunities in the village and surrounding Kit Carson National Forest. Options include the 23-mile South Boundary Trail, which begins just a few miles south of Angel Fire and ends in the neighboring town of Taos. Arguably one of the best mountain biking trails in the state and deemed by many to be a "can't miss" epic ride, it features some of the best high-altitude single-track found anywhere in the United States. The

west side of Angel Fire borders the expansive Carson National Forest, which offers additional cross-country opportunities, including the gentler Green Belt trail network. These off-mountain trails give even more reasons to plan extended stays to experience all the area offers for fat tire enthusiasts.

As the site of previous UCI Mountain Bike World Cup, NORBA Nationals, USA Cycling Collegiate Mountain Bike National Championships, Red Bull Dreamline and part of the PRO GRT calendar, Angel Fire Bike Park continues to cement its reputation among expert riders with a series of races and events. This summer's calendar ranges from USA Cycling's Gravity Nationals to

NM Enduro Cup to the grass roots Gravity Games & Brewfest over Labor Day Weekend.

For all that the nearby mountains have to offer, it's what the town of Angel Fire doesn't have that may help make it so appealing. Comprised primarily of local restaurants and shops, there are no traffic lights and travelers are more likely

to run into a traffic jam waiting on elk or other wildlife to cross the road. It's all about the pure mountain biking experience in a friendly small town setting, without any unnecessary hype. Visit angelfirebikepark.com to find the chairlift schedule, prices, specials and events and see why this rapidly growing bike park is such a rider's favorite.



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Night Riding: Light Up the Road Challenge

By Brad Tucker

Now that summer is here, the weather in the Rocky Mountains is spectacular and the long days provide plenty of opportunities for great riding. The warmer weather and dry roads also provide cyclists with the ability to ride more at night. Those who already enjoy safe and responsible nighttime cycling know exactly what I am talking about. For the rest of you, I am challenging you to go “out on the town” with friends, and do it by bike. Whether choosing to go to a festival, a concert, a movie, dinner, or simply a beer at the local watering hole, I encourage everyone to ride. Experience the fun of night riding, and most likely no further encouragement will be needed to do it again. There simply is no comparison between an evening out on bikes versus doing the same activities by driving a car.

In the last 10 years, the bicycle light industry has been completely transformed by LED technology, which allows for brighter lights in smaller packages that are extremely lightweight. As an extra bonus, they are relatively inexpensive accessories that can add hours of cycling enjoyment. For less than the cost of a tank of gas, a bike can be transformed into a fun and safe nighttime transportation vehicle.

In Colorado, state statutes provide guidance as to the usage of lights and reflectors. At all times between the official sunset and sunrise, lights and reflectors are required (C.R.S. § 42-4-204).

As to the minimum necessary equipment in order to legally ride at night, C.R.S. § 42-4-221 requires the following:

1. A white headlight on the front of the bike that is visible for at least five hundred feet;
2. A red reflector on the back of the bike that is visible to low-beam car headlights from at least six hundred feet away; and
3. Either reflectors on both sides of the bike that are visible to low-beam car headlights from a distance of six hundred feet, or a lighted lamp visible from both sides from a distance of five hundred feet.

These types of “safety” lights and reflectors are designed primarily to allow riders to be seen by others, rather than for the purpose of providing lighting to better see with. There are a number of factors that help determine whether you will need additional and/or more powerful lighting

than what is minimally required. While riding in urban settings or within a small town, there very well may be adequate ambient lighting from streetlights, homes and businesses that would allow cyclists to safely travel at casual speeds to and from their destination with nothing more than the minimal requirement.

On the other hand, if traveling in dark, rural or remote areas, consider purchasing a brighter headlight that will illuminate the roadway or the path ahead. Remember, the faster one travels, the greater distance must be illuminated in order to safely lighten road hazards and/or debris.

Other initiatives can be taken to become more visible and provide further protection. Use inexpensive reflective tape on various parts of the bike. Look through your cycling gear and you very well may find that a vest, jacket or jersey you already own has reflective piping on it. Helmet-mounted lights “look where you look,” and are not limited to the direction of your handlebars. As we interact with other road

users, particularly at night, it is important to be conspicuous and highly visible. The last thing you want to do is startle a motorist and cause them to drive unpredictably. Since you’re reading this, you are probably already a cyclist. As a cyclist, imagine how you would react to a well-illuminated nighttime rider versus someone completely unlit with no reflectors or reflective clothing. You would likely bristle at the latter. Now, imagine how a non-cyclist driving a car would react to the same scenario. Make life safer and happier for all by being courteous and responsible. The vast majority of motorists will greatly appreciate the effort taken to be visible and will reciprocate with courtesy.

Most of all, I’m simply urging you to take the challenge. Outfit the bike you would use for a two- or three-mile trip with an inexpensive setup of lights and reflectors. Get some friends together and take a casual ride to your next night out rendezvous. Who knows, you may even find yourself wanting to keep doing it through the winter.

Brad Tucker is an avid cyclist, Vice President of Bicycle Colorado’s Board of Directors, and an attorney in his 25th year of practice with a specialty in bicycle liability and insurance issues with ColoBikeLaw.com. If you have questions concerning legal issues affecting cyclists, you can contact him by e-mail at Brad@ColoBikeLaw.com, or by phone at 303-694-9300.

Community

Wheels of Change in Fort Collins

By Stacy Sebeczek

The Fort Collins Bike Library (FCBL) has opened for its seventh season. A library ... for bikes? The FCBL is a bicycle lending service for residents, students and visitors. Managed by the City of Fort Collins and operated by Bike

from the DDA, the city and other partners, the program has grown into a vibrant hub for bicycle sharing and community outreach.

The Fort Collins Bicycle Library is a popular resource for local families, conference attendees, students, brewery tourists, bike path recreationists and transit riders who are looking for a fun and affordable way to get around on two wheels. Much more than a bike lending service, the FCBL provides bicycle safety and visitor information at its new location inside the downtown Transit Center. Because the mission of the FCBL is to empower individuals and businesses to embrace the health and environmental benefits of cycling as an alternative to

motorized vehicles, thus aiming to reduce miles driven, a partnership with TransFort and integration with the new MAX bus line is a perfect fit.

Since April 2008, the program has recorded over 20,000 bicycle checkouts, logging more than 244,000 pedal-powered miles, while saving 108 metric tons of CO₂ from being released into the atmosphere. That is the equivalent to more than 12,000 gallons of gasoline not being burned.

The organization offers adult, kids, and specialty bikes that fit just about anybody from ages 2 to 92. The most popular models in the fleet are the fat tire cruisers, perfect for casually exploring the town; the geared skinny-tire commuter bikes may be checked out for more demanding trips.

Child trailers and tag-a-longs are also in high demand. Reservations are suggested, particularly in the busy summer months.

Having a wedding in Fort Collins? You’d better get your guests on bicycles. Planning a day full of brewery tours? There’s no better way to zip between watering holes than on the gorgeous bike trails and bicycle-friendly streets that connect them.

Centrally located, the FCBL hub is where the majority of bikes are loaned; it sees a lot of action. Friendly staff and volunteers provide personal assistance to set up the bike and assist with route selection, helmet and lock, and a trail map. The storage and maintenance facility found at 220 North Howes St. is used to accommodate larger groups with appointments. Between these two locations there are over 100 bikes available. The Best Western University Inn has a fleet of 14 bikes that are borrowed extensively by the guests of the hotel and are also available for day-use by the public on a first come, first-served basis.



Bikes, helmets and locks can all be rented.
Photos courtesy of Luminant Photography

2014 Seasonal Hours:
Spring (April 4 – May 26): long weekends
[Fri-Mon, 9am-1pm]
Summer (May 27 – Sept 1): open daily
[Fri-Sun, 9am-3pm; Mon-Thurs, 9am-1pm]
Fall (Sept 2 – Dec 15): long weekends
[Fri-Mon, 9am-1pm]
To become a member, volunteer and for sponsorship opportunities visit fcbikelibrary.org.

New this year is a fourth location at Colorado State University Surplus, which is home to 20 FCBL bikes. Because the fleet at each location is unique, all bikes must always be returned to their original location.

To check out a bike, you must become a member and sign a waiver. Forms are available at fcbikelibrary.org and may be completed in advance. A credit card and photo ID are required to pick it up. Should the bike be needed only for a few hours, it is free if returned the same day before closing, otherwise it’s \$10 per day.

Bike share in Fort Collins is continually evolving. Currently, the City is in the planning phases for a citywide bike share program that will expand on the offerings of the current FCBL. 24-hour bike borrowing stations could be rolled out as early as August 2015.

By reducing barriers to cycling as a means of transportation, recreation, and wellness, the FCBL empowers cyclists and non-cyclists alike to become advocates for alternative transportation and healthy living. With FCBL’s proximity to bike trails, downtown parking structures, the TransFort bus depot, and with four checkout locations spanning downtown and CSU, getting around Fort Collins without a car has never been easier.

Welcome to the Fort Collins Bike Library.

Fort Collins (BFC), a 501(c)(3) non-profit organization, FCBL provides an affordable and dependable resource for bicycle sharing and advocacy while promoting a positive cycling culture.

Bike share in Fort Collins has taken many forms in the past 20 years, beginning in the mid-90s with miscellaneous free small-scale bike pools peppered throughout the city. In 2008, the Bicycle Library began as a joint project of the City of Fort Collins, the Downtown Development Authority (DDA), BFC, New Belgium Brewery, Colorado State University (CSU), and the Fort Collins Bike Co-op. With funding coming from two Congestion Mitigation and Air Quality (CMAQ) grants as well as in-kind donations

Colorado Drops in National Rankings

By Charles Pekow

Governor John Hickenlooper's plan to designate Colorado as the nation's most bicycle friendly state in 2014 got a flat tire. In the annual state-by-state rankings of the League of American Bicyclists (LAB) released in May, Colorado fell from being ranked number two in 2013 to sixth overall this year.

When Colorado reached second place, LAB quoted Hickenlooper as saying, "We're proud that our bicycle-friendly policies have skyrocketed Colorado's rank up 20 places in just five years, and we are committed to being No. 1 in the near future." The state had enjoyed a steady rise, having placed 22nd in 2008.

A number of factors contributed to Colorado's placement decline, and not all came from a lack of efforts. On LAB's 100-point scale, Colorado scored 54.1, a significant drop compared to the previous 60.7. The organization docked points from many states due to their lack of funding in 2014 and Colorado also dropped because other states such as California dramatically improved their efforts.

The state is still struggling to figure out how to implement the federal MAP-21 legislation that passed two years ago, which decreased the biggest federal funding for bicycle programs by about 30 percent.

One of the changes MAP-21 made was to end the earmark for Safe Routes to School (SRS), which funds education and infrastructure projects to encourage youth to bike and walk to school and make it safer to do so. Colorado didn't guarantee funding for SRS when the feds removed the requirement, but the state legislature may have just fixed this. In early June, Hickenlooper signed legislation authorizing \$700,000 for SRS education components in the next school year. The state might also fund school infrastructure projects such as bike lanes and traffic lights leading to schools with other money.

According to Nicole Wynands, LAB's Bicycle Friendly State Program Manager, the League deducted additional points because the state reallocated its federal Congestion Mitigation & Air Quality grant funding away from promoting bicycling as a solution to pollution and traffic woes to other priorities. She did mention that some technical changes in the criteria also inadvertently hurt Colorado's ranking.

Lack of a statewide bicycle advisory committee also cost some points. "There's an SRS advisory council but we want to see one

on cycling or combined bicycle/pedestrian," Wynands says.

Despite Colorado's overall bike to work rate, a recent Census Bureau report cited Boulder as



Small infrastructure projects could help Colorado deal with "disappearing bike lanes" like these in Fort Collins. Photo courtesy Rick Price

first and Fort Collins fifth nationally among mid-sized cities for the highest percentage of people biking to work. LAB criticized the state for not setting goals to get specific percentages of people riding bikes or reducing the percentage of single-occupancy vehicle trips.

The rankings don't measure everything. "There are a lot of things that go into getting people riding and getting good places to ride that aren't able to be ranked," responds Dan Grunig, executive director of Bicycle Colorado. "We're not specifically changing our strategy just to score better."

For instance, the League wants states to adopt the Urban Bikeway Design Guide of the National Association of City Transportation Officials (NACTO). While the state hasn't adopted it fully, it does reference and use it. "We're working on trying to get more communities to use the NACTO guide," Grunig confirms.

It will take time to implement some of the changes into law or policy but Colorado is now

required to consider cyclists and pedestrians in all future highway projects. And in 2012, the state added the first chapter in its highway guide on how to build bike/ped projects.

LAB criticized Colorado for not adopting a statewide bicycle network. "The state is trying to make every highway a bike route. Our state bike map and online version of it show which highways have shoulders, traffic volume and how much of the traffic is large semi trucks. It can really help you plan your trip," Grunig affirms. "Our goal is to create a network."

To LAB's chagrin, the Colorado Strategic Highway Safety Plan, last updated six years ago, does not include a section on bicycling, which makes it difficult to fund projects. Officials are rewriting the plan now and will include a goal of reducing cycling fatalities. The Colorado Department of Transportation (CDOT) hopes to finalize the plan this fall.

A big problem for the state in LAB's eyes involves the lack of goals. But before the state comes up with targets for the number or percentage of people riding or the amount of bike routes, it has to figure out how to assess the current situation so it can track growth. "The problem Colorado had is that CDOT has not been measuring how many bicycles there are or where people ride. Creating a mode share goal is like pulling a number out of thin air," Grunig explains when compared to automobiles. "CDOT tracks how many cars use roads with rubber tubes placed across the road and electric monitors. They're all hooked up to a master database."

The state adopted a plan last year to encourage more biking and walking, which it is now beginning to implement. CDOT Bike/Ped Coordinator Betsy Jacobsen says, "We are looking at creating a bike/ped inventory. Currently, if you ask me how many bicycle lanes there are in the state, I don't think anybody can answer that." CDOT plans to start by counting state-owned facilities and then try to add what counties and cities own. "How do we account for the local facilities that we don't control?" Jacobsen asks. Once CDOT figures that out, it has to come up with a way to keep the database updated.

CDOT is now employing 10 permanent bike/ped counters as well as some mobile ones it moves around as needed. "We're trying to get these counters included in every project so it is routine just like counting cars. That'll be a big step toward knowing what the current mode share is so we can improve it in the future. You can't change what you can't measure," Grunig observes.

CDOT is also struggling to determine funding, since the state doesn't earmark a specific fund for bicycle facilities. Jacobsen says, "We currently don't have ways to identify funding that goes to pedestrian and bike facilities when part of a large project. As an example, if you add a shoulder to a state highway, that can become a really nice bicycle facility but it is still a shoulder, do you count that toward bike and ped or not?"

And regarding mode share, which LAB highly values, Grunig says Bicycle Colorado aims to get people to bike more and is less concerned with percentages. Bicycling, he notes, works very well with other modes — many people bike to the train or take their bikes on cars to ride recreationally.

One of LAB's criteria awards points if states require bicycle parking in or around state buildings for employees and visitors, and although the CDOT did so, not all agencies have caught on. While he endorses the idea, Grunig considers it a relatively low priority. "As an advocacy group, you've got limited resources. You prioritize the resources on programs you think will give you the biggest bang for the buck," he says.

Communities all over Colorado think enough of LAB's criteria to have applied for and received official status as Bicycle Friendly Communities; you have to apply for this honor — it's not like states that get ranked automatically. No place in the country has yet achieved Diamond status, the highest rank offered. Only four communities have received Platinum status, and two lie in Colorado — Boulder and Fort Collins — and four cities have earned Gold status: Breckenridge, Durango, Steamboat Springs and Crested Butte. Noteworthy Silver towns include Arvada, Aspen, Colorado Springs, Denver, Gunnison, Longmont, Salida and Vail. Carbondale, Castle Rock, Golden, Greeley, Lakewood and Summit County were recognized as Bronze level while other communities such as Douglas County and Silverthorne received honorable mentions for their efforts in promoting bicycling.

So while the League of American Bicyclists may have found issues with Colorado in 2014, the state is taking long-term steps to regain its previous status that will pay off in the future for all cyclists.

Take Action

Don't Be a Taker, Get Involved Today

By Paul Kieler

As bicycling enthusiasts are getting ready to enjoy another summer of riding in the Rockies, we should take a moment to remember that we have it pretty darn good in Colorado. The weather, scenery, roads, trails and the bike paths we enjoy are just about as good as it gets anywhere. We should think about what we have available and how we can maintain it, improve it, and make it better. Don't be a taker. It's just as good a day to pitch in, help out and take action, as it is to ride.

In this day and age, many people are digging the wide spectrum of activities cycling offers but many are unaware of the organizations, people and projects that are making a difference for current and future generations of riders. The time has come to learn more about this topic. There are a number of great local and national organizations that would welcome your involvement.

One such group is Boulder-based PeopleforBikes, previously known as Bikes Belong. The organization is two-fold; it is a coalition of

bicycle suppliers and retailers, and a 750,000-member-strong charitable foundation unified under the cycling advocacy banner. Its political influence, funding and leveraging of federal and private money have benefited the cycling community at the national, state and local levels including the residents of Colorado. Their goal is to make cycling safer and better for all. PeopleforBikes runs various initiatives including the Green Lane Project to help build safe, separate on-street bike lanes in urban areas by using posts, planters, curbs and parked cars to create a physical barrier between cyclists and vehicular traffic. In March 2014, Denver was added to the list of cities to receive funding to implement such infrastructure. The selection process saw more than 100 cities submit letters of interest, and only six emerged to join the two-year program. During that period, Denver will receive

SEE "GET INVOLVED" ON PAGE 14

Calendar

Welcome to the Region’s Most Comprehensive Bicycle Calendar

All events are listed chronologically within their respective sections: Events (clinics, expositions, lectures, etc.), Camps, Multisport (events that include cycling as part of the competition), Series (competitions where cumulative point standings are awarded), Cyclocross, Mountain Bike Racing (competition featuring singletrack and other off-road riding), Mountain Bike Touring (rides featuring singletrack and off-road riding), Road Racing (bicycle competition), Road Touring (road rides of various distances and for any type of bicycle), Track (velodrome-type events). To conserve space, we’ve chosen to run websites only on events where both website and email are available. If you are an organizer and your event is not listed, or if the information listed changes, contact us and we will gladly update the calendar. Please send your event information in the same style and format seen here.

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CAMPS

JULY

Jul 2–5: Camp of Champions

Leadville, CO. Ride every mile of the course, and your preview comes with special attention to the most grueling sections. Q & A with instructors Dave Wiens and Rebecca Rusch. Also on 7/6-9. Abby Long, Lifetime Fitness, 719-219-9351, leadvillaceraceseries.com

Jul 11–13: BetterRide MTB Skills Camp

Winter Park, CO. BetterRide’s team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control and have more fun on their bikes. Also available 7/19-20 in Crested Butte. Gene Hamilton, BetterRide, 970-335-8226, betterride.net

Jul 19–20: Trek Dirt Series

Winter Park, CO. Learn new skills, increase confidence on the bike or simply enjoy the sport like never before. World class women’s only instructional weekend camps for beginner, intermediate and advanced riders. Lu Furber, Dirt Series, 604-484-6238, dirtseries.com

AUGUST

Aug 15–17: BetterRide MTB Skills Camp

Evergreen, CO. BetterRide’s team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control and have more fun on their bikes. Also available 8/29-31 in Durango. Gene Hamilton, BetterRide, 970-335-8226, betterride.net

MULTISPORT

JULY

Jul 12: REI TriRock Colorado

Aurora, CO. REI at the Aurora Reservoir 30 minutes southeast of Denver. Start on the beach, bike through meadows, run along the lake and finish at the recreation area finish venue with all the amenities you need. Olympic and Sprint divisions. Competitor Group, Inc., 800-311-1255, trirock.competitor.com

Jul 12–13: Silver King & Queen

Leadville, CO. Back-to-back 50-mile Silver Rush MTB race followed by Silver Rush 50 run the next day. Abby Long, Lifetime - Leadville Race Series, 719-219-9351, leadvillaceraceseries.com

Jul 19: Cache Valley’s Super

Sprint Triathlon
Logan, UT. 10th annual. Short distances, course is flat and straight in Logan City. Swim is at Logan Aquatic Center (500m), bike is an out-and-back on farm road, and run in park area with trees and stream. 801-335-4940, cvsst.org

Jul 26: Oyster Race - Denver

Denver, CO. The original urban adventure race. Combining athleticism and intelligence, this ball buster will have you running, biking, completing awesome challenges. Team event. 10-30 miles over 3-6 hours. Marni Persick, Team Player Productions, 877-328-2783, oysterracingseries.com

Jul 26: Xterra Indian Peaks

Boulder, CO. Off-road triathlon. Uses the trails of Eldora Mountain Resort. 1km swim, 600m dash, 22km MTB and 7km trail run. Xterra America Tour. Paul Karlsson, 303-960-8129, digdeepsports.com

AUGUST

Aug 2: Aspen Backcountry Marathon

Aspen, CO. The most challenging marathon you’ll ever run. Challenging ascents, exciting descents and wide diversity in terrain. 970-920-5140, aspenrecreation.com

Aug 2: Zoot Aspen Triathlon and Duathlon

Aspen, CO. 800-yard indoor swim, 17-mile bike (gaining 1500’ in elevation) to Maroon Bells, 4-mile run around golf course. USAT sanctioned event. Sandra Doebler, 970-920-5140, aspenrecreation.com

Aug 12–17: TransRockies Run

Buena Vista, CO. Trail stage run. 3 days solo or 6-day team run through 120 miles of Colorado Rockies. Starts in Buena Vista, ends in Beaver

Creek. Mix of singletrack and forest road with 25,000’ of elevation gain. Max elevation 12,500’. Limit 500. 403-668-7537, transrockies.com

Aug 16: Leadville Trail 100 Run

Leadville, CO. 100-mile out-and-back running race. Ultra marathon race with lowest altitude at 9200’, highest 12,600’. Mostly on forest trails and some mountain roads. Mandatory medical check in. Abby Long, Lifetime Fitness, 719-219-9351, leadvillaceraceseries.com

Aug 16–17: Steamboat Stinger - Trail Marathon

Steamboat Springs, CO. 25- or 50-mile epic race with a touch of western flair. 90% singletrack. Start at Howelson Hill Ski Area going twice around a 25-mile loop. Saturday MTB race, do both and go for the King Sting or Queen Bee titles. Nate Bird, Honey Stinger, 866-464-6639, honeystinger.com

Aug 16: Warrior Dash - Colorado

Copper Mountain, CO. Mud-crawling, fire-leaping, extreme run on challenging and rugged terrain. 12 obstacles over 3 miles at Copper Mountain Ski Resort. 312-980-9983, warriordash.com

Aug 24: Xterra Buffalo Creek

Fort Collins, CO. 1500m swim in Lake Wellington, 22-mile MTB ride on double track, a few jeep roads, and some IMBA Epic-rated singletrack. 5-mile run on hilly terrain that circumnavigates the lake. Lance Panigutti, Without Limits Productions, withoutlimits.co/#ixterra-buffalo-creek/c1k1q

MOUNTAIN BIKE SERIES

Big Mountain Enduro

Jul 12–13; Aug 23; Sep 3–7

Various. Epic trail rides in incredible destinations with timed race sections on the descents. Moderate to advanced. Multi-day, multi-stage format. 5 events. Brandon Ontiveros, bigmountainenduro.com

Colorado Endurance Series

Jul 12, 19; Aug 10, 31; Sep 6, 20, 27; Oct 4

Various, CO. 10 grassroots events. No fee, no prizes, no support. Riders keep track of their time. As the event travels through backcountry it is reserved to experienced riders only. coloradoes.wordpress.com

Enduro Cup

Jul 19

Various. Three races, crowns a series winner based on points. Third race date and location TBD. Chad Ross, 801-560-6479, endurocupmtb.com

Enduro-X Series

Jul 19–20; Aug 16–17, 24

Steamboat Spring, CO. Enduro-style racing with timed section on DH only. Lift served. Each stage win worth 50 points, top 20 score. 3 lowest scores are out for overall. M/W categories: Pro, Amateur 19-29, 30-39, 40+, Junior U18. David Scully, 970-846-5012, enduro-xrace.com

Epic Singletrack Series

Jul 12, 26; Aug 9, 23

Winter Park, CO. 6-race series at Winter Park Resort. Formats vary but always include male and female divisions, U15 to Masters 60+. Starts in waves so race with your group. Medals awarded to top 3 in each age class and subcategories: Beginner, Sport, Expert, and Pro. Start 10am. 970-726-1590, epicsingletrack.com

Go-Ride Gravity MTB Series

Aug 2, 16–17, 31–Sep 1

Various. GC based on 4/5 DH or 2/3 SD. Points to top 10 at each event. Categories for men and women - Junior, Senior, Master and Pro - Cat 1 and 2. Wolf Mountain date is TBD. utahdh.org

Intermountain Cup Series - ICup

Jul 5, 26

Various, UT, WY, CO. 10-race series offers individual and team competitions. Overall calculated on points, all races count. Cash and merchandise. Racers should carry their own health insurance. No mechanical assistance. Individual, team and high school competition. utahbikercing.com

New Mexico Endurance Series - NMES

Jul 12; Aug 2, 16; Sep 13, 13, 27; Oct 18

Various, NM. 8 self-sufficient endurance hardcore grassroots endurance MTB races. Not suited for younger or inexperienced riders. Participants keep track of their own time and distance. Race for bragging rights. Lenny Goodell, nmes.wordpress.com

New Mexico Off-Road Series - NMORS

Aug 3, 17, 23–24; Sep 6, 14, 27; Oct 4

Various, NM. Series of 12 events run throughout the season. Open to all categories and singlespeed. Overall calculated on points - top 7 results count, min of 5 races. Only XC races count. Jersey for category champions. Each XC is qualifier for Nationals. Final overall series standings determine the State Champion. David Halliburton, 575-312-5991, nmors.org

Pro XCT Series

Jul 12, 26

Various. Series of 7 cross-country events raced across the nation. \$15,000 prize purse. Includes 4 UCI sanctioned events (USA Cycling US Cup). Overall standings for men and women pro racers. usacycling.org

Rocky Mountain Endurance Series

Jul 12

Various, CO. Series of 5 events presenting Endurance (50-60 miles), XC (30 miles) and Appetizer (20 miles) races. Categories: men, women, open. Multiple age divisions. Overall calculated on points for XC and endurance. Event points to top 20. Series pass available. Juniors 11-18 race free. 10% of all profits goes to various charities. Thane Wright, 970-401-1422, rockymountainendurance.com

Trestle Gravity Series

Jul 5–6, 19–20; Aug 30–Sep 1

Winter Park, CO. 3-weekend race series at Winter Park Resort. Downhill morning races start at 10am. Sunday races are USAC sanctioned, only riders wanting to qualify for USAC National Championships need a USAC licence. Men’s classes: U14, 15-18, 19-29, Master 30+, 40+, 50+ and Pro. Women’s classes: U14, 15-18, 19+ and Pro. 970-726-1590, trestlebikepark.com

WEEKLY

Tuesday

Laramie MTB Series

Jun 17–Aug 12

Laramie, WY. Series of 6 events. Start at 6pm at Tie City parking lot. No license required. Beginner, sport and expert classes. Courses change every week and length varies upon category. Overall calculated on points, total 5/6 races count, wheelie contest liebreaker. Evan O’Toole, laramiemtbseries.com

Wednesday

Ascent Cycling Series

Jun 4–Jul 19

Colorado Springs, CO. Series of 5 races with categories for all ages. Weekend races are worth 10 points, starts at 9am. Weekday races at 6pm count for 5 points. Venues: Bear Creek Terrace or more technical Palmer Park. Singletrack, double trails and gravel road for 2.3-mile lap. Race #5 at Cheyenne Mountain State Park on Saturday. Lapped riders will be pulled. Must start last race to count for overall series standings. Andy Bohlmann, 719-591-4671, sandcreeksports.com

Summit Mountain Challenge - SMC

Jun 11–Sep 7

Summit County, CO. Series of 6 short events for boys and girls U10, 11-12, 13-15, 16-18 - run under the MTB Junior League - and older categories in Beginner, Sport, Expert, Open and Pro classes. Starts around 5pm, distance and location vary at each event. Series final Fall Classic on Sept 7. Jeff Westcott, 970-390-4760, mavsports.com

Town Challenge Race Series

Jun 11–Aug 20

Steamboat Springs, CO. 7-race series that includes hill climb and cross-country events. Top 15 get points each race, overall calculated on best 6

out of 7. Multiple categories and age groups. David Stevenson, 970-871-7055, townchallenge.com

RACING

JULY

Jul 4: Firecracker 50

Breckenridge, CO. All categories. Sparkler race for Juniors. Beginners ride 14 miles. Field limit 750. Ride solo or with a teammate for one 25-mile lap each. Climbing per lap: 5400’. Rippin’ descents and plenty of singletrack. Non-sanctioned. Jeff Westcott, Maverick Sports Promotions, 970-390-4760, mavsports.com

Jul 5–6: Trestle Gravity Series #1

Winter Park, CO. See race series for details. Winter Park Competition Center, 970-726-1590, epicsingletrack.com

Jul 5: USAC Marathon MTB National Championships

Sun Valley, ID. usacycling.org

Jul 12–13: Big Mountain Enduro - Keystone

Keystone, CO. Some of the most raw and rugged lift-accessed mountain biking in the U.S. Rock gardens, drops, high-speed features. Seven stages, non-stop festival and entertainment. NAET event. See race series for details. Big Mountain Enduro, LLC., bigmountainenduro.com

Jul 12: Breckenridge 100 (B-68 & B-32) - REM #5

Breckenridge, CO. 10th annual. Nestled between 3 ski resorts, 100-mile cloverleaf course with 13,719’ of climbing. Shorter B-68, B-32 available. Camping. Start at Carter Park. B-100 and B-68 count towards NUE RME. Part of Rocky Mountain Endurance Series. Christy Grace, Rocky Mountain Endurance, 970-222-4281, warriorscycling.com

Jul 12: Chama Redneck Epic - NMES #5

Chama, NM. Top of Cumbres Pass. 4 distances: new Moonshine 100 Proof Epic of 101 miles, Shake n Bake Epic 82 miles, Bobby Epic 50 miles or Geezuz Epic 26 miles. Climbing varies between 3 to 10+km. See race series for details. David Burdette, NM Endurance Series, nmes.wordpress.com

Jul 12: Epic Singletrack Series #3 - Rendezvous

Winter Park, CO. See race series for details. Winter Park Competition Center, 970-726-1590, epicsingletrack.com

Jul 12: Pain in the Aspen

Aspen, CO. Singletrack, high elevation, backcountry, self supported endurance event. 75-78 miles. Part of Colorado Endurance Series. Thomas Ray, Colorado Endurance Series, coloradoes.wordpress.com

Jul 12: VR135/90 Epic Gravel Grinders

Dolores, CO. Self-supported. 135 and 90 demanding miles. VR135 summits 3 passes all above 10,000’. 100 miles of dirt/graves, 35 paved. 10+ hours ride time. Cross bike ok, but MTB recommended. Start at Boggy Draw Trailhead. 65 riders only for this year due to permit. Benefits Four Corners Child Advocacy Center. Rex Robichaux, 970-749-8230, vr135.weebly.com

Jul 13: Leadville Silver Rush 50

Leadville, CO. 50-mile out-and-back at high altitude in Leadville’s historic east side mining district. Route is extreme. 8-hour time limit. 50-mile run the next day with 14-hr limit to claim Silver King and Queen titles. Qualifier for Leadville 100. Abby Long, Lifetime - Leadville Race Series, 719-219-9351, leadvillaceraceseries.com

Jul 13: Tahoe Trail 100

Tahoe, CO. Starts at Northstar California Resort and features 7 total climbs. Ends at the overlook at the base area. Solo 100km, 50km, 2-person relay or tandem. Abby Long, Lifetime - Leadville Race Series, 719-219-9351, leadvillaceraceseries.com

Jul 17–20: USAC Cross-country MTB National Championships

Bear Creek Resort, PA. usacycling.org

Jul 19: Colorado Trail Classic

Molas Pass, CO. Point-to-point event to Durango, start 6am. 75-mile ride with some fine alpine singletrack. Beginning on Molas Pass (10,860’) in the heart of the San Juan Mountains, the course take riders over 4 mountain passes (+/- 12,500’) by following the Colorado Trail to its terminus at the Junction Creek trailhead, just five miles from Durango. Self supported. Part of Colorado Endurance Series. Ian Altman, coloradoes.wordpress.com

Jul 19–20: Enduro-X Series Race #1

Steamboat Springs, CO. See race series for details. David Scully, 970-846-5012, enduro-xrace.com

Jul 19–20: Trestle Gravity Series #2

Winter Park, CO. See race series for details. Winter Park Competition Center, 970-726-1590, epicsingletrack.com

Jul 24–27: Colorado Freeride Festival

Winter Park, CO. Some of the best MTB riders compete for over \$45,000 in slopestyle, Enduro World Series, Air DH, Epic Singletrack XC, Enduro, trials and pond crossing events. FMB gold event. Jerady Zunno, Winter Park Resort, 970-726-1590, coloradofreeridefestival.com

Jul 26: Catamount Classic

Williston, VT. Final event of USA Cycling’s PRO XCT UCI C2 awarding top points to participants. See race series for details. usacycling.org

Jul 26: Epic Singletrack Series #4 - Epic XC

Winter Park, CO. Saturday race. Epic XC at the Colorado Freeride Festival. See race series for details. Winter Park Competition Center, 970-726-1590, epicsingletrack.com

Jul 26: Laramie Enduro

Laramie, WY. Challenging 72.5-mile course climbing over 8600’. All above 7500’. Singletrack, dirt roads, experienced riders only. At Happy Jack Recreation Area. Benefits regional non-profits. Lottery reg opens Feb 1. Richard Vincent, 307-760-1917, laramieenduro.org

AUGUST

Aug 2–3: Grand Targhee Enduro

Alta, WY. 5-stage enduro race on Grand Targhee trails, cash for pro class winners. Start at just under 10,000’. Travels over 4700’ vertical and 12 miles down to finish in Teton Canyon. Andy Williams, Grand Targhee Resort, 307-353-2300 x 1309, grandtarghee.com

Aug 3: Valles Caldera PyroClassic - NMORS #6

Valles Caldera, NM. 1st annual. All races S/F near the historic Valles Caldera Ranch Headquarters with Cat 3 doing a 10-mile loop, Cat 2 18-mile loop, Pros/Cat 1 the 30-mile Redondo Peak/Alamo Canyon Loop. Climbing on the Pro/Cat 1, 2 courses is substantial, with a total ascent of over 2400’, all at an elevation of 8000’ plus. Part of New Mexico Off-Road Series - NMORS. nmors.wordpress.com

Aug 9: Epic Singletrack Series #5 - Point to Point

Winter Park, CO. Start in Winter Park and finish in Fraser following some of the valley’s best single-track. Beginner course 18.8 miles, full course 23.5 miles. Start 10am, open to riders of all abilities 8 years and older. See race series for details. Winter Park Competition Center, 970-726-1590, epicsingletrack.com

Aug 9: Leadville Trail 100

Leadville, CO. 50-mile out-and-back in high altitude (9000’+) mountains and valleys of Leadville. Highest point at 12,600’. Mostly double track dirt roads with steep climbs and tough descents. Last 7 miles to turnaround is uphill. 12-hour limit. Lottery reg and qualifier races get you in. Josh Colley, Lifetime - Leadville Race Series, 719-219-9357, leadvillaceraceseries.com

Aug 10–15: Breck Epic

Breckenridge, CO. Unofficial World Stage Race Championship. Rugged backcountry experience. 6 stages, cloverleaf style, start/finish in town. 240km of high-alpine riding split between 30-35 miles and 4-8 hours per day at altitudes >10,000’. Solo, teams, SS. Epic-curious 3-day options of 140 miles available. Enduro men and women Open. Mike McCormack, 970-485-5847, breckepic.com

Aug 10: Colorado Trail Race

Denver, CO. Point-to-point event finishes in Durango. 500 miles, 70,000’ of elevation gain. Start 6am, end date varies. Unsupported event. Expert riders only. Part of Colorado Endurance Series. Colorado Endurance Series, coloradoes.wordpress.com

Aug 16–17: Enduro-X Series Race #2

Steamboat Springs, CO. See race series for details. David Scully, 970-846-5012, enduro-xrace.com

Aug 16: Pierre’s Hole 50 & 100

Alta, WY. 33-mile loop is the ultimate test for a 100km/100-mile race. Each lap has over 4200’ of climbing on mostly single and double track trails. Also a 2-lap race for 100km and 1 lap 50km event. Part of NUE Series. Andy Williams, Grand Targhee Resort, 307-353-2300, grandtarghee.com

Aug 16: Steamboat Stinger

Steamboat Springs, CO. 50-mile epic with a touch of western flair. 90% singletrack. Starts at Howelson Hill Ski Area going twice around 25-mile loop. Multiple categories. Sunday marathon or half marathon, do both for King Sting or Queen Bee titles. 866-464-6639, honeystinger.com

Aug 16: Watermelon Beat

Down - NMES #7








Cedar Crest, NM. Similar courses of 47, 34 and 28 miles. Limit 74. Unsupported. See race series for details. Rich Capner, NM Endurance Series, nmes.wordpress.com

Aug 17: Signal Peak Challenge - NMORS #7

Silver City, NM. Distance varies between 8-30 miles. Two courses with 4- and 8-mile laps. Reg at usacycling.org. Part of New Mexico Off-Road Series - NMORS. Nathan Shay, nmors.wordpress.com

Aug 23–24: Cedro Peak - NMORS #8

Albuquerque, NM. Saturday STXC, Sunday XC. Part of New Mexico Off-Road Series - NMORS. Jay English, nmors.wordpress.com

 Family Friendly Ride
 Supports Bicycle Colorado
 Commercial
 Rocky Mountain Road Cup Point Scale
 Bronze,  Silver,  Gold

Aug 23: Epic Singletrack Series #6 - King of the Rockies

Winter Park, CO. The race that started it all. Distance 25.8 miles, start elevation 8756', highest elevation 9945'. Total climbing 4011'. Starts out-side of Fraser and finishes at the base of Winter Park Resort. Longest race of the series. Check-in 8am, race 10am. See race series for details. Winter Park Competition Center, 970-726-1590, epicsingletrack.com

Aug 23–24: Sandia Peak Challenge

Albuquerque, NM. Saturday: XC race. Sunday: enduro race. Enduro has 3 timed stages of 3 to 5 miles, mostly downhill. No day-of reg. Joanna Eckstein, Cystic Fibrosis Foundation - NM, mountaintopcycling.com

Aug 24: Enduro-X Series Race #3 - Summit X

Steamboat Springs, CO. Benefit race in recognition of 2014 IMBA World Summit. Includes a stage from Storm Peak. See race series for details. David Scully, 970-846-5012, enduro-xrace.com

Aug 29–31: The Grand Junction Off-Road

Grand Junction, CO. 15, 30 or 40 miles on the Lunch Loop and neighboring trails. Clunker and Fat Tire criteriums. All level welcome. No day of registration. Two canned goods donation required. Sallye Williams, Epic Rides, Inc., 520-623-1584, epicrides.com

Aug 29–Sep 1: Wydaho Rendezvous MTB Festival

Alta, WY. At Grand Targhee Resort and Teton Valley, ID. Super D (4300' descent from chairlift), DH, HC and XC trail races. For fun Strava events with prizes. Fat bike race, including "high mark." All races included with reg. Tim Adams, 208-201-1622, tetonbikfest.org

Aug 30–31: Grand Targhee Enduro Championships

Alta, WY. Darren Lightfield, Wild Rockies, 208-608-6444, wildrockiesracing.com

Aug 30–Sep 1: Gravity Games and Brewfest

Angel Fire, NM. Whip-off and long jump contest, racing and movie premieres. angelfirebikepark.com

Aug 30–Sep 1: Trestle Gravity Series #3

Winter Park, CO. USAC State Championships on September 1. See race series for details. Winter Park Competition Center, 970-726-1590, epicsingletrack.com

Aug 31: Cougar Slayer

Boulder, CO. Unsanctioned ITT event. 70 miles (possible 40-45 in the works). Can't make it on this date? Submit Strava results from July 1 to September 30. Under 8 hours get a belt buckle. thecougarslayer.wordpress.com

Aug 31: Nederland HalfAss / Cougar Slayer

Boulder, CO. Unsupported event. Nederland to Raymond and back. 75 miles with about 13km of climbing on rough singletrack. 40% dirt road, 50% singletrack, some pavement. New for 2014 joining with Cougar Slayer to start. Part of Colorado Endurance Series. Chuck Ray, Colorado Endurance Series, coloradoes.wordpress.com

TOURING**AUGUST****Aug 2: Copper Mountain Bike Triangle**

Copper Mountain, CO. Self-supported, difficult 32-miler begins at the ski area, winds around new singletrack on the ski hill, connects with the Colorado Trail and continues over 2 passes. 5400' elevation gain. Ride time 6+ hrs. 28-mile out-n-back option at the top of Kokomo Pass. Start 7am at Walmart El Rancho. Team Evergreen Bicycle Club, teamevergreen.org

Aug 29–Sep 1: Wydaho Rendezvous MTB Festival

Alta, WY. 3 days of group rides, demos, skill parks, clinics and racing activities. Tim Adams, 208-201-1622, tetonmountainbikefest.tvtap.org

ROAD**SERIES****Algodones TT Series**

Jul 20, 27; Aug 3, 17

Algodones, NM. 9.8-mile out-and-back course along the East I-25 frontage road. All categories from 9-80+. 30-second intervals. Series award presented at Record TT Challenge on 8/31 in Moriarity, NM. Jeff Huser, usacycling.org

Great Western Cycling Series - Project 14

Jul 12

Various. Series of 8 criterium or circuit races in Idaho and Utah. Open to riders 19+ men and women, split over 5 categories. Omnium points scoring. \$12,000 payout for team and solo racers at the end of series. racedayeventmanagement.com

WEEKLY**Tuesday****Tuesday Night Crit Series**

Jul 8–29

Albuquerque, NM. Series of 3 criteriums. Jennifer Buntz, 505-306-1443, nmccycling.org

Wednesday**Boulder TT and TTT Series**

May 7–Aug 6

Lyons, CO. 4-event series on the first Wednesday of each month, 12-mile long rolling course. Start in downtown Lyons at Sandstone Park and head to Boulder. 2 to 5 person TTT and individual TT. Benefits the Lyons rebuilding efforts. Without Limits Productions, withoutlimits.com

Inspired Training Midweek Series

May 28–Jul 2

Denver, CO. Presented at Mile High Stadium. Points to top 10 in each category, overall awards top 3. Registration opens 5pm. Mentor preview for beginners men and women at 6pm. Women's race at 6:10pm, Group B (SM5 and SM4) at 6:45pm, Group A (SM Pro 1, 2, 3) at 7:30pm. Deirdre Moynihan, 303-931-6455, inspiredtrainingcenter.com

P2P Table Mountain Midweek Series

Jun 11–Aug 27

Golden, CO. 8-event series. Cat 4/5 race at 6:10pm for 12 laps (75-rider field limit), Cat 1,2,3 at 7pm for 16 laps. Presented at CSP training track. Junior gear restrictions apply. Points to top 5 on intermediate sprints and top 10 at finish. Awards for most points overall. Jonathan Heidemann, Peak to Peak Training Systems, 303-902-9603, peaktopeaktraining.com

RACING**JULY****Jul 2–6: USAC Amateur & Para Road Nationals**

Madison, WI. Elite, U23, Juniors and Para. usacycling.org

Jul 4: Olde Capitol Criterium

Golden, CO. Canceled.

Jul 12: Haystack Mountain TT & TTT

Boulder, CO. 16.5-mile loop north of Boulder. Flat and small rise followed by downhill with tailwind, medium rollers and headwind to finish. TTT of 3-5 for the men, 2-4 for others. TT first rider at 7:45am, TTT at 11:30am. No race day registration. Rebecca Premus, GS Boulder, 303-885-0334, gsboulder.org

Jul 13: Longmont Criterium Classic

Longmont, CO. Longest running race in the state. 0.7-mile mostly flat L-shaped course winds through historic neighborhoods. Wide smooth streets. Nadine Pyter, Twin Peak Cycling, 303-233-7125, coloradocycling.org

Jul 16–19: NM Senior Olympics

Roswell, NM. Qualifier for Nationals. 50+ racers. 888-623-6676, nmseniorolympics.org

Jul 18–20: Salida Classic - Master Road Championships

Salida, CO. 10th Annual. Friday: Out-and-back TT on 8 miles of county roads. Saturday: Crit on 1-mile figure-8 course. Sunday: Grueling RR on 5.7-mile technical and hilly loop. Colorado Master RR Championships. Cash prizes. South Central Racing, solidacyclingclub.com

Jul 19: Rio Rancho City Center Criterium

Rio Rancho, NM. Jennifer Buntz, 505-306-1443, nmccycling.org

Jul 20: Algodone TT Series #1

Algodones, NM. See race series for details. Jeff Huser, Rio Grande Racing Team, 229-9150, jhuser54@comcast.net

Jul 20: Time Trial Series #1

Albuquerque, NM. nmccycling.org

Jul 26: Bob Cook Memorial - Mt. Evans Hill Climb

Idaho Springs, CO. Colorado Senior and Junior Hill Climb Championships. 27.4-mile race starts at 7540' in front of Clear Creek Middle School. Proceeds to Echo Lake, climbs to summit of Mt. Evans (14,264'). Citizens race gran fondo-style. Deirdre Moynihan, Team Evergreen Racing, 303-931-6455, bicyclerace.com

Jul 27: Algodone TT Series #2

Algodones, NM. See race series for details. Jeff Huser, 229-9150, jhuser54@comcast.net

AUGUST**Aug 2: Lookout Mountain Hill Climb**

Golden, CO. Climb one of Denver's best known hills on a point-to-point challenging course. Race from Golden to summit near Buffalo Bill's grave. 4.5 miles, 1228' of climbing. Mass start event per category. All categories. Pre-registration only. No support. Phil Harbison, Colobikelaw.com, 303-994-5207, coloradocycling.org

Aug 3: Algodone TT Series #3

Algodones, NM. See race series for details. Jeff Huser, Rio Grande Racing Team, 229-9150, jhuser54@comcast.net

Aug 3: Bannock St. Criterium

Denver, CO. Junior Criterium Championships, Mike Nields Memorial. 1-mile figure-8 course located in heart of historic Golden Triangle neighborhood. All categories and many youth-oriented events. \$10,000 cash prize. Jim Levy, Front Rangers Cycling Club, 303-220-7675, frontrangersdenver.org

Aug 3: Durango 100 Gran Fondo - D100

Durango, CO. Not an official race, but timing provided. 100 miles, 4091' of elevation gain from Durango to Farmington and back. Start at Santa Rita Park. Keith Ashmore, 505-258-0592, durango100.com

Aug 3: Santa Fe Hill Climb - NMRS

Santa Fe, NM. 14.7 miles with 3300' of climbing from downtown (Fort Marcy Rec Center) to Santa Fe Ski Basin on narrow winding road. All categories. Stephen Newhall, 505-310-1566, nmccycling.org

Aug 3: Time Trial Series #2

Albuquerque, NM. nmccycling.org

Aug 9: Littleton Twilight Criterium

Littleton, CO. Colorado State Senior Criterium Championships. Amateur and professional criterium racers face a challenging course that winds through historic downtown Littleton. Michael Catterall, City of Littleton, 720-839-8374, littletonrocks.com

Aug 15–17: Casper Classic Stage Race

Casper, WY. Canceled. coloradocycling.org

Aug 16: North Boulder Park Classic

Boulder, CO. Previously scheduled for 6/29. North Boulder Park, 0.7-mile circuit. Fields limited to 100. Cash prize. Keith Harper, Boulder Orthopedics, 720-240-3108, coloradocycling.org

Aug 17: Algodone TT Series #4

Algodones, NM. See race series for details. Jeff Huser, Rio Grande Racing Team, 229-9150, jhuser54@comcast.net

Aug 17–18: Girls Night Out - Grand Prix & TT

Gunnison, CO. New event. Women's only race for all categories. Sunday: criterium, Monday Almont to Crested Butte uphill TT. Minimum \$10,000 prize list. Pre-race clinic. 970-707-4012, girlsnightoutgranprix.com

Aug 17: Time Trial Series #3

Albuquerque, NM. nmccycling.org

Aug 18–24: USA Pro Cycling Challenge

Various, CO. UCI race. 600 miles in 7 days for 128 of the world's best Pro Tour riders. Covers some of the toughest terrain in the region. Starts in Aspen, travels through Crested Butte, Gunnison, Colorado Springs, Breckenridge, Vail, Boulder and finishes in Denver. Eric Smith, US Pro Cycling Challenge, usaproccyclingchallenge.com

Aug 23: King of the Mountain Hill Climb

Golden, CO. coloradocycling.org

Aug 24: Las Vueltas de**Mountainair - NMRS**

Mountainair, NM. Short loop: 36.7 miles for Cat 5 men, Cat 4 women and Juniors. Others race long loop of 57.5 miles, 1600' elevation gain. Cat 1/2/3 men race both. Prizes to top 5. Double points for the series. Kari Wilner, New Mexico Spokette Racing Team, spokettes.com

Aug 24: Pikes Peak Cycling Hillclimb

Manitou Springs, CO. Negotiate 154 turns up 20km climb to the top. 4720' elevation on traffic-free road. Average grade 7%. Ride down or take shuttle. All categories. Start between 6:30 and 7am. Pat McDonough, Summit Cycling Production, 719-466-9106, ridepikespeak.com

Aug 30–Sep 1: Steamboat Springs Stage Race

Steamboat Springs, CO. Four days of racing. ITT prologue, circuit race, RR and downtown crit. 8 categories. GC calculated on time. Stage race rules, must enter/finish all events. Kids race and Coal Miner Gran Fondo. Corey Piscopo, Steamboat Velo, 970-846-6413, bikesteamboat.com

Aug 31–Sep 1: Paula Higgins Record Challenge TT

Moriarty, NM. Break a national record or your personal best. 40km course, flat, one turn, calm winds. Juniors use restricted gears. Sunday: 10, 20 and 40km seeded by age group. Next day's start based on finish time. nmccycling.org

TOURING SERIES**Challenge Series Short Course**

May 4, 24; Aug 16

Various, CO. 3-event series. 80-130 miles with challenging climbs. Overall season standing calculated on time. rmccrides.com

Triple Crown Series

Jun 14; Jul 5, 26; Aug 9, 16

Various, CO. 5-event series featuring the toughest of the RMCC Challenge Series. Timed one-day double centuries designed to push cyclists to the limit of endurance. Complete Joe, Death Ride and

Grand Loop in a single calendar year and get the coveted Colorado Triple Crown finisher title. Overall season standing calculated on time. Events also part of Ultracycling Cup. rmccrides.com

TOURING**JULY****Jul 5: Colorado Death Ride**

Durango, CO. 225 miles, 16,000' of climbing, 19-hour limit. Lights required. Start 2am. Scenic ride across San Juan Skyway. Route crosses some of Colorado's most spectacular mountain passes. Counterclockwise. Start 1:30am, 19-hr limit. Part of Triple Crown Series. Mark Lowe, Rocky Mountain CC, rmccrides.com

Jul 5: Gran Fondo: Taos-Mora-Angle Fire

Taos, NM. 105, 84 or 46 miles. Longer routes follow beautiful rural terrain of the Taos, Mora, Angel Fire, Taos loop. Shorter distances are out-and-back. Start/finish at Taos Youth and Family center. Rest stops. Timed. Benefits Taos Sports Alliance. Jennifer Buntz, Duke City Wheelmen Foundation, 505-306-1443, taosports.com

Jul 6–13: Mountains and High Altitude Tour

Salida, CO. Most rides start above 6000'. Climb mountain passes, descend long, curvy routes while experiencing views of the Continental Divide and Rocky Mountains. Lynnda Chinkes, Finish Line Cycling, 720-295-0758, finishlinecycling.com

Jul 12: Tour de Ladies

Parker, CO. Women's only ride, fully supported. No trailer or tagalong allowed. Swag and finish line post-ride lunch and lounge. Supports Douglas County Women's Crisis & Family Outreach Center. Pre-reg only. Colorado Riders Club, tourdeladies.com

Jul 12–13: Triple Bypass

Evergreen, CO. Day 1 - East: Evergreen to Avon. 120 miles and more than 10,000' elevation gain over 3 mountain passes (Jupiter, Loveland, Vail). Limit 3500. Day 2 - West: Avon to Evergreen inaugural ride. Limit 2500. Double Triple Bypass: Ride both days. Team Evergreen Bicycle Club, 303-800-7613, triplebypass.org

Jul 15–18: Colorado High Country 1200

Louisville, CO. 1200km brevet with 1000km option. Total climbing 28,000', highest elevation 10,700'. Explores the northern Colorado Rockies and the striking Wyoming Snowy Range. Climbs are long but not steep, quiet roads off the beaten path. Limit 50. John Lee Ellis, Rocky Mountain CC, 303-604-1163, rmccrides.com

Jul 19–26: 109th West Bicycle Tour

Grand Junction, CO. Recreational 460-mile ride through beautiful southwestern Colorado over 7 days. Fully supported with aid stations, Colorado State Patrol, swag. Limit 200. 970-626-9913, 109west.com

Jul 19: Bike 2 Build - San Luis Valley Century

Alamosa, CO. 100-mile benefit ride through the beautiful San Luis Valley helping Habitat for Humanity. Fully supported. \$100 fundraising required. SLV Habitat for Humanity, 719-589-8678, slvhabitat.org

Jul 19–21: Courage Classic

Copper Mountain, CO. 25th annual. 2 route options on Saturday: 40 or 80 miles. 3 routes on Sunday: family 21, 42 or 80 miles. Monday: 31 or 56 miles. Fundraising required. Help improve and save lives of Children's Colorado patients. Children's Hospital Colorado Foundation, 720-777-7499, couragetours.com

Jul 19: Eriksen Tour de Steamboat

Steamboat, CO. 3 options: 25, 40 and 110 miles through some of northwest Colorado's most spectacular terrain. Controlled mass start 7am. Benefits 4 local charities. Rocky Peak Productions, 970-879-8484, tourdesteamboat.com

Jul 20: Rapha Women's 100

Various. Join thousand of women around the world to ride 100km. Organized event or solo ride. Sign up through the website, find a ride near you. Everyone that completes the distance will receive a badge. pages.rapha.cc/womens100

Jul 26: Bob Cook Memorial - Mt. Evans Hill Climb

Idaho Springs, CO. 27.4-mile gran fondo-style climb starts at 8700' to summit of Mt. Evans (14,264'). Course record is 1:41:20. Open to all. Deirdre Moynihan, Team Evergreen Racing, 303-931-6455, bicyclerace.com

Jul 26: COCO Century

Ordway, CO. Century ride on flat rural roads of southeast Colorado. Ride past farms, ranch land, and through 9 small towns. 10- and 45-mile route options. Start at Crowley High School Football Field. Jerry Davis, 719-267-3544, facebook.com/pages/COCO-Century/282047005187427

Jul 26: Colorado-Eagle River Ride

Avon, CO. 42, 68- and 100-mile rides take cyclists from Beaver Creek along the most scenic stretches of the Colorado and Eagle Rivers in the Vail Valley. Fully supported, fundraiser for SOS Outreach. Nicole Fava, 970-926-9292, sosoutreach.org

Jul 26: Cripple Creek Crippler

Littleton, CO. May be Colorado's most difficult double century with 18,000' in 207 miles. See Colorado's famed Pikes Peak along the way. Get the granny gear out! Relentless rollers and steep climbs, no flat. Part of Triple Crown Series. Mark Lowe, Rocky Mountain CC, rmccrides.com

Jul 26: Golden Gate Gadabout

Louisville, CO. 200km, start 7am from RTD Park-and-Ride lot NW of US-36 and McCaslin. Lots of great climbing up Golden Gate Canyon and on Peak to Peak Highway. John Lee Ellis, Rocky Mountain CC, 303-604-1163, rmccrides.com

Jul 26: Grin & Barrett Black Canyon Butticker Charity Ride

Montrose, CO. Various distances. Black Canyon Butticker Gran Fondo 155 and shorter distances: 33, 55 75, 115 miles. Fee includes T-shirt, rest stops and transportation. San Juan Health Care Foundation, gbbiketour.com

Jul 26: Innovage Moonlight Classic

Denver, CO. Pedal through the deserted streets of Denver by the strange light of the moon. 10-mile, noncompetitive late night charity ride through historic neighborhoods. Benefits InnovAge programs. Limit 4500. Alexandra Vander Pol, Event Marketing Group LLC, 720-279-4352, moonlight-classic.com

Jul 26: Komen Colorado Ride for the Cure

Aspen, CO. Staged at Rio Grande Park. Fully supported century, metric century and 30-mile option to benefit Susan G. Komen Colorado. Opening ceremony, finish line party and more. Take part in the only century ride dedicated exclusively to fighting breast cancer. Reg includes cycling jersey. Komen Colorado, 970-920-0250, komencolorado.org

Jul 26: Wholehearted Bike Tour

Superior, CO. TenderHeart - 35 miles, Braveheart - 55 miles, Lionheart - 90 miles. Start/finish at Kupfner Field Park. Benefit the American Heart Association's Go Red for Women initiative. Carrie Lehtonen, 303-921-7524, wholeheartedbiketour.com

AUGUST**Aug 2: Atomic Smasher 200 - NMES #6**

McGaffey Lake, NM. Start 5am. 206 miles with 14k of climbing. See race series for details. Chris Hereford, NM Endurance Series, nmes.wordpress.com

Aug 2: Copper Triangle

Copper Mountain, CO. "Classic" Copper to Leadville to Vail, then return to Copper. 78 miles, 3 passes - Fremont, Tennessee and Vail - followed by post-ride refreshments by Copper Mountain Catering. All registrants receive "Classic" cycling jersey. Benefits Davis Phinney Foundation. Scott Harris, Event Marketing Group LLC, coppertriangle.com

Aug 2: Peak to Peak

Louisville, CO. 300km brevet. Start 5am at US 36 Louisville-Superior exit. Climbs Coal Creek Canyon, traverses Peak to Peak Hwy, descends from Estes Park over Devil's Gulch through Glen Haven. 10,600' of climbing. Lights required. ACP sanctioned. John Lee Ellis, Rocky Mountain CC, 303-604-1163, rmccrides.com

Aug 2–3: Ride with the Winds Bike Tours

Wheatland, WY. 50-, 75-mile and century options both days. Rest stops, SAG, mechanical/medical support, meals, massage, indoor/outdoor camping options. Min fundraising \$150. Margaret Salisbury, Wyoming Cares, 866-996-6564, wyomingcares.org

Aug 3–9: Colorado Rocky Mountain Bike Tour (CRMBT)

Grand Junction, CO. 8th annual. Fully-supported through central and northern Rocky Mountains. Challenging climbs, beautiful scenery, fun mountain towns. Going to less traveled spots as well as some of the classics with our own Triple. Limit 500. CRMBT, 303-635-6977, crmbt.com

Aug 3: Durango 100 Gran Fondo - D100

Durango, CO. 50, 84, 100 miles, 4091' of elevation gain from Durango to Farmington on a mix of small country roads and back, 5 rest stops, SAG, prizes and more. Start at Santa Rita Park. Keith Ashmore, Colavita Southwest Cycling Team, 505-258-0592, durango100.com

Aug 4: STARS Biking The Boat Charity Ride

Steamboat Springs, CO. Ride includes: 56-mile, 26-mile, and 10-mile family fun ride. steamboatstars.com



Aug 9: B Strong Ride

Boulder, CO. 1-mile children, countryside loop 24- and mountain loop 69-mile rides. Excellent food and entertainment. Start/finish at Celestial Seasonings. Benefit Boulder Community Hospital. bstrongride.com

Family Friendly Ride
Supports Bicycle Colorado
Commercial
Rocky Mountain Road Cup Point Scale
Bronze, Silver, Gold



Calendar

Aug 9: Colorado Park 2 Park Challenge
Denver, CO. Denver’s City Park through down- town to Golden past Coors Brewery, up Lookout Mountain to Boettcher Mansion to Buffalo Herd Overlook, down to Evergreen. Continue to Bergen Park, up Squaw Pass to Echo Lake, down to Idaho Springs, to Empire, up Berthoud Pass and down to Winter Park Resort for finish. 96 miles, 3 cat 1 climbs, 10,177’ gain. Benefits Wish for Wheels and Goodwill’s Bike Program. SACCCO Cycling, copark2park.com

Aug 9: Red Rocks Century  
Morrison, CO. Charity event with amazing summits, rock formations and challenging elevations. 33-, 53-, 62- and 100-mile courses through and around Front Range. Fully supported, includes meals, jersey options and swag. Benefits Hope Communities and Colfax Community Network. Morgan Landers, 303-534-1901, redrockscycling.com

Aug 9: Tim Kalisch Memorial Grand Loop
Golden, CO. 200 miles, 15,500’ of climbing, 18- hour limit. Epic loop traversing Trail Ridge Road (11,000’) in Rocky Mountain National Park. 48 miles of majestic high altitude mountain scenery. Lights required. Start 2:30am. Part of Triple Crown Series. Mark Lowe, Rocky Mountain CC, rmccrides.com

Aug 10: Ride for Sight 
Cheyenne, WY. Tour across the wide open plains of southeastern Wyoming. Out-and-back 10, 20, 31 or 50 miles as well as half and full metric centuries. Rolling hills and colorful vistas. Family 10-mile ride on the greenway of Cheyenne. Jim Reynolds, 307-638-9464, rideforsightwy.org

Aug 16–17: Bike MS Wyoming  
Sundance, WY. Experience the Wild West. Start at the Crook County Courthouse. Saturday: 81 or 100 miles. Sunday: 78 miles. Rolling plains, mountain climbs, historic town and scenic views. Fundraising min \$300. Age 12+. Start 7:30am both days. Fully supported. Molly Lavach, 307-433-9559, bikemswyoming.org


Aug 16: Black Forest 200km Brevet
Castle Rock, CO. A scenic workout over the wooded hills out of Castle Rock. Start 8am. ACP brevet. John Lee Ellis, Rocky Mountain CC, 303-604-1163, rmccrides.com

Aug 16: Circle the Summit - Bob Guthrie Memorial
Frisco, CO. 21, 45, 60 and 100 miles. Start at 3rd and Main. All rides circle Lake Dillon on paved bike paths and roads. Century tops Loveland, Ute and Vail Passes. Fully supported, beautiful scenery, great aid stations, lunch and beer garden. Leslie Aaholm, 970-668-3603, circlethesummit.com

Aug 16: Cycle to Breck
TBD, CO. 130 miles, 15,000’ elevation gain. Part of Challenge Series Short Course. Mark Lowe, Rocky Mountain CC, rmccrides.com

Aug 16: Cycle to Saturn Double Century
Golden, CO. A reincarnation of Colorado’s most epic road race, the Saturn Cycling Classic. Epic: 140 miles with 14,000’ of climbing, 12 hr limit, finish in Breckenridge. Double century: 214 miles, 20,000’ of climbing, 19 hr limit, finish back in Golden. Limit 50. Part of Triple Crown Series. Mark Lowe, Rocky Mountain CC, rmccrides.com

Aug 16: Pedaling for Pennies (P4P)
Denver, CO. 100-mile route flows through Denver’s surrounding communities, 5 counties and downtown all on bike paths. Aid stations every 20 miles. Start/finish at Elaine T. Valente Open Space. Rebecca Reel, Black Sheep Cycling Team, 303-638-3697, blacksheepcycling.com

Aug 16: Tour de Cure - Colorado 
Longmont, CO. 20, 50, 100km, and 100-mile routes. Start at Boulder County Fairgrounds. Min fundraising \$200. Kelly Jackson & Dale Hentzell, 888-DIABETES extension 7023, tourdecurecolorado.com

Aug 17–23: Cycle Greater Yellowstone
West Yellowstone, WY. Fully supported, large-scale road tour in the majestic Yellowstone region. Seven days of breathtaking scenery plus every amenity for 1000 riders. Epic-plus. Travel

through Wyoming and Montana. Jim Moore, 503-281-1526, cyclegreateryellowstone.com

Aug 17: SPAN the Rockies
Boulder, CO. Tentative date. Cycling for Healing, Hope and Opportunity. 3 routes, including the only fully supported double metric century. Scenic 130km and 75km rides also available. Limit 2000. Pledges not required but appreciated. Benefits the Safehouse Progressive Alliance for Nonviolence. Catherine Valance, 303-449-8623, safehousealliance.org

Aug 17–24: USA Pro Challenge Tour 
Denver, CO. Watch stages of the USA Pro Cycling Challenge while riding some of the same terrain the pros do. Lynnda Chinkes, Finish Line Cycling, 720-295-0758, finishlinecycling.com

Aug 23: CASVAR
Afton, WY. Tentative. Start at Canyon Park. Pony Express 20, Colt 45, Pioneer 65, Blazing Saddle 85 and Saddle Sore century rides. You will see bison, but not many cars. Howard Jones, 307-883-9779, casv.org

Aug 23–29: Colorado Central Mountain Beauty
Beaver Creek, CO. 6 days. Glenwood Canyon, Aspen, Independence Pass and Lake Dillon. Inter- mediate to advanced riders. 30-60 miles per day. Harvey Hoogstrate and Alan Scott, Heartcycle, 303-755-9362, heartcycle.org

Aug 23: Rhodes Canyon Bike Ride
White Sands, NM. White Sands Missile Range, 505-678-1713, wsmrmwr.com



Aug 23: Venus de Miles
Boulder County, CO. 6th annual. Women’s only event to raise funds for Greenhouse Scholars for college. 30-, 60- and 100-mile course options. All skill levels. Many rest stops along the way. Post- ride festival. Greenhouse Scholars, 303-460-1745, venusdemiles.com

Aug 24: Pikes Peak Cycling Hillclimb
Manitou Springs, CO. Follows the 154 turns up the 20km climb to the top. 4720’ elevation on traf- fic-free road. Average grade 7%. Fully supported. Ride down or take the shuttle. Start 6am. Time

limit enforced, must finish by 9am to be placed and scored. Pat McDonough, Summit Cycling Production, 719-466-9106, ridepikespeak.com

Aug 30: Axel Project Bicycle Classic  
Ridgway, CO. Routes are tentative. 35 or 56 miles, includes a family ride and a strider adven- ture zone. Post event celebration with kids events. Benefits the Axel Project. 970-626-9913 x 5, axelprojectride.com

Aug 30–Sep 1: Trail of the Mountain Spirits
Silver City, NM. 105-mile loop over 3 days on Nat’l Scenic Byway. Average 30-40 miles per day. Fully supported. One of New Mexico’s finest cycling routes. Limit 75. James Harms, 520-241-5556, bikegaba.org

Aug 31: Dave Wiens West Elk Bicycle Classic  
Gunnison, CO. Demanding 134-mile gran fondo with +/- 9300’ of climbing from Gunnison to Crest- ed Butte circumnavigating West Elk Mountains. In- cludes 25-mile 5000’ climb over Kebler Pass. SAG, jersey, raffle and prizes. Benefits Western State Colorado University’s sports teams. Limit 250. Start 7am from Taylor Hall on the Western State campus. 970-318-6783, westelkbicycleclassic.com

TRACK WEEKLY

Thursday Thursday Night Racing

Jun 5–Aug 21
Colorado Springs, CO. Tentative. Weekly night race series open to Senior men 1-2, Senior women, Senior men 3 and Junior riders. Points are allocated to the A and women’s group to determine both Rider of the Year winners. Event schedule varies. Racing starts at 7pm. Canceled if raining. coscycling.com



Photo courtesy of Kate Eng

Friday Colorado Track Cup

Jun 27–Aug 23
Colorado Springs, CO. Tentative schedule. SM P 1-2, SM3 and women categories. coloradocycling.org

TRACK

JULY

Jul 11–13: US Grand Prix of Sprinting
Colorado Springs, CO. Tentative date. Match Spring, Team Sprint, Keirin. NTC event. UCI C2 sanctioned. csvelodrome.org

AUGUST

Aug 12–17: USAC Elite Track National Championships
Rock Hill, SC. usacycling.org

Aug 19–24: USAC Masters Track National Championships
Redmond, WA. Individual and team events where the best Master racers in the nation chal- lenge each other for a shot at coveted champion title and jersey. Multiple age groups. Marymoor Velodrome. Amara Edwards, Marymoor Velodrome Assoc., velodrome.org

Take Action

“GET INVOLVED” FROM PAGE 11

financial, strategic and technical assistance to implement low-stress biking facilities to meet the city’s ambitious goals and vision.

Many organizations in the area are also working hard on issues that will impact the sport and lifestyle. For one, Bicycle Colorado makes a real difference helping to pass legisla- tion to ensure safe bicycle routes are a reality for our children. BikeDenver, Boulder Moun- tainBike Association, Routt County Riders, Colorado Mountain Bike Association, BikeJeffco, Trails 2000, Colorado Plateau Mountain Bike Trail Association, PEDAL and Trips for Kids Denver-Boulder chapter represent some of the groups who focus their work on helping grow and fund initiatives that will ensure that pres- ent and future cyclist dirt and road needs are addressed locally.

Projects such as Pikes Peak Greenway/Tejon Street Connector in Colorado Springs, Swan Mountain Recreation Path in Summit County, the Golden Bike Park in Golden, and the Buffalo Creek Trail systems are examples of cooperation between multiple stakeholders and the cycling community that benefit all parties.

Riders who have joined an organization, volunteered their time, participated in a ride or donated money know that these groups and initiatives are invaluable, but it takes great efforts

Where to start to find a group in your area

1. Check out the list of organizations pre- sented on the Bicycle Colorado website at: <http://bicyclecolorado.org/get-involved/take-action/colorado-advocacy-groups/> or
2. Search online for “Colorado Bicycle advocacy groups”
3. Ask at your local bike shop

to see each project through. This community is full of folks who really care and I bet you are one of them. Everyone can figure out a way to make difference, so find a cause that fits your style and beliefs, and take action. Short on time? Contribute by buying a nifty “share the road” license plate to ornate that *other* means of transportation taking space in your garage.

The list of successes throughout the state is growing, but much still needs to be done. Give back; a little can go a long way to build a better future for biking in Colorado.

So before you gather your gears, load up on the water and head out for a ride, take a moment to be thankful; we live in a beautiful place, thanks to the efforts of many. Then, get out there and ride on.

Product Review

Gravity Anomaly

By Darren Dencklau

Founded in 2012, Colorado-based Gravity Anomaly makes mountain bike clothing built for function and durability. I have been wearing the Teamster shorts and the Board- room jersey for several months and feel I’ve had enough time with them to write a competent review.

The Teamster shorts have gotten a lot of wear — from commuting every day to some pretty epic mountain bike rides in nasty con- ditions. They are made of four-ply nylon for extra tough- ness and to repel water, yet they are lightweight and stretchy enough to not im- pede move- ment when out of the saddle or scrambling through technical sections on the trail. The Velcro tabs at the waist are highly adjustable and eliminate the need for wearing a belt. On the back of the shorts below the belt loops is a stretchy panel that moves with the rider’s movements. Also, there are ample pockets, front, rear and cargo, to stash things. Though I rarely use the cargos, from a functional standpoint they do feature a snap button on one side and they’re closed off on the



other. So far they have held up superbly, albeit a noticeable “perma-grime” has definitely settled in the sit area of the shorts. The Board- room jersey is in- spired by classic work shirts, and like the Teamster shorts, has a very utilitarian look about it. Made of 6.7 oz. polyester and featuring black mesh panels that run from the inside of the sleeves all the way down to the waist, it’s hardly recogniz- able as cycling apparel from afar. The flatlock stitching is very comfortable against the skin and the snap buttons make it a cinch to adjust for airflow. I did find that the collar rides up a bit high on the neck, which took some getting used to. It does need to be washed frequently, as it adequately absorbed the fresh aroma of my armpits. Also, the fit is slightly large so I’d take that into consideration when ordering. Overall, it’s a solid garment that is perfect for mountain bike rides, commuting, and for longer excursions inside the pub at day’s end.

Made in the U.S.A. with a lifetime guarantee. Free shipping when ordered in the U.S. MSRP is \$70 for the shorts, and \$55 for the jersey. Go to gravityanomaly.com for more.

Trivia Answers

Answers from page 2

- A1. Only six. The longest was 473 kilometers (293 miles) with the average running 400km.
- A2. In 1987 when French woman Jeannie Longo won the first of three consecutive titles. She also appeared on the podium on five other occasions.
- A3. Felice Gimondi in 1965 and Marco Pantani in 1998.
- A4. 1994 and Frenchman Luc Leblanc won the stage with Miguel Indurain in the yellow jersey.
- A5. Frenchman Bernard Hinault (now in charge of podium hospitality for the Societé) won 20 ITTs including 5 prologues.

Ch-ch-ch-changes

By Maynard Hershon

I've just sold a bike and bought a bike in response to the way I ride today. I no longer ride in "fast-ish" groups, probably because I am no longer fast. And I have developed a desire to tour on a bicycle. That desire is as yet unfulfilled, but may be by the time you read this.

I sold my Rivendell. When I ordered it in Y2K, I wanted a racing frame — or as close to one as Grant Petersen, Rivendell's founder, would build for me. The result was not a racing bike and not quite a touring bike, but a super versatile bike nonetheless. Like most Rivendells, it was almost too lovely to use.

No way could I have imagined then how my uses for a bike might change. I'd always had racing bikes and felt sure I'd always want one. Had I been smarter or more farseeing, I'd have listened to Grant and ordered a somewhat different Rivendell.

I owned that beautiful blue bike for 14 years. I rode it with 9-speed Dura-Ace parts in its early years, then later with some old Ultegra or 600 stuff. More recently, after Tamar and I moved to Denver, I installed a Campagnolo "racing triple" crankset for Rocky Mountain grades.

I've wanted to go touring, as I mentioned, but I did not want to put racks on the Rivendell for panniers. Because I'd ordered the bike without fittings for racks and fenders, I'd have had to do without them — or clamp distasteful coated stainless steel bands around the Joe Bell paint on the tubes. Uh-uh.

So I offered my Rivendell on Craigslist. A great guy from Oklahoma bought it, and I had some money I could spend to outfit myself for touring — about which I knew almost nothing.



I learned that I could go two ways. I could buy a trailer, probably one-wheeled, and tow that trailer behind one of the bikes I already owned. Or I could buy a dedicated touring bike plus racks and bags ... and not tow anything. My bike would serve as beast of burden.

I don't know why I decided on buying a bike and touring gear. Maybe purchasing all that stuff sounded like way more fun. And, you know, it *has* been fun.

I knew that touring bikes have more and lower gears and that they have longer wheelbases for stability and to allow clearance between your heels and panniers. Most use brakes that do not hug the tires so you have clearance for fenders and fat tires or both.

I did a minor amount of homework, online and in *Adventure Cyclist*, the Adventure Cycling Association's fine magazine, and decided to buy a Surly Long Haul Trucker (LHT). Maybe you have one too.

Mine's a black one from my good nearby dealer. I went into the store intending to buy a 58cm bike. I've always ridden 58s, give or take a centimeter. But the storeowner, who helped me, looked at me on a 58 and said, "That bike's too big for you. You need a 56." So I bought a 56.

I could have, but did not, buy a disc brake Trucker. I have a set or two of spare wheels. I wanted a bike that would accept my wheels in addition to the ones that came with it.

One of the mechanics at the shop wanted to sell me a set of racks, front and rear, and front and rear bags, lightly used and ready to mount on the LHT. A trip to an ATM and, hey, I was set up!

At this point I have ridden the LHT a couple of hundred miles without racks or bags, just shaking it down, you could say. It's work riding a heavy bike with heavy wheels, even compared to my old-school steel racing bikes. The LHT glides along delightfully on its fat, 80psi tires, but it accelerates reluctantly. Each time you slow down, you have to coax it up to speed again.

I think riding it will make me stronger on my lightweight bikes, like a boxer training with heavy gloves. My light bikes aren't 2014 light, certainly over 20 pounds, but compared to the LHT, they're featherweights — and they have light wheels with skinny (well, sorta) 100psi tires.

The LHT is almost flawlessly competent. Everything works fine. Well, except the seat post.

The LHT's post has a single bolt to set the saddle tilt. Sure enough, my post slipped first ride. Two adjustments and two more episodes of slipping, and that was enough. I dug out a post I'd bought used but pristine for \$3. It's on the bike now and working perfectly. How hard is a seat post's job, anyway?

That post aside, the bike simply works. I like it far more than I thought I might. It fits me fine with the stem and bars that came with it, even with the seat that came with it. Everything does what it's supposed to do just as it came from the set-up mechanic's repair stand. All I've done (excepting replacing the post) is ride it. Washed it. Lubed the chain.

I didn't take the trouble to learn everything about an LHT before I bought it. I don't know how many teeth are on the chainrings and cogs. I don't know the exact models of the derailleurs. I pull or push on the bar-end shifter levers, and the bike changes gear. No fussing necessary.

I have even, and don't tell anyone, left the front and rear reflectors and the wheel reflectors on the bike. Wheel reflectors. Imagine.

What a luxury to be able to choose a bike because it seems to be the most accepted, to not need to study up on its features and specs and not fiddle with it in the first 100 or so miles because the cables stretched or some adjustment changed ... and just ride it.

We weren't always able to do that, y'know. Bikes are better in that way today, more rider-ready, less maintenance intensive. 'Bout time, huh?

Tamar and I went to our super flagship REI and bought a light one-person tent and sleeping pad. I'm looking at routes for cycle-touring and camping, and talking with a couple of friends who'd like to come along. Pretty cool, I'd say, particularly considering how much it all cost — not nearly as much as a capable racing bicycle ... to which I can, sigh, no longer do justice.

Infrastructures

Bike-Friendly Infrastructures Make Roads Safer

By Alexa Strabuk

Cyclists know how dangerous sharing the roads with motorists can be. In Colorado, especially in highly conglomerated areas, this slight presentiment can now be somewhat placated. In May, Denver completed its first protected bike lane. This is an introduction to a growing movement of placing vertical separation on city streets that clearly allot areas for riders to use safely and easily.

Denver residents will now see evenly separated, several-foot-high white plastic posts along the left side of 15th Street, which creates a seven-foot-wide corridor for cyclists to travel on through the downtown area between Cleveland Place and Larimer Street while cars use the center lanes and buses are to the right.

"Recent polling shows that residents of Colorado support better bicycling and walking access in urban areas, as well as rural and mountain communities," states Dan Grunig, executive director of Bicycle Colorado, the state advocacy group. "That's why Bicycle Colorado is focusing regional work to help local governments demonstrate the benefits of adding improved bicycle facilities to their current street grids."

In the opening hours of Friday, May 23, more than 50 cyclists led by Denver's Mayor Michael Hancock tested the city's newest infrastructure. City employees, community members, bicycle advocacy representatives and partners accompanied Hancock for the occasion. The group made its

way from the beginning of the route and ended at Union Station, cementing a victory for bike advocates and affiliates in Denver.

Launched in 2013 as a pilot project, the 15th Street Bikeway's Phase I saw green markings, a bike box and mixing zones be painted on the road and the addition of a bicycle signal in an effort to make riding downtown a more attractive option. Phase II called for the completion of the Bikeway by combining the bike lane features with the dividers and painted buffer zone.

In March of 2014, Denver was selected to participate in the PeopleForBikes' Green Lane Project (GLP); the addition of a second protected facility should be completed by the end of 2015. A significant increase of bike-friendly features, similar to the protected lane on 15th Street, has also arisen in other locations. Nationally, the number of protected bike lanes has doubled, with some of the six cities involved in the initial launch of the GLP program (2011-2012) finding the most success. In Colorado, Durango has recently painted two bike boxes at Camino del Rio's junctions with 9th Street and College Drive, while Fort Collins implemented one on Plum St. and Shields. Boulder implemented a protected track on Baseline Road between 30th and 35th streets and also featured other bike friendly infrastructures including buffered bike lanes.

A recently released study conducted by researchers at Portland State University evaluated

the effectiveness and perceptions of protected bike lanes in Austin, Texas, Chicago, Ill., Portland, Ore, San Francisco, Calif., and Washington, D.C. These cities were all participants in the first GLP. The researchers placed cameras and analyzed 168 hours of footage where 16,393 cyclists and 19,724 turning and merging vehicles were observed. Data from city counts, pre and post installation, provided change in ridership numbers. In addition, 2,283 residents who live, walk and drive near the bike lanes responded to a survey about their perception of the facility and its users, while cyclists were questioned on their experience in the lanes.

The research found a significant increase in ridership, ranging from 21% to 171%, with 24% of the users altering their previous route and 10% converting from a different transportation mode. More than 25% of female cyclists surveyed indicated that they rode more often because of the new protected lanes. Drivers considered the traffic more predictable following the bike lane additions and attested that commuter time and backups did not change. A large proportion of both drivers and cyclists understood the intent of the intersection designs used being either a mixing zone, a turning zone or signalization. After reviewing 144 hours of video for safety analysis, researchers saw 12,900 go through intersections without collisions or near misses, only six minor conflicts were observed during that time. Residents and cyclists alike felt more comfortable in the protected lanes than in only painted ones. Three times more residents felt the new facilities made their residential area more desirable, compared to those that believe the contrary.

The safety and convenience aspects are not the only advantages to designating areas on the road for cyclists. "Studies in other U.S. cities show that businesses benefit economically from having bicycle facilities on their street," says Grunig. "It is easier for people to walk, stop, shop and eat down local streets that are simply just more pleasant to spend time on."

According to the PeopleForBikes website, local businesses in areas of New York City saw a 49% increase in sales following the addition of protected bike lanes, compared with a meager 3% across the entire city.


"We believe that projects like the 15th Street separated bike lane in Denver and the bike boxes in Durango are just the tip of the iceberg," adds Grunig. "Innovations like these are happening across the country and right here in Colorado."

References


Chris Monsere, Lessons from the Green Lanes: Evaluating Protected Bike Lanes in the U.S., *National Institute for Transportation and Communities Final Report*, June 2014.



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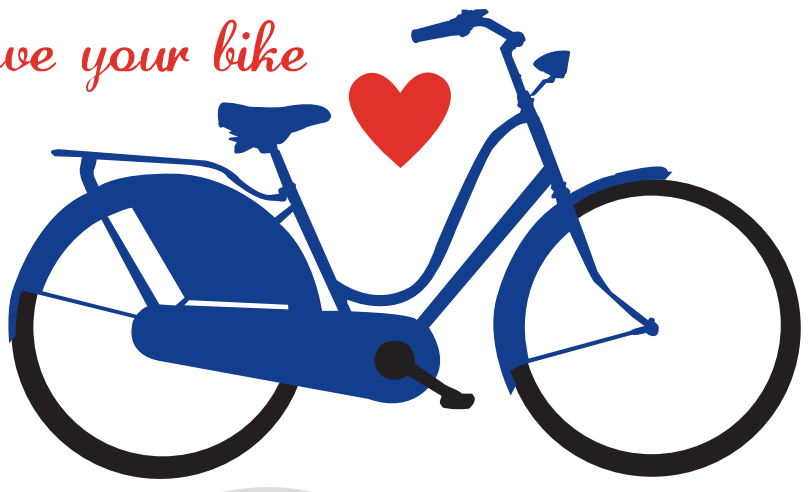
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