



42ND ANNUAL LOGAN, UTAH TO JACKSON HOLE, WYOMING BIKE RACE

Artist: David Vincent Gonzales / DVG art

A stylized signature or logo for the artist, consisting of a circular emblem with a cross-like shape inside, followed by the letters 'DVG'.



HOW IT ALL BEGAN

The LoToJa was started in 1983 by two Logan cyclists, David Bern (pictured above), a student at Utah State University, and Jeff Keller, the owner of Sunrise Cyclery. The two men wanted a race that resembled the difficulty of a one-day European classic, like Paris-Roubaix or the Tour of Flanders. LoToJa's first year featured seven cyclists racing 192 miles from Logan to a finish line in Jackson's town square. The winning time was just over nine hours by Logan cyclist, Bob VanSlyke. In 1986, the distance was expanded to over 200 miles when the finish was moved to Teton Village.

Since then, LoToJa has grown into one of the nation's premier amateur cycling races and continues to be a grueling test of one's physical and mental stamina. At 200+ miles, LoToJa is the longest one-day USAC-sanctioned bicycle race in the country. Cyclists must conquer three mountain passes as they pedal through the scenic terrain of Utah, Idaho and Wyoming en route to a finish line below the rugged Tetons at the base of Jackson Hole Mountain Resort. Many compete to win their respective category, while others just ride to cross the finish line and live to tell the tale.

In addition to being a bicycle race and ride, LoToJa is a fundraising resource for the Huntsman Cancer Foundation, National Ability Center, Utah High School Bicycle League, ALS Foundation, and Bike Utah. To date, LoToJa has contributed almost \$3 million to these and other community causes from Logan to Jackson.

COVER ART

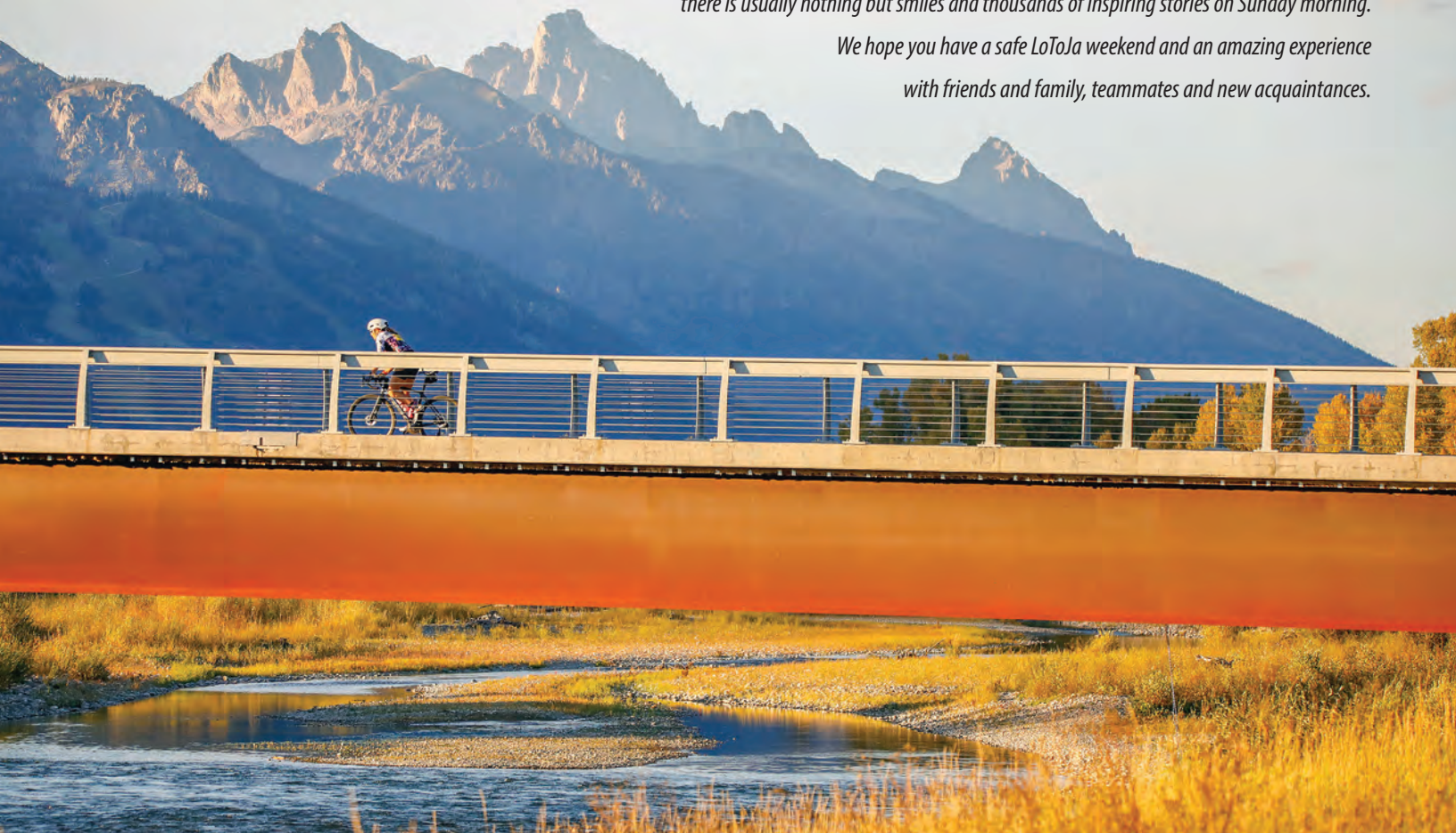
To learn more about David V. Gonzales Art and view his online gallery, visit DVGart.com

Photos provided by: Snake River Photo - snakeriverphoto.com / Andrew Chambers - drewandhisdrone.com / Tyler Price / LoToJa event staff

WELCOME TO LOTOJA

For many, LoToJa is their final test of the cycling season, a beautiful ride with the leaves changing, dramatic mountain scapes, loved ones, and great accomplishments. For others, it is a measuring stick, heads down, and seeing stars for 9-plus hours. Regardless of how you approach LoToJa, there is usually nothing but smiles and thousands of inspiring stories on Sunday morning.

We hope you have a safe LoToJa weekend and an amazing experience with friends and family, teammates and new acquaintances.



INSIDE THIS GUIDE

- | | |
|---|--|
| 4 — Event Schedule | 20 — Veteran Advice |
| 5 — Check-in/Package Pickup | 21 — Race/Ride Log |
| 5 — Podium Awards & Protest Period | 22 — Crew Guidelines & Information |
| 6 — 2024 Start Schedule | 24 — Crew Drive Distance Schedule |
| 7 — Timing Chip, Finish Line, and Results | 25 — Crew Driving Directions |
| 8 — Cyclist Information | 26 — Cyclist Care / First-Aid Reminders |
| 10 — Cyclist Guidelines | 28 — Course Elevations and Map |
| 12 — Feed Zone Information | 30 — Logan to Preston • Leg 1 Information |
| 14 — Preston Detail Map | 32 — Preston to Montpelier • Leg 2 Information |
| 15 — Montpelier Detail Map | 34 — Montpelier to Afton • Leg 3 Information |
| 16 — Afton Detail Map | 36 — Afton to Alpine • Leg 4 Information |
| 17 — Alpine Detail Map | 38 — Alpine to Finish • Leg 5 Information |
| 18 — Relay Team Guidelines | 40 — King/Queen of Mtn. • Jackson Pathway |
| 19 — Additional Safety Guidelines | 42 — Sponsors & Partners |

EVENT SCHEDULE

WEDNESDAY, SEPTEMBER 4 — At Enve Composites, 500 W Stockman Way, Ogden, UT

- 3:00 to 7:00 p.m. — Early Check-in and Packet Pickup

FRIDAY, SEPTEMBER 6 — Across the street from Sunrise Cyclery on Federal Avenue (150 N 100 E), Logan, UT

- 1:00 to 7:00 p.m. — Check-in and Packet Pickup at The Annex; LoToJa Expo benefitting Huntsman Cancer Foundation
- 4:30 to 7:00 p.m. — LoToJa Pre-Race Dinner benefitting Huntsman Cancer Foundation

SATURDAY, SEPTEMBER 7 — Logan start line (150 N 100 E) to Jackson Hole finish line

Start Line in Logan:

- 5:00 to 7:15 a.m. — Late Check-in and Packet Pickup, location same as Friday
- 5:30 to 7:30 a.m. — LoToJa Cyclosportive Ride and Licensed Race Class category starts (31 groups), location same as Friday

Finish Line in Teton Village at JHMR:

- 2:00 to 8:30 p.m. — Finish Line at Jackson Hole Mountain Resort
- 5:00 to 7:30 p.m. — Race Podium Awards at JHMR Commons Amphitheater (see detailed schedule on next page)

LoToJa is not weather dependent; be prepared to ride/race in all weather conditions.

SUNDAY, SEPTEMBER 8 — Stilson Lot on the northwest corner of SR-22 and Moose Wilson Road (SR-390)

- 9:00 to 11:00 a.m. — Award pickup and photo opportunity for LoToJa 1000, 2000, 3000, 4000, and 5000 recipients as well as Utah Triple Crank finishers. Lost and found and checked wheel pickup will also be available.



CHECK-IN/PACKET PICKUP

CHECK-IN CHECKLIST

- All cyclists are required to check-in prior to their participation in the LoToJa.
- Friends, family, or teammates cannot check-in for another cyclist. There are waivers that must be signed and photo ID is required. No exceptions!
- Licensed cyclists must show their USAC license.
- Cyclists will receive their race numbers (vehicle, frame, and bib), wristband, rider bag, pre-paid merchandise (if applicable), and timing chip.
- LoToJa check-in dates, times, and locations are noted under the Event Schedule section (previous page). Late check-in on Saturday morning is ONLY available to cyclists that make arrangements in advance.

CHECKING WHEELS?

Spare wheels WILL ONLY BE ACCEPTED in Logan on Friday, September 6 and prior to 6:00 PM or as soon as neutral support vehicles have reached capacity.



AWARDS CEREMONY & PROTEST PERIOD

RACE AWARDS CEREMONIES

If your finish result puts you on the podium in your Licensed Race category **YOU MUST ATTEND YOUR AWARDS CEREMONY ON SATURDAY** to receive your cash and/or prizes. Unclaimed awards will NOT be shipped out unless special arrangements are made PRIOR to your awards ceremony. Awards will be given to the top five in every race category except only three deep for tandem, relay, and any individual race category with less than 10 on the final start list. Awards/prize bags are not given to Cyclosportive RIDE categories.

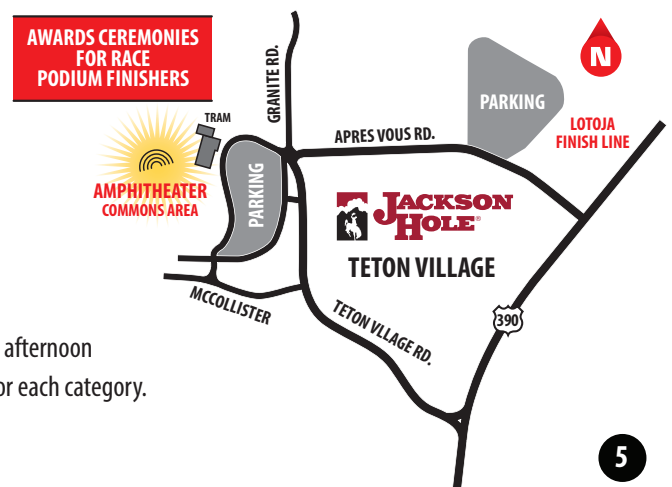
AWARDS CEREMONY SCHEDULE

- 5:00 PM: RACE 01-04 (5 categories)
- 5:30 PM: RACE RELAY CATEGORIES (6 relay categories)
- 6:00 PM: RACE 05-08 (5 categories)
- 6:30 PM: RACE 09 (4 categories)
- 7:00 PM: RACE 10 (7 categories)
- 7:30 PM: RACE 11-14 (4 categories)

PROTEST PERIOD FOR RACE RESULTS • [**SUBMIT PROTEST**]

USAC Officials will receive and review race result protests throughout Saturday afternoon and before each awards ceremony. Results are final after protest period ends for each category.

Online results are available at <https://www.brooksee.com/l2j/results>



2024 START SCHEDULE

LoToJa's start times will be at four minute intervals and will alternate between the Licensed Race Class and Cyclosporitive Ride categories as outlined to the right. Since the routes out of Logan are different for the racers and riders, our start schedule will effectively create eight minute time gaps between each category as cyclists ride north out of Cache Valley.

All cyclists must start LoToJa at their assigned time. Leaving Logan earlier will result in either a time penalty or disqualification.



RACE AND A RIDE...

The LoToJa Classic is a USA Cycling sanctioned RACE and a cyclosporitive non-competitive RIDE.

ROAD RACE • yellow bib numbers

Cyclists "racing" in a competitive category should ONLY race/work with their assigned start pack. Cyclists that race with other start groups are cheating. Racers should not allow cyclists from other start packs (different bib number series) to join or influence the outcome of their race. Offenders should be reported to USAC race officials.

CYCLOSPORTIVE RIDE • blue bib numbers

Cyclosporitive ride class cyclists should yield and ride as far to the right as possible as the race groups pass by. They should not assist, join, or interfere with any race category. Cyclosporitive cyclists must start with their assigned start group, but they can ultimately join and ride with any cyclosporitive ride category once they are out on the road.

LICENSED RACE - RACE ROUTE

PACK #	START TIME	BIB NBR	CATEGORY
RACE 01:	5:30 AM	101+	MEN PRO, CAT 1/2/3
		131+	MEN MASTER 35+ A (CAT 1-4)
RACE 02:	5:38 AM	201+	MEN MASTER 45+ A (CAT 1-4)
RACE 03:	5:46 AM	301+	MEN CAT 3/4
RACE 04:	5:54 AM	401+	MEN MASTER 35+ B (CAT 4/5)
RACE 05:	6:02 AM	501+	MEN MASTER 35+ B (CAT 4/5)
RACE 06:	6:10 AM	601+	MEN MASTER 35+ B (CAT 4/5)
RACE 07:	6:18 AM	701+	MEN MASTER 35+ B (CAT 4/5)
RACE 08:	6:26 AM	801+	MEN MASTER 55+ OPEN
RACE 09:	6:34 AM	901+	MEN MASTER 60+ OPEN
		951+	MEN MASTER 65+ OPEN
		981+	MEN MASTER 70+ OPEN
		995+	MEN MASTER 75+ OPEN
RACE 10:	6:42 AM	1001+	WOMEN PRO, CAT 1/2/3
		1011+	WOMEN CAT 4/5
		1031+	WOMEN CAT 5
		1051+	WOMEN MASTER 35+ OPEN
		1061+	WOMEN MASTER 45+ OPEN
		1071+	WOMEN MASTER 55+ OPEN
RACE 11:	6:50 AM	1076+	WOMEN MASTER 60+ OPEN
		1101+	MEN MASTER 45+ B (CAT 4/5)
RACE 12:	6:58 AM	1201+	MEN MASTER 45+ B (CAT 4/5)
RACE 13:	7:06 AM	1301+	MEN CAT 4/5
RACE 14:	7:14 AM	1401+	MEN CAT 5

CYCLOSPORTIVE RIDE - RIDE ROUTE

PACK #	START TIME	BIB NBR	CATEGORY
RIDE 01:	5:34 AM	1501+	MEN RACE RELAY: 2 PERSON
		1531+	MEN RACE RELAY: 3-5 PERSON
RIDE 02:	5:42 AM	1601+	WOMEN RACE RELAY: 2 PERSON
		1611+	WOMEN RACE RELAY: 3-5 PERSON
		1621+	MIXED RACE RELAY: 2 PERSON
		1641+	MIXED RACE RELAY: 3-5 PERSON
		11+ / 21+	RACE TANDEM / RIDE TANDEM
RIDE 03:	5:50 AM	2001+	MEN 35+
RIDE 04:	5:58 AM	2101+	MEN 35+
RIDE 05:	6:06 AM	2201+	MEN 35+
RIDE 06:	6:14 AM	2301+	MEN 35+
RIDE 07:	6:22 AM	2401+	MEN 35+
RIDE 08:	6:30 AM	3101+	MEN RELAY: 2 PERSON
			MIXED RELAY: 2 PERSON
RIDE 09:	6:38 AM	2501+	MEN 45+
		2601+	MEN 45+
RIDE 10:	6:46 AM	2701+	WOMEN FULL: ALL CATEGORIES
		3201+	WOMEN RELAY: ALL
		3301+	MIXED RELAY: 3-5 PERSON
RIDE 11:	6:54 AM	2801+	MEN 55+, 60+, 65+, 70+
			MEN/WOMEN OPEN
RIDE 12:	7:02 AM	2901+	MEN 15+
			MEN 25+
RIDE 13:	7:10 AM	3401+	MEN RELAY: 3-5 PERSON
			OPEN RIDE START, ANY CATEGORY
RIDE 14:	7:18 AM	TBA	

TIMING CHIP, FINISH LINE & RESULTS

TIMING CHIP INSTRUCTIONS

Your LoToJa results will be captured by Brooksee Race Timing using a timing transponder, commonly referred to as a "timing chip". Please read and follow the instructions listed below carefully. Not using/placing the chip properly may prevent you from being timed/tracked.

- Timing transponders are non-transferable! DO NOT to switch with friends, family, teammates, etc. (unless you're a relay team).
- Individual racers/riders will attach the timing transponder to the front right fork of their bike using a cable tie (provided at packet pickup). It is your responsibility to ensure that the timing transponder is securely attached throughout the entire event.
CAUTION: take care to double check that ties are not applied backwards.
- Only relay teams will be issued an ankle bracelet. Relay teams use the timing chip as the "baton" and pass it to their teammate in the relay transition zones.
- Take good care to cross the timing points at the start, intervals, and finish line of the race to ensure accurate results.
- After finishing, you do not need to return the timing chip since they are disposable.

FINISH LINE CHUTE AND RACE RESULTS

In addition to the timing chip, we will capture your time manually via USAC Officials in the finish line chute. It is important that you have your bib/frame number visible as much as possible during the race and especially when you cross the finish line.

- Attach bib/frame number so it is visible to neutral support and USAC officials.
- Race cyclists "total time" is calculated beginning when the race official says "go" and ends when the cyclist crosses the finish line.
- Cyclists should do their best to pass through the finish chute in the order they crossed the finish line.
- Cyclists should announce their race number before leaving the chute.

LIVE RESULTS AND RACE DAY TRACKING

On race day, **live results and tracking** is available at: <https://track.brooksee.com/track?h=12j>

Be sure to sign up family and friends to receive text message alerts throughout the race. You can also see tabular results at <https://www.brooksee.com/12j/results>



CYCLIST INFORMATION

LOTOJA IS OPEN COURSE

LoToJa is an open course road race/ride. There are potholes, obstacles, railroad tracks, automobiles, traffic lights, signs, road construction, etc. LoToJa cyclists are responsible to be alert and obey all traffic laws to help protect themselves from injury while riding. CYCLISTS NOT COMFORTABLE RIDING/RACING UNDER THESE CONDITIONS SHOULD NOT PARTICIPATE IN THE LOTOJA CLASSIC.



ROAD CONSTRUCTION — *Use extreme caution while riding through any construction zone*

Year after year road construction and maintenance projects are a huge planning variable. Route detours are always a possibility and may be necessary. It is important to note, the course maps currently published are subject to change due to road construction. The most recent and accurate course maps can always be found via the RideWithGPS.com links found on our website and on the course map pages found in this guide. These are always kept up-to-date with any necessary construction detours.

PORTABLE TOILETS

Public urination is a common issue with endurance events and jeopardizes the permit process for race directors across the country. To address this concern and minimize possible wait times at feed zones, LoToJa places portable toilets every five to ten miles along its entire course. For the few cyclists that must “relieve” themselves before reaching a portable toilet, please do so DISCREETLY. This means outside city/town limits, with homes, vehicle traffic, volunteers and the general public out of view. For example, a “group pee” along the side of the road one or two miles north of the SR34/36 junction in view of residents is not acceptable. LoToJa will disqualify participants that do not use discretion.

SUPPORT CREWS RECOMMENDED

All cyclists should have a support crew to provide food, hydration, and mechanical support. We strongly encourage riders of the same abilities, team, and/or start pack to share crews and carpool to help minimize support vehicle traffic as much as possible. Cyclists that miss their support crew at a feed zone, should notify a HAM radio operator (neutral support) before continuing.

LOST AND FOUND (DROPPED ITEMS)

On race day, dropped and lost and found items will be taken to the next neutral feed zone. Unclaimed items will then be transported to the lost and found tent at the finish lines. Items of more value than a water bottle will be stored at Epic Events for one month and then donated to good will.

TRASH AND RECYCLING

There will be trash and recycling bins at all feed zones and at the start/finish line. Please discard trash in the appropriate container. Intentional littering will result in disqualification. Every year, we pick up tons of bottles and gel wrappers scattered throughout the course. Please help us keep LoToJa's roads/towns pristine.

ROADSIDE RULE REMINDERS

Please follow the ROADSIDE RULE REMINDER signs that are placed along the entire race route.



NEUTRAL ROLLOUT

Every LoToJa start pack will have a neutral roll-out, escorted by the Logan City Police, from the Start Line to 1400 North on 1000 West (approximately 3 miles). The roll-out will hold cyclists to a speed of 20 m.p.h..

NEUTRAL SUPPORT

For basic mechanical support, LoToJa's neutral support vehicles (at least one with every start pack) are supplied with a floor pump, tools, wheels, tires, chains, etc. However, cyclists should still plan to carry their own tubes, CO2 cartridges, and tools necessary for minor repair.

PROFESSIONAL MECHANICAL SUPPORT

During LoToJa, our bike shop sponsors and partners will provide professional mechanical support at the following locations:

- At Strawberry Feed Zone: provided by Sunrise Cyclery
- At Montpelier Feed Zone: provided by Biker's Edge
- At Alpine Feed Zone: provided by Fitzgerald's Bicycles
- Mobile Support: provided by Velofix





CYCLIST GUIDELINES

LoToJa's guidelines are an integral part of the safety and fair play of participants as well as the present and future success of the event. SIGNING UP TO PARTICIPATE IN THE LOTOJA CLASSIC, EITHER AS A CYCLIST OR SUPPORT CREW, CONSTITUTES YOUR AGREEMENT TO OBEY THESE GUIDELINES. Penalties for rule violations will be determined on a case-by-case basis but may result in disqualification, time penalties, and/or risk being ticketed by law enforcement. Participants that are reckless, disregard race rules, and threaten the integrity of LoToJa are not welcome and will be banned from future participation. Cyclists will be penalized for guideline violations committed by their support crew. All USA Cycling Rule Book regulations apply.

- Traffic lights and stop signs are a part of this event. Please follow the rules of the road at all times. The only exception would be if law enforcement or traffic control officials wave cyclists through. Always be alert and proceed with caution.
- Cyclists should not impede the normal and reasonable movement of vehicle traffic and should stay right of the white line and in a single file pace line as much as possible. Utah, Idaho, and Wyoming state law requires cyclists to ride single file and never more than two abreast.
- Cyclists must have a frame number on their bicycle, a bib number on their jersey, and a timing chip on their front fork (left ankle for relay teams) to start and participate in LoToJa. These items should be as visible as possible to neutral support and race officials throughout the day. We consider unauthorized substitutions and unregistered cyclists poaching LoToJa a theft of service. Violators will be pursued to the maximum extent of the law. They and their accomplices will also be disqualified and banned from LoToJa.
- Racers that start earlier than their assigned time will be disqualified. If they start later, their pre-assigned start time still applies.

■ **AEROBARS** — Per USA Cycling Rulebook, aerobars are NOT allowed. “Handlebars used for steering with ends that point forward or upward or that provide support for the rider’s forearms are permitted only in time trial and pursuit events (not in road races).”

■ **CUTOFF TIMES** — cyclists that fall behind the cutoff times noted below will be passed off to their Support Crew. Cyclist(s) that are less than one hour to the cutoff time, should have their crew no farther away than the next feed zone.

- Preston Feed Zone: 10:00 AM
- Strawberry Feed Zone: 12:00 PM
- Montpelier Feed Zone: 1:00 PM
- Salt River Pass Feed Zone: 3:00 PM
- Afton Feed Zone: 4:00 PM
- Alpine Feed Zone: 6:00 PM
- Game Creek Feed Zone: 7:30 PM

■ To receive an official time, cyclists must cross the finish line before it has been shut down or 8:30 PM, whichever occurs first.

■ **CYCLISTS SHOULD NOT RIDE AFTER DARK** — cyclists still on the course after dark are no longer a part of the LoToJa Classic. Riding after dark is unsafe and creates an intolerable risk. Cyclists that choose to continue to ride after dark are required by Wyoming State law to equip their bicycles with head and tail lights and to wear reflective clothing.

■ **LIGHTS AND REFLECTIVE CLOTHING** — front and back lights should be turned on NO LATER THAN 7:30 PM. Cyclists leaving the Alpine feed zone after 5:00 PM should equip their bikes with lights and wear reflective clothing and/or a safety vest. Cyclists arriving at the pathway transition at 7:50 PM or later should stay on it all the way to the finish.



■ While we don't like to consider it, some cyclists will not finish LoToJa. If you drop out, please notify either a feed zone team leader or neutral support vehicle volunteer and tell them your bib number.



VIOLATIONS THAT WILL RESULT IN DISQUALIFICATION:

- Disregard for event health and safety guidelines
- Running a stop light or sign
- Crossing the center line at any time
- Drafting behind neutral support vehicles after mechanical checks
- Unsafe or unsportsmanlike conduct
- Not wearing a helmet — must be worn at all times
- Listening to music on any device that causes you or others to be distracted while riding
- Talking, texting, or any cell phone use while riding
- Racers starting earlier than their assigned time
- Blatant and indiscreet public urination
- Intentional littering



FEED ZONE INFORMATION

FEEDING AND DROPPING

Cyclists that stop to grab their food and/or to communicate with their support crew within a feed zone should get themselves and their bike completely off the road. The road should be clear of people and bikes to provide a safe lane to those cyclists that are coming in or passing through the feed zone.

All cyclists must stop to discard/reload their pockets and bottles at feed zones. We strongly discourage the use of musette bags to exchange food and hydration. We have eliminated all drop zones at every feed zone, including water stops. Please do not drop items or litter either within or outside any feed zone.



SIGNS AT THE FEED ZONES

LoToJa feed zones are signed to give cyclists the information they need to successfully and safely navigate through the area. At feed zones where crews are allowed to provide support, they are sectioned and numbered 0-9. This makes it easier for cyclists to find their crew. Cyclists and crews simply predetermine the station number they will meet at within these feed zones. One suggestion is to use the last digit of the bib number.



NEUTRAL FEED OPTION

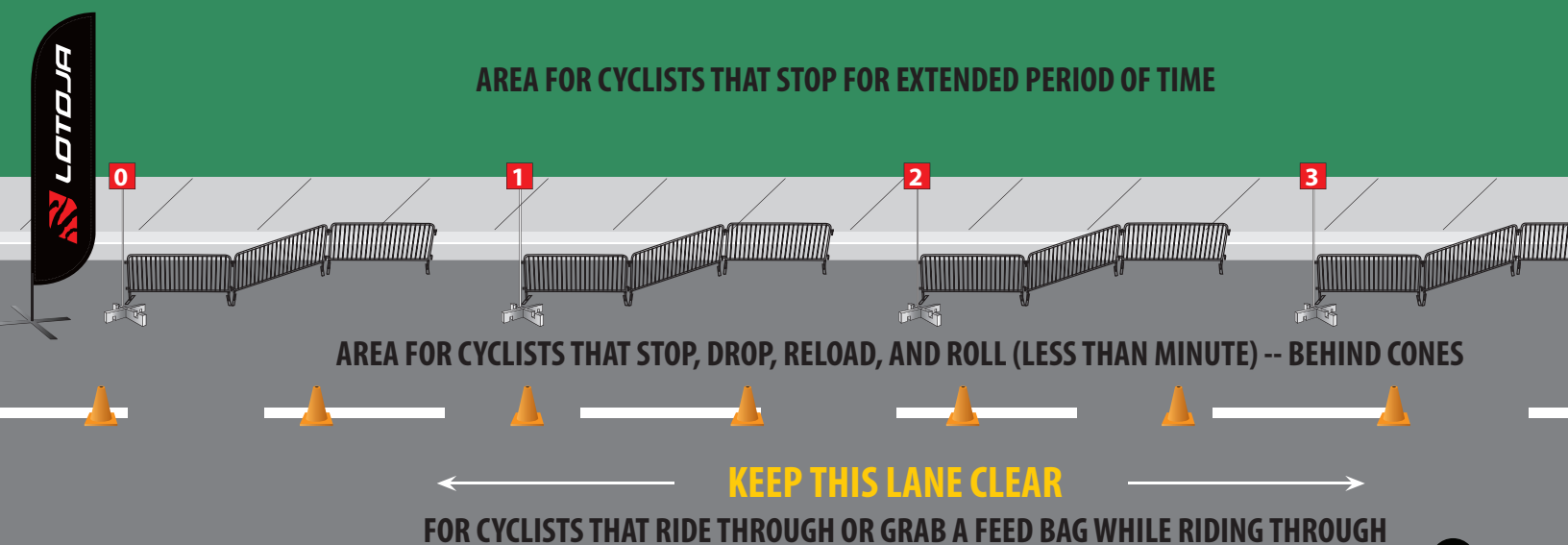
The “crew supported” feed zones in Preston, Montpelier, Afton, and Alpine, include a neutral support zone for all cyclists. Please review our course maps for their location within each feed zone (town). Neutral feed zones are “stop-and-grab” only and will include water, **HAMMER Heed, Gels, Bars, and Endurolytes Fizz** to keep you fueled just right. Bananas, oranges, and various snack foods will also be available. This area is also a pickup point for personalized “drop bags” (see below).

NEUTRAL ONLY FEED ZONES

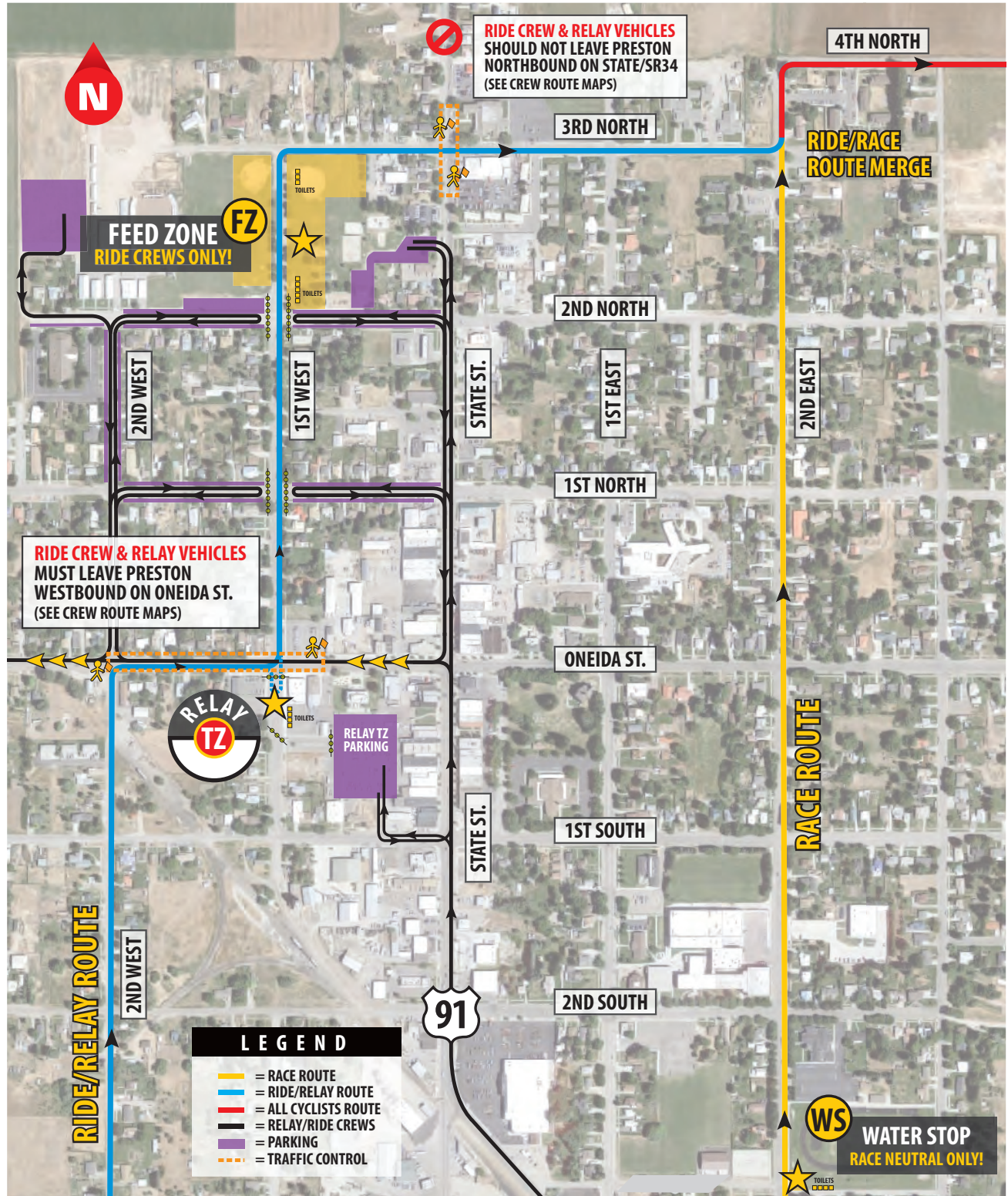
The Strawberry, Salt River, and Game Creek feed zones as well as the Water Stop at the Idaho-Wyoming border are exclusively neutral. No support crew vehicles are allowed to feed or stop at these locations and are not allowed to drive on any of the roads in these sections. Cyclists should not expect hand ups and should carry extra food and water if they do not want to stop. Same energy fuel as above.

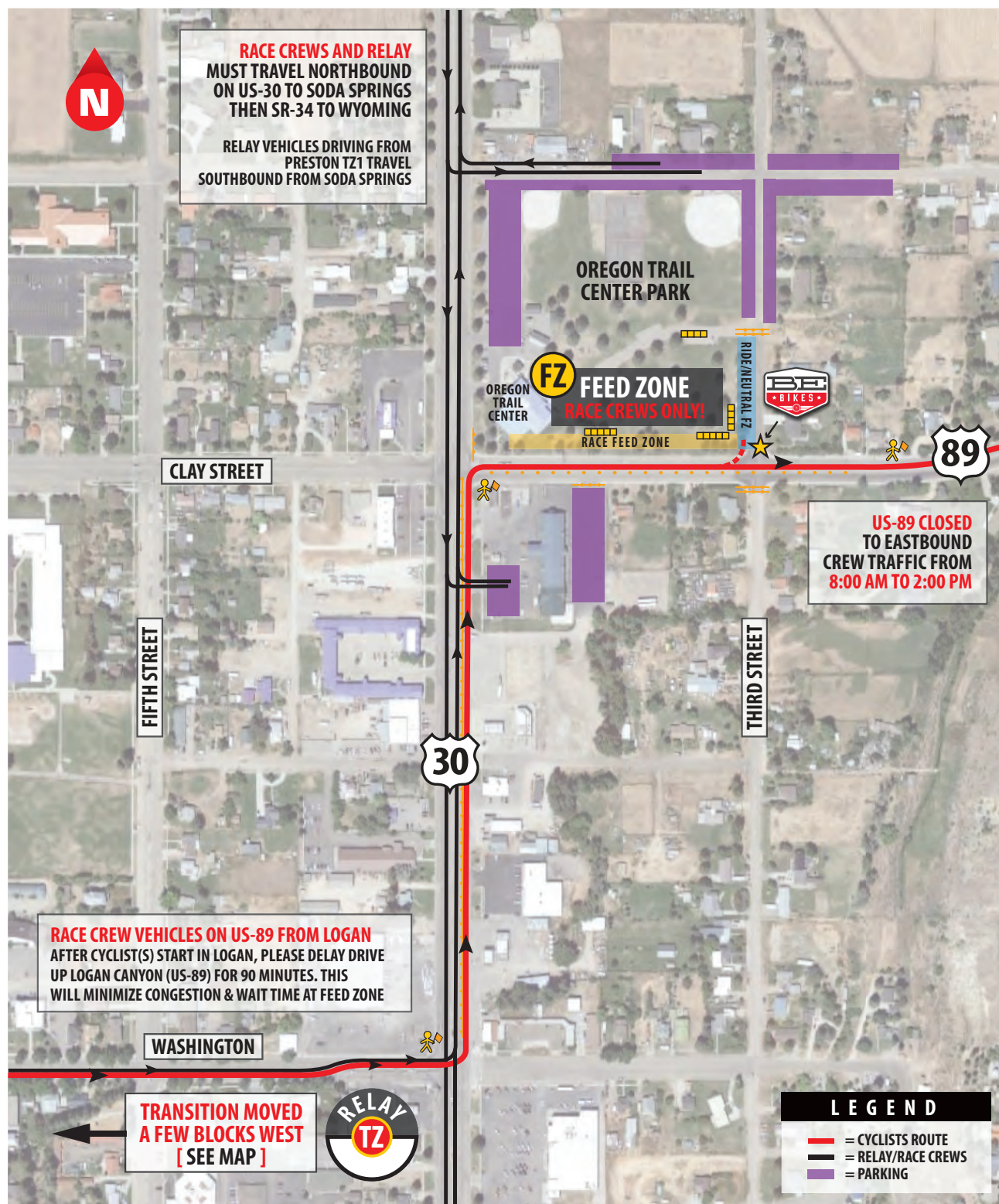
PRE-DROP BAGS FOR FEED ZONES

If you would like to use a “drop bag” containing personal supplies, including food, LoToJa Event Team will transport it to the feed zone of your choice. Your drop bag should be durable and resistant to tear and opening (no plastic bags, please). You must clearly mark your race number and the number of the feed zone on the outside of the bag in large letters. If you place any liquids in your bags, make sure they are in leak-proof, non-breakable containers. We only accept drop bags in Logan on Friday from 1:00 to 7:00 p.m. After LoToJa, please pick up your bag from our “lost and found” tent at the finish line from 7:00 to 8:00 p.m. Bags not picked in Jackson will be discarded.

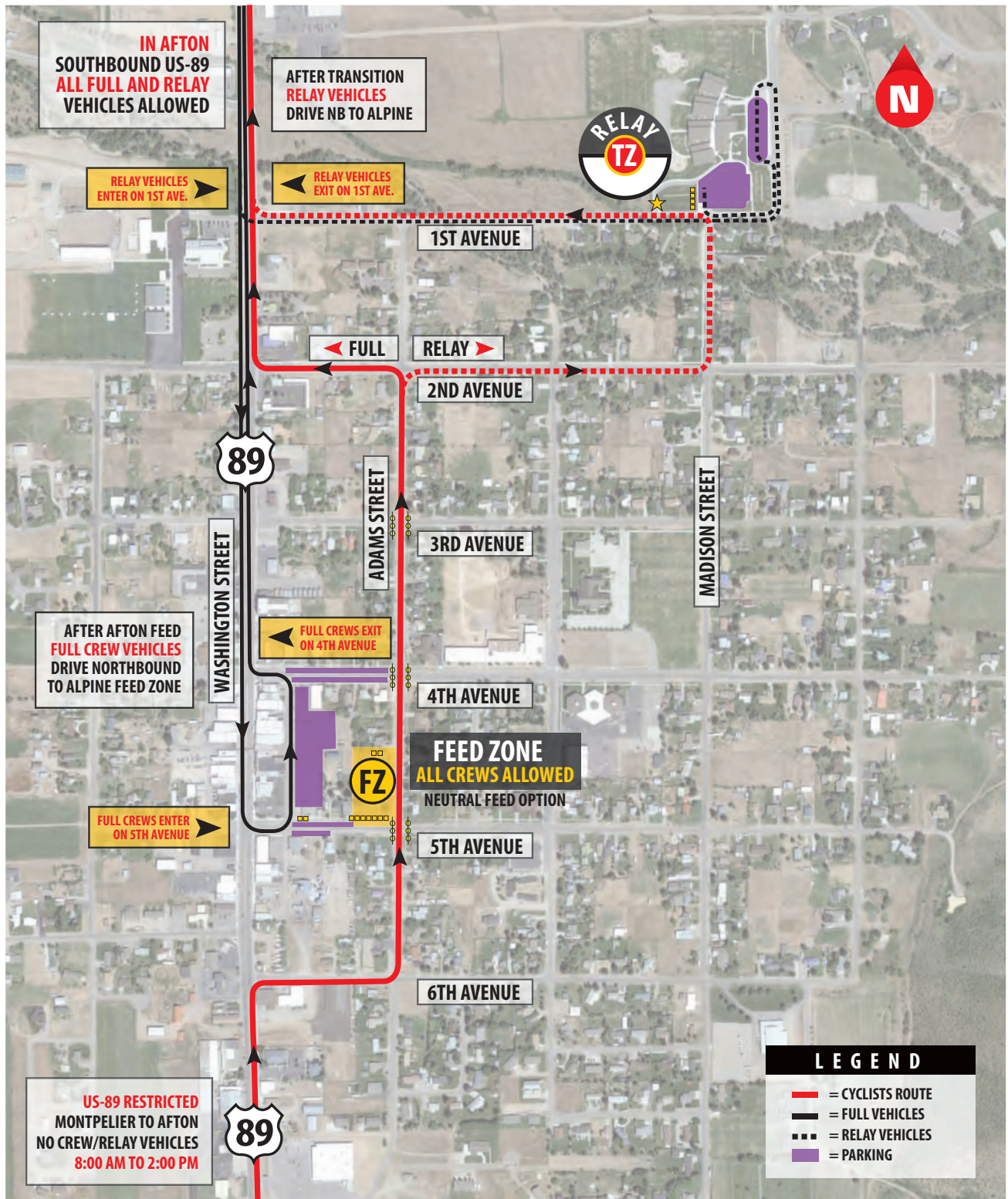


PRESTON DETAIL MAP | RIDE & RELAY VEHICLES ONLY!



MONTPELIER DETAIL MAP | RACE & RELAY VEHICLES ONLY!

AFTON DETAIL MAP | ALL CREW VEHICLES ALLOWED



ALPINE DETAIL MAP | ALL CREW VEHICLES ALLOWED





RELAY TEAM GUIDELINES

- Relay Teams “racing” LoToJa are prohibited to compete using a tandem bicycle. Teams consist of only the members registered to participate. No late additions or substitutions are allowed.
- Relay Teams receive one timing chip per team. This chip is the team’s “baton” and is worn by the racing/riding team member.
- Relay team transitions are **ONLY** allowed at the locations noted below and within the designated Transition Zones (TZ). LoToJa’s TZs are located either before or after the feed zones in Preston, Montpelier, Afton, and Alpine.
- Relay transitions, including the exchange of the timing chip, must occur while both cyclists are stopped, off the road, and within the designated TZ. Cyclists should use extra caution when re-entering the course and riding through the feed zone.
- If a relay team cyclist is unable to complete his/her designated leg for any reason, one of their teammates may finish their leg from the point they quit riding.
- Race relay cyclists must pass through/by every relay transition zone whether they plan to transition or not. Specifically, there’s potential in Afton to cheat the route and gain an unfair advantage by skipping the transition zone. Don’t do it!
- Only one cyclist per relay team may be on the course at any one time on any leg. Exceptions? Yes, teams registered in our non-competitive Cyclosporitive Ride Relay may pedal the last eight miles to cross the finish line together. Teammates jumping in should enter the ride from the Stilson Parking Lot via the pathway underpass to cross SR390 (Moose Wilson Rd). Map on page 39.
- Designated Transition Zones and leg mileage for Relay Teams (see Detail Maps pages 14-18 for exact TZ locations)
 - Leg 1 - Logan to Preston, 34 miles
 - Leg 2 - Preston to Montpelier, 46 miles
 - Leg 3 - Montpelier to Afton, 49 miles
 - Leg 4 - Afton to Alpine, 32 miles
 - Leg 5 - Alpine to Finish Line, 47 miles

ADDITIONAL SAFETY GUIDELINES

HELMETS MANDATORY — All riders must wear a protective, securely fastened helmet that meets either the US DOT helmet standards or the U.S. Consumer Product Safety Commission (CPSC) standard for bicycle helmets.

POINTING OUT OBSTRUCTIONS AND SIGNALING TO ONE ANOTHER — This may be challenging because one man's obstruction is another man's pebble. Please help point out to other riders rocks, manholes, potholes, debris, and gravel.

SIGNALING YOUR INTENTIONS TO RIDERS BEHIND/BESIDE YOU — Be sure to signal your intentions to those around you. Especially if you are at high speeds and in large groups, sudden braking or swerving could harm not only yourself, but those riding near you.

HOLD YOUR LINE — Swerving is a recipe for disaster. Keep your lines straight and true. Just like in a vehicle, there's nothing more disconcerting than being behind a person who's constantly moving from right to left and back again. Quick side-to-side movements around a manhole cover or other minor obstruction may hurt you or others and/or put you in the way of approaching vehicles.

DON'T CROSS WHEELS WITH THE BIKE IN FRONT OF YOU — It goes without saying but, this is the cause of many crashes. Please be aware of rider's speeds and watch for signaling that they may be slowing down or moving over.

NO MUSIC DEVICES ALLOWED — Listening to music on any device while riding LoToJa is not allowed. Riding in a group can be tricky and if you are unable to be heard or hear, it puts you and others at risk.





LOTOJA VETERAN “HOW TO FINISH” ADVICE

- Get a lot of base miles on your legs and rear in the months leading up to LoToJa. Prepare and train for the climbs and ride a few centuries. Participate in other races and events. You need to know how your body responds to several hours in the saddle.
- Ride within your limits. Don't go too hard early on — a lot can happen in 200 miles, so be patient!
- Dress properly. Bring clothing that you can add or take off — so you stay dry and comfortable throughout the day. LoToJa ascends three mountain passes that are near or well over 7,000 feet elevation. We strongly encourage you to bring clothing that will provide protection in all weather conditions - despite the forecast. Don't believe us? Ask someone that raced “SnoToJa” in 2005 what they are bringing this year.
- Eat and drink constantly!!! Keep your body fueled with sufficient hydration and the right food.
- Ride and train with Jenn Halladay (pictured above). Eight starts and eight finishes with six as a category winner and five of them are in the Women's Pro, Cat 1/2/3 race. She gives LoToJa her all, every time. It's simply a reflection of who she is all the time.

Never discount your performance when you finish, regardless of time or position. You have just completed an amazing athletic feat.

VETERAN TIP

RACE/RIDE LOG

COURSE LEG	TARGET TIME IN	TARGET TIME OUT	ACTUAL TIME IN	ACTUAL TIME OUT	GOAL +/-
START TO PRESTON					
PRESTON TO MONTPELIER					
MONTPELIER TO AFTON					
AFTON TO ALPINE					
ALPINE TO FINISH					

TARGET FINISH TIME: _____

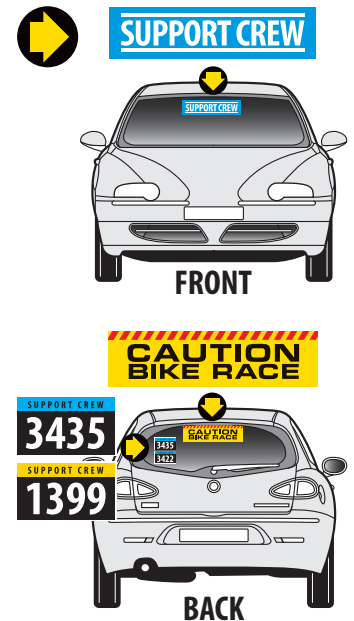
ACTUAL FINISH TIME: _____

NOTES FOR NEXT YEAR: _____



SUPPORT CREW GUIDELINES

- CREW VEHICLE ID** - Crew vehicles must display their rider(s) bib number on the outside rear window as well as "Support Crew" and "Caution Bike Race" signs. They should be placed high and centered on the front and rear windows. The signs are self-adhesive so no need to bring or borrow tape.
- ROAD RESTRICTIONS** - Support crew vehicles do not share the same road as the cyclist(s) they are supporting until US-89 in Star Valley (from Afton north to Alpine). No crew vehicles are allowed to drive on US-89 between Montpelier and Afton from 8:00 a.m. to 2:00 p.m. or in Snake River Canyon from 1:00 to 5:00 p.m.
- TRAFFIC FLOW** - Crew vehicles should not impede the reasonable flow of traffic. They should not slow down and drive alongside cyclists. Vehicles that must stop should be pulled completely off the road and out of the path of passing cars and cyclists. Large support vehicles, such as RVs, that block the view of following vehicles, are discouraged in the support crew caravan.
- OBEY TRAFFIC LAWS** - Crews should not speed or drive unsafely while traveling from feed zone to feed zone. Cyclists that miss their support team can always refuel at LoToJa's neutral feed tables provided at every feed zone.
- NO OPEN FEEDS/CHECKS** - Absolutely no open feeding or hand-ups from Crew vehicles. ONLY LOTOJA NEUTRAL SUPPORT can provide food, water, and mechanical checks outside feed zones.
- CUTOFF TIMES** - Support crews will be asked to fall back and support their cyclist that falls behind LoToJa's neutral support "sweep" vehicle and/or misses the feed zone cutoff times (see page 11). Cyclists should be picked up before it gets dark and should wear reflective gear and ride with lights on after 7:30 p.m.
- AT FEED ZONES** - While waiting for cyclist(s) to arrive at feed zone, please stay off the road and behind the white line/curb/road edge at all times. DO NOT allow young children or pets to be on or near the road. We strongly recommend pets should be kept at home. They can quickly become a safety issue. Please use extreme caution when picking up dropped items within feed zones.



SUPPORT CREW FEED ZONE ACCESS

- Support crews are not allowed at feed zones marked "LoToJa" — neutral support will be provided by LoToJa volunteers.

CYCLIST CLASS	PRESTON FEED ZONE	STRAWBERRY FEED ZONE	MONTPELIER FEED ZONE	ID-WY BORDER WATER STOP	SALT RIVER FEED ZONE	AFTON FEED ZONE	ALPINE FEED ZONE	GAME CREEK FEED ZONE
CYCLOSPORTIVE RIDERS	CREW	LoToJa	LoToJa	LoToJa	LoToJa	CREW	CREW	LoToJa
LICENSED RACERS	LoToJa WATER ONLY	LoToJa	CREW	LoToJa	LoToJa	CREW	CREW	LoToJa
RELAY	CREW*	LoToJa	CREW*	LoToJa	LoToJa	CREW*	CREW*	LoToJa
MILES (RIDE/RACE)	34/29	62/57	81/76	99/94	111/106	128/123	161/156	185/180

*LoToJa relay cyclists, depending upon use of **transition zones**, may not require stops at these feed zones.

CREW INFORMATION

CREW RULE VIOLATIONS THAT WILL RESULT IN CYCLIST DISQUALIFICATION

- Reckless driving that is illegal and/or endangers the cyclists, motorists, or citizens sharing the road with them (e.g. speeding, passing on a double yellow line, running a stop light or sign, etc.)
- Conduct towards volunteers, vendors, citizens, communities, etc. that is abusive, vulgar, or disrespectful
- Blatant and indiscreet public urination (this problem is not limited to cyclists)
- Providing support to cyclists outside designated feed zones
- Driving on roads or accessing feed zones that are off-limits to crew vehicles
- Intentional littering



PARKING/TRAFFIC AT FEED ZONES

Feed zones accessible to support crews can become congested with vehicle/pedestrian traffic. Please be courteous and considerate to the volunteers, communities and people we impact in these areas. Park in designated locations, follow traffic signs, and obey directions from volunteers. Do not park on main roads, block driveways, access to private property, set up lawn chairs in someone's front yard, etc. Respect the community's private and public property, and report any abuse immediately to race officials or event staff.

WHITEBOARDS AT FEED ZONES

In addition to HAM radio communication, there are "whiteboard" bulletin boards at the feed zones. They can be used by cyclists and support crews for receiving and posting messages. So be sure to check the whiteboards at every feed stop.

FINISH LINE PARKING

Please follow the directions provided by flaggers, event staff, and volunteers as you go in and out of the finish line parking lots. Your patience and courtesy will be appreciated as they do their job to make traffic flow as smooth as possible. For large teams driving to the Teton Village finish, please consider carpooling from the Stilson parking lot (see page 39) to help us alleviate excess congestion.

Please do not park on the finish line road (Highway 390) or on the entrance road that leads to Jackson Hole Mountain Resort. The closest parking lot, known as the Ranch Lot, is approximately 600 feet from the race finish, so be prepared to walk. Support crews should only park in the designated lots as directed. Also, please discard trash in the provided containers.

LOCAL HOSPITALS — **for emergencies call 911**

- LOGAN, UT: Logan Regional Hospital - 500 E. 1400 N., 435-716-1000
- PRESTON, ID: Franklin County Medical Center - 44 N. 100 E., 208-852-0137
- SODA SPRINGS, ID: Caribou Memorial Hospital - 300 S. 300 W., 208-547-3341
- MONTPELIER, ID: Bear Lake Memorial Hospital - 164 S. 5th St., 208-847-1630
- AFTON, WY: Star Valley Medical Center - 110 Hospital Lane, 307-885-5800
- JACKSON, WY: St. John's Hospital - 555 East Broadway, 307-733-3636



CREW DRIVE DISTANCE SCHEDULE

	PRESTON	MONTPELIER	AFTON	ALPINE	FINISH LINE
VIEW MAP RIDE CREW ROUTE					
LOGAN to PRESTON to AFTON to ALPINE to	33	N/A N/A	187 154	173 140 33	246 213 106 73
VIEW MAP RELAY VEHICLE ROUTE					
LOGAN to PRESTON to MONTPELIER to AFTON to ALPINE to	33	119 86	187 154 108	173 140 101 33	246 213 174 106 73
VIEW MAP RACE CREW ROUTE					
LOGAN to MONTPELIER to AFTON to ALPINE to	N/A	70	178 108	171 101 33	244 174 106 73

PLEASE DRIVE SAFE!

Support crews for relay teams, cyclosporptive riders, and licensed racers will leave Logan on different roads. The routes are designed to spread out traffic as much as possible and minimize traffic congestion.

Support teams should only drive on the roads designated for Crew travel (colored orange on Course Maps). Yes, the orange routes require extra driving, but our cyclists' safety is our number one priority!





CREW DRIVING DIRECTIONS

FOR ALL CREWS

General:

- When leaving Logan, do not cross Main Street and 200 North. Please read and follow "Crew Vehicles Leaving Logan" on page 31. Help us minimize the number of times support vehicles cross the path of cyclists.
- We encourage teams with more than one support vehicle and/or teams sharing the same start time to "divide and conquer" the feed zones and finish line. This will reduce the stress of driving to every location in a timely manner as well as lower support vehicle traffic on the roads and in the feed zones.

From Soda Springs to Wyoming:

- Drive northeast on SR34 to enter Star Valley via Freedom, Wyoming.
- Drive either south or north on US-89 based upon your feed zone or relay transition plan.
- Crews leaving Alpine between 1:00 to 5:00 PM are required drive to Jackson using the SR26 route. Snake River Canyon is off-limits to crew vehicles during these hours. Crews may drive through Snake River Canyon if done prior to 1:00 or after 5:00 PM.

FOR FULL RACE CREWS

- After your cyclist(s) start time, please delay leaving Logan for 90 minutes or more. Why? To reduce congestion at the Montpelier Feed Zone. We don't want crews waiting too long for their cyclist to arrive. Example: The fastest race cyclists will get to Montpelier in about 3.25 hours and most will take over 4 hours. The drive to Montpelier via Logan Canyon is 70 miles or ~90 minutes.
- After supporting cyclist(s) at the Montpelier feed zone, drive north on US-30 to Soda Springs. Southbound travel on US-30 or driving east on US-89 from Montpelier is prohibited between 8:00 AM to 2:00 PM.
- See "From Soda Springs" above for driving directions in Wyoming.

FOR FULL RIDE CREWS and RELAY TEAMS

- Leave Logan northbound on US-91 (Main Street) traveling directly to the Preston Feed Zone or Relay Transition 1.
- After supporting/transitioning in Preston, drive north on US-91 (see Map 3 on page 33) to arrive at Soda Springs.
- From Soda Springs ONLY relay teams may drive south on US-30 if transitioning in Montpelier. Full Ride Crews drive north on SR34.
- See "From Soda Springs" above for driving directions north on SR34 out of Soda Springs and into Star Valley, Wyoming.

CREWS: CARING FOR YOUR CYCLIST

Over the course of LoToJa's 200-plus miles, cyclists could experience a number of medical or traumatic emergencies. It's important that support crews are ready to handle some of the most common emergencies. These emergencies include road rash, hypoglycemia (low blood sugar), hypothermia, overexertion, etc. Jackson Hole Fire EMS recommends LoToJa Support Crews should prepare and bring a first-aid/support kit that includes at least the following items:

- **Materials to treat wounds** — Bandages, sterile dressing/gauze, clean water, ice pack, washcloth to clean gravel from road rash, and splinting materials. Road rash is common so be prepared for it.
- **Things to warm up cyclists** — Emergency blanket, warm clothes, hat, and warm fluids
- **Products to replenish cyclist's sugar stores and fluid** — energy gels and bars, sports drink with electrolytes, other food high in sugar, carbohydrates, and protein
- **Sunscreen** — To protect from sunburn
- **Other special health issue needs** — Medication, inhaler, epi-pen, etc.



If you're not one of the stronger riders in the pack, stay out of the front until your pack is small enough that all riders rotate.

VETERAN TIP



FIRST-AID REMINDERS FOR THE FINISH AND MORE...

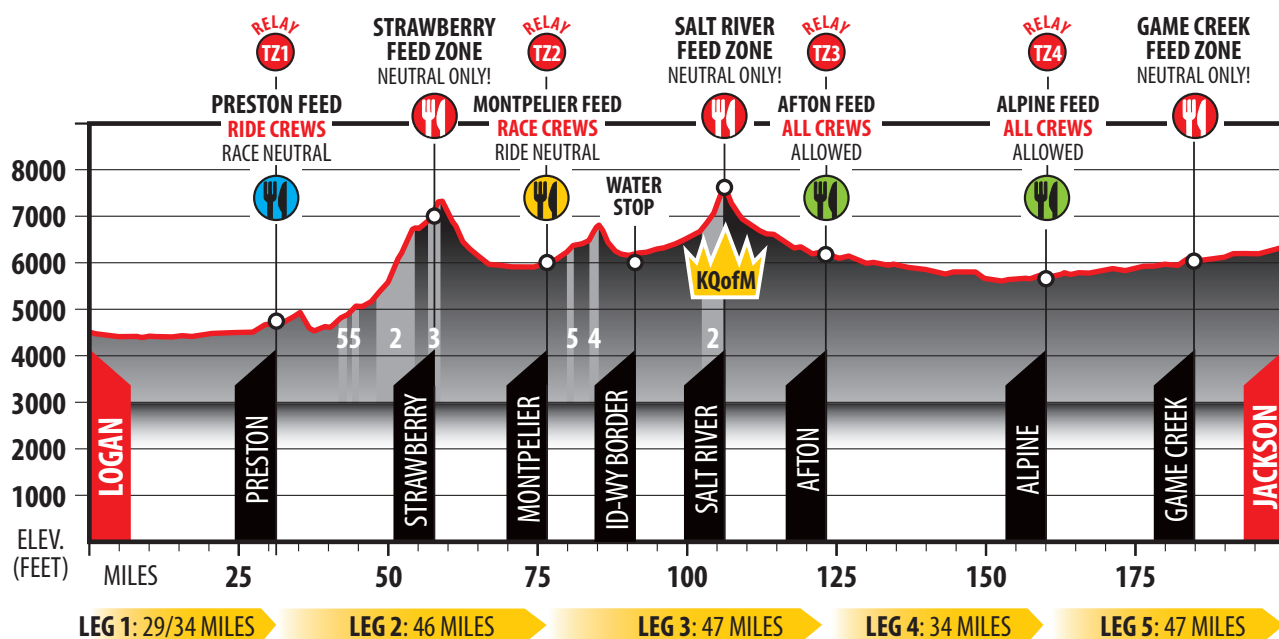
Here are some tips to make sure your “finisher” does not need more than a warm congratulations from you and the **Jackson Hole Fire/EMS** crew at the finish line:

- **Tons of fluids including electrolytes** — Every year we see riders suffering from dehydration, cramping, nausea, vomiting, lightheadedness and weakness due to not taking in enough fuel and fluids. Please make sure your rider eats and drinks enough throughout the day.
- **Proper eye/sweat protection** — Some riders suffer from blurred or lost vision upon crossing the finish line. We are not sure why this happens, but some theories are insufficient eye protection for so many miles of wind and grime, or sunscreen melting into the eyes. Either way, it tends to go away with rest and irrigation. Be prepared to flush the eyes with water.
- **Some years it snows!** — Have lots of warm clothing and maybe a thermos of hot liquid. If your rider gets cold, make sure you can get them into dry clothing (dry from skin level on out) and get them fluids with calories!
- **Pay attention to the location of hospitals along the route** — If your rider needs help, do not pass by a hospital to come to the medical tent at the finish line! We will only be loading up your rider to drive them back to the hospital.
- **If your rider requires emergency medical attention** — We will be there to help! But please know that we do not provide fluids or medications unless we are planning on transporting to the hospital. We are not a clinic, so we cannot give medication (including fluids) and then let you walk away.

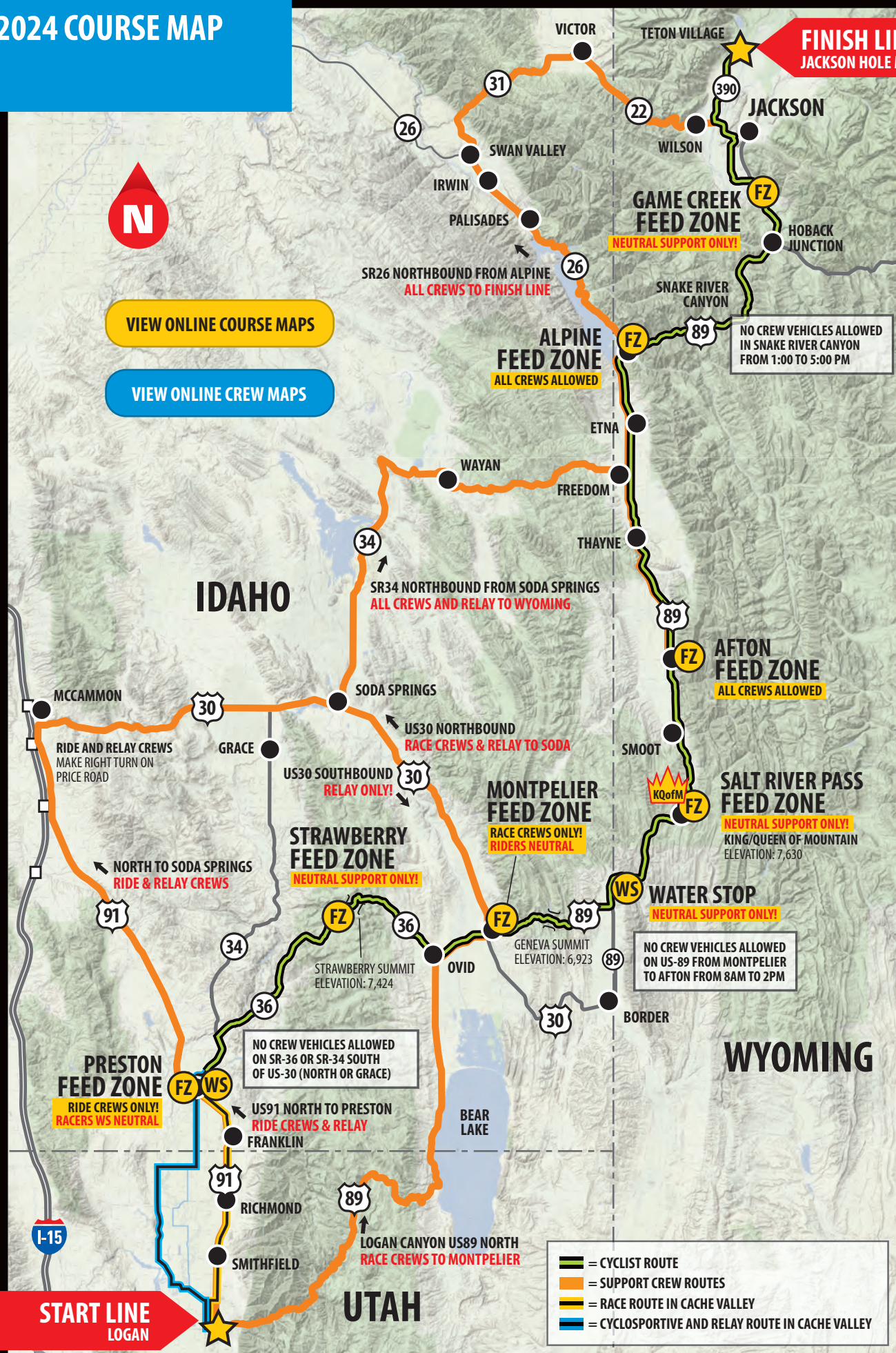


2024 COURSE

LoToJa will again start in Logan, Utah and finish in Teton Village, Jackson Hole, Wyoming. The route is incredibly scenic, diverse, and challenging. It is important to note, the course maps currently published are subject to change. Regardless of our planning efforts, late-breaking course changes could occur due to circumstances beyond our control.



2024 COURSE MAP





LOGAN TO PRESTON • LEG 1

FIRST 30-PLUS MILES TO PRESTON — The ride north through peaceful Cache Valley is flat to moderate. Typically crisp and cool in the morning, but a great way to warm up for the first big climb. Don't go out too fast and burn all your "fun tokens" — you'll need the extra energy later in the day. Our race vs. cyclosporitive ride cyclists do not share the same road until routes merge after the feed zone in Preston (Race Route = 29 miles; Ride/Relay Route = 34 miles). Support crew vehicles for each class will travel different roads out of Cache Valley.

[VIEW ONLINE MAPS • LEG 1](#)

LOGAN TO PRESTON • LEG 1

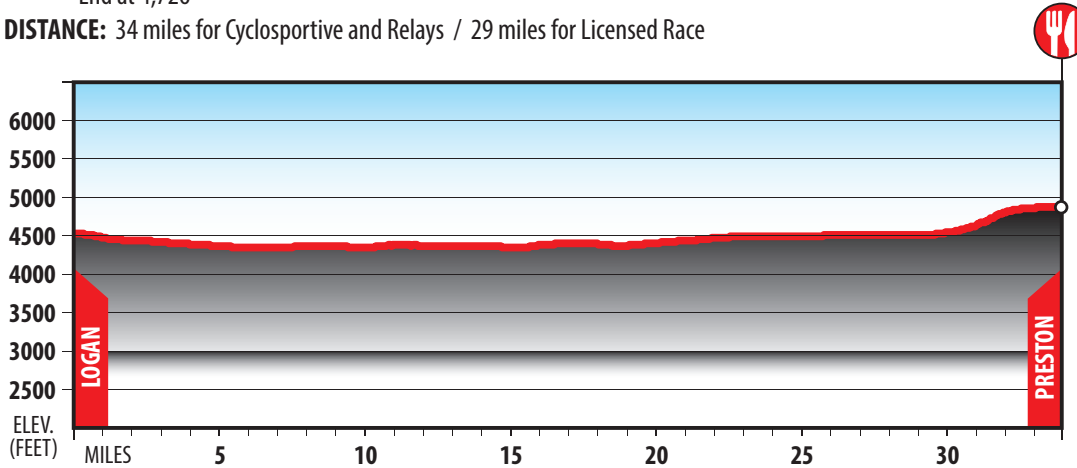
ELEVATION:

- Start at 4,533
- End at 4,726

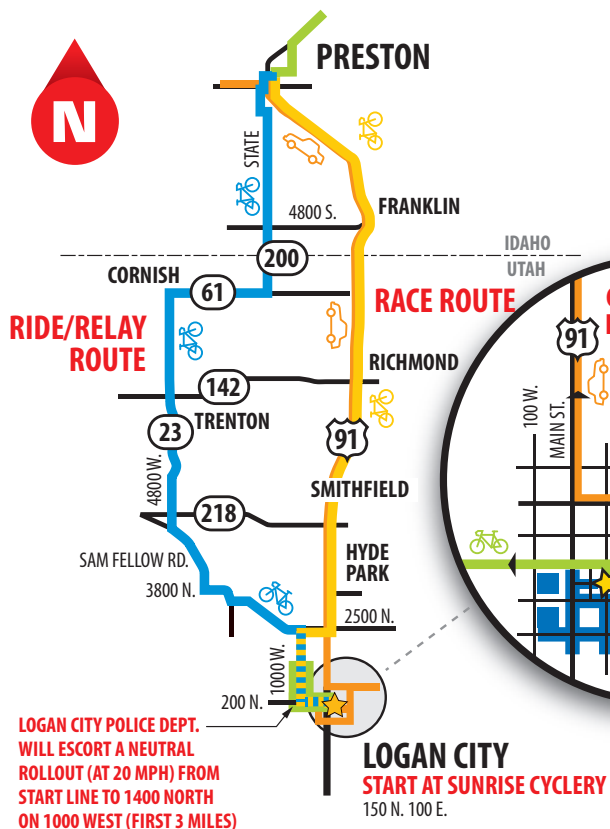
DISTANCE: 34 miles for Cyclosportive and Relays / 29 miles for Licensed Race

PRESTON FEED ZONE

RIDE CREWS ONLY!
RACERS NEUTRAL

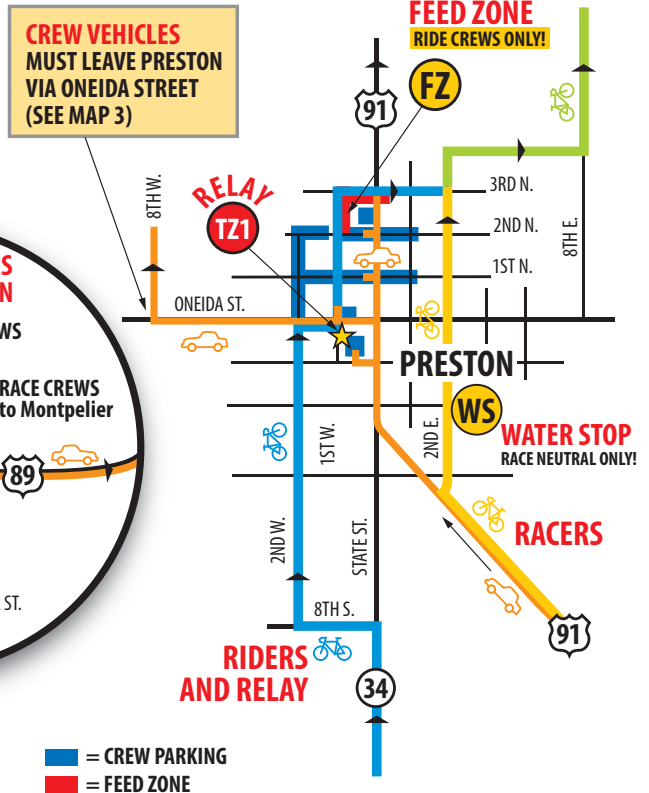


MAP 1: LOGAN TO PRESTON



MAP 2: PRESTON

RIDE CREW FEED / RACERS NEUTRAL / RELAY TRANS 1





PRESTON TO MONTPELIER • LEG 2

47 MILES TO MONTPELIER — Sixty percent of the mileage in this section will be spent pedaling uphill. North of Preston, expect a short climb and a fast descent into Riverdale, where LoToJa's long 22-mile climb to the top of Strawberry/Emigration Canyon begins. No support vehicles are allowed in this canyon. The two steepest sections are at the top, both between 6 to 8 percent gradient and three miles in length. The first leads to a false summit. The neutral-only Strawberry feed zone (FZ2) is located one-mile before the top (elevation 7,424 feet). After descending 1,500 feet to the Bear Lake Valley, the last eight miles to Montpelier (Feed Zone 3) are flat.

[VIEW ONLINE MAPS • LEG 2](#)

33



MONTPELIER TO AFTON • LEG 3

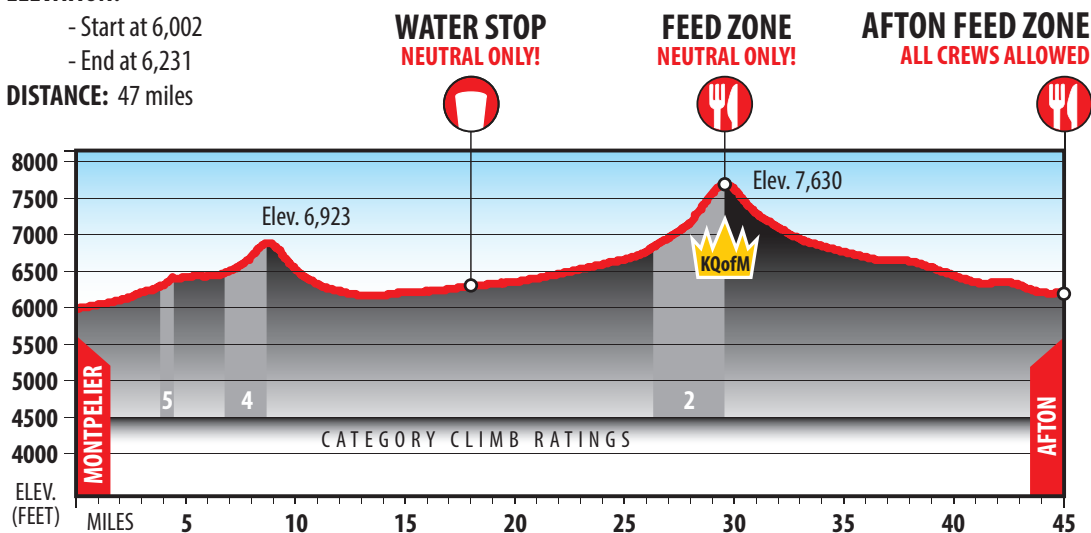
47 MILES TO AFTON — There are two big climbs and two fast descents on the road to Afton. The first climb gains 1,000 feet in 9 miles to reach Geneva Summit at an elevation of 6,923 feet. The last two miles of this climb is a 7 percent gradient. The second climb, after descending into Geneva and crossing the border in Wyoming, leads to the top of Salt River Pass. The steepest part of this climb is the last four miles with the gradient going from 6 to 9 percent. Salt River is LoToJa's highest point (elevation of 7,630 feet), the King/Queen of Mountain, and home to Neutral Feed Zone 4. From the top, the ride to Afton is 17 miles.

[VIEW ONLINE MAPS • LEG 3](#)

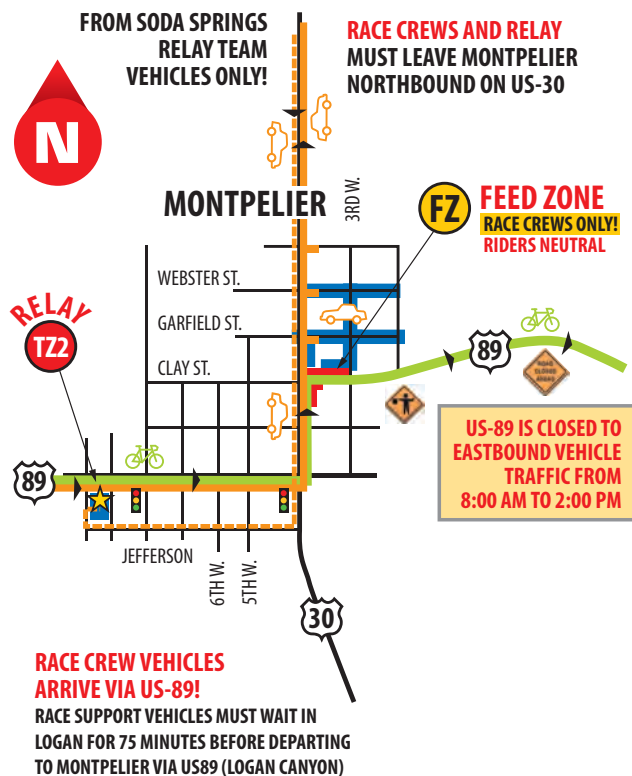
ELEVATION:

- Start at 6,002
- End at 6,231

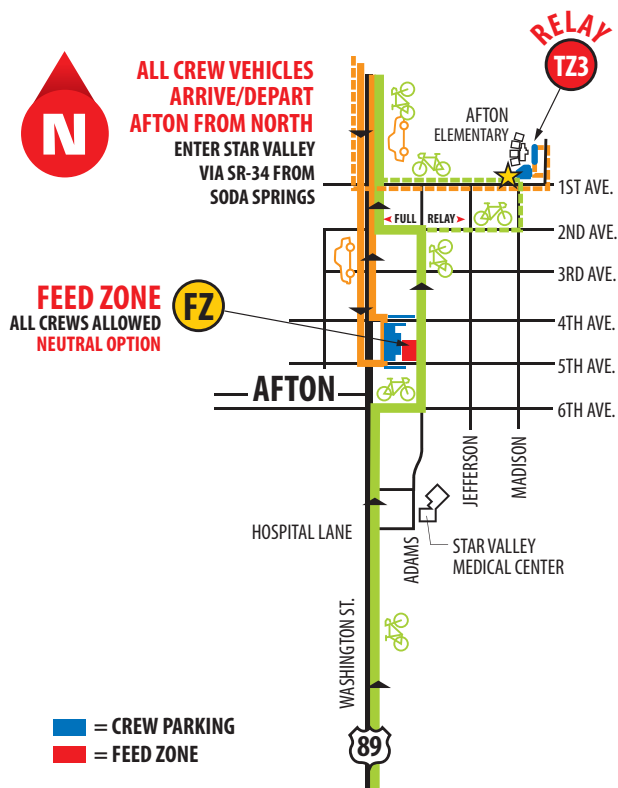
DISTANCE: 47 miles



RACE CREW FEED / RIDERS NEUTRAL / RELAY TRANS 2



ALL CREWS ALLOWED / RELAY TRANSITION 3





AFTON TO ALPINE • LEG 4

34 MILES TO ALPINE — The wind and vehicle traffic will be the biggest obstacle riding northward through Star Valley on US-89. This leg is mostly flat with nothing over one to two percent up or down. Pray for a tailwind (it's usually a crosswind) and in certain sections watch out for the brutal rumble strips that border the white fog line.

[VIEW ONLINE MAPS • LEG 4](#)

AFTON TO ALPINE • LEG 4

ELEVATION:

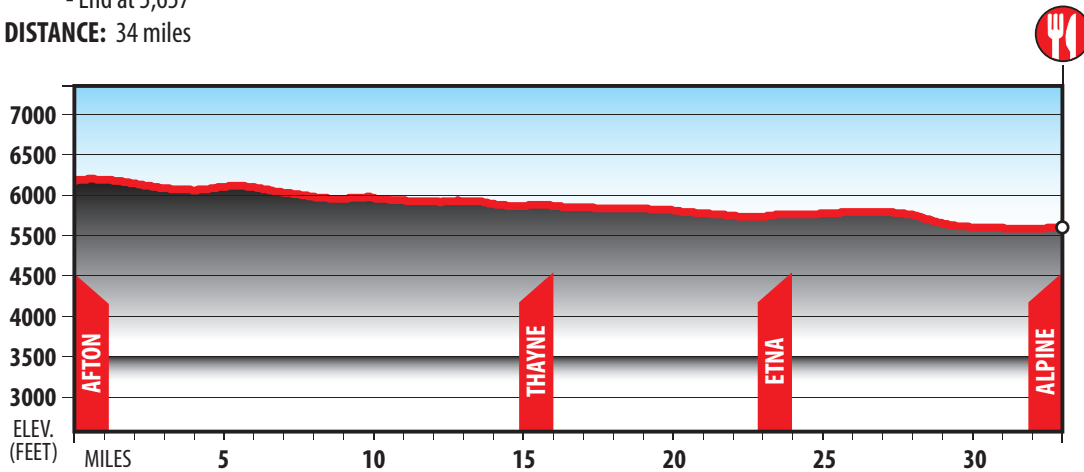
- Start at 6,231

- End at 5,657

DISTANCE: 34 miles

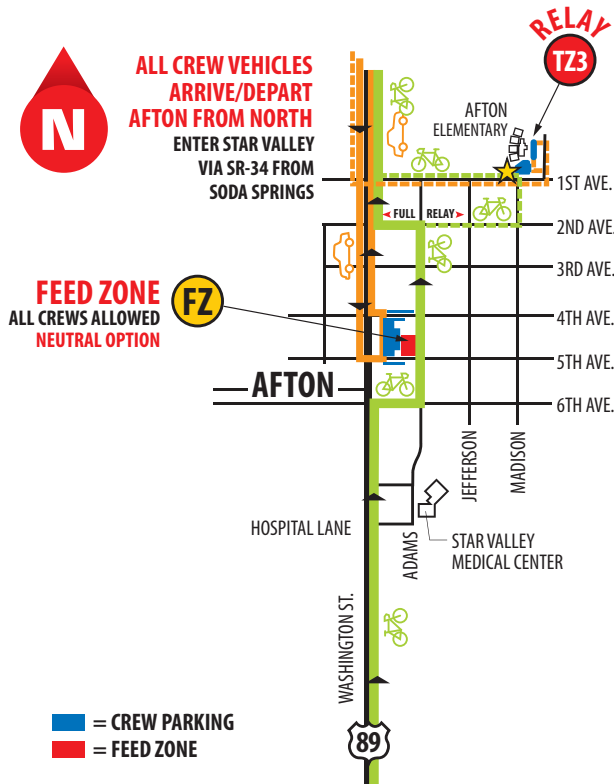
ALPINE FEED ZONE

ALL CREWS ALLOWED



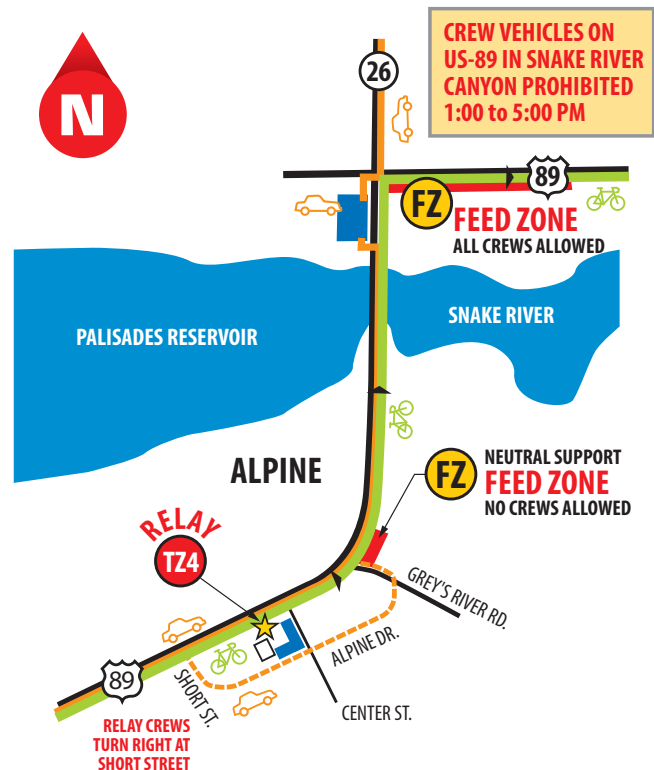
MAP 5: AFTON

ALL CREWS ALLOWED / RELAY TRANSITION 3



MAP 6: ALPINE

ALL CREWS ALLOWED / RELAY TRANSITION 4





ALPINE TO FINISH • LEG 5

47 MILES TO FINISH — The view alone keeps most cyclists motivated. Riding 25 miles through Snake River Canyon is amazing and on most days has a welcoming tailwind. However, for many, the best reward (other than finishing) is LoToJa's last dozen miles which are spent pedaling in the shadows of the Teton Range. We can't think of a better backdrop to conclude a long day in the saddle.

[VIEW ONLINE MAPS • LEG 5](#)



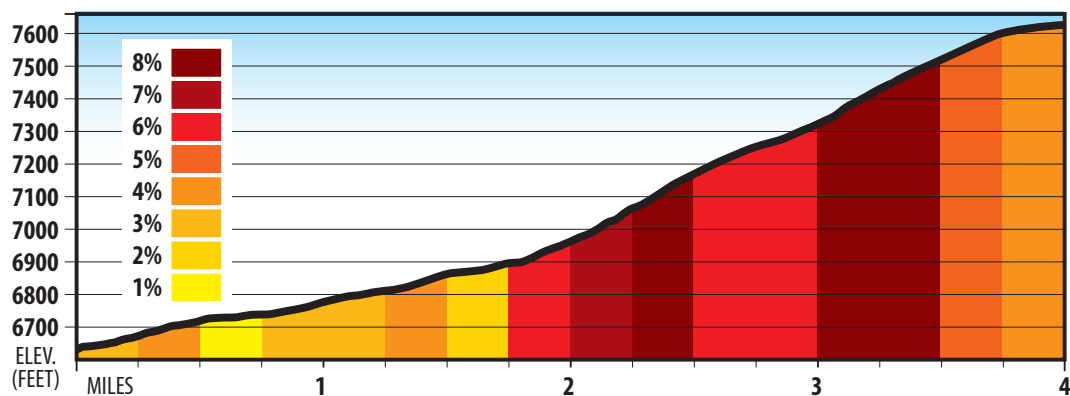
KING/QUEEN OF MOUNTAIN

4 MILES TO TOP OF SALT RIVER PASS — The King and Queen of Mountain competition starts four miles south and slightly more than 1,000 feet below the summit of Salt River Pass on US-89 (approximately 27 miles east of Feed Zone 3 in Montpelier). This award is given to the fastest climb time recorded by an individual male and female cyclist. Relay teams are excluded from this competition.

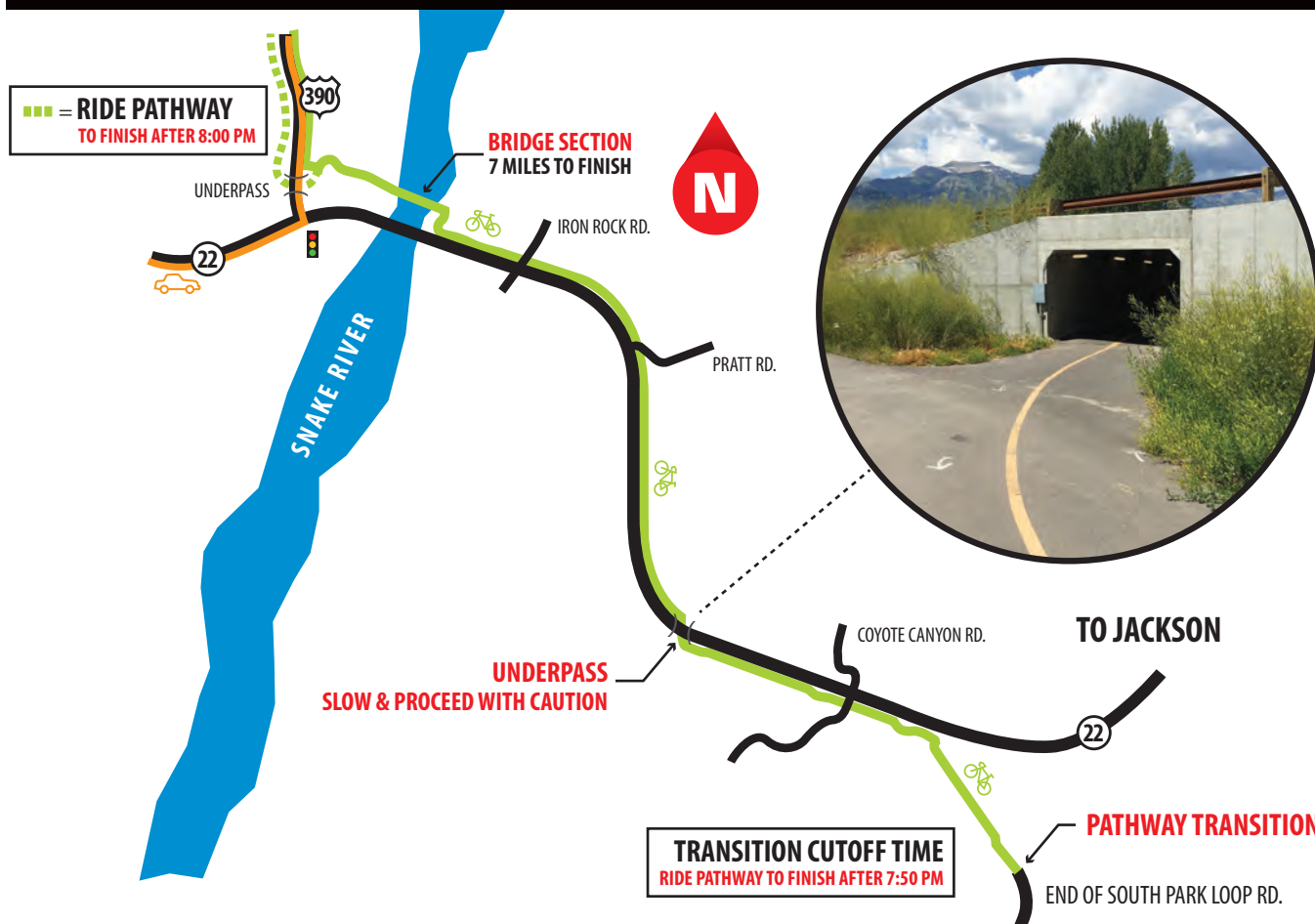
ELEVATION:

- Start at 6,618
- End at 7,630

DISTANCE: 4 miles



JACKSON PATHWAY



PLATINUM SPONSORS



FRIENDS & VOLUNTEERS

Epic Events would like to thank our sponsors, partners, and friends who have contributed their time, money, and resources to help make this year's LoToJa Classic a success. We are especially grateful to LoToJa's volunteers. There are over 600 working the race this year. Please take the time to show kindness and say thank you to as many as you can along the way — we couldn't pull off LoToJa without their awesome help!

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- Fitzgerald's Bicycles
- Snake River Photo
- The Annex

RADIO COMMUNICATIONS FRIENDS

Over 130 HAM radio operators, orchestrated by Bridgerland Amateur Radio Club (BARC), are responsible for all radio communications and most of the neutral support provided on race day. They are an integral part of LoToJa's volunteer team. They spend hundreds of hours each year to keep LoToJa participants pampered, safe, and informed. On behalf of everyone that has benefitted from their dedicated service, especially LoToJa cyclists and their crews... **THANK YOU, BARC!!!**



No matter how many times you have seen the Tetons, they will never look as majestic as they do when you ride down the home stretch to cross the finish line at Jackson Hole Mountain Resort.



COMMUNITY PARTNERS

LoToJa would not be possible without the support and understanding of the communities we pass through. Their partnership is key to LoToJa's success and safety. We appreciate and enjoy working with the many city officials, municipalities, civic groups, law enforcement agencies, and departments of transportation in Utah, Idaho, and Wyoming which contribute to make LoToJa possible year after year.

SEE YOU IN 2025!

"It doesn't matter how much you suffered and told yourself you will never do this stinking ride again, moments, hours, or even the next day after you finish LoToJa — your mind will do something very unusual. It will start to plan strategies how to improve your time for next year. Before you know it, you will be a member of the LoToJa 1000 mile club."



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REV. 08.24