

## Seasons

# Autumn — The Golden Season for Colorado Cycling

By John Lee Ellis



Colorado's high country is a great place to see the fall colors.  
Photo courtesy of Logan Hood

It's true. The big events — the tours, charity rides, triathlons, races and randonnées — have almost wrapped up for the season. Savvy Colorado cyclists know that this just frees up additional time to enjoy some of the best cycling of the year, on their own terms.

It's funny that we were all too willing to head out into spring snow and sleet to get our base miles in and reconnect with cycling buddies, but now that it's easy going and there are quieter weather patterns and ideal temperatures with a mix of summer and autumn foliage lining our routes, we put our bikes away.

Here are a few things to think about before heading out this fall.

### Temperature Range

For months, we've been able to put in fairly long rides and climb to 10,000' or more with little attention given to clothing — wearing short sleeves at Brainard Lake or on Trail Ridge Road. Now with the crisp temps looming at the start of rides and brisk conditions higher up, it's time to go back to intelligent layering, which includes a real rain shell if showers are remotely possible.

———— [SEE "FALL RIDING" ON PAGE 4](#)



The author at Bike Granby Ranch. From green to blue to black level trails, there's something for everyone.  
Photo by Melissa McGibbon

## A Fat Tire Triple Threat

By Darren Dencklau

The assignment: travel to Winter Park, Colo., to ride the trails of the proclaimed *Mountain Bike Capital USA*™. Located about 1.5 hours west of Denver, the trip was sponsored by the Winter Park & Fraser Valley Chamber of Commerce. They set up our group of three in the Fraser Crossing/Founders Pointe condominiums at the base of Winter Park Resort for two days and three nights.

Upon arrival and after meeting our vivacious host, Gaylene Ore, we were immediately taken to Hernandos Pizza Pub where I had perhaps some of the best pie I've ever eaten. It's been a staple eatery in Winter Park since 1967 — when the town was called Hideaway Park — and the current co-owner, Jeff Davidson, treats everyone who walks through the doors like royalty. The inside of the restaurant is covered with dollar bills that are decorated by patrons, a tradition that's been going for more than 23 years.

After a rough night's sleep in a non-air conditioned room (the thermostat was not working), we fueled up on breakfast at Carvers while Ore explained to us the day's itinerary. On the agenda was to ride the Bike Granby Ranch until mid-afternoon and then head to Devil's Thumb Ranch Resort & Spa for a tour that would include mountain biking, zip lining and then dinner.

Located about 20 miles north of Winter Park, Bike Granby Ranch — formerly named SolVista — offers lift-access to cross-country and downhill trails and features a full-service bike shop and private lessons for beginners to expert level riders. The park is typically open from late May to the last weekend in September, weather depending.

There we were introduced to Assistant Director of Mountain Patrol Jamie Wolter who would be our guide for the day.

I was issued a sexy looking bright orange Transition Covert 27.5 trail bike. After getting outfitted with a full-face helmet, elbow, knee, and shin pads, our guide gave us a quick breakdown of the trails and showed us how to load our bikes in the trays before getting on the Quick Draw Express chairlift. Having spent a lot of time riding lifts in the winter months, it was very intuitive, and in moments we were on our way to the top of East Mountain at 9,202'. On the way up we were rewarded with stunning views of the Grand Valley, Continental Divide, and Rocky Mountain National Park.

We started out on some of the easier green trails like Moga's Mile and Loosey, which were fun and flowy with plenty of berms. Being used to my 29er hardtail cross country bike, the wider handlebar and geometry of the Covert took a bit of getting used to. However, after a couple of runs I easily adapted to the bike's intricacies and was soon railing the corners and getting the wheels off the ground due to the slack 66-degree head tube angle paired with Fox's Float X CTD Kashima rear suspension and 34 Float 160mm fork up front. It was an absolute pleasure to ride.

We then stepped up to Silky Johnson, a blue and slightly more advanced trail that contains a few wooden features, whoopties, tabletop jumps, and optional ramps for catching air. It was super fun, especially after I dialed

———— [SEE "MTB CAPITAL" ON PAGE 9](#)



### PINK LIGHTNING

Living and thriving with cystic fibrosis, Brian Warnecke is definitely not your typical teenager.

PG 3



### MECHANIC'S CORNER

Adjusting your bike's brakes is both necessary and easy if you know how.

PG 6



### TRAVEL

France may have hills, but it doesn't mean you have to climb them.

PG 10



# High-level Team Added to Amy D. Foundation

By Alexa Strabuk

The Amy D. Foundation “encourages and supports young women through cycling, inspiring the celebration of healthy challenge and empowering the confident pursuit of lofty dreams.”

The organization was formed in ode to Boulder, Colo.-based cyclocross star Amy Alison Dombroski who tragically passed away after an accident while training in Belgium last year. In her short 26 years, she acquired numerous road, mountain and cyclocross titles and was widely considered to be an up and coming competitor on the international level. In her last blog post she wrote, “Inequality is something female cyclists

continue to be faced with,” and spoke about taking strides to remedy this imbalance.

The coalition that Dombroski inspired continues to keep her legacy and accomplishments alive by collaborating with the Little Bellas, another local group championing gender equality, to put on “Sunday Sessions.” These camps are educational and technical sessions held throughout the summer and designed to get girls “hooked on the sport.” While it continues to expand, the Amy D. Foundation’s website is a resource for women to refer to for information on local events.

In July, the organization announced news that they would debut an elite race program to

compete through the 2014-2015 U.S. cyclocross season. The purpose is to continue the outreach effort and to promote high-level women’s racing by providing an opportunity for other female athletes with the same motivation, perseverance and character that Dombroski exhibited in the face of a challenge. The nonprofit’s website states that the racing schedule will follow the domestic UCI events calendar and that Donn Kellogg will manage the team.

For more information and updates on this project please visit amydfoundation.org

# Most of Coal Creek Trail to Be Open by September 2014

By Darren Dencklau

Good news for east Boulder County residents, as the local Coal Creek Trail system will reopen in September, one year after sections were wiped out by the 2013 floodwaters. Repair has been underway for the past 10 months and progress has been made on portions located in Superior and other parts of Boulder County. The “soft-surface” trail parallels Coal Creek and connects from the town of Superior and Erie and intersects with the Coalton Trail and Rock Creek Trail.

The town of Louisville reports some sections of the trail have been reopened within town limits, but the underpass of U.S. 36 will remain closed off pending approval and funding from FEMA and the Colorado Office of Emergency Management. CDOT is reconstructing the underpass and is estimating an opening of fall 2015.

In Lafayette, much of the reroute needed for the Coal Creek Trail has been accomplished, however, work was delayed in July when a flash flood effected parts of the trail near 120th Street,

basically leaving it underwater. According to Boulder’s *Daily Camera*, almost the entire stretch through Lafayette is now accessible and open to users except for a section north of Empire Road.

The City of Lafayette’s Senior Administration Assistant Ben Mazal states, “It’s completely open as of April 30, with the exception between Empire Road and W. Centaur Circle, where there are detours, signage, crosswalks, etc.”

Visit cityoflafayette.com for current status and updates.

## Trivia

### The Critérium Du Dauphiné

As the final tune-up for the “Grande Boucle,” the Dauphiné covers some of the same climbs traditionally found at the Tour de France and features many of the same top contenders. It has also seen many American successes. Let’s take a look at the Critérium du Dauphiné.

Q1. Taking into consideration the results that have now been removed from the record book for doping offenses, how many Americans have won the Dauphiné? Can you name them?

Q2. Both Bradley Wiggins in 2012 and Chris Froome last year went from Dauphiné success on to victory in France and this was widely reported. Beyond the two Brits, how many other times have Dauphiné winners gone on to triumph in France? Who were they?

Q3. American Greg Lemond rode the Dauphine in his rookie season (1981) at the age of 19. How did he do?

Q4. Who has won the most Dauphinés? *Hint:* Three victories is the record.

Q5. Bradley Wiggins’ victories in 2011 and 2012 were surprisingly not the first British triumphs. Who claimed the first UK victory and when did it happen?

#### Answers on page 15

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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# Bryan “Pink Lightning” Warnecke

By Alexa Strabuk

“E”xtraordinary” doesn’t even begin to adequately describe 15-year-old Bryan Warnecke: try adding “compelling,” “valiant,” and “tenacious” to his long list of apt descriptors. Diagnosed with cystic fibrosis (CF) as an infant, he has prevailed time and time again to become well acquainted with debilitating setbacks. At 13, he received news that could devastate even the bravest person: part of his right lung was no longer functional. He responded as gracefully as ever when he approached his father to vocalize a desire to give back to Children’s Hospital Colorado, the group that had cared for him since babyhood. In the summer of 2013, when Bryan was 14, he defiantly rode the 155-mile, three-day Courage Classic bike tour. His inspiring resilience raised more than \$70,000 for Children’s, a staggering 50% more than any other individual rider in the then 24-year history of the annual benefit ride.

Now, Warnecke’s own organization, Pink Lightning, is creating waves in Colorado. Named in his honor, “Pink Lightning” is a nickname that Bryan’s hockey coach first coined, inspired by the young man’s lightning fast reflexes in combination with his signature pink goalie pads. Despite a medically taxing winter, Bryan took time out of his summer to embark on the Pink Lightning Courage Tour with his dad, Steve. Father and son, joined by teammates and supporters, rode through 46 Colorado towns, over eight mountain passes and ultimately totaled 1,065 miles in 43 days. The point of the tour was to prove that immense power exists in being persistent and to demonstrate that physical exertion is not just great for the body, but for the soul. The Pink Lightning Tour ended on July 19, coinciding with day one of the 25th Courage Classic. Friends, family and community members were waiting at the finish line.

Steve Warnecke remembers, “We were brought to tears many times by the stories that we heard from people along the way [who] were inspired by Bryan’s courage.” A child’s lemonade stand in Aspen raised \$70, a shop owner in Sawpit reached into his register to donate, and a fellow gondola rider in Telluride emptied her wallet — these moments of compassionate humanity, along with countless others, contributed to raising over \$300,000 to date for CF research at Children’s and is expected to help the Courage Classic set a new record of more than \$2.8 million.

According to the American Lung Association, approximately 30,000 Americans have cystic fibrosis with an estimated 1,000 new cases diagnosed each year. CF is a hereditary disorder that primarily attacks the cells that produce mucus, sweat and digestive fluids. Instead of acting as a lubricant, the secretions thicken and become sticky, plugging up vital internal passageways like the lungs. The buildup also causes blockage in the pancreas, which inhibits the body from breaking down food properly and can lead to malnutrition. Though each person’s CF experience is different, symptoms can range from a persistent cough or breathing trouble to very serious infections such as respiratory syncytial virus or pneumonia. Common ailments are magnified for CF patients. For Bryan, a cold can be a very dangerous thing and lead to severe complications that can only be controlled with steroids and antibiotics.

Exercise is crucial for those with the disease and Steve explains that, “For a CF kid, it is all about keeping the lungs healthy by keeping the air passages clear.” He continues, saying that prolonged exercise and participating in sports forces Bryan to exercise his lungs so that he can cough out any



Bryan and his father crossing the finish line at this year’s Courage Classic and at the end of their 1,065-mile Pink Lightning Tour. Photos courtesy of Steve Warnecke

“gunk.” For someone that could easily ask, “Why me?” Bryan seems to ask, “Why *not* me?” instead. When he realized that CF would hinder his ability to compete with the stamina of his hockey teammates, he decided to play goalie, a position where “quickness is more important and lung capacity is less important.” Bryan is also an expert skier, an exceptional skateboarder, and now a great cyclist, though hockey is where his real passion resides. Steve says, “His dream has always been to be the first person with cystic fibrosis to participate in the Olympic Games as goalie for the USA hockey team.”

During Bryan’s first six months of life, he and his family made 19 trips to Children’s and spent 30 nights in the hospital. Naturally, the Warneckes adjusted and at times needed to consciously clear time to focus on Bryan’s older brother, Jake. After those turbulent beginnings, everything seemed to settle down, with the exception of a couple procedures to improve his digestive system and his continued two-hour respiratory treatments, which include the inhalation of nebulizer medications as well as the ingestion of 40-50 pills each day. These practices are now routine.

Bryan’s teenage years are not only characterized by the usual variety of pressures but are also defined as a time when CF can be particularly damaging, as episodes may become more frequent and require extended hospital visits. This past winter, he could not shake an illness and needed to go to Children’s for a “tune-up,” which involved seven days of round-the-clock IV steroids, antibiotics and chest poundings that helped him breathe freely, but also resulted in significant weight loss. Steve adds, “The four weeks of missed school were incredibly rough as we tried to help him get through the semester despite the missed time, and he has had to take one of those courses this summer to make up for it.” During

his stay at Children’s, Bryan’s endurance and energy levels were clearly affected. Steve says that his son’s stamina may never be the same. Despite that tough period, he continues to make remarkable strides forward and “his spirit remains unbreakable” as evidenced by his phenomenal recent accomplishments.

For cycling events like the Courage Classic or the recent tour, Bryan stays consistently mentally prepared for challenges. His regiment includes training methods similar to those any other athlete would use. Steve recounts that this year’s tour was considerably more taxing due to Bryan’s latest health difficulties: “Especially at high altitudes, we needed to stop occasionally to allow his lungs to loosen up. We carried an inhaler with us and he was diligent about doing his respiratory treatments every morning and every night.” Unfortunately, Bryan cannot keep this up forever, as his lungs are already starting to show damage.

In the last three decades there have been few known solutions to the disease. Under the care of doctors and researchers at the forefront of CF cure advancement, Bryan is in good hands. Dr. Frank Accurso, MD, is behind a recent landmark success in discovering a medication called




Bryan suited up for his favorite sport: hockey.

Kalydeco. The pharmaceutical was subsequently FDA approved and has helped 4% of all CF patients, but unfortunately, not Bryan. All funds raised by Pink Lightning will go directly to Accurso’s research with Children’s. Steve clarifies, “In particular, the money will be used to advance the development of the next two drugs in his pipeline. The second of these has the promise of helping Bryan in the way that the Kalydeco helped [the others].”

Major efforts will be made within the next two years to make these new drugs a reality. The latest developments could help him live out his dreams and achieve the extraordinary feats for which he is destined. Steve concludes, “We all have stories of courage in our lives and I have lived with his shining example of courage and grace for 15 years.” The reason that Bryan cannot be described in a handful of adjectives is because his character evolves everyday, but with one unwavering constant: his exemplary strength in the face of exceptional odds, accompanied by his unrelenting ability to not only exhibit admirable qualities, but more importantly, to *be* them.

To donate or find more information, visit [pinklightning.org](http://pinklightning.org) or [couragetours.com/2014/pinklightning](http://couragetours.com/2014/pinklightning). Donations will be matched three for one by corporate sponsors.



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With fall in the air, the roads will have less cyclists on them, offering a more tranquil experience.  
Photo courtesy of Denver Century.

Shadows and Ice

Snow in October or even earlier is not unusual in Colorado. What makes autumn different is the lower sun angle, putting many roads in shadow — especially in the narrow canyons. Even a brief snowfall can leave icy areas that cyclists may only find out about when venturing into the foothills and then coming around a corner to meet a frozen surprise. Even during the early fall, Colorado can get significant snowfall followed by a week of cold temperatures. This sets the stage for extended snowmelt, ice formation, and variable road conditions.

The Canyons

Delightful canyon rides in the summer months need extra caution when riding in the autumn and winter. For instance, there are narrow spots in Buckhorn Canyon (Stove Prairie Road) and Turkey Creek Canyon that won’t see sun until next spring. Even Apple Valley Road and Old South Saint Vrain Road located outside of Lyons are ringed by steep cliffs, which keep parts of them in shadow the entire day. Always try to look far ahead to see upcoming obstacles, remain in control of your bike and take extra time when coming around corners.

Visibility

With the shorter days, the traditional breakfast or late afternoon ride can verge into the dark hours. The evening may be balmy, but suddenly you find yourself miles from home after sunset. This can catch anyone off guard, especially because the length of day changes most rapidly at the equinoxes, so prepare now with proper lighting and wear reflective gear. With current technology, it is easier than ever to strap on an effective headlight and taillight that allows cyclists to see and be seen. There are units that are very lightweight, not too expensive, and last many hours on one set of batteries or can be recharged via a USB plug into a computer. Of course there are dynamo units too for those who are gearing up for a lot of night riding and don’t want to bother with batteries or wait for a recharge.

Here’s something to think about: before going after the brightest, most blinding light on the market or a strobe that is dazzling, consider that it may make it difficult for others to actually track your position. Some combination of moderate intensity blinking and a steady combo may make the most sense.

Stunning Foliage

These days one can find up-to-the-minute maps of peak foliage online and with broadcast media. This takes the guesswork out of figuring out how the colors will be in Silverthorne while it’s still green in Jefferson County. But of course, everyone else will be checking these same sources! As a cyclist, there are alternatives to pure highway driving — trails and quiet lanes. One of my more delightful foliage rides in recent years was up Omigod Road outside of Idaho Springs — no traffic to speak of, and totally bikeable.

A Window of Opportunity

In the fall months, Colorado cyclists can also find quiet riding on roads that are typically choked during the summer. For example, parts of Mt. Evans and Trail Ridge Road are barricaded to motor traffic after the first snowfall, but still may be rideable, just watch out for those ice patches at 11,000’.

Preparing for Next Season

Finally, these wonderful autumn days offer a chance to start tuning up for next year by riding easy base miles. Yes, it’s a half year away, but shortening the gap between end-of-season fitness and next spring’s building block rides make it that much easier. And of course, it’s great to go into winter sports — be it cross-country skiing, alpine skiing, or snowshoeing — with the best condition you can muster. That, and you’ll be ready for those occasional scintillating, and sometimes frigid, winter rides.

Go out and enjoy!

John Lee Ellis is the regional administrator for the Colorado events. Feel free to contact him or any Rocky Mountain Cycling Club volunteer via their website, [rmccrides.com](http://rmccrides.com), for more information.

Law

Ride Your Bike, but Don’t Get a DUI

By Brad Tucker

In the last issue of RMBP, I wrote about the lighting and reflector requirements for bicycling between the hours of sunset and sunrise. In that context, I encouraged fellow cyclists to go “out on the town” on their bikes this summer. From what I have seen, more and more are doing so.

Relating to the increased number of riders pedaling after sunset, there’s been an increase in inquiries concerning a subject that comes up often — riding while intoxicated. There is a good

deal of misinformation out there as to whether or not one can receive a DUI (driving under the influence) infraction while cycling in the state of Colorado. The short answer is yes; it is possible to be cited for a DUI while operating a bicycle when one’s blood alcohol concentration (BAC) is above the legal limit.

Colorado’s DUI statute is found at C.R.S. § 42-4-1301. It specifically speaks to any person who “...drive[s] any vehicle...” Moreover, C.R.S. § 42-4-102 (112) specifically includes bicycles under the definition of “vehicle,” and accordingly, the DUI statute does apply to any person operating a bike.

Someone with a BAC between 0.05% up to 0.08% is presumed by law to be driving while ability impaired (DWAI). If the blood alcohol content is at 0.08% or higher, they are assumed to be driving under the influence. Further, if the person is under 21 years of age, it takes a BAC of only 0.02% to be considered under the influence.

Alcohol concentration in the body tends to differ among different individuals and the BAC depends on several factors including one’s weight, the total period of time spent drinking

alcohol, and the amount of time that has passed since having the last drink. Though somewhat unscientific, there are several good online tools to help estimate one’s ability to safely consume alcohol and ride a bike without being legally under the influence.

Notwithstanding the above, as a practical matter, unless someone is clearly endangering themselves, others or property, it is unlikely they would be randomly stopped and given a field sobriety test while riding a bicycle. This is especially true for those not acting belligerently or otherwise bringing unnecessary attention to themselves. However, there is no question that it’s a violation of the state DUI laws to ride a bicycle while legally intoxicated. Additionally, impaired riding will quite likely risk one’s health and safety, so if you are concerned about whether or not you would be able to safely drive a car, you may want to think twice about jumping on a bike, especially if intending to share the road with motor vehicles.

That said, and to clear up any confusion, if a rider should be unfortunate enough to receive a DUI citation while riding, no points will be assessed against his or her motor vehicle driver’s license; that is an administrative remedy that applies only when a DUI occurs during the operation of a motor vehicle. If one’s driver’s license is incorrectly assessed points for such a violation, it’s possible to request that the Department of Motor Vehicles reinstate the points due to the fact that the infraction occurred while on a bicycle as opposed to an automobile.

It is great to see so many people out riding at night, but please use sound judgment and stay safe out on the roads. In conclusion, there are times when it makes more sense to walk home or call a cab.



Beers and bikes can be enjoyed responsibly.  
Photo by Darren Dencklau

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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. If you have questions concerning legal issues affecting cyclists, you can contact him by e-mail at [Brad@ColoBikeLaw.com](mailto:Brad@ColoBikeLaw.com), by phone at (303) 694-9300 or visit [ColoBikeLaw.com](http://ColoBikeLaw.com).



# Lady Cycling: What to Wear and How to Ride

Review by Alexa Strabuk

A revolutionary tale of girl meets bike. Let us backpedal to the closing years of Victorian Britain: 1897 was Queen Victoria’s Diamond Jubilee Year, the modernist era in arts and culture was fast approaching, and the turn of the century marked new horizons for an already well-established women’s suffrage movement with the formation of The National Union of Women’s Suffrage Societies, an initiative that continued to advocate for women’s political rights into the early 20th century.

The trailblazing book, *Lady Cycling: What to Wear & How to Ride* (1897) by Miss F.J. Erskine, is a seemingly humorous guide intended for a respectable, middle-class woman that wishes to employ a bike for day-to-day use. Even given its considerable age, some themes and advice presented still hold true today, making it as relevant as it is entertaining for the modern rider. Erskine seems to be on the cusp of tradition and social progression as she is, at times, tonally frivolous, yet her decided manner and obvious execution evidences otherwise. Though she does believe women should utilize bicycles for regular transportation to and from acquaintances’ homes or to run other errands in town, she argues that there are limits to which a “lady” should operate a bicycle.

“If [women] ride fifty miles where ten ought to be their limit — in short, if in cycling they cast reason and common-sense to the four winds of heaven — then, beyond a doubt, cycling is harmful.”

The opening chapter is perhaps the most important. “Cycling: It’s Health and Social Aspects,” commences with Erskine calling out an editorial she describes as “exhaustive” due to its extensive discussion about the hygienic aspects of women cycling based on small inklings of truth overwhelmed with large amounts of exaggeration. She speaks to the numerous health benefits that riding provides and answers the overarching question of whether it is appropriate for ladies to do so with “[it] is entirely rooted in moderation.” The chapter goes on to discuss various dated irrelevancies such as the cost of a machine versus that of a horse. Admittedly, this section drew from me a short chuckle, credited to her ardent seriousness in discussing the horse comparison. Her commentary transitions from this to how the sport is evolving from less of a fashionable recreation and into a dependable vehicle option.

“It is probably that its influence, as leveling up the different ranks of society, will be for good. Town people will see more of country folk, and get to have a more accurate idea of the vital interests of the people at large.”

A moment of true innovation manifests at the end of the chapter when the author addresses the social effects of the bicycle movement. She claims that more ladies and people using bikes will provide an easier way



to exchange ideas. Her closing great, truly enlightened prediction is how this movement will allow local politicians to venture out in public incognito to identify the real problems of their municipality rather than rely on reports from others.

The next chapter goes on to outline the crucial essentials: clothing and presentation. She advises:

“Wool above, wool below, wool all over: such is the hygienic rule of cycling. Some wise people say that corsets should be discarded for cycling. This is not correct. It is essential in cycling to have well-cut knickerbockers in lieu of skirts.”

While I can hardly imagine wearing a corset, much less having to vigorously pedal through all kinds of weather wearing one, I do concur with her view of having “well-cut knickerbockers in lieu of skirts.” Riding with various petticoats and ribbons trailing behind is somewhat of an uncomfortable-sounding notion.

In the latter chapters, she offers more feasible advice. Like many cycling guides today, the book in-

corporates a section dedicated entirely to selecting the right “machine” and cautions against investing in a bicycle that is either too cheap, too light and not at all durable. Once a “machine” has been chosen, she describes exactly how to ride it. And I mean exactly — this chapter almost reminds me of a high school drivers education course as she details everything from where to place one’s hands to how far the rider should be from the handlebars to “allow room for ankle action.” Her thorough technical guidance concludes with a portion that exclusively covers how to properly climb a hill.

The book closes with general hints that include unquestionably helpful tips like, “It is best to rest during the heat of the day, from twelve to three, and proceed in the cool of the afternoon, reaching destination about five or six P.M.,” and “Riding in the full glare of the sun should be avoided. The vital part to protect against sunstroke is the back of the neck, just above the collar.” Helpful contemporary tips are woven throughout the dated ones. While much has changed in the world of cycling, some things have not.

The simple act of Erskine writing this guide is evidence that the then societal conception of women’s liberties was rapidly changing and, in part, represented the imminent movement toward equalizing men and women when such controversy was not discussed openly. Despite her often old-fashioned vantage, her staunch advocacy opened doors for many female cycling coalitions that exist today. Generally, I find that the sport is still largely geared towards men and I wonder what Erskine would say today ... probably something about “moderation,” “a lady’s dignity” or a “teaspoonful of whiskey.”

*Lady Cycling: What To Wear & How To Ride* by Miss F.J. Erskine. Originally published by Walter Scott Ltd, 1897. Reissued by British Library Publishing, 2014. Hardcover, 5” x 8”, 76 pages, 10 halftones, \$10.69.

## Product Review

# Moo Motion Sports — Madison Cycling Jersey

By Jill Von Buskirk

Melissa Moo Harkins, a triathlete and the founder of Moo Motion, has produced a line of women-specific athletic wear that combines a fashion forward approach with both comfort and function.

As with all Moo Motion apparel, the Madison jersey is made in the U.S. from Italian technical fabric. I was immediately impressed by how incredibly soft and lightweight the fabric felt next to my skin. The striking and vibrant violet color, without any logos or patterns, was also very appealing to me. With simple black piping and black stitching along sleek contours, the only “flash” is the reflective trim that lines the deep rear pockets, which run the length of the shirt. There’s also a beautiful ruching detail that adds to the feminine look while offering generous storage space. I found the darting neckline to fit a bit snug, but a little tug on the half-length zipper took care of any discomfort. There is a

delicate gathering along the short sleeves, which prevents the shirt from tucking up into the armpits and also provides a smooth line down the side panel of the shirt. The soft binding is another understated feature that only adds to the seamless and almost undetectable feel of this beautifully designed top.

More important though is the overall performance when it came to bike rides. I began wearing this garment while the season was transitioning from winter to spring, so there were some cooler, windy days on my ride to and from work and I discovered that the Madison jersey did a decent job of wind blocking. I was even more impressed though as the temperature climbed. Whether it was my daily commute or long distance rides, on hot days I found that the moisture wicking and quick-dry features of the Lycra Sport fabric were second to none. I was never left with the feeling of a sweaty shirt clinging to my back and by the time my body cooled down the jersey was already bone dry and ready for round two. As an added bonus, the fabric also provides UPF 50 sun protection.

The Madison jersey comes in violet or jade and has an MSRP of \$88. Hand wash, hang dry is recommended. Visit [moomotionsports.com](http://moomotionsports.com) for additional products or to locate a retailer near you.





# Simple Steps to Adjust Your Brakes

by William Dawkins, Cycle University



Caliper brakes are found on most road bikes.  
Photos courtesy of Cycle U

For those not riding a fixed gear, brakes are probably the most important component to keep properly adjusted on a bike. Whether a racer, daily commuter, or sunny day rider, everyone needs to be able to stop safely and, if the situation calls for it, quickly. Fortunately, adjusting brakes only requires a few wrenches and a little know-how.

The first step for any bike adjustment is to check the condition of the equipment. If it is in poor shape, properly adjusting the brakes can be difficult, if not impossible.

### Start with Some Basic Checks

Are the cables or housing rusted, corroded, fraying, or broken? If so, replace them. Check the wear of the brake pads; if you can no longer see the wear markers it is time for new ones. If the brakes do not open and close properly or if they are bent at all, it may also be time for new ones. If there is any doubt as to the condition of the equipment, please stop by your local bike shop and ask an experienced mechanic to make sure it is safe to ride.

Is the wheel centered? If it does not look centered in the brakes, check to see if it is fully engaged in the dropouts. If you notice that the brake levers are hitting the handlebars when pulling them, check to see if the brake quick-release is open (see diagram). Once these checks are performed you can start with the adjustment of the brake system.

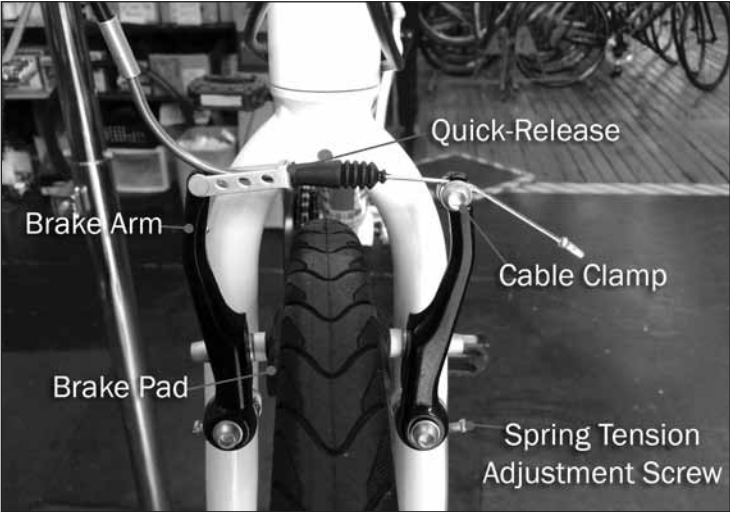
### Adjusting the Position of the Brake Pads

Brake pad position is very important for a properly adjusted brake — if the pad is too high it may make contact with the tire and cause a flat. If it is too low, it risks getting into the spokes, which is bad. Both situations can cause uneven wear on the brake pads, which make perfect positioning difficult if not impossible. The ideal position for the pad is about 1mm down from the edge of the braking surface and parallel to the curvature of the rim.

To adjust, pull the brake arm closed so the pads are touching the rim and then manually position the pad into the correct position. Once the pad is in the correct place, tighten the screw holding it



Aligning the brake pads.



The linear-pull cantilever brake can be found on mountain, 'cross, and many hybrid bikes.

to the brake arm. The pad will sometimes want to rotate with the tightening motion but this can be prevented by pulling harder on the brake lever so the pad stays in the same position, or by holding it in place as you turn the screw. Repeat on the other side.

If the pads are perfectly parallel to the brake surface they may oscillate, creating a very unpleasant squeaking noise when braking. This can be corrected by toeing-in, or angling the brake pads so that the leading edges make contact with the rim first. To do this, place a small shim, such as a piece of rubber, under the rear section of each pad and repeat the above steps.

### Centering the Brakes

Centering the brake arms allows for both pads to make contact with the rim at the same time. This is important in ensuring that they wear at the same rate and that an equal amount of force is applied onto the rim. A poorly centered brake can force the rim to flex to one side under hard braking conditions, potentially upsetting pad placement and affecting the handling of the bike.

If the brake is visibly not centered — one pad being closer to the rim than the other — loosening the brake mount nut and using one hand to move the brake caliper into the proper position and retightening it should solve the problem.

The process for cantilever brakes is a little different, as adjusting the tension on each spring using the tension adjustment screws does the centering. By turning the screw clockwise, it increases the force of the spring, pulling the arm away from the rim. If the brake pad is too close on one side, loosen the adjusting screw by 1/8th of a turn on that side and then tighten the screw by 1/8th turn on the other side. Keep repeating this until the brake arms are centered.

### Adjusting Cable Tension

Having the right amount of cable tension is crucial for the brakes to generate enough stopping power. If there is too little tension, pulling the levers (even if the pads slightly touch the rim) will not generate enough force to stop efficiently; too much tension doesn't provide sufficient leverage when pulling the brake levers and restricts using the full power of the brakes. There are two options available to adjust the cable tension; for minor adjustments turn the barrel-adjuster, the cable clamp is reserved for major adjustments [see diagrams for location].

When a big adjustment is needed, first loosen the cable clamp bolt, letting all of the tension out of the system. Reset the barrel-adjuster by screwing it all the way in and then out two full rotations, this will allow for some fine adjustment capabilities later on. Next, with the brake's quick release closed, hold the brake caliper so the pads are about 2mm away from the rim and pull the cable through, tightening it into position. The most important step is to check the brake levers. Are they too tight? Can the wheel spin freely when the brakes are not being squeezed? Are the brake levers hitting the handlebar? If the answer is yes to any of these questions then repeat the steps above and hold the calipers closer or farther from the rim as is necessary. Once the tension is set to the right amount, double check that all the bolts are tight.

Inspect brakes frequently to make sure they are operating properly and that they can generate enough force to lock up both wheels. Once learned, adjusting brakes is a quick and easy process that will benefit you throughout your cycling life.

*William Dawkins has been in the bicycle industry for four years as a mechanic and a racer. He fixes bikes and helps riders of all abilities at Cycle University. Cycle U is a full service shop providing bike fitting, coaching, sales and repairs, as well as indoor/outdoor classes. They are located near the University of Washington and just off the bridge in West Seattle. [www.CycleU.com](http://www.CycleU.com)*

## News

# Boulder Mountainbike Alliance Trail Updates

By Mike Barrow, BMA Advocacy Director and BMA Board



**Eldorado State Park to Walker Ranch Connection Assessment:** Contractors are on the ground examining the potential to design and

build a trail that connects both parks. Boulder County Parks & Open Space is managing the contract, and there should be a public meeting on this within the next 60 days. **Boulder Creek Path Extension:** Boulder County Transportation Department is waiting on CDOT for contracting on this project that will extend the Boulder Creek Path to the tunnel on Boulder Canyon Road.

This project should take off in 2015. **Highway 93 Underpass (by Marshall Mesa):** This is currently targeted to complete in the October timeframe. BMA asked City of Boulder Open Space and Mountain Parks what the trail interfaces will look like when it's all done, and hope to make it optimal for all trail users. **Cattle Grates on City of Boulder Open Space:** Installation of the final four cattle grates started in late July. There likely won't be more installed, aside from the original eight, this year, but BMA is advocating for more. **Regional Trail Planning:** Not much has happened for regional trail planning since the flood, but Boulder County Parks & Open Space is hiring Regional Trails Planner. If interested visit [bouldercounty.org/jobs](http://bouldercounty.org/jobs).



# Your “Golden” Opportunity

By Christian Downes



Golden attracts people for many reasons, one being watching the excitement of the USA Pro Cycling Challenge.  
Photo courtesy of John Pierce

Golden is just one way to describe one of Colorado’s most impressive locales. Whether talking about the region’s deep significance to the state’s history, its connection to expansion through the American West or the people’s reputation for developing a committed culture to the great outdoors, Golden has always offered a variety of experiences worth making your own.

With its close proximity to Pikes Peak and the Rocky Mountains and boasting “Where the West Lives,” the city’s origins reside with the discovery of gold in Colorado. When the precious metal was found in nearby Clear Creek, Golden became the staging place for mining expeditions planned for the Rockies. This attention helped establish the town as a prosperous agricultural, industrial, and commercial hub as well as the capital of the territory in the 1860s, before Colorado’s statehood.

Soon after, several other industries and institutions with direct connection to the environment would be established in Golden. In support of the mining industry, the Colorado School of Mines was founded in 1870. In 1873, the Coors Brewing Company helped employed many citizens and continues to do so today; both offer the opportunity to tour the facilities.

There are numerous opportunities to experience the historical tradition of Golden. Buffalo Bill’s gravesite and museum is a popular stop for western and history enthusiasts while the town’s geology museum has an enormous display of rocks, fossils and other interesting pieces of history — including meteors and a moon rock. It’s worth a visit and admission is free.

While the town’s historical roots run deep, its cycling traditions are held just as high in esteem. It was featured in the 1985 film “American Flyers,” about a three-day road race across the Rockies known as the Hell of the West. The League of American Bicyclists selected Golden as a Bicycle Friendly Community, awarding the proud city a bronze rating since 2010 for its efforts to improve bike infrastructure.

Golden was also selected to host the start of the final stage of the inaugural USA Pro Cycling Challenge in 2011. Upward of 10,000 fans from the community showed their support through volunteering or cheering on the racers. In 2014, Golden will again be part of the professional road race action, with riders meeting the challenge of Lookout Mountain (7,379’) before finishing in Denver.

On June 29, 2014, the city hosted The Golden Gran Fondo, which followed the same route of the inaugural USA Pro Cycling Challenge and led riders on a ambitious course through the Rocky Mountains. Leaving from downtown, it continued with a climb up Lookout Mountain into another long ascent towards the Continental Divide, which featured some of the same roads used in the original Coors Classic. Participants experienced stunning alpine vistas, varying terrain from asphalt to hard packed dirt, and accumulated a total of 14,000 feet of climbing before returning to Golden and the finish line in Parfet Park. But here’s the twist: the fastest overall rider may not have been the one to win, instead, the award went to the most successfully strategic rider. With four timed sections over the 90-mile option, the best aggregate time took the prize. All were welcome and it was fully supported. For those not up for the 90, the shorter 20 and 60 made

it achievable for everyone. For those who missed out on it, the annual event dates should be announced soon.

For off-road, the Golden Bike Park offers mountain-bike-only, multi-access routes including a downhill flow trail, skills area, beginner pump track and features a gravity fed park with rollers, tabletop jumps and banked turns. More significantly, there are impressive mountain bike trails in and around Golden.

Closest to town, trails like Dakota Ridge, White Ranch, Chimney Gulch and singletrack inside Golden Canyon State Park offer technical riding in the foothills that will challenge even the most experienced mountain bikers, while other options like South and North Table Mountain feature mellower ascents and descents for those looking to take it easier or hone their skills. There are many more trails just outside of Golden such as Sourdough Trail near Ward and a plethora close to Evergreen. Check with local bike shops to find the scoop, as the locals know better than anyone as to where to go on any given day.

Speaking of shops, one can find practically everything needed for road, mountain, cyclocross and more at places like Pedal Pushers Cyclery, Big Ring Cycles, Golden Bike Shop, and Rise Above Cycles.

Many companies have made their home in Golden. Spot Brand, Yeti Cycles and Feedback Sports LLC are just a few and make great efforts to serve the community as they continue to build their worldwide reputations. In doing so, they’ve become favorites to locals and other patrons far and wide.

Spot Brand believes in the importance of innovation, but strives to continue building bicycles that “turn bike riders into bike addicts, and racers into winners.” The company was one of the first to focus on singlespeed mountain bikes, especially for 29ers. Their partnership with Gates Drive Systems has culminated in the development and production of the carbon belt drive as an alternative to traditional chain-link systems and has raised the bar for strength and reliability.

One of Spot Brand’s many focuses is the importance of the stories that come from riding, rather than those solely about bikes. See more about their product lines and recent news at Spotbrand.com.

Yeti Cycles employs a diverse team of cycling enthusiasts who have established a monster reputation for cool. The fraternity of Yetis is unmistakably more biker gang than corporate suits and ties, with a culture undeniably emphasizing the cycling lifestyle. Their success is proven time and time again in Golden, Durango, and a number of ridership hubs across the U.S.; the locals in every cross section of town have a story to tell about Yeti Cycles. Take for example, the ambitious undertaking of three members, pitted — in true Yeti-fashion — against the Huayhuash Mountain Range in Peru’s humbling

Andes Mountains. Check it out at [vimeo.com/92753479](http://vimeo.com/92753479) and get up to speed on this great riding documentary.

Doug Hudson, founder and president of Feedback Sports LLC, is renowned for his role in the development of the Alpine Digital Scale (used to weigh bicycles). Since 2004, the company has demonstrated its passion for cycling by focusing on high performance work stands, storage, measurement tools and more, which has led to award-winning designs that customers trust. They continue to foster community throughout Colorado and work with organizations like the Boulder Mountainbike Alliance to improve advocacy by promoting social rides and trail building.

Golden offers a variety of other outdoor activities such as climbing, kayaking, cross-country running, car shows and other events well-

supported by the community. Buffalo Bill Days is a chance to keep a tradition alive and continues to be the area’s largest and longest-running festival. Held in August, Golden’s fine arts festival draws approximately 40,000 attendees. There are fine arts exhibitors offering works in ceramics, sculpture, glass, jewelry, mixed media, painting and photography and the event is complemented by live music and kids activities, carriage rides, and the Golden Farmers Market.

Whether you choose to visit Golden for its plethora of outdoor activities, its rich cycling history, culture and tradition, or for any number of events celebrating the city’s small town charm and big city aspirations, the opportunity to make some Golden memories awaits you.



Based in Golden, the crew at Feedback Sports LLC practices what they preach.  
Photo courtesy of Jeff Nitta



# Gastrointestinal Distress During Intense Endurance Exercise

By Ellen Chow, MS, RD, CSSD, CD

**G**astrointestinal (GI) complaints in endurance athletes are more common than one may think. Symptoms may include nausea, vomiting, abdominal pain, flatulence, frequent bowel movements, and bloody diarrhea varying in severity. GI problems can hinder training and make recovery more difficult, leading to underperformance. An estimated 30 to 90 percent of long distance runners report some sort of exercise-induced GI issues, marking them the group with the highest prevalence. This number is almost twice that of cyclists and swimmers who experience it.

### Exercise and the Gut

The human small intestine is approximately 20 feet long and the large intestine about five feet long. They are made of several layers of thin muscles that contract to push digested food along while the high permeability of the intestinal wall allows for nutrient absorption. As it turns out, moderate exercise has little effect on visceral motility and nutrient absorption. However, the rate of gastric emptying of fluid was reduced by up to 50 percent<sup>1</sup>. Gastric emptying rate and blood flow is reduced for exercise intensity exceeding 70% VO<sub>2</sub> max, dehydration, and hyperthermia.

Mechanical causes refer to posture and impact. While running results in repetitive and greater impact on the bowels, cycling often increases “swallowing” of air, thus causing stomach distress. In addition, small bowel and colonic transit time was observed to increase significantly during exercise compared to resting periods<sup>2</sup>. Stool frequency increased from 1.3 to 1.5 per day in well-trained healthy athletes during training weeks, with looser consistency. Such observations confirmed that heavy exercise alters transit time of digested food in the GI track. When this is combined with long training hours and the amount of food intake to satisfy athletes’ high energy requirement, it is not surprising that bowels seemed more active during training sessions.

### Nutrition

Although GI problems can occur with or without food intake, fat, protein, fructose, and fiber are associated with the development of symptoms. Dehydration alone may not induce symptoms, but it certainly exacerbates them. In exercise sessions lasting less than two hours, the effects of carbohydrates and their concentration were minor.

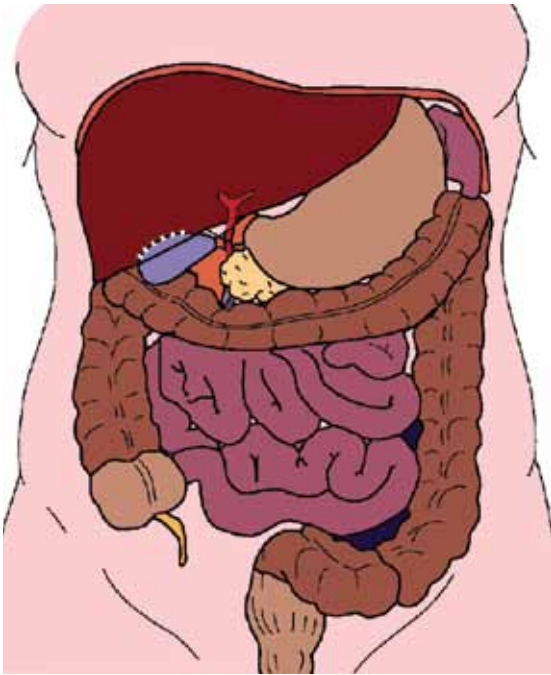
Many athletes find a low residual meal before training easier to tolerate. Residue refers to undigested food as well as food that remains in the GI track for a long period of time. A low residual diet generally refers to low fat and insoluble fiber content, thus making digestion and transit through the GI track faster. Depending on the training schedule, eating a low residue meal or snack within the hours before exercising and for the days leading up to a race may reduce GI symptoms<sup>3</sup>. It can be tricky though, since insoluble fiber helps to form bulk, it is still essential in the diet.

### Dietary Supplements

Creatine supplementation is popular among athletes. In an animal study, Brazilian researchers found that overall muscle layers and duodenal villus heights — both critical to absorption — were reduced by creatine intake in treadmill-running rats<sup>4</sup>. However, it was unclear whether these morphological changes had long-term consequences.

In the case of injured intestines from inflammation or mechanical impact, some athletes found probiotic supplementation helpful in speeding up recovery. Given that there is no data suggesting

any particular strain of bacteria more beneficial than others, a multi-strain formula ingested consistently during training season may help along with a low residual diet. However, keep in mind that the human gut hosts over 100 trillion microbes. This means even some of the best products on the market, providing two to three billions of microbial per serving, are only a supplementation. Ultimately, the gut flora reflects the habitual diet and relies on balanced food choices.



### Ibuprofen

Nonsteroidal anti-inflammatory drugs like ibuprofen are commonly used by athletes for pain relief. However, in a study using 800 mg of ibuprofen before and after strenuous exercise showed increased small intestinal injury when it was taken before cycling<sup>5</sup>. Furthermore, small intestinal permeability increased, reflecting reduced gut barrier integrity. Athletes should discuss with their healthcare provider if a particular training schedule is causing chronic use of pain relievers; they may be able to identify options and solutions.

### Training the Gut for Competition

GI issues and overactive bowels are unpleasant at best and debilitating at worst. The good news is that the human gut is capable of adapting. In a publication by Dr. Robert Murray from the Gatorade Sports Science Institute<sup>6</sup>, he summarized the following:

- Maintain low fiber intake on the day of, or a few days leading up to the race
- Maintain normal to high fiber intake during off-season and less intense training

- Avoid foods and drinks that are exclusively fructose
- Avoid dehydration, acclimate to exercise with fluid in the stomach
- Consume carbohydrates with ample water to avoid high osmolality in the stomach
- Experiment and practice individualized strategies

Cyclists with GI issues should work with a healthcare provider and sport nutritionist to rule out chronic conditions such as inflammatory bowel disease, ulcerative colitis, irritable bowel syndrome, etc. Once the causes are identified, improving or eliminating the symptoms will create a more enjoyable training experience.

*Ellen is a Seattle-based sports and wellness nutritionist. She works with athletes of all ages. She also works extensively with athletes who have stable cardiovascular and metabolic diseases. Ellen can be contacted at [endgamenutrition.com](http://endgamenutrition.com).*

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## “MTB CAPITAL” FROM PAGE 1

in the Covert and became more comfortable with it. The 27.5-inch wheels make the bike snappy and extremely maneuverable in the tight stuff while the ample suspension took on roots, rocks and other obstacles head-on without wavering. (Renting a bike from the resort is a great way to try out new bikes, especially for those wanting to upgrade or not travel with their own.)

Wolter then took us up to ride Tron, an advanced trail with much bigger features and more rocky and technical obstacles to navigate. I wouldn’t recommend this one for beginners or riders who are tentative in their approach, however, there are options to go around many features, and there is no shame in doing so. We also checked out some of the “big boy” features that Granby Ranch offers. Every jump was magnified, but almost all obstacles are optional and for good reason. Wolter has seen some serious injuries during his tenure there and I can see why; one could easily get caught up in the moment by thinking their skills are up to par or feel invincible with all the protective equipment. We mostly stayed within our comfort zone but I definitely pushed myself further than usual, thanks to our guide’s knowledge of the trails and a solid bike beneath me ... the full-face helmet and padding boosted my confidence as well.

New to Granby’s bike park are moveable jumps with metal undercarriages and wooden planked tops. Instead of having to tear down large dirt features before the winter months, these can be moved and then stored for the next summer, which is much more sustainable in the long run.

“We’re excited about the longevity and the lack of maintenance to go along with them ... people don’t realize how much maintenance a bike park takes,” Wolter explains. The ramps are also predictable and don’t change a rider’s trajectory, unlike dirt jumps do after rainstorms, grooming, and lots of use.

After a quick lunch we thanked our hosts and were then taken to Devil’s Thumb Ranch, located in the Fraser Valley between Winter Park and Granby Ranch. This time we were outfitted with Trek hardtail bikes. Our guide, Igor, showed us a small portion of some of the trails that weave throughout the 6,000-acre property, ranging from flat and wide unpaved options in the flats to tight and windy singletrack in the hills. Hailing from the Czech Republic, Igor was a solid rider and was excited to talk about the area’s many trails. Not long after our ride began, it was sadly cut short due to incoming stormy weather, common to Colorado’s summer afternoons. Ultimately, we resolved to head back, which was a good decision, as the rain moved in with force and was accompanied by many lightning strikes — I later found out more than 20 people had been struck that weekend in the high country, two of whom died. That said, it’s always best to be cautious of approaching storms and try to start and finish rides early.

After returning the bikes, we were informed that the inclement weather would also cancel our zip line tour. The Ranch features five zip lines that take guests through treetops at up to 40 mph. If interested, reservations should be made at least 24 hours in advance and riders must be between 75-275 pounds. Though disappointed about missing out on the fun, the 50,000-square-foot High Lonesome Lodge features an amazing commons area complete with a rustic bar. Drying off by the fireside with beers in hand, we were happy to enjoy a different aspect of the place — after all, it’s not all about the riding. In fact, other activities like hiking, fishing, disc golf, and horseback riding can be enjoyed during the summer months, while cross country skiing, ice skating, showshoeing, and more can be had in the winter.

Following a tour of the facilities that included the Ranch Creek Spa, some of the guest rooms, two private wine cellars, and the event areas — weddings are very popular — we sat down to a top-notch dinner at the Ranch House Restaurant, where friendly and professional waiters served us an incredible feast including seafood and meats like elk, duck and deer, pâté, cheeses and more. All organic, most of the food comes from local resources and fresh seafood is flown in regularly. I felt spoiled, as the menu is quite expensive, but is well worth it for that special occasion. That said, I was later informed that they have one of the best and affordable happy hours in the valley and on “Wine Down Wednesdays” all vino is half price and three course meals are only \$40 per person.

One of my favorite attributes of Devil’s Thumb Ranch is how the owners strive to be as environmentally friendly as possible. For example, much of the wood used for the buildings is repurposed from beetle-killed pines and all facilities are warmed with geothermal heat, as well as solar. Additionally, only 80 of the 5,000 total acres of the property will be built upon, preserving the area’s wilderness and giving wildlife a place to freely roam.



Devil’s Thumb Ranch features acres of wide open spaces to play.

Photo by Ron Callahan

Trestle Bike Park was next on the schedule and I couldn’t have been more excited. Again we were outfitted in full pads and on squishy bikes, this time I found myself on a 26-inch-wheel Specialized Enduro. Being a Saturday morning, the lines for rentals at Trestle Bike Park Shop were very long, but the highly organized and efficient staff had us geared up in no time. Our guide, Bike School Director Bob Barnes, greeted us at the rental shop where he asked a few questions about our riding experience and abilities. I could tell right away from his witty and lively attitude that it was going to be a good day.

The lift line was surprisingly short and moved fast. Even with the influx of weekend riders, it spread out quickly due to the mountain’s 40 miles of trails; once again I have to give credit to Winter Park’s skilled employees who kept things moving. Upon exiting the Zephyr Express Lift at 10,700’, we were once again treated with impressive views of the Rocky Mountains.

Barnes started our tour like he would have with any private group by giving us the lowdown on body and bike positioning. I have to admit, the crusty old school cross-country rider in me was thinking, “OK Bob, I’ve been riding for a long time. What can you possibly teach me?” It wasn’t long before I was eating those words...

I rode my SPDs the first run, but after some gentle persuasion from Barnes, I swapped them out at the shop for flat pedals and a pair of Six Six One shoes, soon understanding why downhillers prefer this setup; shifting the foot’s arch forward over the pedal’s axle provides better stability. Coupled with the tacky soles of the shoes, the feet stick to the pedals like glue. Additionally, if things get sketchy, it’s easier to get back on and in control without searching for contact like one does when clipped in.

We focused on moving the bike underneath our bodies and bringing the forearms up with elbows out and forward while pointing our heels down and back for a more aggressive riding position. This does wonders for control and makes it much easier to recover from precarious situations. He also gave us some air instruction, starting off with simple bunny hops and some smaller tabletops. It’s amazing how easy it is to preload a bike with full suspension and then pop off the ground instead of pulling up with the feet as with a typical cross-country setup and SPD pedals; I hadn’t enjoyed that feeling since racing BMX as a kid.

Bob was genuinely happy to see our progression throughout the day, and often said to me, “We’re going to make a downhill rider out of you yet.” I think he may have been right, as I was confidently taking to the air and attacking the Trestle’s many high-walled berms, each run growing more confident of the bike and my abilities. I learned some new skills that I can take anywhere and on any bike; who says you can’t teach an old dog new tricks? If you’re ever in a rut or think you’ve learned all you need to know, take



Bob Barnes in his classroom.

Photo by Ron Callahan

a lesson from the experts; they often see things you may not notice and, for me, can correct years of bad riding habits in a single day. I also suggest giving flat pedals a try.

As luck would have it, the rain held off all day and Bob and I had an opportunity to ride the last couple of runs together, as my cohorts were worn out and I was straight up addicted. Barnes showed me some incredible lines on a few of the more advanced black-rated trails such as Search and Seizure and the Boulevard Trail, where I followed him closely. He’s not a youngster by any means, but has been riding motocross

and bicycles his whole life, and it shows, as he was extremely confident in the air. He took my riding to new heights and Winter Park is lucky to have him around. I could tell by the respect junior instructors showed him that he is quite simply, the man.

I later met up with my new riding friends for a beer at one of the many patios located at the base of Winter Park Resort. Besides mountain biking, the resort’s summer schedule — typically from mid-June to the end of September — offers numerous options suited for the entire family, including Colorado’s longest alpine slide, mini golf course, human maze, climbing wall, T-bar mini zip line, shopping and more.

Both Trestle Bike Park and Granby Ranch have trails suitable for all abilities and everything is well marked, making it easy to get around. I found that Trestle had smoother runs and the green trails could be ridden by most anyone with some mountain biking experience. For those wanting big drops with lots of exposure, options like Banana Peel shouldn’t be missed; a Pro Line trail pass has to first be earned by attending a class and getting certified. After riding both bike parks, I’ve concluded that there aren’t as many options for complete beginners at Granby Ranch, as even the less advanced trails were steeper and had plenty of natural obstacles due to the drier and more rocky location. Still, anyone can have fun there, as proven by a teenager we spoke with who was riding a rigid ‘90s bike he borrowed from his sister. He was all smiles.

For more information including hours of operation and prices, visit [trestlebikepark.com](http://trestlebikepark.com), [granbyranch.com](http://granbyranch.com) and [devilsthumbbranch.com](http://devilsthumbbranch.com).

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# A Tour de France with No Hills

By Peter Marsh

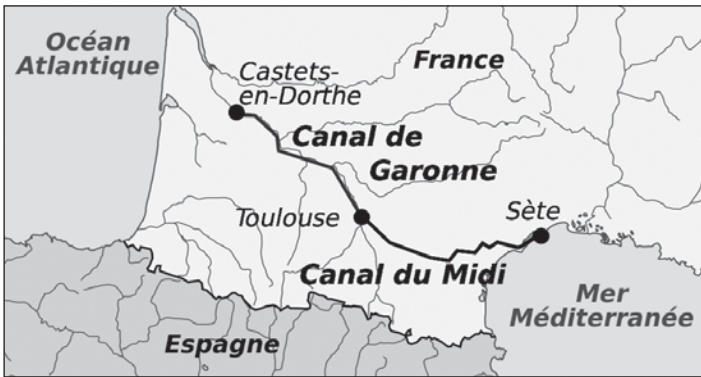


The author poses in front of one of the many historical structures found in France.  
Photos courtesy of Peter Marsh

Even a casual spectator of the Tour de France soon learns that the race is won or lost in the mountains. That's where the sprinters lose half an hour on a single stage where the crowds line the winding roads, forming human corridors through which the climbers must fight their way to victory. So it came as quite a shock when I found myself cycling across France from the Mediterranean to the Atlantic without encountering a single hill.

“How can this be possible?” you ask. Actually, it's quite simple. You just follow the canals. I was already aware there was a canal across southwest

France when I arrived at the French border after a bike and train trip across Spain from Cadiz in the southwest to Barcelona in the northeast. The next day I



An overview of the canal route.

continued by train to Portbou, the end of the line at the French border, where I unpacked my folding Bike Friday. (Note that full-size bikes are not allowed on Spanish trains.)

I rolled down a steep narrow road to the waterfront where the promenade ran around a small bay with a thin sliver of sandy beach. It was very quiet and looked like a great place to resume my ride — except for the fact that the town was completely surrounded by hills! But at least there was a tourist office on the waterfront where I could find a map.

I learned that that there was a fine hiking trail following the route, which refugees had taken to secretly cross the border. Ironically, people had trekked north to escape Spanish fascism in the

1930s, then south to escape German fascism in the 1940s. I had one big hill to climb in the foothills of the Pyrenees then I rolled down onto a coastal plane.

There was no indication I was in France until I saw some signs for hotels ahead and, of course, there is also no need to change money either. So I just rode on into the department of Pyrénées-Orientales without a care. Cerbère was the first town I encountered in France and marked the start of my French adventure. It meant switching from speaking Spanish, which I taught myself and have used in all my foreign cycling adventures

since 1999, to French, my third language learned in school in England beginning in 1958. Though I have managed to practice it occasionally with a conversation group in Portland, I had never actually used it in France!

Since every French town of any size has an “office du tourisme” in the center, it was soon time to see if I could make myself understood. It didn't help that the charming young woman who greeted me was dressed like a Vogue model, which turned out to be the norm in every tourist office. I was not looking too sporty myself, since it was February, and the temperature was only in the low 60s.

With a map of the area in my pocket, I rolled happily along the coast with views of cliffs and empty Mediterranean beaches. I passed through Port-Vendres and its real harbor full of yachts, continuing along the coast until the shoreline

turned gradually east. I took the next road away from the shore with the vague idea of avoiding the city of Perpignan and heading northwest via small country roads.

Before I went too far from the coast, I stopped at a campsite to see how I fared. The answer was in French and was clear enough: no bikes allowed, only “le camping car.” So I did some shopping and was able to ask for directions a few times; the local men often wanted to know

about my trip. Eventually, I was able to quietly slip into a forest beside the road to camp for the night.

The next day was Saturday and I stumbled upon the colorful weekly market in Saint-Paul-de-Fenouillet — one of many villages with imposing names that I rolled through on my meandering route. Finally, as the sun was setting and the rain beginning, I reached a busy highway. I was relieved to see a sign pointing north towards the historic walled city of Carcassonne in the department of Aude. (I knew this name from a long-running women's cycling event called the Tour de l'Aude.)

A second night beside the road and my third day in France saw me following the narrow scenic gorge of the River Aude. By afternoon I could see the towers of Carcassonne in the distance, and after a short climb, I rolled my bike across the drawbridge, through the gate, and up the steep cobbled street lined with buildings dating from medieval times. And there, believe it or not, was the youth hostel, complete with a modern interior inside an ancient building, where I could shower, change into my one set of spare clothes and explore the city's timeless streets. The wind was picking up ominously and I recall that night hearing a clatter that sounded like horses' hooves as some plastic patio furniture from an outdoor restaurant blew past me.

In the morning I confirmed that this was a major weather system; basically the wind was blowing across southwest France from the Bay of Biscay straight through to the Mediterranean. Not good for cycling in the opposite direction! I rolled down the hill into the city center with more historic surroundings, and into another tourist office. The city map showed I was close to the railway station. (Bikes are welcomed on local French trains.)

I rode off in that direction and stopped on a bridge to admire the huge Victorian station set

on a rise. I was standing above a waterway called the Canal du Midi where I saw a way out of my situation: I could escape the wind by following the canal footpath, protected by a tall levee.



It's good to know a little French.

Without another thought, I found a path leading down to the tow path, named for the horses who towed the barges, and set off northwest into the countryside. That was how I discovered the perfect off-road, no-hills way to cycle through France. Down beside the water the air was calm, though the treetops were bend-

ing to and from in the fierce wind. The path was well-packed smooth gravel, and I soon realized that I was in a different world.

Time had stopped here in the late 19th century when the canal was a busy route for wheat and other local produce. The path narrowed where an old brick arch carried a back road over the waterway, and locks popped up every few kilometers giving me a hump of 10–15 feet to surmount. There was nothing to disturb the experience ... it was, to use a French word we have adopted, “mesmeric.”

Along the way I found many signs that explained the history of the canal and the local towns, in French of course. I learned that it was built in the late 1600s, a century before canal-building mania took hold in England and the northeast U.S. states.

That first day I was so entranced, I only left the towpath once to find a bakery, then got straight back to work. I hardly saw anyone and the miles sped by in a way I had never experienced. I spent some time riding around the big basin at Castelnau-d'Aud, where the canal boating business is based. Until the railway arrived in 1889, this was a busy inland port.



A meandering pathway along the canal.

When night fell I had covered a pretty good (flat) distance, but wasn't tired. The moon came out so I continued riding, confident that I could see the trail and even read a big sign about the canal builders. When the lights of the major city of Toulouse appeared in the distance, I forced myself to find a quiet camp spot.

The next day, in the busy city center, I was surrounded by traffic but still safe on the towpath. I passed college students walking and riding to class on a campus with modern architecture, but felt no urge to leave the safety of “my” canal. Then the path turned into a basin where the old canal had ended. I had covered 106 kilometers, passed 50 locks, and climbed only 250 feet!



# “TOUR DE FRANCE” FROM PAGE 10

There, a newer 19th century canal began, the Canal de Garonne, and the path was tarmac and wide enough for a maintenance vehicle. I picked up speed, feeling that the canal was on my side and together we were crossing France with no traffic to avoid, no signposts to read. I pushed on west, away from modern France and back in time, when the canals were the height of technology.

I had 120 miles ahead of me, and 53 locks to descend 400 feet. I was soon back in the canal zone, my meditation broken only when I reached Agen, a town known throughout France for its prune crop. There it has the biggest of seven aqueducts that carry the canal over the River Garonne. It consists of 23 arches, each of a 20-meter span, with an overall length



Unique architecture in every town.

of nearly 600 yards. There are also 83 bridges, most carrying one-lane country roads, so there is a bridge or lock every few miles.

As the sun was setting, I passed a staircase of five closely spaced locks with a long sloping ditch beside it. This is a unique piece of engineering called the Montech water slope. It is an ambitious piece of civil engineering that uses an inclined plane to bypass the locks. However, it is such a strange concept that I was unwilling to halt my ride to take a closer look, so it was only back at home that I learned the principle of its operation: two locomotives pulled a barge

uphill while it was floating in a wedge of water contained by a gate with a flexible rubber seal. It only worked a few times before things went wrong and a barge slid back down the slope and launched a small tsunami down the canal!

I slept that night in a barn to escape the rain, but found a clear morning for my last hour on the canal. When it spit me out at Castets-en-Dorthe, I was quite upset to find myself back on a noisy French road with no shoulder for 30 miles. The only consolation was coming across the small town of Cadillac, founded in 1280. It had a fine stone gateway/clocktower that I rode under, and a modest chateau on one side of the town square.

At the tourist office, they seemed completely oblivious to the fame of their name in the U.S. It had crossed the Atlantic with Antoine de la Mothe Cadillac, an explorer in New France who founded the settlement in 1701 that became Detroit. The rest of the way to Bordeaux was not pleasant, and I had no desire to ride further than necessary. So the next day, I hopped on a train to



In the old days, this was many peoples' way of getting around France. Photos courtesy of Peter Marsh

Brittany, where I stopped off for a two-day trip that would inspire my second adventure: across France from north to south ... with only one hill!

*Peter J. Marsh was the editor of Oregon Cycling from 1988-1991. He wrote Rubber to the Road — rubbertotheroad.com — a guidebook to bike rides around Portland. More of his writing can be found at sea-to-summit.net.*

## Community

# Raging Onto The Scene, Two Wheels At A Time

By Alexa Strabuk

For an opportunity that came as a “chance situation,” Rage Sports Center has certainly made its mark on the Boulder community. In April 2014, the facility opened its doors and has since received a remarkable response. Situated in a 2,500-square-foot space, Rage is teeming with a variety of opportunities for cycling and sports enthusiasts and features a full service bike shop, an in-house sporting goods consignment shop, a gym stocked with weights and circuit equipment as well as workout devices such as rollers and trainers. And for the restful moments in between all the exercise there is a lounge and designated meeting area that can be rented out to community members and teams.

The story of Rage starts and ends serendipitously. For Elizabeth and Peter Schmidtman, founders and owners of the center, cycling has consistently remained an integral part of life. Peter competed as a Junior in the 1970s and ‘80s and has since shared the cycling world with the rest of his family. “We got the idea for [Rage Sports Center] from those bicycle consignment shops on the East Coast,” Elizabeth comments. When the local indoor velodrome, Boulder Indoor Cycling, announced in 2012 that it was closing, the couple seized the opportunity to start their own business. They purchased the current venue out-of-pocket and they continue to fund maintenance and upkeep fees that way. It is also operated independently.

Elizabeth credits Rage’s conception to being in the right place at the right time. To them, the actual business venture was less important than creating a cycling experience to fully engage the community and to get more people involved with the sport. The initial consignment idea slowly morphed into forging Rage not only as a resource for riders in general, but mainly as a place to teach youth from the ground up. This goal has now manifested in that Rage hosts a variety of classes, instructed by USA Cycling certified individuals that are carefully selected. Many of the Juniors involved with the program come to help mentor the younger classes and provide further instruction.



Kids raging at Rage Sports Center. Young cyclists learning the basics.

Photos courtesy of Rage Sports Center

Like the beginning of any new business, the start up was a challenge. Elizabeth says that the biggest struggle was just getting the word out. She’d tell her biking friends who’d tell their biking friends and popularity grew mainly through word of mouth. Though no membership is offered, there are regular cyclists that use the center, and business employees often come in to ride together. The workout area is convenient for competitors because the weights and conditioning equipment are all in one place. In terms of the main services provided, classes are very flexible to meet each family’s needs and available to people of all ages. Customers may call ahead or walk in, though it costs extra to do so (\$12 with a reservation, \$16 without). “Typically, we want a one-to-eight instructor to student ratio just so the instructors can give each kid proper attention,” Peter explains.

Some of the classes offered include Stride & Ride, which introduces younger kids, ages 2–6, to the cycling world. “The purpose of the camp is to get kids practicing. We have little bikes without pedals so they can learn how to balance first. We teach them how to fall on an indoor obstacle course using a lot of repetition and an emphasis on safety,” says Elizabeth. The class allows youth to hone and perfect their cognitive and social skills whilst making the transition from

balance to pedaling. As a follow-up, the kids move onto the Progress-to-Pedal class, typically for kids 5–7 years of age. Participants learn balancing while pedaling and the principle of “stop, look and listen.” After practicing indoors for a time, the groups move out onto the local bike paths where they learn what the real road experience is like, and what bikes might do in a certain situation.

Other riding programs go up from there. The Bike Handling Skills course is intended to convey how crucial it is to ride defensively, to safely ride in groups, and how essential it is to be aware of one’s surroundings. Students can show up with little to no experience and end knowing proper bike care, etiquette and other tools for success. For cyclists competing at higher levels, Rage also organizes an endurance camp. Racers range from ages six to adult and train using non-cycling methods like yoga and strength building as well as BMX, road, track, cyclocross, and mountain biking.

Rage draws a diverse crowd and kids and adults alike can find a way to participate. There are night rides every Tuesday and Thursday,

which puts the bike paths in Boulder to good use. The facility is centrally located so trails are all accessible within an eighth of a mile away, encouraging folks to park and then ride out. Elizabeth adds, “Yeah, people come out from everywhere. Just last night we had 38 out on a group road ride. I’d say there were people from as young as nine all the way up to riders in their early 60s.”

Elizabeth points out that bicycling is unique in that it can be a life-long exercise, unlike more common contact-oriented sports. The couple understands the youthful inclination to participate in riskier sports and aim to create a space of learning and a place younger people *want* to be a part of. In an interview with 303 Cycling News, Peter talks about how on weekends and after school, the space is filled with teens who come from all around the area to train and practice together. He notes that these individuals will compete against each other one day and be training buddies the next.

To promote youth competition, the couple formed a Junior team for ages 8–18 who participate in BMX, road, cyclocross and track. As one of the founding clubs of the Boulder Valley Velodrome, Rage encourages youth to ride on the track on Tuesday and Sunday evenings, no matter what team they belong to.

In ode to the fallen Boulder Indoor Cycling, parts of the old velodrome have been repurposed and incorporated into in-field obstacles as well as other parts of the center. Upon first walking in, visitors are greeted by a massive space that “almost looks like a hockey arena.” They may see the training equipment and teeter totters situated within the very low walls of the building. Deeper into the building lies the consignment shop and the 1,500-square-foot exercise area. The lounge area is also found towards the back, stocked with an extensive library of cycling videos and a large widescreen television for meetings and parties. “Connecting to the community is very important to us,” Elizabeth says, “We want to have kids and adults get on their bikes more. Cycling is our passion, and we want to share it with other people.”

When asked how they plan to keep Rage successful and running, she says that it largely depends on what the people want: “We began doing radio control car racing, which seems to be quite popular. If there was more demand for one thing, we would certainly gravitate towards that.”

Located at 6185 Arapahoe Avenue, Rage has already made an indisputable, positive impact on the community. The prospects are high and Boulder anxiously awaits Rage’s next move.

For more information visit [ragesportscenter.com](http://ragesportscenter.com).



# Rudy Project Airstorm Helmet and Spinhawk Sunglasses

By Darren Dencklau

The Sterling helmet by Rudy Project has been my favorite lid for the past four years; I like it so much I own two. They're lightweight, feature a low-profile look, keep my head cool when it's hot, and fit me perfectly. I've been testing the company's latest high performance offering, the Airstorm, for several months. Here's my take.

The helmet came with an optional visor for mountain biking, keeping the sun and rain out of the eyes, or for those who simply prefer the look. Like the Sterling, all padding is removable for washing and the front portion features a built-in bug screen. I received the same small/medium size I am accustomed to with Rudy Project. Out of the box, the Airstorm fit a bit more snug than

the Sterling, but after some adjustments of the RSR8 Disc Retention System, it was dialed in and fit like it was meant specifically for my head; I especially like that the retention system can be pulled down low to cradle the occipital bone at the back of the skull.

While riding, the Airstorm lives up to its name. The ample vents — 16 front and 6 rear — provide adequate ventilation, especially the front vertical cutout that grabs air

and forces it down then outward, effectively cooling the head. At only 260 grams, its lightweight and comfortable fit make it a pleasure to ride in all day long. The only discrepancy I found with this specific helmet is that the straps were cut too short during production. Because of this, I have to check them before each ride to make sure they're adequately through the male-end buckle. Overall, it's another winner by Rudy Project.

## Spinhawk Sunglasses

The Spinhawk is a casual sunglass that I've worn on and off the bike for a few months now. Though they are designed for more mellow pursuits like hanging out on the beach after a fun surf session or chilling at a barbecue, they are great for riding in as well. The large polycarbonate lenses reflect the sun and repel the wind — actually better than some of my bike-specific shades. The crystal ash frame with multi-laser green lenses are stylish and I regularly get compliments while wearing them, proving the "technically cool" theme that Rudy Project is going for is working.

Cost for the Airstorm is \$175 and it comes in white matte (tested), black-white matte, and yellow fluorescent-matte black colors. MSRP for the Spinhawk is \$149 and they're available in several frame and lens color options. Visit [rudyproject.com](http://rudyproject.com) or [e-rudy.com](http://e-rudy.com) for more information.



# ProBar Fuel Bars and Bolt Chews

By Darren Dencklau

Thanks to more people exercising and competing than ever before, the energy bar market is continually growing. What was once a few companies making up the majority market share, and limiting options, newcomers are popping up with products that cater to most anyone's diet and/or restrictions. Non-GMO and organic, ProBar offers several types of energy and protein bars as well as energy chews. For this review, I

was sent a box of the blueberry and cran-raspberry Fuel bars, as well as several packages of raspberry, berry blast and orange Bolt energy chews. The bars are gluten-free and contain chia seeds, while the latter product features organic "superfruit," antioxidants, caffeine from yerba mate and they are packed with B vitamins and electrolytes.



Bolt energy chews that really got my attention. On a recent all-day mountain bike ride with some friends, I pulled out a pouch of the orange flavored chews when I was about to implode after a particularly nasty climb a few hours in. As the name states, the chews got my attention the minute they hit my tongue. Sweet and juicy, they definitely put a little pep in my step and kept my mind off of how bad I was suffering while also giving me much needed energy for the long haul.

For more information on all products including prices, visit [theprobar.com](http://theprobar.com).

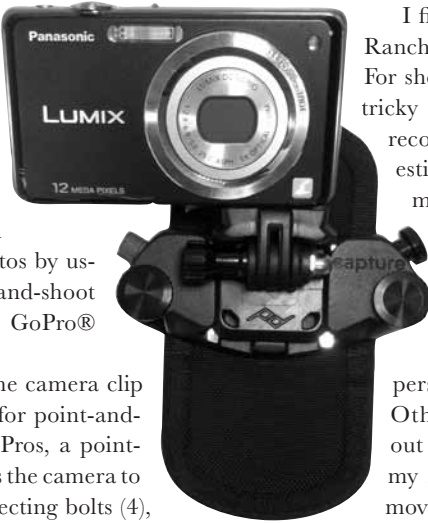
# Peak Design's Capture P.O.V. Camera Clip

By Darren Dencklau

The Capture P.O.V. is a camera mount designed to be attached to backpack straps, belts, or any other thin band of material. It provides users with quick access and good angles in which to shoot video or take photos by using either their own point-and-shoot type camera or most any GoPro® style digital video recorder.

The unit comes with the camera clip base (1), an adapter plate for point-and-shoots (2), a J-arm for GoPros, a point-and-shoot plate that secures the camera to the adapter plate (3), connecting bolts (4), a multi-tool that helps secure all bolts, and a stabilizer pad (5). The included instructions are easy to digest and Peak Designs' website offers even more information with video instruction.

To mount, place the stabilizer pad behind the strap, sandwich the clip base around it and the strap, swing the base into place, then secure by using the provided bolts. The backpack I use has thick padded straps, so it did take some manhandling to get it into place. Once I got the bolts in far enough, I was satisfied that it could safely handle a camera while ripping down some trails.



I first tested it at Bike Granby Ranch while doing downhill runs. For shooting video, it was initially tricky to get the right angle for recording, as it was difficult to estimate just how much I normally bend over when tackling the trails. I found it was best to angle my camera, a Panasonic Lumix, upward as high as the Capture allowed in order to get a good perspective of the trail ahead. Otherwise, the video turned out shaky, as it only captured my handlebars and the ground moving directly underneath.

In addition to video, I have also been using the P.O.V. mount to take photos, as it's very handy to access the camera on the fly. It's a great product for those who can't afford a GoPro® or other similar type device. I also like having a camera mount at chest level versus on top of a helmet, as I wouldn't want it to get snagged on a low branch. And personally I think they look kind of silly, similar to Marvin the Martian, when mounted atop the head. MSRP is \$69.95. Lifetime warranty. Visit [peakdesign.com](http://peakdesign.com) for more information.





# 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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## EVENTS

### SEPTEMBER

#### Sep 11–14: Salida Bike Fest

Salida, CO. New event that will feature fun for the entire family with group rides, a film festival, chainless race, pump track competition, bike parade, bike rodeo, live music and more. [salidabikefest.com/](http://salidabikefest.com/)

#### Sep 20: Royal Gorge Century - Bikes & Brews

Canon City, CO. Combine scenic rides with a community beer festival and more. 50km and metric century. Presented at Macon Plaza. Part of Bikes & Brews event. [bikesandbrews.org](http://bikesandbrews.org)

### OCTOBER

#### Oct 4: Take a Kid Mountain Biking Day

Various. Pass the passion of pedaling on to the kids. [IMBA, imba.com](http://IMBA, imba.com)

#### Oct 18: Denver VeloSwap

Boulder, CO. VeloSwap is the world's largest consumer bicycle and sports expo. It is THE place to see, swap, buy and sell every imaginable bike, part and accessory. Reese Brown, 800-811-4210, [veloswap.competitor.com](http://veloswap.competitor.com)

## CAMPS

### SEPTEMBER

#### Sep 5–7: BetterRide MTB Skills Camp - Women only

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. Gene Hamilton, BetterRide, 970-335-8226, [betterride.net](http://betterride.net)

#### Sep 21–22: Trek Dirt Series

Fruita, 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](http://dirtseries.com)

#### Sep 26–28: BetterRide MTB Skills Camp

Fruita, 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. Gene Hamilton, BetterRide, 970-335-8226, [betterride.net](http://betterride.net)

#### Sep 26–28: 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. Gene Hamilton, BetterRide, 970-335-8226, [betterride.net](http://betterride.net)

#### Sep 26–27: BRAC Regional Junior Cross Camp

Empire, CO. Rocky Mountain Village. [coloradocycling.org](http://coloradocycling.org)

#### Sep 27–28: Trek Dirt Series

Durango, CO. Learn new skills, increase confidence on the bike or simply enjoy the sport like never before. World class women's only instructional weekend camps for beginner, intermediate, and advanced riders. Lu Furber, Dirt Series, 604-484-6238, [dirtseries.com](http://dirtseries.com)

### OCTOBER

#### Oct 17–19: BetterRide MTB Skills Camp

Crested Butte, CO. BetterRide’s team of professional coaches is dedicated to teaching riders of all levels the skills to ride in balance, in control and have more fun on their bikes. Gene Hamilton, BetterRide, 970-335-8226, [betterride.net](http://betterride.net)

## MULTISPORT

### SEPTEMBER

**Sep 6: Adventure Xstream - Glenwood**  
Glenwood Springs, CO. Sport (6-12 hrs) course, 50+ miles. Kayak, MTB, caving, running, river boarding and rappel. Unsupported. Solo and 2-person teams. Will Newcomer, Gravity Play Sports Marketing, 970-403-5320, [gravityplay.com](http://gravityplay.com)

#### Sep 6: Camp Yuba Triathlon

Yuba State Park, UT. Camp Yuba sprint and Olympic triathlons are all about Indian summers, camping, and good ol’ fashion swimming, biking, and running. Racetri Event Series, 801-518-454, [racetri.com](http://racetri.com)

#### Sep 6–7: Tough Mudder

Avon, CO. 25 obstacles spread over a 10- to 12-mile course designed by British Special Forces to test your all around strength, stamina and mental grit. Solo or team entry. Takes place at Beaver Creek Resort. Party to follow. Tough Mudder, [toughmudder.com](http://toughmudder.com)

#### Sep 12: Utah State Triathlon Championships

Ogden, UT. Culmination of the entire 2014 season with 4 races over the course of 2 days, including a kids championship. Half, Olympic, Sprint, and Kids Tri. Awards for overall, age-group, Clydesdale, and Athena divisions. [TriUtah, triutah.com](http://TriUtah, triutah.com)

#### Sep 13: Bear Lake Man Triathlon

Laketown, UT. Half, Olympic, and Sprint distances over the prettiest water in Utah. 801-335-4940, [bearlakebrawl.com](http://bearlakebrawl.com)

#### Sep 20: LeadmanTri Epic 250

Bend, OR. 250km epic triathlon, 5km swim in Caltus Lake, 223km bike around Mt Bachelor, 22km run through Tetherow and along Deschutes River. 125km distance available (2.5, 106 and 16.5km). Individual or relay options. Mary Beth Kunz, Lifetime Fitness, 702-525-1087, [leadmantri.com](http://leadmantri.com)

#### Sep 20–21: XTERRA USA

Ogden, UT. Two days, two national championship events (off-road and trail run), one spectacular destination. Roughly 1,500 of the nation’s very best amateur and professional triathletes and trail runners. 877-751-8880, [xterraplanet.com](http://xterraplanet.com)

### OCTOBER

#### Oct 4–5: Adventure Xstream - Moab 30

Moab, UT. 60 miles epic riding, 15 miles single-track running, 15 miles paddling on the Colorado River. Will Newcomer, Gravity Play Sports Marketing, 970-403-5320, [gravityplay.com](http://gravityplay.com)

#### Oct 7–18: Huntsman World

Senior Games  
St. George, UT. For athletes 50 and over. Team and individual sports, including cycling, running, triathlon. Triathlon on October 11. 800-562-1268, [seniorgames.net](http://seniorgames.net)

### NOVEMBER

#### Nov 8: Telos Turkey Triathlon

Orem, UT. Orem Fitness Center. 350m swim, 5k run and 10-mile bike. Start 8:30am. Team Telos, 801-769-3576, [t3triathlon.com](http://t3triathlon.com)

## CYCLOCROSS

## SERIES

### LTR Cross Series

Sep 20; Oct 25; Nov 8, 22  
Various, CO. Series of 4 events. Citizen - 30', A - 50' and B - 40' races. Overall calculated on points. Location varies each week. Mike Driver, 970-904-5708, [ltrsports.com](http://ltrsports.com)

### NM Cross Series

Sep 14–Dec 7  
Various, NM. More details to come. [dashforlife.org](http://dashforlife.org)

### SICX Cross Series

Oct 4–5; Nov 8–9, 22; Dec 6–7  
Various, ID. Series of 7 events. Overall calculated on 6 best results. Points for men, women, Masters 35+, Masters 45+. Best 5 results count, need minimum of 4 races to be champion. Medals, raffle prizes, cash. First start at 11am, last at 2:10pm. Women have their own start time at noon. [cxidaho.com](http://cxidaho.com)

### Utah Cyclocross Series

Sep 27  
Various, UT. Series start 9/27, other dates TBD. Points system determines winner in each category counting the best 8 results. Marek Shon, 435-901-8872, [utcx.net](http://utcx.net)

### Waffle Cross Idaho

Oct 18–19; Nov 15–16; Dec 13  
Eagle, ID. 5 races presented at Eagle Velopark. First race start at 11am. Noon start for men 1, 2, 3 and 35+. Last start for Juniors and 1st timers at 1:10pm. Most compete in 3 races to count for overall series awards. Other dates TBC. [idahowafflecross.com](http://idahowafflecross.com)

## CYCLOCROSS

### SEPTEMBER

#### Sep 10: CrossVegas

Las Vegas, NV. Categories for USAC and UCI women and men Elite. Held in the evening after the 1st day of Interbike. Part of Cross After Dark series. Brook Watts, Watts Marketing, 303-907-3133, [crossvegas.com](http://crossvegas.com)

#### Sep 13: Rapha StarCrossed

Redmond, WA. UCI 2 event presented at Marymoor Park. Part of Rapha Super Cross Series. Limit 80 riders per field. Starts at 2pm, Elite women at 7pm, Elite men at 8pm. Terry Buchanan, Low Pressure Promotions, 425-503-2333, [starcrossedcx.com](http://starcrossedcx.com)

#### Sep 14: Boulder Cup

Boulder, CO. Vailmont Bike Park. The largest cyclo-cross weekend in the Rocky Mountain region. Racing for all abilities, kids jump castle, cruiser lap, beer garden. Wear your costume. Chris Grealish, DBC Events, 303-619-9419, [dbcevents.com](http://dbcevents.com)

#### Sep 20: Powder's Cross - LTR #1

Grand Junction, CO. Powderhorn Resort. See race series for details. Mike Driver, 970-904-5708, [ltrvents.com](http://ltrvents.com)

### OCTOBER

#### Oct 18–19: Waffle Cross

Eagle, ID. Held at the Eagle Sports Complex. Part of Waffle Cross Idaho. Brian Price, Team Eastside Cycles, [idahowafflecross.com](http://idahowafflecross.com)

#### Oct 25: Creepy Canyon 'Cross - LTR #2

Grand Junction, CO. Canyon View Park. Afternoon and evening races. See race series for details. Mike Driver, 970-904-5708, [ltrvents.com](http://ltrvents.com)

#### Oct 30: Clammy Cross Devil's Night

American Fork, UT. Art Dye Park, under the lights. Josh McCarrel, 385-208-6400, [clammycross.blogspot.com](http://clammycross.blogspot.com)

### NOVEMBER

#### Nov 8: Rip the Wash 'Cross - LTR #3

Fruita, CO. Little Salt Wash. See race series for details. Mike Driver, 970-904-5708, [ltrvents.com](http://ltrvents.com)

#### Nov 15–16: Turkey Cross

Eagle, ID. Part of Waffle Cross Idaho. Brian Price, Team Eastside Cycles, [idahowafflecross.com](http://idahowafflecross.com)

#### Nov 22: Bend and 'Cross - LTR #4

Palisade, CO. Palisade Park. See race series for details. Mike Driver, 970-904-5708, [ltrvents.com](http://ltrvents.com)

### DECEMBER

#### Dec 13: Kringle Cross

Eagle, ID. Donation/drop off spot for the Treasure Valley Salvation Army. Bring unwrapped toy. Part of Waffle Cross Idaho. Team Eastside Cycles, [idahowafflecross.com](http://idahowafflecross.com)

#### Dec 13: Santa Cross

Corvallis, OR. Mike Ripley, 541-823-3030, [mudslingerevents.com](http://mudslingerevents.com)

## ■ MOUNTAIN BIKE ■ SERIES

### Big Mountain Enduro

Jun 21–22, 28–29; 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](http://bigmountainenduro.com)

### Colorado Endurance Series

Apr 5, 12; May 18; Jun 7, 28; Jul 12, 19; Aug 10, 31; Sep 6, 20, 27; Oct 4  
Various, CO. 10 grassroots event. No fee, no prize, no support. Riders keep track of their time. As the event travels through backcountry it is reserved to experienced riders only. [coloradoes.wordpress.com](http://coloradoes.wordpress.com)



Trevor Von Boeck.  
*Courtesy of Trevor Von Boeck*

### Colorado High School MTB League

Sep 7, 21; Oct 5, 19  
Various, CO. Series of 4 events. Locations vary every week. Grades 9-12 (13-19 years old), riders are split into 6 categories. MTB only, no singlespeed. Race time between 45 and 120 minutes. Overall winners calculated on points. Also team competition. Kate Rau, 720-272-9282, [coloradomtb.org](http://coloradomtb.org)

### New Mexico Endurance Series - NMES

Apr 19; May 31; Jun 21, 28; Jul 12; Aug 2, 16; Sep 13, 13, 27; Oct 18  
Various, NM. 8 self-sufficient 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](http://nmes.wordpress.com)

### New Mexico Off-Road Series - NMORS

Mar 30; Apr 27; May 3, 10; Jun 7–8; 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](http://nmors.org)

### 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](http://trestlebikepark.com)

### Utah High School Cycling League

Sep 5–6, 20; Oct 4, 11, 25  
Various, UT. Series of 4 events for racers in 9th through 12th grades only. Categories for individual scoring are Freshman, Sophomore, JV, and Varsity. Boys and girls divisions. Team scoring for Division I and II teams. Races start at 10am on spectator-friendly 4- to 6-mile lap courses. Lori Harward, 801-502-8516, [utahmtb.org](http://utahmtb.org)

## WEEKLY SERIES

### Wednesday

### Summit Mountain Challenge - SMC

Jun 11–Sep 7  
Summit County, CO. Series of 7 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 9/7. Jeff Westcott, 970-390-4760, [mavsports.com](http://mavsports.com)

## RACING

### SEPTEMBER

#### Sep 3–7: Big Mountain Enduro - Crested Butte

Crested Butte, CO. Ultra 5-day enduro. Some of the longest descents in the area. Challenging and scenic courses on the North American tour, blending high altitude backcountry and lift-accessed stages. 20,000'+ of descending over the course of 5 days. See race series for details. Big Mountain Enduro, LLC., [bigmountainenduro.com](http://bigmountainenduro.com)

#### Sep 4: Rock 'n Road Challenge

Copper Mountain, CO. Tentative date. Ben Boström Events, 303-377-3278, [info@benbostromevents.com](http://info@benbostromevents.com)

**Sep 5–6: Utah High School League #1**  
Soldier Hollow, UT. A new and different race course. 1 new division and wave for Freshmen

Boys. Friday race for new junior development (7th & 8th grade) teams. See race series for details. Lori Harward, Utah High School League, 801-502-8516, [utahmtb.org](http://utahmtb.org)

#### Sep 6: Back to School Special - NMORS #9

Angel Fire, NM. New course. Collegiate and regular USAC categories. Distances: 10-30 miles depending on class. DH race to be confirmed. Part of New Mexico Off-Road Series - NMORS. Nick Heine, University of NM Cycling Team, [nmors.wordpress.com](http://nmors.wordpress.com)

#### Sep 6: Barn Burner 104

Flagstaff, AZ. Ride, camp, party. 26, 52 and 104 miles. Solo, duo or quad categories. Kaibab and Coconino National Forest. Kids activities. Camping available. Start elevation 7674'. 480-299-1203, [barnburnermtb.com](http://barnburnermtb.com)

#### Sep 6: Epic 50

Winter Park, CO. 2nd annual. Marathon event on 25-mile loop. Includes 85% Fraser Valley singletrack and 15% county connecting routes. Solo and duo categories, multiple divisions. 970-726-1590, [epicsingletrack.com](http://epicsingletrack.com)

#### Sep 6: Jurassic Classic

Lander, WY. Race at Johnny Behind the Rocks. Start 9am, beginner, intermediate, Pro and high school categories. BBQ, T-shirt and swag bag. Limit 200. Toni Ferlisi, Lander Cycling Club, 307-690-3952, [landercycling.org](http://landercycling.org)

#### Sep 6: Ring the Peak 100

Manitou Springs, CO. Self-supported singletrack, dirt roads, backcountry, high altitude epic ride around Pikes Peak. 100'ish miles. Limit 74. Part of Colorado Endurance Series. Ryan Kohler, Colorado Endurance Series, [ringthepeak.com](http://ringthepeak.com)

#### Sep 7: Colorado HS MTB League #1

Granby, CO. Snow Mountain Ranch Stampede. See race series for details. Colorado HS League, [coloradomtb.org](http://coloradomtb.org)

#### Sep 7: New Mexico Enduro Cup #2

Angel Fire, NM. Cloudcroft. [facebook.com/events/625779410803764/?ref=22](http://facebook.com/events/625779410803764/?ref=22)

#### Sep 13: 12 Hours of Sundance

Sundance Resort, UT. With solo, 2-man, 4-man and coed options this event has something for everyone. Race from 7am - 7pm. Czar Johnson, Sundance Resort, 801-223-4121, [sundanceresort.com/explore/sum\\_biking\\_races.html](http://sundanceresort.com/explore/sum_biking_races.html)

#### Sep 13: Banana Belt MTB Race

Salida, CO. Part of Salida BikeFest. Chainless race on Friday at 5pm. Saturday: 1 loop, 26 miles XC, dirt road climb alongside Bear Creek and 6 miles of singletrack on the Rainbow Trail. 877-772-5432, [salidabikefest.com](http://salidabikefest.com)

#### Sep 13: Colorado Dirt

Winter Park, CO. New event in Grand County. 132 miles, over 12,000' of climbing, 3 check points, 3 major climbs. Solo, Duo, team of 4 or 6. Also 54-mile loop to Hot Sulphur Springs and back. Limit 300. Not for beginners. Paul Karlsson, 303-960-8129, [digdeepsports.com](http://digdeepsports.com)

#### Sep 13: Double Boundary Trail - NMES #8

Taos, NM. Same course as 2013. 68 miles with 14,318' of climbing to North Ridge of Taos Canyon and down other side. Epic singletrack, dirt two-track, some gravel or paved road. Unsupported, not for beginners. Start 6:30am for full distance, 8:30am for half (35 miles, 5.4km of climbing). Limit 74. See race series for details. Rich Capener, NM Endurance Series, [nmes.wordpress.com](http://nmes.wordpress.com)

■ Family Friendly Ride
🚲 Supports Bicycle Colorado
🏪 Commercial
Rocky Mountain Road Cup Point Scale
🥉 Bronze, 🥈 Silver, 🥇 Gold





Trevor Chrisopfferson.  
Photo courtesy of Trevor Chrisopfferson

**Sep 13: Draper Fall Classic 50 - USCS #4** Draper, UT. 50-mile lap format (2 x 25) or 1 loop option of urban singletrack. Makes use of the best of Corner Canyon trails. Bob Saffell, MTB Race Productions, LLC, 801-588-9020, raceuscs.com

**Sep 13: Gila Hunnerd - NMES #9** Silver City, NM. Gourgh Park. 20, 40 and 60 miles. Start 8am. Course changes to be announced. See race series for details. Jeff Reese, NM Endurance Series, nmes.wordpress.com

**Sep 14: Horny Toad Hustle - NMORS #10** Las Cruces, NM. Dona Ana Mountain trails. Experience the best the desert has to offer with fast rolling sections, short rocky climbs and cacti to keep you honest. Also a chainless fun ride. Part of New Mexico Off-Road Series - NMORS. Dave Halliburton, 505-312-5991, hornytoadhustle.com

**Sep 20: Rico 50/100** Rico, CO. High elevation backcountry on San Juan's finest singletrack. Start 6:15am at Rico Firehouse, ends at The Enterprise Bar & Grill. 95 miles with 15km of climbing. Support vehicle for resupply at Bear Creek TH. Self-supported. Limit 74. Part of Colorado Endurance Series. Colorado Endurance Series, coloradoes.wordpress.com

**Sep 20: Utah High School League #2** Provo, UT. See race series for details. Lori Harward, Utah High School League, 801-502-8516, utahmtb.org

**Sep 20: Widowmaker Hill Climb** Snowbird, UT. Starts in Gad Valley at 10am, 3000' vertical race to the top of the Tram for awards, food and fun. Snowbird Resort. James Zwick, 801-583-6281, sports-am.com

**Sep 21: Colorado HS MTB League #2** Leadville, CO. Cloud City Challenge. See race series for details. Colorado HS League, coloradomtb.org

**Sep 21: Tour des Suds** Park City, UT. 7-mile climb from City Park to top of Guardsman Pass with 2,700' elevation gain. Participants are urged to don festive costumes and celebrate the beginning of fall MTB season. Ginger Ries, 435-649-6839, mountaintrails.org

**Sep 26–28: Red Bull Rampage** Virgin, UT. Freestyle competition. redbull.com

**Sep 27: Crested Butte Classic 100** Crested Butte, CO. Tentative date. Self-supported, high elevation, singletrack backcountry event. Start 6:30am at post office parking lot. 3 separate loops. Limit 74. Part of Colorado Endurance Series. Dave Ochs, Colorado Endurance Series, coloradoes.wordpress.com

**Sep 27: High Desert Screamer - NMORS# 11** Gallup, NM. Part of Squash Blossom Classic. Tons of singletrack, slickrock, small climbs and technical sections. Beginner course: 7 miles. Sport: 19 miles. Expert: 31 miles. Running event on Sunday. Part of New Mexico Off-Road Series - NMORS. Jenny Van Drunen, squashblossomclassic.com

**Sep 27: Manzanita Mountain Epic - NMES #10** Cedro Peak, NM. Start at campground. Short loop 37 miles, long loop 47 miles, can combine both for 77 miles with 8500' of climbing. See race series for details. Donnie Cole, NM Endurance Series, nmes.wordpress.com

**Sep 27: Stone Temple 8** Laramie, WY. 8-hour, 14-mile loop in Curt Gowdy State Park. 99% of the course is on IBMA designed singletrack. High school race. Supports Wyoming State Park Trails Fund. Richard Vincent, Laramie Enduro, 307-760-1917, laramieenduro.org

**OCTOBER**

**Oct 4: Dolores 100** Dolores, CO. Mixture of graded roads, single-track, 4-wheel drive roads, high desert, mountains and more around Dolores. Goes around McPhee reservoir. Self-supported. Start 7am at Dolores River Brewery. 90 miles, 8600' elevation gain. Limit 74. Part of Colorado Endurance Series. coloradoes.wordpress.com

**Oct 4: Road Apple Rally - NMORS #12** Farmington, NM. 32nd annual. All races start/finish at Lions Wilderness Park Amphitheater. Beginner 15-mile loop, all others 30-mile Road Apple Loop. Climbing is minimal, making it fast and fun. Lunch after race. No day-of reg. Part of New Mexico Off-Road Series - NMORS. Shawn Lyle, City of Farmington Parks, Recreation & Cultural Affairs Dept., 505-599-1140, roadapplerally.com

**Oct 4: Utah High School League #3** Round Valley, UT. See race series for details. Lori Harward, Utah High School League, 801-502-8516, utahmtb.org

**Oct 5: Colorado HS MTB League #3** Elbert, CO. Peaceful Valley Invitational. See race series for details. Colorado HS League, coloradomtb.org

**Oct 5: Tour of the White Mountains** Lakeside, AZ. Tentative date. 35- and 50-mile challenge, 9 and 30-mile fun ride. Sallye Williams, Epic Rides, Inc., 520-623-1584, epicrides.com

**Oct 11: City Creek Bike Sprint** City Creek Canyon, UT. Starts at mouth of City Creek Canyon 10am. 6-mile HC finishes at Rotary Park. All categories, road and MTB. Ages U14 to 60+, Clydesdale division. No day of reg. James Zwick, Sports-Am, 801-583-6281, sports-am.com

**Oct 11–13: Moab Rocks** Moab, UT. 3-day XC masterpiece on some of the region's best classic and new routes including Klondike, Porcupine Rim and Mag 7. Timed descents, fully supported. Fun, friendly atmosphere. Mileage: Stage 1: 32.9, stage 2: 27.3, stage 3: 29.8. Open men and women, 40+ men and women, 50+ men. Limit 200. Aaron McConnell, 403-668-7537, transrockies.com

**Oct 11: Utah High School League #4** Snowbasin, UT. See race series for details. Lori Harward, Utah High School League, 801-502-8516, utahmtb.org

**Oct 13–14: Huntsman World Senior Games** St. George, UT. Be a part of the greatest MTB event around for athletes 50 and over. HC, DH and XC. Celebrate our 25th anniversary. Expert, Sport and Beginner divisions. Kyle Case, 800-562-1268, seniorgames.net

**Oct 18: Zuni Mountain 100 - NMES #11** McGaffey Lake, NM. NM Endurance Championships. Course may change, check website. 41-mile loop course. 82-milers ride it in both directions. Unsupported, not for beginners. 82 starts at 7am, 41 at 9:30am. Limit 74 riders. See race series for details. Bill Siebersma, NM Endurance Series, nmes.wordpress.com

**Oct 19: Colorado HS MTB League #4** Eagle, CO. Haymaker Classic. State Championship. See race series for details. Colorado HS League, coloradomtb.org

**Oct 23–26: Moab Ho-Down Bike Festival** Moab, UT. 9th annual MTB festival with dual stage enduro race, group shuttle rides, bike film festival, townie tour, dirt jump comp and an outrageous costume party. Non-profit event to benefit local trails. Tracy Reed, 435-259-4688, moabhodown.com

**Oct 24–26: USAC Collegiate MTB National Championships** TBD. usacycling.org

**Oct 25: Utah High School League #5** St George, UT. State Championships. See race series for details. Lori Harward, Utah High School League, 801-502-8516, utahmtb.org

**NOVEMBER**

**Nov 1–2: 25 Hours of Frog Hollow** Hurricane, UT. Longest 24-hour race ever, with double midnight lap due to the fallback time change. 13-mile course in the desert combines sweet singletrack with technical sections and great climbs. Solo, duo, 4-10 person teams. Cimarron Chacon, Gro-Promotions / True Grit / Frog Hollow, 970-759-3048, gropromotions.com

**Sep 13: Pearl Pass Tour** Crested Butte, CO. Oldest continuous MTB event in the world. Created in 1976, this expert ride celebrates MTB's roots. 38-mile ride starts at 9am in Crested Butte. Traverses the Elk Mountains with 12,700' elevation gain before rugged decent into Aspen. Requires fitness! Free entry. Gear shuttle \$10 to Aspen. Return gear/person shuttle from Aspen to Crested Butte \$25. Reservations recommended. Kay Peterson Cook, Mountain Bike Hall of Fame, 970-349-6817, minbikehalloffame.com

**Sep 14: Monarch Crest Crank** Salida, CO. Ride 15 miles of sweet high-altitude Monarch Crest Trail or Salida Mountain trails as a fundraiser for the Chaffee County Alliance Against Domestic Abuse. Guides, food, shuttle, beer. Also, historic Salida Cruiser Tour for non-mountain bikers. Sheree Beddingfield, Alliance Against Domestic Abuse, 719-530-1295, monarchcrestcrank.com

**Sep 20: Bear Lake Monster Cross** Montpelier, UT. Dirt fondo along the back roads of Bear Lake Valley. 100- or 62-mile options with KOM and other challenges for those with competitive streaks. Cyclocross or MTB are your best options. BearLakeMonsterRide.com

**Sep 20: Ovando Gran Fondo** Ovando, MT. Epic off-road ride for the Missoula Symphony. Fully supported 57-mile ride through some of western Montana's most beautiful scenery. Cross bike OK. John Driscoll, Missoula Symphony Association, 406-721-3194, missoulasympphony.org

**Sep 26–28: San Rafael Swell Fall Festival** Huntington, UT. Celebrates biking and the social aspects of riding. Many different day rides for all levels, pasta dinner, drawing, post-ride Dutch-oven cookout around the campfire and more. Details to come. MECCA, 435-637-0086, biketheswell.org

**OCTOBER**

**Oct 1–5: Outerbike** Moab, UT. An opportunity to ride your dream bike on world class trails and roads. Participants will receive bike demos for 3 days, swag bag, lunch, beer and admission to evening parties and films. Western Spirit Cycling Adventures, 800-845-2453, outerbike.com

**Oct 23–26: Moab Ho-Down Bike Festival** Moab, UT. 9th annual. Mountain bike festival with dual stage enduro race, group shuttle rides, bike film festival, townie tour, dirt jump comp and an outrageous costume party. Non-profit event to benefit local trails. Tracy Reed, Chile Pepper Bike Shop, 435-259-4688, moabhodown.com

**DECEMBER**

**Dec 7: Global Fat Bike Day Utah** Ogden, UT. Tentative date. Start at noon in Rainbow Gardens trailhead. Tailgate-style BBQ/party. Demo bikes available. Mark Peterson, 801-782-3663, markpetersoncad@gmail.com

**ROAD**

**WEEKLY SERIES**

**Wednesday**

**DLD Criterium**

Apr 2–Sep 3

West Valley City, UT. Start at 6:10pm for A flight, 7pm for B and 7:50pm for C and Masters. Tight technical turns, high speed descent, and "the wall." One of the most difficult courses in UT. Location: Driver's Training Center at 2716W 4700S. Overall calculated on points. The top 10 in each race gets points. Marek Shon, 801-209-2479, utahcriterseries.com

**Thursday**

**Salt Air Time Trial**

Apr 3–Sep 4

Salt Lake City, UT. Race every other Thursday. 10km flat TT, out-and-back. Starts every 30 seconds. First rider at 6:30pm. Start off I-80 Frontage Road, west of the International Center. Marek Shon, 801-209-2479, utahcriterseries.com

**Saturday**

**Rocky Mountain Raceways Criterium Series (RMR)**

Mar 8–Sep 9

West Valley City, UT. 1.3-mile loop with sweeping corners, a tight chicane and long finish straight. March: Saturdays A and B Flite off at 12:30, C and Open Masters off at 1:30pm, April to July racing on Tuesdays at 6pm. Location: 6555 W. 2100 S. Marek Shon, 801-209-2479, utahcriterseries.com

**RACING**

**SEPTEMBER**

**Sep 3–7: USAC Masters Road National Championships** Ogden, UT. usacycling.org

**Sep 6: Cascade Lake 120 Gravel Grinder** Cascade, ID. idahobikercycling.org

**Sep 6: LOTOJA Classic** Logan, UT. European-style classic. 206 miles total, up and down 3 mountain passes in first 110 miles. Starts in Logan, finishes in Jackson Hole, WY. Must finish before dark. Pre-reg only. Brent Chambers, 801-546-0090, lotojaclassic.com

**Sep 6: USAC Pro Criterium National Championships** High Point, NC. usacycling.org

**Sep 8–13: World Human Powered Speed Challenge** Battle Mountain, NV. Cyclists from around the world will gather on SR305 to see who is the fastest in the world. Al Krause, 707-443-8261, ihpva.org

**Sep 13: Race to the Angel** Wells, NV. 12-mile, 2784' hill climb up beautiful Lamaille Canyon Road in Nevada's Ruby Mountains. Post event picnic, awards. Road and MTB allowed. Wells Chamber, Auburn Chamber of Commerce, 775-752-3540, racetotheangel.org

**Sep 13: Snowbird Hill Climb** Snowbird, UT. 9am start on 9400 S. near 20th East, climb to Snowbird's entry II. 10 miles, 3500' vertical. Ultra Climb option adds 14 miles on MTB to 6500' and the summit of Hidden Peak. Misty Clark, 801-933-2115, snowbird.com

**Sep 19–20: Salt to Saint Relay** Salt Lake City, UT. 420-mile relay race from SLC to St. George following Route 89. 13,000' of climbing. Solo, 4- and 8-person teams. Clay Christensen, 801-234-0399, salttosaint.com

**Sep 20: Harvest Moon Criterium** Ogden, UT. State Criterium Championships. 4-corner crit in Downtown Ogden around the Municipal Park between 25th & 26th Streets. Ben Towery, 801-389-7247, teamexcelerator.com

**OCTOBER**

**Oct 7–10: Huntsman World Senior Games** St. George, UT. 4-day event, 4 different challenges - 5km hill climb, 20 or 40km TT, criterium and 37-62km RR. 5-year age brackets and skill divisions from expert to recreational. Must be 50+. Kyle Case, 800-562-1268, seniorgames.net

**TOUR SERIES**

**Planet Ultra Gran Fondo Triple Crown**

Apr 5, 26; Oct 11

Various, UT, NV. Complete the Gran Fondo Las Vegas, Zion Gran Fondo and Tri-States Gran Fondo and earn bragging rights as a winner of the Planet Ultra Gran Fondo Triple Crown. granfondotriplecrown.com

**TOURING**

**SEPTEMBER**

**Sep 1: Coal Miner Gran Fondo** Steamboat Springs, CO. All can ride in stage 2 of the Steamboat Springs Stage Race. 62-mile ride on the same course as the racers use. No day-of registration. bikesteamboat.com

**Sep 6–7: Bike MS: Pedal los Pueblos** Pojoaque, NM. Ride through northern NM to fund research, programs and services. Fully supported 2-day ride. 36, 58, 88 miles or a full century on Saturday and 40 or 56 miles on Sunday. Caters to all levels. 15+, riders 17 and younger must have signed waiver. Maggie Schold, MS Society - Rio Grande Division, 505-243-2698, bikemsnewmexico.org

**Sep 6: CF Cycle for Life - Colorado** Highlands Ranch, CO. Ride through picturesque and scenic terrain. 24-, 40-, 65-mile options. Fully supported, rest stops every 10-12 miles, post-event festivities. Start/finish in Highlands Ranch (location TBD). Benefits Cystic Fibrosis Foundation. Must be 18. Min \$200 fundraising. Cystic Fibrosis Foundation - Colorado Chapter, 877-296-6610, cff.org

**Sep 6: LOTOJA Classic** Logan, UT. European-style classic. 206 miles total, up and down 3 mountain passes in first 110 miles. Starts in Logan, finishes in Jackson Hole, WY. Must finish before dark. Pre-reg only. Brent Chambers, Epic Events, 801-546-0090, lotojaclassic.com

**Sep 6–12: Ride the West** Astoria, OR. Start in Astoria for an exciting 23-day, 1398-mile ride to Newport Beach, CA along beautiful gold coast beaches and through Redwood National Forest. Challenging ride that has something for everyone. Fully supported. America By Bicycle, 888-797-7057, abbike.com

**Sep 6: Three Feet for Pete** Las Vegas, NV. Fun ride and rally to raise awareness for cycling safety and Nevada's 3 Foot Law. Honors Pete Makowski. Andy Bestwick, 702-806-5991, threefeetforpete.org

**Sep 6: Wild Horse Century** Cody, WY. Buffalo Bill State Park outside Cody to the east entrance of Yellowstone Park and then return. Benefits the wild mustangs of the McCullough Peaks. Start 7am. MTB option. Werner Noesner, Park County Pedalers, 307-272-3909, wildhorsecentury.com

**Sep 7: Buffalo Bicycle Classic** Boulder, CO. 12th annual. 14, 35, 50, 70, 100 and 110 miles. Start between 7-10am. Benefits CU's College of Liberal Arts and Sciences. Online reg and Saturday reg on campus. SAG and post-ride party. 303-735-1569, buffalobicycleclassic.com

**Sep 7: Enchanted Circle Century Tour** Red River, NM. 37th annual. 100-mile loop around the beautiful Enchanted Circle. Has a starting elevation of 8750'. Start in Red River, through historic Taos to Angel Fire, Eagle Nest and return to Red River. Includes two state parks. 25- and 50-mile options. Barbara, Red River Chamber of Commerce, 575-754-2366 x 1, redriverenchantedcirclecenturytour.com

**Sep 7–12: People's Coast Classic** Astoria, OR. Astoria to Brookings Harbor. 6-day event benefits Arthritis Foundation. Daily 50-70 miles, rest stops, activities, dinner and camping included. 2- and 4-day options available. Beth Miller, Arthritis Foundation, 888-391-9389 x 13, thepeoplescoastclassic.org

**Sep 7: Ride for the Red** Boise, ID. 50, 75 or 100 miles. Ride through the vineyards and orchards of the southern Treasure Valley. Staged at Barber Park, offers exceptional food. Check-in 8am. Limit 1000. Mike Cooley, 208-343-3782, redcross.org

**Sep 7–26: Santa Fe Trail Bicycle Trek** Santa Fe, NM. Ride all or part of the Santa Fe Trail (approx 1100 miles) to New Franklin, MO, on paved public roads. Fully supported, non-profit, inexpensive camping trip. 40-rider limit. Willard Chilcott, Santa Fe Century Committee, 505-982-1282, SantaFeTrailBicycleTrek.com

**Sep 7: Tour de Tahoe** Lake Tahoe, NV. 12th annual. Ride around Lake Tahoe on the shoreline. Fully supported with rest stops, tech support and SAG. 72 miles, 4024' vertical gain. Also boat cruise and 35-mile fun ride. Post-ride pool party and meal. Curtis Fong, Bike The West, 800-565-2704, bikethewest.com

**Sep 7: Wacky Bike Ride** Castle Rock, CO. 4th annual. Ride the Wacky to help the Douglas County Schools. For riders of all abilities followed by post-ride party. 6-, 45-, 62- and 100-mile options. Wargin Events, wackyyw.com

**Sep 13: CF Cycle for Life** Coalville, UT. 2nd annual. Ride through scenic terrain and farmland in northern Utah. 17, 38, 60 and 100 miles. Staged at the Coalville City Park/Rodeo Grounds. Fully supported. Min fundraising \$150. Must be 18 to participate. Benefits Cystic Fibrosis Foundation. Jessica Linville, Cystic Fibrosis Foundation, 801-532-2335, cff.org/Chapters/utah

**Sep 13: Good Sam Bike Jam** Lafayette, CO. 5 routes: 20, 32, 45, Easy 62, Super 62, 100 miles and a cruiser route. Ride from Lafayette to Jamestown on fully supported ride. Walk for non-cyclists. Post-ride festivities. Benefits the Cancer Care Alliance Fund. 303-689-5252, goodsambikejam.org

**Sep 13: Million Miles at Miller** Tootle, UT. 100 miles for solo riders, relay teams or group teams. 30- and 62-mile options. Also, family ride. All ages, skill levels and type of bikes welcome. Staged at Miller Motorsports Park (tentative). Benefits Make a Wish. Carissa Miller, 801-563-4139, millionmilesatmiller.com

**Sep 13: Ride Westcliffe / High Peaks Century** Westcliffe, CO. Tentative date. Follow the historic Frontier Pathway. High Peaks Century: 100 miles with 10,000' elevation gain. Metric Century: 69 miles / 7200'. Wet Mountain: 60 miles / 6900'. New Guys ride 24 miles /1500'. Families: 8-mile historic mine tour and bike rodeo for kids. Fully supported. Bob Tobin, 719-783-3229, ridewestcliffe.com

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



Sep 13–22: Southern Utah National Parks

Cedar City, UT. Start in Cedar City and head south for a leisurely ride to Springdale through several national parks. Intermediate/advanced riders. Ralph Nussbaum & Ken Condray, Colorado HeartCycle Association, 970-382-9551, heartcycle.org

Sep 13: Xcel Energy Tour de Ocho Millas

Roswell, NM. Tentative date. Metric century as well as 8, 16, 24, 32, 40, 48 and 56 miles at Bottomless Lakes State Park. A few demanding hills, switchbacks and impressive views. T-shirt and water bottle included. Benefits Reflections and Recovery programs. Perry Toles, 575-910-2555, tourdeochomillas.com

Sep 19–21: Denver Post Pedal the Plains

TBD, CO. Pedal The Plains is Colorado’s end-of-season cycling bash & is the ideal Tour for riders of all speeds & ages. BBQs, live music and on-route tours of working farms. Benefits The Denver Post Community Foundation and eastern plains host communities. Jacob Luhmann, Denver Post Community Foundation, 303-954-6701, pedaltheplains.com

Sep 19–22: Estes Park Weekend

Estes Park, CO. 150 miles for intermediate cyclists. Trail Ridge Road and back. Rosemarie Lueke & Nate Dick, Heartcycle, 970-286-3989, heartcycle.org

Sep 20: 21st Annual Tour de Vineyards

Palisade, CO. 21st annual. Tour Colorado’s wine country. 25-mile ride by Western Slope vineyards and orchards. Run in conjunction with Colorado Mountain Winefest. Start between 7-8am. Limit 1000. Event Marketing Group LLC, tourdevineyards.com

Sep 20: Cruising to Stop Abusing

Wellsville, UT. 12-, 46-, and 71-mile routes. Fully stocked aid stations and lunch. Michelle Merrill, CAPSA, 435-753-2500, cruisingtostopabusing.com

Sep 20: Crystal Hot Springs Fall Rendezvous - BCC SS

Honeyville, UT. A century ride that is mostly flat with two good climbs. Petersboro and Sardine Canyon. Good pavement. Start at Crystal Hot Springs Resort. Stay and soak. Recovery ride the next morning. James Zeleznick, Bonneville Cycling Club, 801-564-7107, bccutah.org

Sep 20: Huckleberry 100

Kalispell, MT. Aka Montana Century. 3 options with new route features: 100-mile, 50-mile and a family ride. Begins in downtown Kalispell, winds through the backyard of Glacier National Park and Flathead Lake. Suits every cycling level and conditioning. Bikes & Berries Food Fest after ride. Chip Lusko, Fresh Live Radio, 406-257-3339, huckleberry100.com

Sep 20: Infinity Bike Ride

Saratoga Springs, UT. 40-, 66-, 100- and 200-mile options. Colleen Ominson, 801-487-7229, infinitybikeride.weebly.com

Sep 20: Moab Century Tour

Moab, UT. Weekend of cycling with rolling and climbing options including the infamous "Big Nasty" (3000' elevation in 7 miles). Options: 40, 65, 100. Warm-up ride Friday, recovery ride

Sunday. Beth Logan, Skinny Tire Events, 435-260-8889, skinnytireevents.com

Sep 20: Mountains to the Desert Bike Ride (M2D)

Telluride, CO. 11th annual M2D takes riders from the mountains of Telluride to the spectacular desert landscape of Gateway, CO. Fully supported, 70-135 miles and inaugural Telluride 200. Prizes, feast and fun. Benefits Just for Kids Foundation. Cindy Fusting, Just for Kids Foundation, 970-729-1372, m2dbikeride.com

Sep 20: Pedal 50

Monument, CO. Free, unsupported gravel bike ride. 55 miles with 4000' of elevation gain. Road or MTB, fast or slow. Cue sheet provided. Start time noon, award/swag around 5pm. Donation to the Intermountain Salvation Army Disaster Relief appreciated. Front Range Gravel, ridinggravel.com

Sep 20: Rawhide Ramble

Longmont, CO. 200km brevet from Longmont through Masonville, over Horsetooth Reservoir, and up to northern Larimer County and the Rawhide Powerplant. Start 8am. Self-supported. John Lee Ellis, Rocky Mountain CC, 303-604-1163, rmccrides.com

Sep 20: Tour of Heber

Heber, UT. 100-mile century, metric century and fun ride of 25 miles. Duff Johnson, Slim & Knobby's Bike Shop, 435-654-2282, tourofheber.com

Sep 20: West Yellowstone Old Faithful Cycle Tour

West Yellowstone, MT. Fully supported 60-mile ride from West Yellowstone into Yellowstone Nat'l Park, to Old Faithful and back. Glimpse elk, bison, geysers, and hot pots. Limit 350. Sign up early. Moira Dow, West Yellowstone Chamber of Commerce, 406-646-7701, cycleyellowstone.com

Sep 20: Wonder Woman Ride

Payson, UT. Conquer the 15-, 30-, 70- or 100-mile courses. Picturesque scenery. 70- and 100-milers have lunch stop. Fully supported, finish line festival. Prizes for nominated Wonder Woman. Limit 700. Mahogani Thurston, 801-318-1420, wonderwomanride.com

Sep 21: Aptalis CF Cycle for Life

Rio Rancho, NM. 35- and 65-mile ride. Starts at Santa Ana Star Center. Supported route with rest stops stocked full of snacks. Post-event festivities with a pizza party. Must be 18. Min pledge of \$150. Stephanie Mora, cff.org

Sep 21: Edible Pedal

Carson, NV. Leisurely 10-mile, respectable 50-mile and challenging 150km ride options. Start at the Bowers Mansion. Fully supported, priceless views and BBQ. Kerry Crawford, 775-393-9158, ediblepedal100.org

Sep 21: Jason Werst Memorial Owyhee Century

Caldwell, ID. Informal 112-mile century. Regular century turns around at base of Owyhee dam; 100km starts in Adrian. No entry fee, little support, bring money for food stops. Meet at Lake Lowell's lower dam at 10am. Donation to Leukemia & Lymphoma Society Boise chapter in Jason's honor accepted but not mandatory. Kurt Holzer, Lost River Cycling, 208-890-3118, lostrivercycling.org

Sep 21–27: OATBRAN

Lake Tahoe, NV. 23rd annual. Follow the Legendary Pony Express Trail on U.S. Hwy 50 - America's Loneliest Road. 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park. Limit 50. Curtis Fong, Bike The West, 800-565-2704, bikethewest.com

Sep 21: Tour of Acoma

Acoma, NM. Ride 25-, 50- or 100-mile scenic routes of the Acoma and Laguna Indian Reservations. Century starts at 7am, 50 at 8am, 25 at 8:15am. Melvin Juanico, 505-552-7869, tourdeacomacom

Sep 26–27: Bike the Bear Century

Garden City, UT. 50- and 100-mile rides. Starts at Camp Hunt and around the south end of Bear Lake. Register through Trapper Trails Boy Scout office. Jason Eborn, 801-479-5460, trappertrails.org

Sep 27: Durango Fall Blaze

Durango, CO. Enjoy the fall colors in the San Juan Mountains with 37-, 60- or 100-mile options. Benefits Cycling Scholarship Fund at Fort Lewis College. Fully Supported. Start at FLC Campus Clocktower at 8am. durangofallblaze.com

Sep 27–28: Ride to Lava

Smithfield, UT. 2 days, 162 miles across the beautiful countryside of northern Utah and southeast Idaho. From Smithfield to Lava Hot Springs and back. Solo or team relay. Harold Becht, 801-692-3226, RidetoLava.com

Sep 27: Tour de Cure - Southern Colorado

Colorado Springs, CO. 100-mile, 100k, 50k, 10k ride and 5k run. MTB route available. Staged at Mary Kyer Park. Min \$200 fundraising. Lauren Graham, 1-888-DIABETES x 7012, tourdecurecolorado.com

Sep 27: Tour de Ruidoso Century

Ruidoso, NM. Century begins at 6900' and rolls through one of the most scenic and challenging cycling routes in New Mexico. Several mountainous climbs of 8%. Option of 100km or 20-mile fun ride. Benefits a variety of non-profits. Steve Hightower, Bicycle Ruidoso CC, 575-336-1151, bicycleruidoso.com

Sep 27: Utah Tour de Donut

American Fork, UT. 7th annual. Family-friendly circuit race with three laps. Between laps racers may eat donuts and take minutes off their time. Proceeds benefit local and international projects of Rotary Club of American Fork. Check-in 6:30am, start 8:30am. Rodney Martin, Rodney Martin, 801-427-6400, utahtourdedonut.org

Sep 27: Watchman 100

Springdale, UT. 30-, 70- or 100-mile options from Springdale. Beautiful scenery of Sand Hollow State Park and Zion National Park. Perfect fall riding temperatures. 7:30am start from Canyon Community Center. Fully supported. Limit 1500. Ryan Gurr, SpinGeeks, 435-674-3185, spingeeks.com

Sep 28–Oct 4: Epic Bike 5

National Parks

Zion Nat'l Park, UT. 5 National parks and scenic byways in 6 days. Zion National Park, Bryce National Park, Grand Staircase Escalante National Monument, Capitol Reef National Park and Lake Powell. Richard Merrick, Cycling Escapes, 714-267-4591, CyclingEscapes.com

OCTOBER

Oct 4: Gila Monster Gran Fondo

Silver City, NM. Discover what racers have known for years, gran fondo-style. Beautiful scenery, awesome course and exceptional weather. Follows the Tour of the Gila Monster RR course. 32 Nano, 50 Micro, 70 Medio and 103 Gran Fondo distances. Fundraiser for Tour of the Gila. First 100 entries receive T-shirt. Jack Brennan, 575-590-2612, tourofthegila.com

Oct 4: Icon Lasik Tour of the Moon

Grand Junction, CO. Ride the course made famous by the Coors Classic and the "American Flyers" movie. The epic ride starts downtown and travels through Colorado Nat'l Monument. 41 and 60 miles. Limit 2000. Supports Colorado Waterfront Commission. Event Marketing Group LLC, 303-282-9020, touroftthemoon.com

Oct 4: Jam the Damz

Littleton, CO. Tentative date. Fun, family oriented ride offers distances from 10, 50 and 100km. It raises awareness and funds for 3 great local organizations: Craig Hospi-

tal, US Handcycling, and Adaptive Adventures. Presented at Bear Creek Lake Park. Matt Feeney, Jam the Damz, 303-910-9831, jamthedamz.org

Oct 4: No Hill 100 Century

Fallon, NV. 12th annual. 30-, 60- and 100-mile tours, fully supported. Flat roads. Event shirts, gift bags, lunch, post-event BBQ. Start 7-8:30am at Churchill County Fairgrounds. Limit 250. Daniel Gleich, Churchill County Cyclists, 775-423-7733, churchill-county.org

Oct 4: Platteville Piourette Populaire

Boulder, CO. 129km open to all. Travel the quiet roads out to Platteville and loop back through Niwot. John Lee Ellis, Rocky Mountain CC, 303-604-1163, rmccrides.com

Oct 4: Roggen Roundabout

Louisville, CO. 200km brevet. Heads out east to the breezy plains, back via Platteville, "the rando vortex." Start 8am. Self-supported. John Lee Ellis, Rocky Mountain CC, 303-604-1163, rmccrides.com

Oct 4: Santa Fe Gourmet Classic

Santa Fe, NM. 65-mile ride through Santa Fe and the surrounding areas, winding around meadows with views of the Sangre de Cristo and Sandia Mountains. Enjoy a heavy or light breakfast, several rest stops with creative treats and gourmet lunch. Start elevation 7000' above sea level. Lavi Malhotra, Santa Fe Gourmet Classic, 505-795-3286, santafegourmetclassic.com

Oct 4: Western Montana Hill Climb

Missoula, MT. 38th annual. Celebrate the end of the season. 4-mile climb 840' up Pattee Canyon Dr. 9 categories including new riders. U12 up to 75+, also tandem, recumbent, unicycle, tricycle, handcycle divisions. Missoulians On Bicycles, missoulabike.org

Oct 4: WSNM Moonlight Ride

Holloman AFB, NM. Dunes Drive open to bicycles for only 3 hours after dark. Lights and helmets mandatory. Reg opens March 12. White Sands Nat'l Monument, 575-479-6124 ext. 236, nps.gov/whsa/planyourvisit/bicycling.htm

Oct 5–10: Tour of Arches & Canyonlands

Moab, UT. 5 days, 350 miles, 18,000' elevation gain. Cycling Escapes, 714-267-4591, CyclingEscapes.com

Oct 11: 8th Annual Breast Cancer Charity Ride

American Fork, UT. 10- or 20-mile casual ride for women and their support networks. WSD demo bikes available. Benefits the Breast Cancer Research Fund. Trek Stores, 801-763-1222, trekaf.com

Oct 11: Goldilocks Las Vegas

Las Vegas, NV. Fully supported, women's only bike ride with 20-, 40-, 60-, 80-mile and century options. Views of Lake Mead, Boulder City and the Las Vegas Strip. Staged at Wayne Bunker Family Park, first wave 6:30am. Dani Lassiter, Infinite Cycles and Healthy Herriman, 801-635-9422, goldilocksrider.com

Oct 11: Greenland Gravel Grinder

Monument, CO. Ride something different in the shadows of the Rocky Mountains. Free, unsupported gravel bike ride. Start at noon, 46 miles, 3500' of elevation gain. Road or MTB bikes allowed. Cue sheet provided. Front Range Gravel, ridinggravel.com

Oct 11: Park to Park Pedal Extreme Nevada 100

Caliente, NV. Start at Kershaw-Ryan State Park. 103-mile Extreme, 60-mile Double Jack, 40-mile Helix. Fully supported. Dawn Anderson, 775-728-4460, lincolncountynevada.com

Oct 11: Tri-States Gran Fondo

Mesquite, NV. 112 miles, 7700' of climbing across Nevada, Arizona and Utah. Fully supported. Part of Planet Ultra Gran Fondo Triple Crown. Deb Bowling, Planet Ultra, 818-889-2453, granfondotriplecrown.com

Oct 18: SOJO Marathon - Bike Tour

South Jordan, UT. 25-mile recreational ride held concurrently with marathon. Includes T-shirt, goodies and finisher medal. Jared Eborn, 801-254-3742, SoJoMarathon.com

Oct 25: Fall Tour de St. George Century

Saint George, UT. Ride around Snow Canyon and Sand Hollow State Parks. Challenging route, fully supported with rest stops and lunch. 35, 65



Stephanie Lawrence.  
Photo courtesy of Stephanie Lawrence

and 100 miles. Starts from Tonaquint Intermediate School 8am. Limit 1500. Chip timed. Ryan Gurr, SpinGeeks, 435-674-3185, spingeeks.com

Oct 26: Day of the Tread

Albuquerque, NM. Start/finish at the Civic Plaza. For all ages and abilities. 12, 26, 54, 64, 80 or 100 miles. Full or half-marathon of running. Celebrate Halloween, prizes for best costumes. Includes T-shirt, water bottle. Benefits Casa Esperanza. dayofthetread.com

NOVEMBER

Nov 8: Spokes for Hope

St. George, UT. Women's century ride. 30-, 50-, 70- and 94-mile options for all abilities. Fully supported. Start 8am from St. George Convention Center. Proceeds go to help abused women and children. Ryan Gurr, SpinGeeks, 435-229-6251, spingeeks.com

Nov 11: Fee Free Days in Arches and Canyonlands

Moab, UT. Self-supported. The perfect time to ride your road bike in the parks. Patrick Baril, 435-259-8826, nps.gov/findapark/feefreeparks.htm

Nov 29: Saturday Fatter Day Ride

Saratoga Springs, UT. Burn off turkey and pie calories riding to the top of Sun Crest. Bring a donation for the Food Bank. Benefits the Utah Food Bank. Dan Burton, 801-653-2039, epicbiking.com

DECEMBER

Dec 6: Radium Springs

Radium Springs, NM. 200km brevet. Heads north through chile and cotton fields and pecan orchards of the Lower Rio Grande Valley. Start 7am at Leasburg Dam State Park. RUSA event. John Mazzola, NM Brevet Series, 505-263-7090, nmbrevets.com

TRACK

WEEKLY SERIES

Thursday

Thursday Night at Boulder Valley Velodrome

Aug 7–Sep 25  
Erie, CO. Tentative. See website for details. bouldervalleyvelodrome.com

Friday

Friday Night @ Boulder Valley Velodrome

Aug 8–Sep 19  
Erie, CO. Tentative date. heck website to confirm and for weekly program. Racing for SM, Pro 1-2, SM3, SW Pro 1-3, Master 50+. Pat McDonough, Boulder Valley Velodrome, coscycling.com

TRACK

SEPTEMBER

Sep 12–14: Los Angeles Grand Prix

Los Angeles, CA. Tentative date. Endurance and Sprint events. NTC event.

Sep 25–28: USAC Collegiate Track National Championships

Indianapolis, IN. Date changed. usacycling.org

# Trivia Answers

## Answers from page 2

- Five! The first was Greg Lemond in 1983 (rewarded retroactively after Frenchman Pascal Simon had a doping offense). This was followed by Armstrong’s then US Postal lieutenant Tyler Hamilton in 2000. Big Tex himself in 2002 and 2003 (now stricken although fellow confessors before and after him remain listed), Levi Leipheimer in 2006 with the German team Gerolsteiner, and finally Garmin-Sharp’s Andrew Talansky triumphed this year. Interesting group isn’t it? An American rider gets the first win after a doper is disqualified, three more American wins now removed due to doping offenses, and finally a young American on cycling’s first “clean team” (we all hope!) triumphs!
- Ten times by eight riders. The list reads like a who’s who of the sports greatest champions. The first was Frenchman Louison Bobet in 1955, then his countryman Jacques Anquetil in 1963, Belgian Eddy Merckx in 1971, Spaniard Luis Ocana in 1973, Frenchman Bernard Thevenet in 1975, his countryman Bernard Hinault in both ‘79 and ‘81, Spaniard Miguel Indurain in ‘95, and finally American Lance Armstrong (now stricken from the record) in 2002 and 2003.
- The young Lemond rode in support of Renault-Elf-Gitane team captain Bernard Hinault, who went on to win that year’s Tour, his third, and finished an incredible fourth overall.
- Four men: The first was Frenchman Nello Lauredi (1950, ‘51 and ‘54), followed by Luis Ocana (1970, ‘72 and ‘73), then diminutive Frenchman Charly Mottet triumphed in 1987, ‘89, and ‘92, and finally his countryman Bernard Hinault (1977, ‘79, and ‘81).
- Brian Robinson won in 1961 to make history for England. Interestingly, Brit TT legend Chris Boardman finished second in 1995, only 2’21” behind Miguel Indurain.



# The Shakedown Ride

By MAYNARD HERSHON

The idea was a sort-of shake-down ride, a one-night camping trip. We'd ride, oh, 20 miles, to a state park south of Denver on a Sunday afternoon. We'd stop for dinner on the way, arriving at our camping space well before sun-down, pitch our tents and make tea ... all very civilized.

We'd sleep soundly in our tents, his borrowed, mine a newly bought REI one-person model. We'd pack our bikes in the morning, linger over tea and pedal home, arriving mid-morning on Monday.

I figured if we left at 4 p.m. and got home at 10 a.m., we'd only be gone 18 hours but it'd seem like we'd been away for days. Right?

I did everything correctly in the week before our trip. I set up and took down my tent twice. I blew up my sleeping pad and aired it. I mounted the front and rear racks and front and rear bags onto my Long Haul Truck. I rode the bike with the racks and empty bags and realized that, heavy as the bike had become, it would still roll along okay.

My ride partner was a friend from the studio where I'm learning tai chi. He's an instructor there, quiet guy, fifties, has that calmness you associate with practitioners of Asian arts. We'd talked about cycling so I knew he rides a bike around town.

But I had never seen his bike nor seen him ride. I will say that he **looks** like a rider, slender and well-muscled. He certainly doesn't smoke or display bad habits of any sort. This'll work out great, I felt sure. Why ... What could go wrong?

We met at a tiny street-corner park near our homes. He had a Trek mountain bike, not new and



not shiny. He wore a wide brimmed sun hat, no helmet, and Birkenstocks. I had a moment of misgiving there, but I decided I was in for the trip, Birkies or whatever.

My wife Tamar shot a photo or two of us standing with our bikes, sturdy adventurers off on a first bike camping trip (for both of us). Waving goodbye to Tamar, we pedaled off into the great state-park unknown.

Right away, I realized I had a problem. My friend uses his bike for around-town transport and has done a few longer rides in anticipation of our trip. He's a fine guy, don't mistake me, without a molecule of meanness in his wiry body.

He just rides slow. I don't mean slowish, or slower than one would expect. I mean dead, nearly motionless slow. On the flat bike trail, he rode as fast as a jogger might run.

If you're one of the millions of insecure cyclists out there who **thinks** he is slow, trust me. I'm not talking about that kind of slow. Both a winter day and outer space are cold, but they're not comparable. My friend is outer space slow. You're Mark Cavendish by contrast.

I saw that I had a two-day test of patience in front of me. I'll do the best I can, I thought. We have plenty of time to get to our camping spot before sundown. I'll just stay in my middle chainring, twiddle along. I'll chill, enjoy the riverside bike trail. I'll ride his speed.

I couldn't do it. So slowly did he ride, that if I chose the lowest gear that still provided some resistance to the pedals, and I pedaled just hard enough to keep my chain from rattling on the cogs, I left him behind as if I were Contador and he were ... not.

So I'd ride ahead and stop each time there was a question about how to follow the trail. I would wait for what seemed like forever, stopped alongside the trail, looking back over my shoulder. When I rode, I tried to ride as slowly and patiently as I could, but it was no use. I'd wait ... and wait.

Finally, after what seemed like forever, we reached our dinner spot. It was there at our table in a Panera Bread just off the bike trail that he told me that he never shifts the front derailleur. Only the rear. He said he always rides in the one chainring, the inner one, and he has **three**.

Like driving a four-wheel drive truck in compound low. Like riding the flats and downhill in the gear you'd use to climb a mountain while carrying all your stuff. I reacted inside when he told me but I kept the dismay off my face. I was committed to the ride. Nothing I could do. I had to tough it out.

We reached the state park and set off for the camping area on the other side of a lake. My friend had his pad with him and brought up a map. We'll go this way, he said, counterclockwise around the lake.

We set off on a paved road that turned into a gravel road that turned into a dead end. We'd ridden several miles in the wrong direction. We had to pedal back to the park entrance and then ride X-number of miles to the campground, each mile taking, oh, an eternity plus 10 percent. The sun, as someone said, was sinking low. So were my spirits.

We rode back to where we'd started, then foolishly asked a car driver how to get to the camping area. Easy-peasy, he said, just around **there**. It was just around there, if you rode and rode and rode around there ... uh, and waited and waited and waited.

We got to our space in the campground and pitched our tents with daylight to spare. I heated water and we drank tea on the nice picnic table. Neither of us slept all that well but while I was awake I could look up through the screen panels of my tent at a clear sky full of stars.

The trip home was much the same as the trip down, minus the urgency I'd felt to get to the campground and get set up in daylight. I feel sure I spent as many minutes coasting or waiting at trail-side as I did pedaling. I never said anything critical or acted impatient, a personal victory.

I thought about this story for several days before writing it. I don't know what the right thing to do is in circumstances like these. I slowed down considerably to try not to disappear from my friend in seconds. I'm sure he felt no need to ride a bit faster so as not to cause me to wait ... and wait.

We're still friends, happy to see one another at the tai chi center. I would go camping with him again, truth be told. We'd pick a spot and I'd meet him there.



Maynard (right) and his friend shortly before departing for an overnight camping trip.  
Photo courtesy of Tamar Miller

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