

Mirror Lake Highway Road Race

July 31st, 2021

Event Guide

152 miles and 8,000 feet of up (and down)
Presented by Zone Five Racing

USA Cycling Permit: 2021-3800

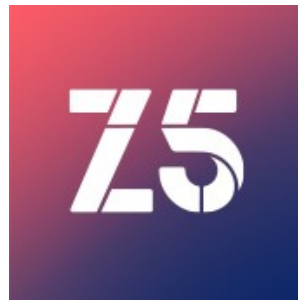


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Podiums and Fields

The Mirror Lake Highway event is a USAC race with various fields by CAT and age as well as a timed event (Grand Fondo) all racing together with limited mass starts. Everyone who completes the course in the allotted 10 hours will receive a finish time and overall placement along with placement within a time club and the corresponding time club award (see below). Those who also desire to race a USAC event will need to enter the desired race field and will get an additional result within the field with results submitted to USAC with podiums for each race field.

Those who only wish to race against the clock on the course should sign up in the Citizen (Grand Fondo) class for the desired start wave. This field does NOT require a current or 1-day USAC license.

Finish Time Awards

Mirror Lake Road Race is an event for all riders with medals given out based on finish time. The course is 150 miles with about 8,000 feet of climbing (majority in the first 35 miles) and can be a challenge to finish. The table below shows the finish time levels with medals awarded based on your total time. How it works is the clock starts when your wave leaves and ends when you cross the finish line. Riders can ride with anyone on course no matter the starting wave (see Rules and FAQ section). So grab a group of friends and all ride together to smash time goals, come solo and make new friends as you find riders of similar ability to ride with, or round up as many teammates as possible, or even join with other teams, and see how fast you can finish.

Finish Time	Level
Under 6.5 hours	Legend Club
6.5 – 7 hrs	Gold Club
7 – 8 hrs	Silver Club
8 – 9.5 hrs	Bronze Club
Over 9.5 hrs	Finisher Club

Team Competition

Mirror Lake Highway Race has a team competition. This involves any number of team members racing together or with others and is across all fields including Grand Fondo. A team gets a time when the 4th teammate crosses the finish line. There is nothing to do to be entered into this competition beyond being sure all your team members use the same team name when registering. Then as results are compiled a team will get a team time when the 4th member is recorded across the finish line. Every 4th team member who crosses will count as another team (*Team Name A*, *Team Name B*, etc.) in the team competition. The top teams will get awards in a 5 deep team podium with the top team owning bragging rights for the year.

Specific Rules for this Event

The combined Citizen class (Grand Fondo and teams/relays) and USAC race classes make for a unique set of rules. It is the participant's responsibility to be aware of all the rules and how to best 'play by the rules' to their advantage. Racers and Citizens/Grand Fondo (including teams/relay) riders will have different series race numbers to make it easy to identify. Like all races and all rules, enforcement can be difficult, and a lot of the enforcement falls on the riders themselves through honesty as well as reminding others of the rules. The course is 150 miles with a lot of very beautiful but also very open (nothing around) areas. The goal of these rules is to avoid riders being orphaned and having to ride alone once racers are out of podium contention. Rules are as follows:

1. Citizen/Grand Fondo riders (teams/relays included) can ride with anyone on the course at any time but cannot affect the outcome of a race field podium. This means:
 - a. Citizens must ride at the back of a race group if it is the lead pack of a race field. This means you will have to ask those in the group if they are the lead pack or stay on the back. This rule also applies when the race group has not broken up and there is only one pack. It is expected racers will tell citizens if they cannot work with the group and have to stay off the front (not take pulls).
 - b. Citizens cannot take part in creating a break. If an established break or one that is forming catches a citizen, the citizen can jump in with the break but ride on the back only (same as rule above). No helping the break which is the front pack.
 - c. If a break with citizen rider(s) is caught, the citizen(s) should move to the back of the new pack as this is now the front pack and rule **1a.** above applies.
 - d. Citizens cannot help chase a break within sight or close the gap.
 - e. Citizens cannot lead out a racer or group of racers into the finish at any time. Once the course turns off the main highway in Peoa (about 6 miles before finish, see maps below), citizen and racers cannot ride together to the finish.
 - f. As long as the racer group is not the front pack, and the front pack is not within sight, then citizen riders can work (take pulls) with any combined group.
 - g. It is possible a combined group of dropped racers and citizens can catch back up to the front pack of a given race group. This is allowed. If the front pack is caught, then all citizens should ride on the back of the pack to let the race play out without interference.
2. Racers can ride and work with any other racers. Some examples:
 - a. CAT1-3 pack passes CAT4-5 pack. CAT 4-5 racers can jump in the CAT1-3 pack. Women can jump in with men and vice-versa.
 - b. A break in the CAT4-5 pack is caught by the CAT1-3 pack with some previously dropped 4-5 racers mixed in. Pack functions like a single race field.
3. Racers can ride and work with citizens, as long as they are not in the front pack of their race field or have the front pack in sight.
 - a. A group of citizen riders catches a front pack of racers and passes them. The racers cannot join this group.
 - b. A break occurs but is caught by a combine group of racers from that field and citizens. The chase pack is subject to rules **1d**, **1f**, and **1g** above. Pick your time to break wisely.
 - c. Dropped riders from race fields can group up with any other racers or citizens.

4. All racers must split away from others who are not in their field in the last ~6 miles (after the turn off the SR-32 in Peoa) no matter current placement in the category. The last 6 miles are flat roads with a bunch sprint expected and the sprint must be between racers of the same field only. Example: A CAT1-3 racer cannot lead out CAT4-5 racers or men lead out women to the finish.
 - a. This rule will be enforced by the finish line judge and/or camera. The time penalty is 5 mins for anyone being helped in a bunch sprint, whether they meant to get help or not. You must tell others not in your race field to split off. This time penalty applies to the USAC results as well as the finish time clubs.
 - b. This rule may mean some racers ride solo for the last 6 miles.
 - c. Time penalties will not be given for mixed groups when there is only one racer from any given race field, i.e. group could have multiple racers but only one from each field. In this case, placement within a race field is unaffected.
5. All aid stations are feed zones.
 - a. Racers are only allowed to receive support in designated feed zones except for the designated SAG vehicles.
 - b. For safety, all riders should exit the roadway completely and enter the feed zone before stopping. Aid station helpers may remind those anyone in the road to move out of the road.
 - c. Riding on the wrong side of the road or receiving a hand up from a supporter in the road is not allowed due to safety.
6. Personal Support Vehicles: Most of the aid stations lack any parking. To keep traffic low on course, personal support vehicles are only allowed at Evanston and then on course from Coalville to Wanship.
 - a. **DO NOT** drive the course from Evanston to Coalville, take I-80 to Coalville. No one riding wants a bunch of vehicles in the dirt section and breathing dust.
 - b. It is 46 miles from Evanston to Coalville, carry a 3rd bottle, if needed, or use the aid station at Chalk Creek halfway to Coalville.
 - c. Team SAG/shared SAG among riders is recommended.
 - d. Relays are allowed one support vehicle per relay on the entire course.
 - e. SAG driving the course to Evanston must follow the route below to avoid the police-controlled turn at Southridge Rd. Rider route shown in **RED**, SAG vehicles shown in **BLUE** in map directly below.
 - i. **DO NOT SPEED** on the city streets.
 - ii. Take a left on Aspen Grove Drive to City View Drive.
 - iii. Turn right on City View Drive.
 - iv. Follow City View Drive to Saddle Ridge Rd and turn right on Saddle Ridge Rd.
 - v. Park in the designated areas shown detailed aid station map in pages below.



Event Sponsors

Gnarly Sport Nutrition *PUSH YOUR POSSIBLE*

Gnarly exists to create the highest quality sports nutrition products for all levels of performance. Nutrition that helps push through the failure, amplify the grit, and celebrate life's messy triumphs.

- **No GMOs** We don't mess with GMOs because we don't want GMOs messin' with you. It's easiest for both us to just leave them out of the picture.
- **Natural Sweeteners** Our products taste better than they need to. And we are committed to using natural ingredients, including natural sweeteners, so the taste is healthy.
- **No Hormones or RSBT** Our Whey protein products are sourced from New Zealand grass-fed cows. These animals are not treated with synthetic hormones like rBGH and rBST.

NRG LYFT



FOCUS YOUR MIND & REVITALIZE YOUR BODY

This power-packed formula has natural caffeine, plus B12 vitamins and natural nutrients that help to support your overall well-being. NRG LYFT is bursting with natural, vegetable extracts to give you a long-lasting energy. Website: <https://www.nrglyft.com/>

G2G Protein Bars



When G2G Bar opened the doors in 2010, we were one of the very first refrigerated protein bar companies in the industry. At that time, consumers were used to finding protein bars packed with preservatives and sitting on grocery store shelves. The idea of a fresh REFRIGERATED protein bar was foreign to everyone. In an attempt to encourage new customers to try our bars, we created the motto: "When you eat one, you'll know."

Although a decade has passed since we started the company, a few things will never change. G2G promises to leave out preservatives and artificial ingredients. Pack every bar with clean, simple, fresh ingredients. Produce every bar in our own facility so we can control the quality. And... most importantly, make them taste great (or why bother right?!). Website: <https://g2gbar.com/>

Course Description

The course starts at the race HQ at South Summit High School in Kamas. The first 6 miles is a neutral 'warm-up' loop from Kamas down to Francis on SR-35 and back up on SR-32 before turning right onto Hwy 150 (Center Street). Once the turn is made onto Hwy150/Center Street the neutral section is over and the race is on. The climb up Mirror Lake Highway is full of Utah beauty best appreciated in the morning light and cool of a summer day. At first there are gradual rolling hills which eventually give way to a solid climb. This is the one and only real climb of the course. Along the way, you'll have some great views of the forest around and pass places like Provo River Falls which are an incredible sight on their own. As you approach the top, the peaks are above the tree line and the views open up to be even more amazing. By mile 35 you will pass the summit sign showing you at 10,700 feet elevation, the highest mountain pass in Utah. Now begins a fast descent with a hair pin curve and soon after a false summit. Once you're over that little rise it is all downhill with only a few little rollers to Evanston. The pace will be fast and fun as you watch the miles quickly tick by. You may even pick up some tailwind in Wyoming. At mile 64 is an aid station in a dirt turn-out off the road. Once in Evanston you will turn left off Hwy 150 into Evanston for a kicker hill up to the stop at mile 82. Be sure to stop here and top off all bottles as the next stop is not until mile 106. From Evanston the route takes you out on Yellow Creek road where the route turns off the pavement just before clicking mile 100. This area is so open and wide you'll understand why they call it Big Sky Country. The dirt road can be better than some paved roads, conditions will vary. Just as you cross the Utah/Wyoming boarder the road will turn into pavement again (thanks Utah). About ½ mile more will be the aid station stop before the rolling downhill stretch into Coalville where the course elevation bottoms out at just under 5,600 feet, a thousand feet lower than Kamas and the finish line. At mile 130 is the last stop of the course. The remainder of the course is through the small towns of Coalville, Hoytsville, Wanship, and Peoa. There are no climbs left, only rolling hills with an elevation gain of about 1,000 feet over the final 20 miles. Once you start to pass Rockport Reservoir you have about 10 miles to go. In Peoa you will turn off the main highway and finish on flat country roads. When the main highway turns left, riders will go straight onto Wooden Shoe Lane. This turn is right in the middle of town, about mile 145, and will be pretty obvious because the main highway (SR-32) does a full 90 turn to the left (east) at this point. Follow Wooden Shoe Lane for about 3 miles where there is a hard right turn onto Democratic Alley and the final 2 miles or so to the finish.

The climb up Mirror Lake Highway is a long climb around 25 miles. This section will typically split up the race fields. But after the climb there are 50 miles of downhill rollers to Evanston giving lots of time for bigger riders to chase climbers. From Evanston there are still almost 70 miles of racing left and plenty of time for changes in a race field. This course can be won by any type of rider.

After the finish you will need to ride the short 3 miles or so back to the event HQ at S. Summit High School for food and drinks. Relax and wait for your call to the podium ceremony as you tell of your adventure with others.

Directions & Parking

EVENT HEADQUARTERS – South Summit High School, 45 S. 300 East, Kamas UT 84036



- Arrive at Kamas from either Hwy 248 or Hwy 32.
- Take Main Street north to Center Street.
- Turn east on Center street to 300 East at South Summit High school.
- Parking, Event HQ, Day-of Packet Pickup & Registration, Start Line, Post-Event Party are all located at the high school.

Event Schedules

July 31st, 2021 Mirror Lake Highway Start Time Options and Fields

Those who are racing the timed race only should enter Grand Fondo and pick the earliest start time available.

Start Time	Categories	Course Length	Field Limit*	Advance Registration**	Day of Registration**
7:00am	Wave 1 Grand Fondo	150 miles	75	\$95 \$100 – June 1 st \$105 – July 1 st	\$110
7:00am	Wave 1 Teams/Relays 2-3 persons	150 miles	15	Price is per person \$55 \$65 – June 1 st \$70 – July 1 st	\$75
7:05am	Wave 2 Women 4/5 Women 35+ Men 55+	150 miles	75	\$95 \$100 – June 1 st \$105 – July 1 st	\$110
7:10am	Wave 3 Grand Fondo	150 miles	75	\$95 \$100 – June 1 st \$105 – July 1 st	\$110
7:15am	Wave 4 Men 4/5 Men 35+ 4/5 Men 40+	150 miles	75	\$95 \$100 – June 1 st \$105 – July 1 st	\$110
7:20am	Wave 5 Men 1/3 Women 1/4 Men 3/4	150 miles	75	\$95 \$100 – June 1 st \$105 – July 1 st	\$110

* Field size limit may be changed based on State, City, or County requirements.

** Registration prices shown may or may not include taxes or registration fees.

Number Pickup Options

Wednesday, July 28th, 6:30pm – 7:30pm
Barnes Park: 280 N. Kays Drive (280 N. 900 West), Kaysville, 84037

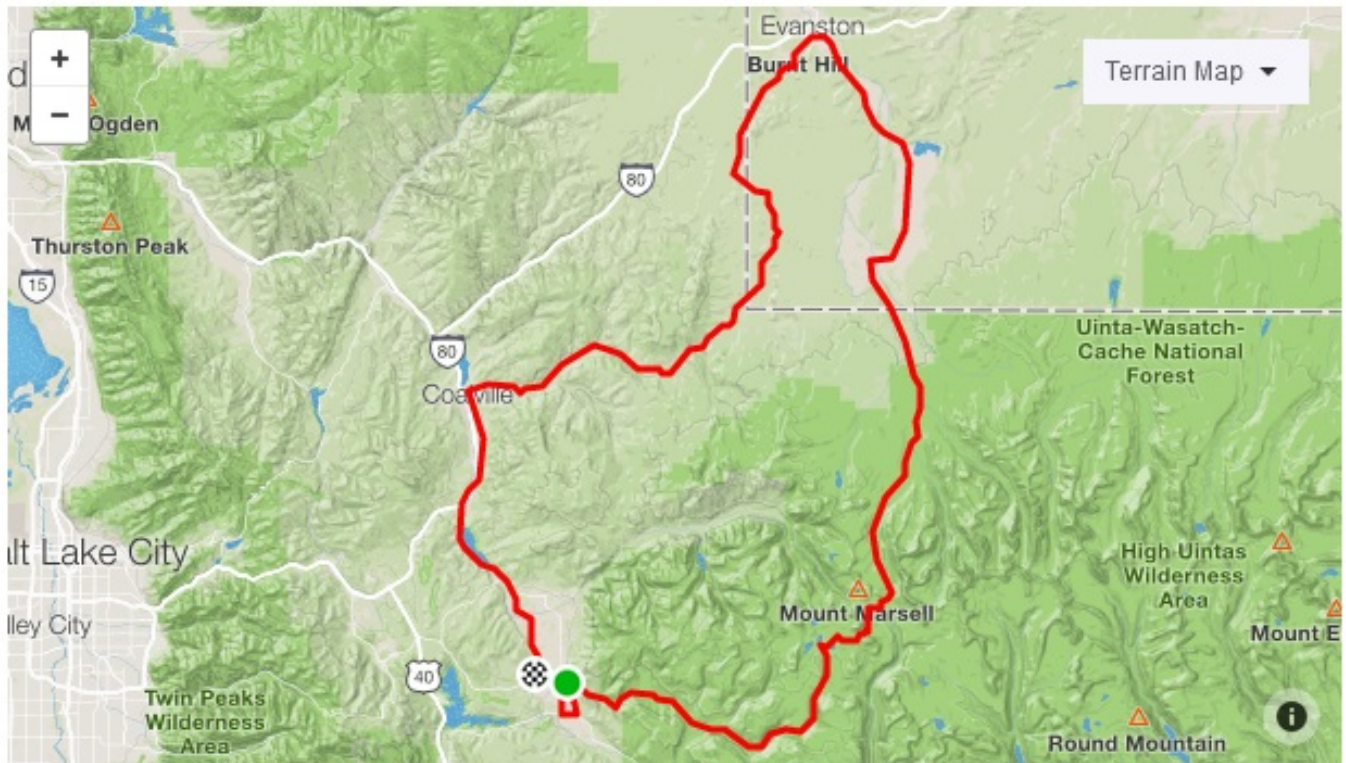
Thursday, July 29th, 5:00pm – 6:00pm
Bike Peddler: 3600 Ashton Blvd suite a, Lehi, UT 84043

Saturday, July 31st, 6:15am – 7:00am at Event Check-in
South Summit High School (45 S. 300 East), Kamas 84036

<https://www.bikereg.com/mirror-lake-road-race>

Course Link: <https://ridewithgps.com/routes/36761059>

152 Miles, 8,327 Elevation

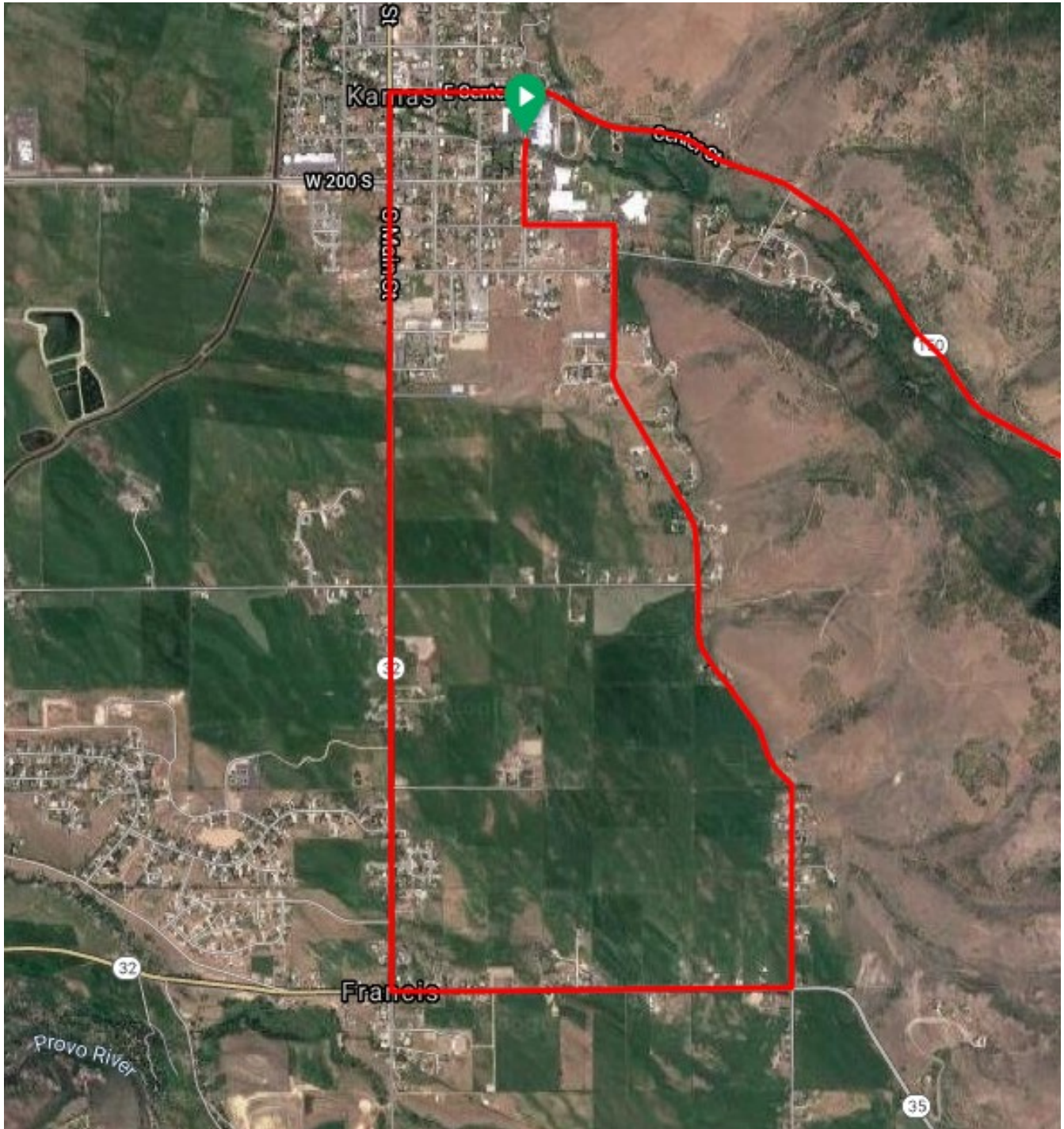


Please review the course using the links at [Ridewithgps](#) or [Strava](#). If you are new to the area or very unfamiliar with the course it is recommended to program the course into your bike computer or have a cue sheet on your bike/jersey pocket. Look for orange or yellow tape arrows on the pavement.

Event Start with warm-up Neutral until turn onto Hwy150/Center Street

7:00am – 7:45am

This is a ~ 6 mile loop to Francis and back to 'warm-up' for the climb.



Summit Aid Station location

9:00am – 10:30am



Mile 64 Aid Station location

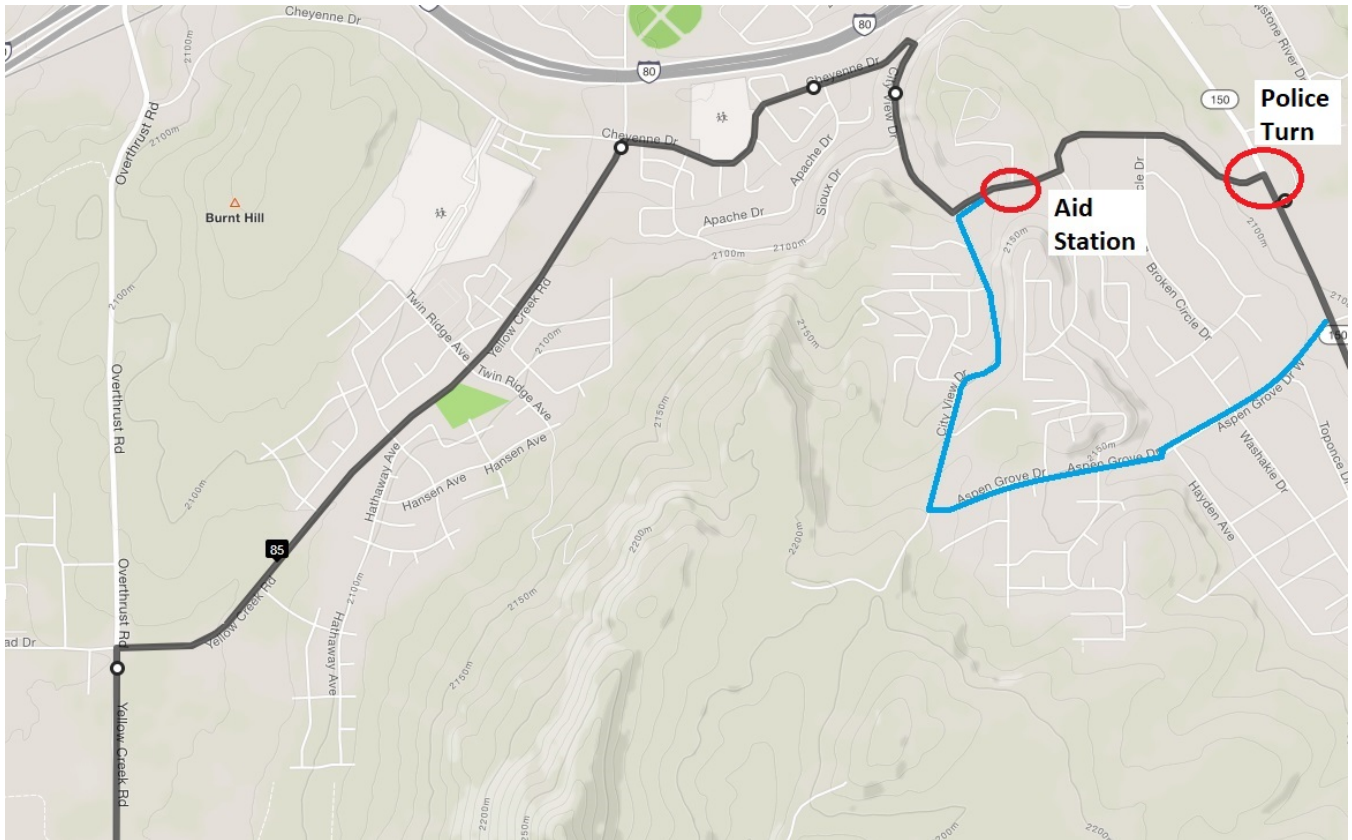
10:00am – Noon



Evanston Pass Through

10:30am – 1:30pm

Police controlled left from Hwy150: **10:30am – 12:30pm ONLY**



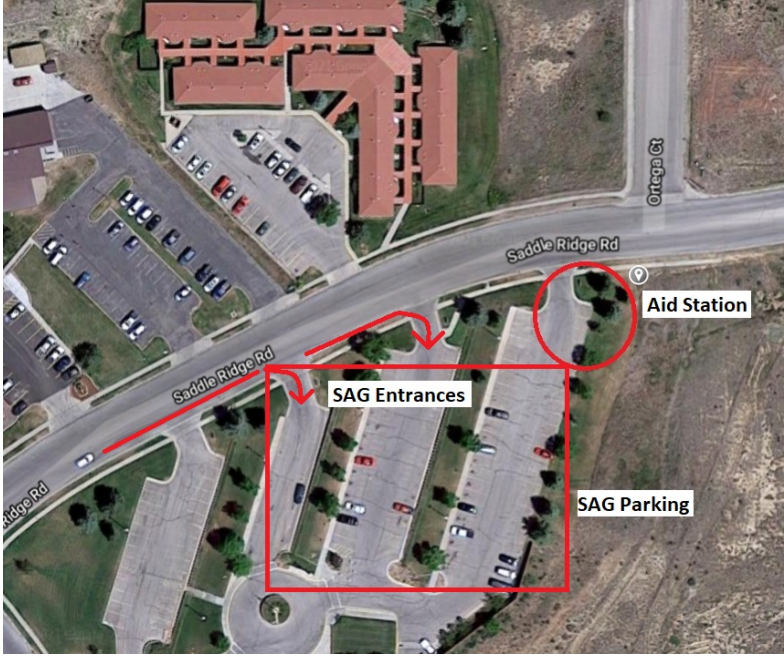
In Evanston there will be an officer controlling traffic from **10:30am – 12:30pm ONLY**, riders can make a left onto Southridge Rd without stopping. If you arrive later you **MUST** obey traffic laws. There may be volunteer flaggers in Evanston at the turns. At the least, there will be markings on the pavement. *Please also know the course or program it into your bike computer.*

Directions:

1. Turn left off Hwy150 at mile 82.2 onto Southridge Road. It is the next left after the Sinclair Gas station you will pass on your right. This is a short climb.
2. Southridge curves left/south after 0.5 miles, turn right onto Saddle Ridge Rd at mile 82.7. This is the 1st right you can turn on. The aid station is at the top of the hill on the left.
3. Saddle Ridge peaks then begins to go downhill, turn right on City View Drive after 0.3 miles (mile 83.0).
4. Follow City View down 0.3 miles until the road makes a hard left (180 degree turn) onto Cheyenne Drive at mile 83.3.
5. At the stoplight on Cheyenne Drive 0.7 miles, turn left onto Yellow Creek Road at mile 84.0.
6. Follow Yellow Creek Rd for 1.5 miles to stop sign. Turn onto Overthrust Rd at mile 85.5. Stay on this road for 14.5 miles. At mile 100, turn left onto the dirt section.
7. SAG vehicles follow **BLUE** route to aid station.

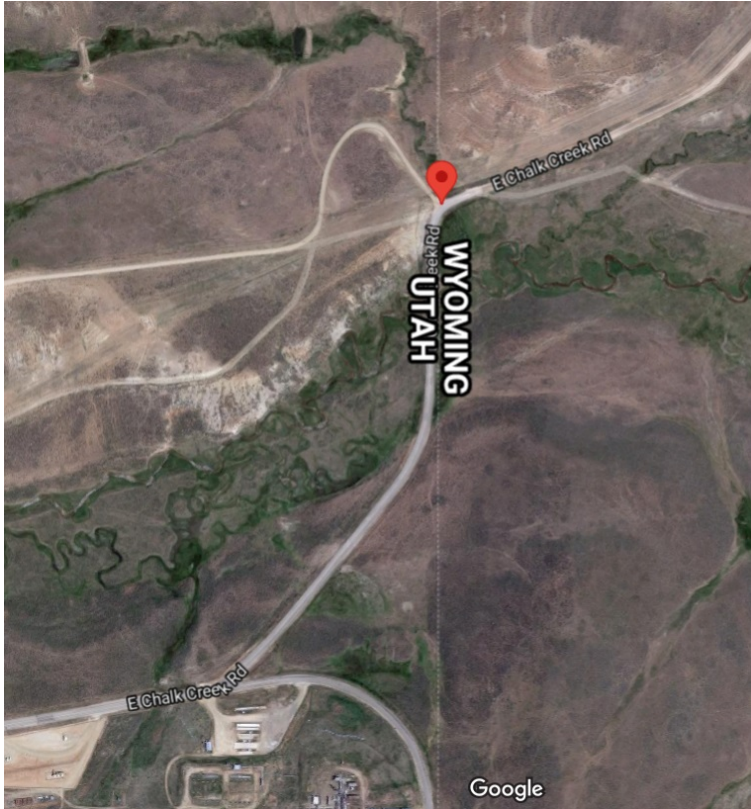
Evanston Aid Station

10:30am – 1:30pm



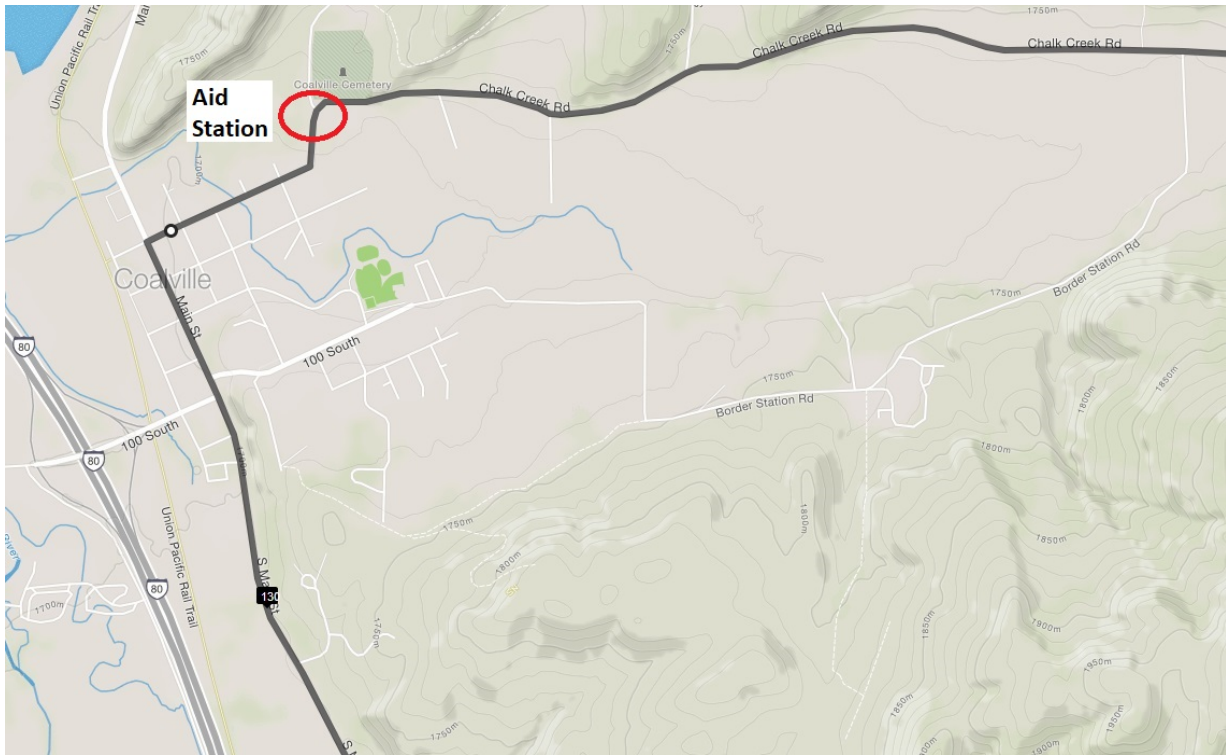
Chalk Creek Aid Station

11:30am – 3:00pm

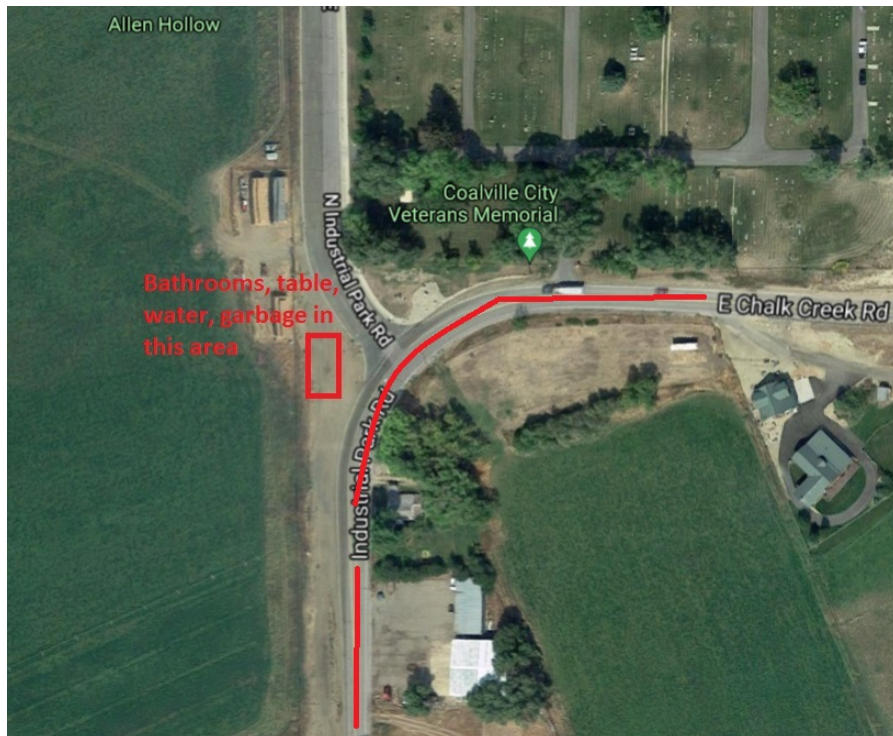


Coalville Pass Through

12:30pm – 4:30pm



You will come in to Coalville on Chalk Creek Road which turns into 100 N. in Coalville. Once you arrive at Main Street (stop sign) you will turn left. Obey all traffic laws. Aid station below.



Hoytsville – Wanship Alternate Due to Construction

Summit County will be working on Hoytsville Rd (Main Street in Coalville turns into Hoytsville Rd) starting just past the LDS church in Hoytsville. The course will turn right on Creamery Lane just before the LDS church and construction. Creamery Lane goes under I-80 and over to West Hoytsville Rd which turns south to go down to Wanship. This diversion adds 1 mile and 100 feet of elevation. There is a stop sign at the intersection of W. Hoytsville Rd, Hoytsville Rd and Old Lincoln Hwy. Riders should obey traffic laws and stop before proceeding right onto Old Lincoln Hwy into Wanship.



Wanship Pass Through

1:00pm – 5:00pm

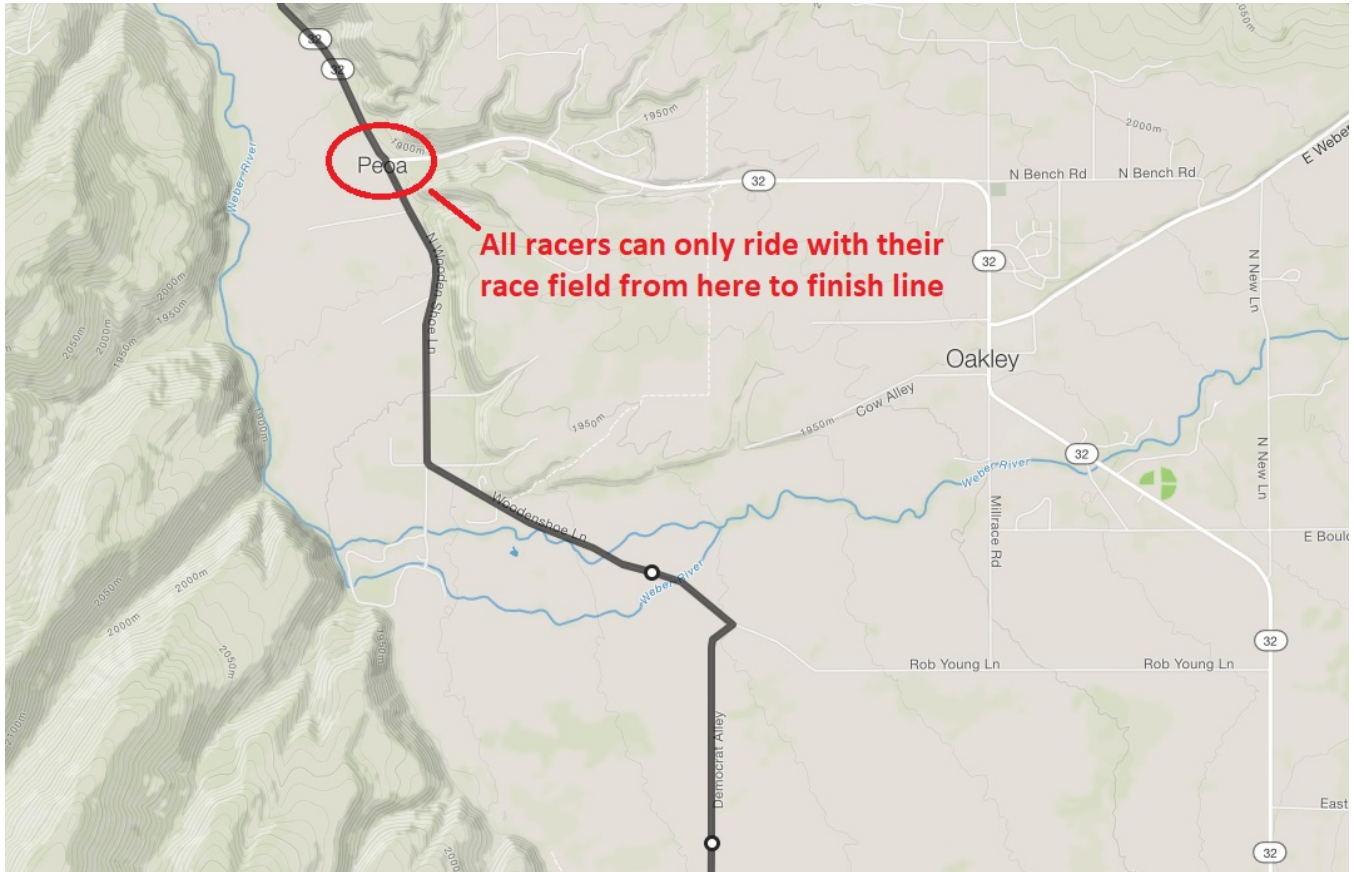


Turn right onto Old Lincoln Hwy (stop sign) and follow the road when it goes left, under I-80 and out onto SR-32. Wanship only has one main road. All others are residential. Be aware of the stop sign at the right turn from W. Hoytsville Rd onto Old Lincoln Hwy.

Peoa Pass Through

1:30pm – 5:30pm

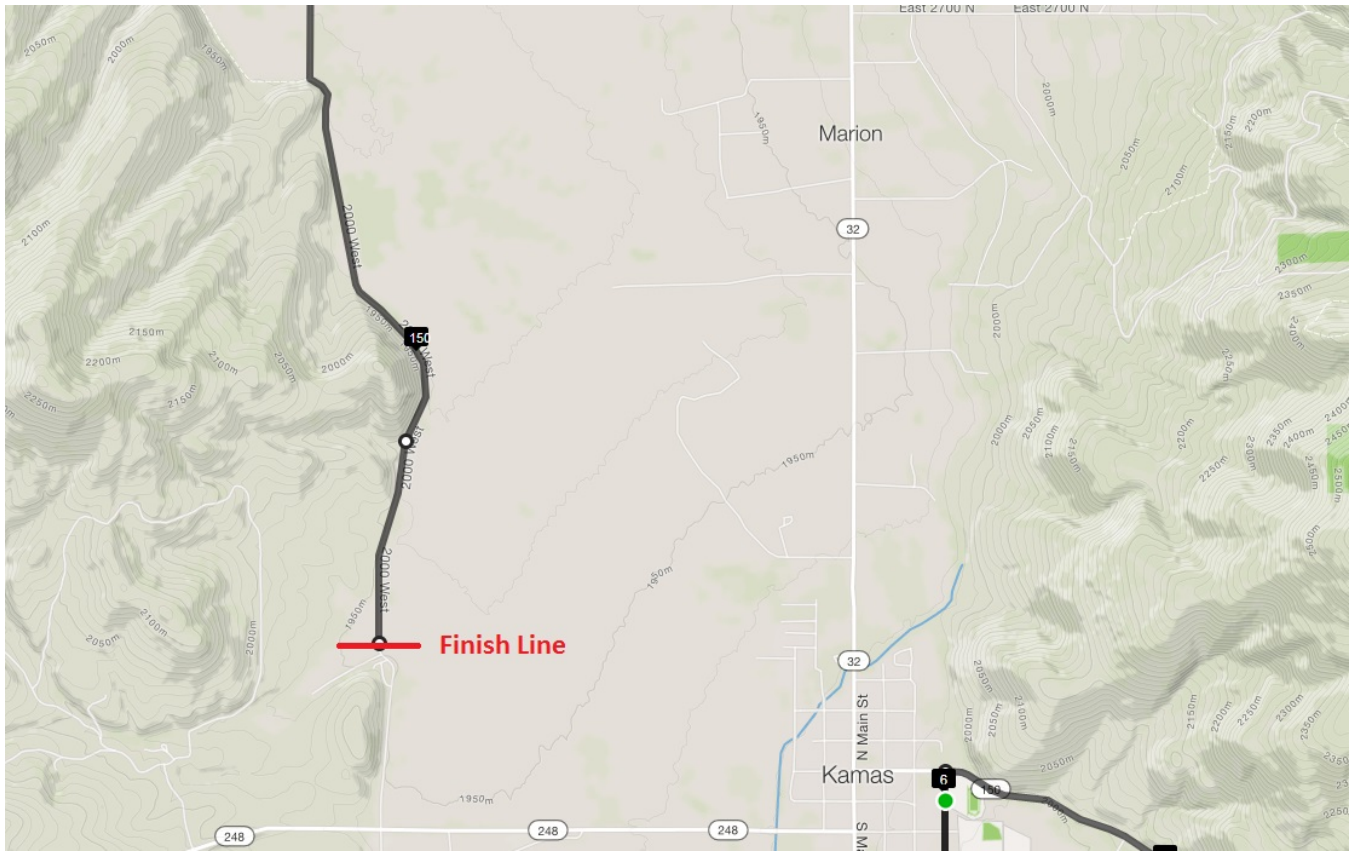
TURN OFF HWY 32 IN PEOA IS WHERE ALL RACERS MUST RIDE ONLY WITH THEIR FIELD.



The highway (SR-32) turns left/East in Peoa. This is a 90-degree turn. At this point, you will go straight off the highway and onto the country roads to finish away from stoplights, traffic and any other congestion. Stay on Wooden Shoe Lane when it curves to the left and look for the hard right turn onto Democrat Alley/2000 West to get to the finish line.

Finish Line

1:30pm – 5:30pm



Aid Stations & Support

The course will feature 5 aid stations. Aid stations will be placed at approximately Mile 35 (Summit), Mile 64, Mile 83 (Evanston), Mile 106 (end of dirt section) and Mile 129 (Coalville). Please use the Honey Bucket Portable Restrooms at the aid stations or a public restroom.

Aid Stations will only be open during the times listed below. Starting in earliest group, you must maintain the average pace (including stop time at aid stations and/or mechanicals) shown next to the aid station to make cut-off times. Plan your stops and carry extra bottle if you are at risk of missing an aid station.

Summit, Mile 35: 9:00am – 10:30am, 10mph

Mile 64: 10:00am – Noon, 19.5mph

Evanston, Mile 83: 10:30am – 1:30pm, 13mph

End of Dirt, Mile 106: 11:30am – 3:00pm, 16mph

Coalville, Mile 129: 12:30pm – 4:30pm, 16mph

Finish Line closes: 5:30pm, 15mph average over entire course with stops.

Aid stations will be stocked with the following:

- Hydration drink mix
- Water & ice
- Waffles, chews, or gels.
- Various food options that are not waffles, chews, or gels.

Please, please, please do NOT litter along the course. There will be garbage cans at each aid station. Carry any trash to the next aid station and discard it there.

General Rules (and Common Sense) of the Road

- Helmets are required by all participants.
- This is an open course and will have some traffic although should be very minimal in most places. Center Line Rule is in effect. **DO NOT CROSS THE YELLOW LINE AT ANY TIME.** If no painted centerline marking is present riders must keep to the right side of the road at all times unless instructed by an official or officer.
- All riders must obey ALL traffic laws unless a police, deputy or highway patrol officer is located at intersection then follow the directions of the officer.
- Each rider will be given a bib number and it must be worn on the jersey above the pockets. Number placement instructions will be given at time of packet pick up or check-in.
- Do not cut, fold or alter numbers. It makes it hard for the cameras to read you at the finish line and you may not show up in the results if your number can't be read.
- No littering – Littering risk the event getting permit approvals and is low class.
- No public urination – Honey Buckets will be placed at each aid station and there are public restrooms at services stations in the towns.
- SAG: One SAG vehicle will be dedicated to follow the lead group of riders to be at the front everyone. Riders should be prepared with the tools and skills needed to change their own flat tires and make minor mechanical fixes.
- Spare tubes: SAG vehicles will each be supplied with a floor pump, a supply of spare 700cc tubes with 80mm stems, and may have basic tools. If you need something different, bring it.
- Dirt Road: This is along the Yellow Creek/Chalk Creek area between Evanston and Coalville. Ride with caution. It is about 7 miles long.
- Time limit: All riders must be across the finish line after 10 hrs to be in the official results.
- Broom wagon: A vehicle with a bike rack will trail the riders starting at 9:00 a.m. If riders are unable to finish the event, they may hop in the broom wagon and ride back to the finish line.
- Post-event meal will depend on Covid restrictions and limitations. It may include pizza, sandwiches, chips, drinks, fruits, etc.