

# cycling utah

## UTAH AND IDAHO 2006 EVENT CALENDARS

DIRT  
PAVEMENT  
ADVOCACY  
RACING  
TOURING

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## SPEAKING OF SPOKES

## Nine Days of Hell and Heaven



By David Ward  
Publisher

We actually rode for 10 days, but the first was just an evening roll around the town after arriving in Lourdes, France. My close friend, Rick Wallin, and I spent the next 9 days climbing many of the legendary climbs of the Tour de France.

I planned this as a two week vacation beginning the end of September when the tourist crowds would be gone and the roads lightly traveled. I knew the weather could become a factor at the higher elevations, but decided it a risk worth taking.

Lest one think the miles look somewhat anemic, remember that this was a climbing vacation.

began to rain. From there, it was a slight descent for a few kilometers before the final kilometers to the top of the Aubisque. We were in the high Pyrenees, with cattle and horses free ranging around us on the verdant, wet and cloud enshrouded mountainsides. The road wound along the steep mountainside, and tunneled through two descending ridge lines.. With rain pouring on us, we stopped briefly in the second tunnel, hoping to wait out the heaviest part of the storm. After about ten minutes, and with no sign of easing up, we decided to just head off into the rain. It poured all the way to the top of the Aubisque, with lightning flashing and thunder booming around us. When cresting the top, I discovered a summit café, "Chez Raymond", a welcome reprieve from the storm.

We spent the next hour warming ourselves and trying to dry some clothes in front of a small

dles the summit of almost every well-known col. There is almost no better reward for all that climbing than a tasty French lunch, followed by a thrilling descent back down the mountain.

For this cold, wet day, a Swiss cycling tourist recommended the stew. While thus warming, drying and replenishing ourselves, I told Rick I had been a little worried with all the thunder and lightning striking and crashing around us. "So was I", he said, "But then I figured that if I was struck by lightning, at least I wouldn't know it!" Small comfort.

We were not the only cyclists out to do the climbs. A commercial tour group was also arriving at the top about the same time. They had the advantage of a sag vehicle with their bags and dry clothes. As we ate, I glanced across the informal dining room, and saw a man, naked, in the process of changing clothes. A few minutes later, another man stood right in the middle of the dining room and stripped down to nothing while changing. As Rick commented, "That's France".

As we had approached the



Left: Rick coming up the Tourmalet.

Above: Dave posing under the Le Géant du Tourmalet, a tribute to Tour riders.

wood-burning stove, and started what became a daily ritual: Lunch in at the top of a famous col. As with the Aubisque,, a café strad-

Aubisque from the less difficult east side, we had decided to ride part way down the other side, before turning around to head back to our car. We left Chez Raymond in a pouring rain, and began to descend the west side of the Aubisque, water and grit streaming across the road. We descended for five kilometers before turning around and heading back to the top. Finally, while ascending, the rain began to let up. For the rest of the day's ride, we were spared the heavy rain, though not the wet roads or the cold.

On the final descent back down to our car, I had the only mechanical difficulties we would experience on this trip: A flat tire, and a problem with my breaks. I

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miles per gallon  
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**UTAH NEWS**

**DeSeelhorst Convicted of Negligent Homicide in Josie Johnson Death**

By Ted Wilson

On February 3rd, Elizabeth "Betsy" DeSeelhorst, previously convicted in December of the crime of negligent homicide for slamming into and killing Josie Johnson, was sentenced under Utah's class A misdemeanor negligent homicide statute which can carry a penalty of a year in jail. Third District Judge Royal Hansen suspended the jail time and sentenced DeSeelhorst to 180 days of home confinement with an ankle monitor, 36 months probation and 320 hours of community service to an organization that promotes either bicycle safety or health matters. Hansen said he hoped this case would raise awareness of safe driving for all, especially for the sake of bicyclists, and would prompt people to extend "some common courtesies" to everyone using public roads.

DeSeelhorst is not a murderer. In a compassionate apology to the family of Josie Johnson – a magnetic and beautiful young scientist and top bicycle rider – she said she understood the pain of losing a child, recognized that she had taken a life, and asked God's blessings for the Johnsons. "I am so sorry for what has occurred, and I know I am responsible," Elizabeth DeSeelhorst, 67, tearfully told Johnson's weeping family. "Please believe how sorry I am," DeSeelhorst said. "Please believe me."

The families – DeSeelhorst and Johnson – then quietly embraced and vowed to work together for better bicycle safety. Richard Johnson, Josie's father, said he forgave Betsy DeSeelhorst.

Though matters ended as well as they could, the trial demonstrated a sobering and terrible truth. If you put yourself in control of tons of steel called an automobile, you



**Josie Johnson**  
1979-2004

must see what is ahead of you and you must avoid hitting others who have a right to the road. Under Utah law, Josie Johnson had as much right to the road in Big Cottonwood canyon on September 18, 2004 as any vehicle.

Our society packages such tragedies as "accidents." The word "accident" suggests that collisions are inevitable and the right of driving somehow absolves the driver of final responsibility if legal and cash obligations are met. We walk away, heal injuries, make insurance claims, and say, "Isn't that too bad."

But this "accident" slashed far deeper into our minds and into our souls. The victim, Josie Johnson, became everything to us. Her beauty, her vivaciousness, and her potential as a healing scientist, cast Josie as everyone's ideal as a girlfriend, wife, college colleague, daughter, and fellow bicyclist. Fill in the blank; Josie served all definitions of someone we could love though we may have never

met her. Her warm, caring, and wonderful family placed the exclamation point. Josie was ours. And her loss was ours too. No one felt the pain like the Johnson family; but in this case, the pain gap between the Johnsons and bicyclists was paper-thin.

We sought in the trial of Betsy DeSeelhorst an answer to the question, "How can this happen?" And we pondered, "If it can happen to Josie, it can happen to me and to those I love." The trial probed deeply into our minds and our souls. There was much more at stake than a verdict. More than just the concept of justice and making it right with Josie's family. Deep inside that trial smoldered the agonizing relationship of steel and flesh on the roads we all have a right to.

Trials set precedent. DeSeelhorst's trial tested the sad old truths of Utah's justice system flawed with prosecutors who

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**Reflections on the Trial and Josie's Legacy**

By Ken Johnson

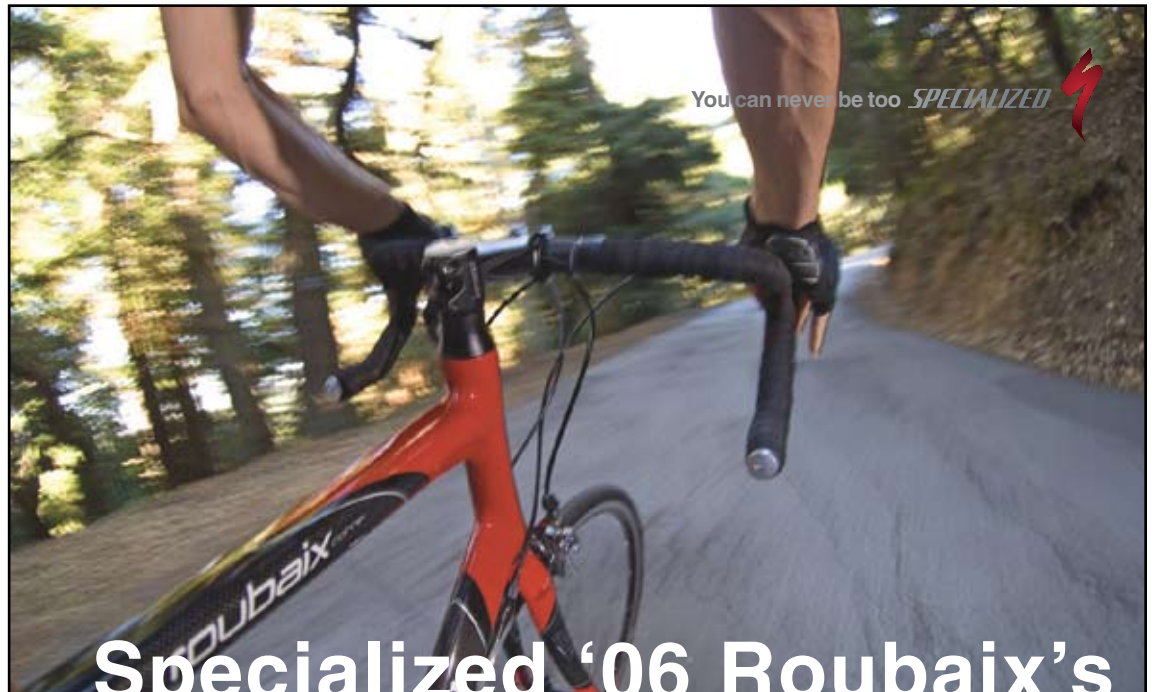
My sister Josie Johnson, a 25 year-old graduate student at the University of Utah was struck from behind while riding her bicycle up Big Cottonwood Canyon on Sept 18th, 2004. She was 2 miles from the top. She was riding 18 inches to the left of the white fog line. To the right of the fog line was a gravel shoulder. The driver of the vehicle, Betsy DeSeelhorst, was driving a SUV. According to police reports, the passenger side tires were on the shoulder of the road. The middle of her vehicle struck Josie who was thrown off her bicycle into the windshield while her bicycle went under the vehicle. Josie was wearing bright clothing and a helmet. Josie died at the scene of head injuries. At the time there were no other vehicles on the road and this event occurred in a segment of roadway where there were two uphill lanes of traffic and on down hill lane.

In February of 2005, the Salt Lake County District Attorney's office filed charges of negligent homicide against Mrs. DeSeelhorst. Negligent homicide is a Class A misdemeanor. The maximal penalty, if convicted is 1 year in jail and a fine of \$2,500. She pleaded not guilty to these charges. Subsequent to her plea, there were a series of pre-trial hearings and delays. On December 20th, 2005, the case of State of Utah versus Betsy DeSeelhorst finally went to trial. It was a trial by jury. Her defense council made that case that Betsy should not be held responsible for Josie's death because she had progressive, unrecognized neurologic disease, that led to a loss of awareness while she was driving up the canyon. Nevertheless, the jury found her guilty as charged.

On February 3rd, Betsy DeSeelhorst was sentenced to home arrest (6 months), to not drive any more, community service (360 hours), probation, and fined (funeral expenses and \$4,000 to the State of Utah)

Through these events of the last year and half, I would like

Continued on page 7



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## TRAIL OF THE MONTH

# Stucki Spring is a Bonafide Mountain Bike Rodeo!

By Gregg Bromka

Before Gooseberry Mesa became all the rage, St. George mountain bikers hung out closer to home exploring the vast emptiness west of town. The Green Valley Loop was de rigueur by default because of its proximity, shortness, and thrill-a-minute attributes. Stucki Spring, however, was for those who snubbed the more fashionable Green Valley Loop and dared to challenge the desert.

Stucki Spring is a bonafide mountain bike rodeo, and you'll have to hold on tight to make to the bell. Mile upon mile of rolling desert singletrack hallmarks this route, and the berms and whoop-de-does will toss you around like a bucking bronc. There is a good amount of climbing involved, which makes the roller coaster-style trail that much more rewarding.

The loop ventures through the White Hills west of St. George, where a network of trails has been a haven for motorcycle long before mountain bikes came along. Although the clayey mesas are painfully bleak and despairingly unproductive, you'll find glorious views of distant State and National Parks and of an alpine wilderness.

A good sense of direction is prerequisite because there are many crucial unsigned turns; but don't dismay. If you pay attention to the trail and to your surroundings, you'll stay on track and round out the day with a beaming grin.

**Notes on the trail:** Take a moment to survey the land from the dirt staging area near Green



Ride Green Valley Loop first, than tackle Stucki Spring.

Photo credit: Gregg Bromka

Valley Resort because getting started is the hardest part. Most apparent is the deep gash in the earth's crust called the Gap. Your route chases singletrack up the sloping mesa right of the Gap and then disappears westward across the nondescript desert. Eventually, you'll make a huge circle around Bloomington Hill left of the Gap. Ready?

Drop off the knoll, cross the wash at the bottom, and go through a fence. Fork right immediately onto a doubletrack; then fork left onto singletrack in about 200 feet, just before the doubletrack drops into the wash. Huh? Gear down and inch your way uphill over dusty, ledgy sandstone on the downhill race

course. Imagine descending this at warp speed? Whoa! (Keep your eyes forward for oncoming downhillers.) After linking with a doubletrack and climbing more, you'll find yourself toeing the west edge of the mesa with the hapless White Hills sprawling beneath you. Spin around, though, and you'll find sights that adorn postcards, including the two-tiered palisades of Snow Canyon State Park, the stoic sandstone temples of Zion National Park, and the timbered Pine Valley Mountains floating between both.

The near-vertical drop off the mesa can be unnerving to ride and equally unforgiving to walk. Stay right at a fork in the valley and roll across the desert floor to Stucki Spring. A singletrack heads west along the left side of a fence and rises steadily for 1.8 miles with one brash drop mid-route. The trail nips the fence atop a small canyon that opens up to Cottonwood Wash. Here, your route swings due south; do not go through the gated fence to the west or you're buzzard meat.

Yee-ha! It's rodeo time. The trail traces the White Hill's rim and rolls over "mega-ripples" that have resulted from motorcycles and ATVs juicing their throttles on the soft shale bed. Catch air if you dare. After about 1.5 miles, the path bends eastward toward the Gap with Zion National Park on the horizon. The small patch of greenery

then left again on Toniquint Drive. When you crest the hill, fork left onto the power line road (doubletrack) to return to the Gap 2.7 miles away, or if you like the smooth feel of pavement then stay on Toniquint and take Dixie Drive back to the trailhead.

**General location:** 4 miles west of St. George.

**Distance:** 21.5-mile loop (from Mathis Park): 4.6 miles pavement, 6.9 miles doubletrack, and 10 miles singletrack-cum-ATV trails.

**Physical difficulty:** Strenuous. Ascending the downhill race course early in the loop is a bear. The gradual climb away from Stucki Spring is taxing, and there is little time to rest on the undulating singletrack that follows. The last leg on the power line road requires lasting stamina.

**Technical difficulty:** Moderate. Climbing the downhill race course requires exacting skills, and the drop off the mesa rim thereafter is frighteningly steep. The remainder is packed with small, playful whoop-de-does that can dump an inattentive biker.


**Elevation gain:** About 1,800 feet. Finding the trail: Go to the intersection of Bluff and Main Streets or take Exit 6 off I-15. Cross Bluff and take Hilton Drive for 1 mile, veer left onto Toniquint Drive, pass through Southgate Golf Course, and turn right onto Dixie Drive. Turn left after 2.1 miles onto Canyon View Drive and park at the top of the hill in a large dirt clearing past Green Valley Spa and Resort. Alternatively, stay on Dixie Drive for another .6 mile and park at Mathis Park; then pedal back to and up Canyon View Drive to the knoll. (Trailhead may be altered by future residential developments.)

Excerpted from Mountain Biking Utah by Gregg Bromka. Get a copy at your favorite bike shop or at [cyclingutah.com](http://cyclingutah.com).



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## Salt Lake City Updates Bicycle Code

The Salt Lake City Council passed an overhaul of the Salt Lake City Code on January 13 that included two amendments beneficial to cyclists.

The code updates will allow cyclists to ride on sidewalks or in the traffic lane even if there is a bicycle lane available, except in the "Central Business District". This district is defined as the area bordered by North Temple, 200 E., 500 S. and 400 W.

The code will also allow cyclists to use the right shoulder of limited access roadways, except where prohibited by state or federal law or by an official sign. This amendment would allow cyclists to ride on the shoulder within city limits on I-80 west of 5600 W.

In addition to the two amendments, the code was streamlined to match the state code. This included the addition of "Josie's Law", passed last year in the Utah State Legislature. This law prohibits motor vehicles to be operated within three feet of a moving bicycle.

Dan Bergenthal, a transportation engineer in the Salt Lake City Department of Transportation, proposed the changes. The Salt Lake City Code can be found at [slcgov.com](http://slcgov.com) under the "Government" menu. The code updates can be found at [www.slcgov.com/council/agendas](http://www.slcgov.com/council/agendas).

-Aaric Bryan

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bike shop!**

**ROUTE 211**

**The \$7000 Derailleur**

By **Greg Overton**

Did you ever own a bike that was equipped with Simplex derailleurs? You know the ones I'm talking about, black plastic and fragile French chain movers that came on nearly every Raleigh, Motobecane and Peugeot from the early seventies until the mid eighties. Back when only the top models from the common European brand bikes were equipped with Campagnolo, most of us were left with look alikes that had these cheap Simplex parts bolted to them. Bikes and parts from the French manufacturers suffered at the repair stand, but sold like crazy to a bike booming public.

But there was another level of Simplex equipment, and really a whole other level of French bicycles and parts that were leaps and bounds above the items in your local shop back then. During the past year or so, some of these items have surfaced on the auction website ebay. Thanks to the worldwide participation from both buyers and sellers on this site, some very rare and collectible bikes and parts have changed hands recently. For major prices.

Just before the end of 2005, a rare Simplex rear derailleur, from 1959, began its ebay sale at a couple hundred dollars. A week later, that same derailleur found its new owner, who had bid its value to just a tick below the \$7000 mark. The collector world was abuzz. Wow! A Simplex derailleur? For seven grand? As one collector's online forum member stated, "...when did this all get crazy?"

That was no plastic Simplex derailleur, of course, but it was not made of gold nor encrusted with diamonds either. It was neither groundbreaking in design or function, particularly lightweight or loaded with Tour de France winning provenance. It was a bike part that reflected a rarity

that was born, most likely, from low volume sales and therefore a corresponding low number of production.

The collect ability, and therefore values, of rare French cycling items is ablaze right now, as buyers scramble to find them, and sellers try to decide if they're still on the way up or ready to crash back to earth and whether to sell now. There are two French bicycle brands that are currently leading the pack, and they're probably bikes that few have even heard of before, and belong to a class commonly referred to as the Constructeurs.

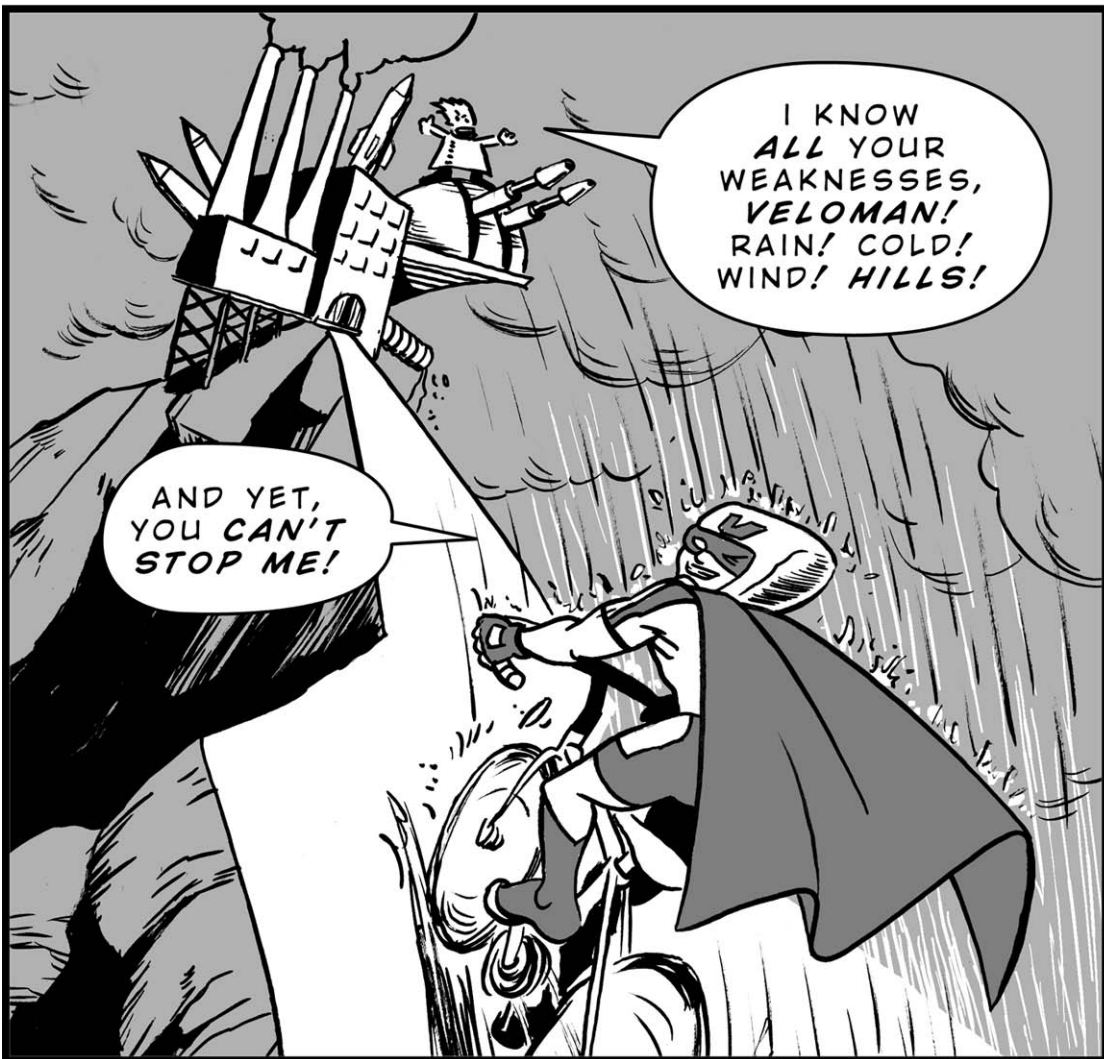
Constructeurs are builders who create nearly every part of the bike themselves. In addition to the frame and fork, Constructeurs often manufacture the handlebar and stem, crank, racks, pedals, seatpost, saddle, even tires!

The current head of the class in French constructeur bikes are Rene Herse and Alex Singer. Both had their heydays decades ago, and now those bikes some of the most elegant and exquisitely crafted bikes in existence. Herse bikes are perhaps more ornate and finely crafted, with wonderful integrated racks with light brackets, hand formed fenders, or mudguards and beautifully finished stems and handlebars. The bikes themselves would be considered performance-touring bikes by today's standards, but they are very lightweight and responsive, intended for long fast rides. Herse bikes do not change hands often, but when they do, it's usually for five figure prices.

Alex Singer bikes are also rare, but a little more common than Herse. An Alex Singer

**CYCLOTOON**

BY NEAL SKORPEN



nskorpen@earthlink.net  
www.nealskorpen.com

recently reached a price of \$11,900 on ebay, and still failed to sell, not reaching the seller's reserve price. Singer made several styles of bikes, from race bikes to tandems, but it's the Singer constructeur bikes that are most sought after. Often, the only components on these which were not constructed by the builder were the rims and the derailleurs.

Both Rene Herse and Alex Singer bikes often included components made specifically for that bike or customer. A handlebar and stem, for instance, may have been custom designed

and brazed to meet the tastes or requirements of that customer. And the crankset and chainrings may have been tailor made to match the riding style and favorite terrain of the buyer.

A handful of modern day frame builders are currently busy recreating the constructeur bicycle, applying modern methods and materials to the task. There are rumors in the collector community of constructeur bikes underway, being built from titanium, carbon fiber and aluminum, with the Constructeurs choosing the materials individually for specific areas of the

bicycle. These will be expensive, exclusive, custom, beautifully crafted and as rare as their predecessors. And that's how it should be. One builder recently mentioned that he'd spent over one hundred hours perfecting a front rack.

Until these bikes become available, and the current waiting lists of orders fulfilled, most of us will be left to search ebay for the sporadic offerings of Herse and Singer bikes and old Simplex derailleurs to install on them. Now, where did I put that extra twenty five thousand dollar French bike fund?

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Win Races, Read the Coach's Corner on page 8.

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Heber Valley Century September 23, 2006

## COACH'S CORNER

Cycling for Women:  
Getting into Road RidingBy Jill Wilkerson-Smith

Since Daphne Perry and I founded Wasatch Women's Cycling Club six years ago, e-mails have filled our inboxes from women asking advice on how to get into cycling. For most, it's a rather simple process: buy a bike and ride with your buddies. As time goes on you get more fit and join a club to participate on organized rides. If you're really ambitious, you get into the racing scene.

Two main factors keep women from riding. First, they fear purchasing a bike since they lack knowledge about bike sizing and fit. Second, they struggle to find others to ride with and avoid group rides, convinced they'll be left behind. It is concerns like these that keep many women cooped up indoors on recumbent trainers while the rest of us ride our bicycles breathing fresh air. If this applies to you, this information will help you in your quest to overcome these obstacles and get you outside on two wheels.

Your first step is to get a bike that suits you and your pocketbook. If you already have one, make sure it fits you properly. I cannot emphasize enough how important a proper bike fit is to maximize your riding capabilities and guarantee your riding enjoyment. You should be placed on the bike with bike shoes and measured for proper stem length, seat height and fore/aft seat position. Also, they should check your cleat position as well as proper leg angle at extension and correct handlebar to saddle height differential.

A bike fit is not the act of straddling the top tube and lifting the bike an inch off the floor. It is a meticulous process that results in a bike tailored to your build and physical condition. If you already own a bike and are dubious about the fit, you can

either have a qualified bike shop or licensed USA Cycling Coach help you get the right set up.

The next logical question is: who should you ride with? Bike clubs are great for finding lots of riding companions. Utah currently has around 40 USA Cycling clubs and the best way to find one is by word of mouth through fellow cyclists and bike shops (or look online in the April and May 2005 issues of cycling utah). Ultimately, you should decide on a club based on your needs and cycling goals. Of course, don't forget the social aspect of cycling. We are pack animals and love good conversation, so ride with people whose company you enjoy.

On that note, join a club that will guide you through the education process of group riding. Group riding is filled with benefits and evils; they are necessary for survival on long rides, but the paces of some are downright rude. Look for a good environment where experienced riders teach you how to paceline and show patience with your learning curve. The process can be tedious but once you get the hang of it, group riding is very rewarding. Not only will you be able to "keep up with the boys", you'll be poised to move on to century rides and racing.

Most importantly, enjoy your discovery of the sport of cycling -- with the right bike and the right group you can't go wrong. Be safe and have fun!

*Jill Wilkerson-Smith is a USA Cycling Category 1 racer and a USA Cycling Level 2 coach for J.R. Smith Coaching. She also serves as president of Wasatch Women's Cycling Club. For more information, you can e-mail Jill at [consultjr@msn.com](mailto:consultjr@msn.com) or visit the WWCC website at [www.wasatchwomencycling.org](http://www.wasatchwomencycling.org).*

2003 Global Bike  
Figures Released

In 2003, global production of bicycles hit 105 million, or two-and-a-half times the record 42 million cars produced. During the 1950s and 1960s, bicycle and automobile production were nearly equal. In the decades following, however, bike output soared, reaching 91 million in 1990, when car production totaled

36 million. Since then, with the exception of 1997 and 1998 (when output dropped to 90 million and then 87 million), about 100 million bikes have been produced each year. To learn more, visit the Earth Policy Institute by visiting: [www.earthpolicy.org/Indicators/Bike/Bike\\_data.htm](http://www.earthpolicy.org/Indicators/Bike/Bike_data.htm)

*-League of American Bicyclists*

Major Taylor  
Curriculum Expanded

The Major Taylor Association, Inc., and Massachusetts State Sen. Harriette L. Chandler, D-Worcester, have expanded the Major Taylor free curriculum guide. The lessons about trail-blazing black athlete Marshall W. "Major" Taylor, 1899 world cycling champion, now include materials for all grade levels. For more information, visit [www.majoraylorassociation.org](http://www.majoraylorassociation.org)

*-League of American Bicyclists*

Bike Safety Legislation  
Works

Missouri recently passed bicycle safety legislation, and it is already having a noticeable effect: Cyclist Jon Cunningham of Fort Leonard Wood, Mo. was riding at the fort when the mirror of a passing car hit him. Because the new law requires motorists to leave a safe distance when passing a bicyclist, the driver of the vehicle was fined \$1,000. To see copies of the Missouri state statutes regarding bicyclists and pedestrians, visit [www.modot.mo.gov/othertransportation/bike\\_ped/BikePedPolicyandLegislation.htm](http://www.modot.mo.gov/othertransportation/bike_ped/BikePedPolicyandLegislation.htm)

We should see similar effects in Utah.

*-League of American Bicyclists*

LETTER FROM THE EDITOR  
Things I'd Like to See in 2006

We at **cycling utah** are starting our 14th year of bringing coverage of human powered wheeled machines in the Beehive State. I'd like to start the year with a list of things I'd like to see for cycling in Utah.

Dave Z in Yellow again.

Levi Leipheimer in Yellow.

Bicycle advisory committees in every community in Utah with a population over 5000. How 'bout it? See our advocacy webpage for tips on how to start a group in your town.

The adoption of a Complete Streets Policy in those communities and by UDOT on a statewide basis. (For more information on what a complete street is, see [completethestreets.org](http://completethestreets.org)). Maybe Salt Lake will take the lead...

A successful Tour of Utah. (see [TourofUtah.com](http://TourofUtah.com))

Kathy Sherwin (Ford Cycling) pull off a NORBA Nationals win.

A big time sponsor for Eric Jones.

Bike lanes in South Salt Lake (and a bunch of other communities on the Wasatch Front).

The continued growth of our state's great cycling events.

Prosecutors paying attention to bicycle accident cases in S. Utah.

Track racing on the RMR oval. How 'bout a points race or the kilo? Who will have bragging rights as the fastest rider in Utah?

On that note, how 'bout a push to get a velodrome built at the State Fair Park? Utah has a glorious history of track racing. It's time to resurrect it.

I'd also like to see the return of some old favorite road races: Mercur Canyon, the Icebreaker, The 1991 state championship course, Jeremy Ranch circuit race, Little Mountain - Henefer - Little Mountain, the Mt. Nebo Hillclimb, the Snowbasin Hillclimb, the Moab Stage Race, the Research Park Criterium, the Golden Spike Road Race and Crit, the Hammer at the Slammer, Trapper's Loop Road Race, Richfield Road Race, Edge of the Earth Circuit Race, a 40k TT for the State Championships at Utah Lake, Tooele, Coalville, or Ogden, and with a little good ambassadorship, maybe Eureka or Herriman. Lastly, how 'bout a Sunday criterium at the International Center?

Why, oh why hasn't the University of Utah implemented a bicycle master plan? I'd love to see the U becoming proactive on this in 2006. If you want some background info, see our advocacy page at [cyclingutah.com](http://cyclingutah.com) to download a pdf of a previous, unimplemented plan.

We're looking forward to another great year of pedaling.

*-Dave Iltis*  
editor

Todd Tanner is  
New Bike Product  
Manager for Scott  
USA

Sun Valley, ID, January 21, 2006- Scott USA announced today that Todd Tanner (Cycling Utah contributor) becomes the new product manager for the US bike group. "Todd has a very strong racing and product development background. We had many qualified candidates, but Todd had proven his abilities here at SCOTT USA since he started with us last year," said Scott Montgomery.



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**Continued from page 3**

refuse to criminally indict because of the good-ol'-boy syndrome or because, "The driver has suffered enough." In Josie's case, the Salt Lake County Attorney David Yocum took the case seriously and put one of his best prosecutors, Chris Bown, to the task. Moreover, Salt Lake County Sheriff Aaron Kennard's accident investigation team was excellent and offered convincing testimony.

The trial's jury, a group of middle-class Utahns, who could have been affected by the DeSeelhorst's prestige as the owners of Solitude Ski Resort and as up-standing members of the community, refused to be swayed by the riveting testimony of LDS Hospital chief of neurology Dr. John Foley who said Betsy DeSeelhorst's brain was mal-functioning well before the collision, probably wasn't working well that day, and that she could have blanked out and was not therefore a criminal. Of course, this raises a question that could have great weight in a succeeding civil trial: "Why was Betsy DeSeelhorst driving at all?" And: "Why was she driving, according to her testimony, 2 or 3 times a week in Big Cottonwood Canyon?"

This group of peers – the jury – saw driver responsibility on the line as Chris Bown deftly cross-examined the doctor and asked if DeSeelhorst had blanked out why had she remembered approaching Josie from 150 feet away, recalled Josie hitting her windshield, had the presence of mind to pull her car off the highway to a safer resting place, then was savvy enough to call her husband at the Solitude resort to ask for immediate medical aid.

Those facts shined like the morning sun and melted the snow of super-attorney defense counsel Greg Skordas and the testimony of a highly respected physician. The jury was not to be swayed from the details of the collision, even though they and we will never know exactly why DeSeelhorst hit Josie square-on going 30 to 40 miles-per-hour with her right wheel on the dirt with a passing

lane available.

This trial's outcome brings hope to all bicycle riders. For if Betsy DeSeelhorst were not convicted with these facts, under what circumstances would any driver egregiously killing a bike rider be convicted? Other questions emerge. Is it possible that Josie's well-published death and the trial of Betsy DeSeelhorst has helped bicyclists to turn a corner? Josie's death stimulated bicycle groups and individuals to come together under the banner of the Utah Bicycle Coalition during the 2005 legislature and get a 3-foot law that was well publicized. Perhaps the public is now taking bicyclists more seriously.

Other hopeful signs are there. County prosecutor David Yocum has promised to get the state-wide prosecutors better trained in bicycle accident prosecution and to make Chris Bown available to other county prosecutors for advice and aid. Legislators like Curt Bramble, Roz McGee, and Dave Thomas are working to get more money for the Utah Highway Patrol to continue their aggressive work for bicycle safety.

After the trial, after the sentencing of Betsy DeSeelhorst, after DeSeelhorst's apology to the Johnson family, Ken Johnson said on TV that "Josie still lives."

Josie lives, surely, in our hearts. And, perhaps more importantly for our future as bicyclists, Josie lives by better law, better prosecution, and better responsibility for all who ride bicycles, drive cars and Share the Road.

Ted Wilson is the founder of the Utah Bicycle Coalition and former Mayor of Salt Lake City.

The Mayor's Bicycle Advisory Committee, the leading bicycle advocacy group in Salt Lake and Utah, wants to encourage all cyclists to participate. There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, Rm. 326 or 335, 451 South State Street. For details, visit the Cycling Utah web site ([www.cyclingutah.com](http://www.cyclingutah.com)) or call the Mayor's office at 535-7939 or Brian at 328-2453.



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to offer a few perspectives as Josie's older brother. My first emotional response was that of a devastating loss to me and my family. Josie was a close friend and sister. I will always miss her! What followed was a genuine desire to know all that was possible about the events that led up to her death. This was frustrating, because information regarding this tragic event was slow in disclosure and not until the trial some 15 months after she was killed did I have a full grasp of what happened.

In my view "what happened" was an elderly woman with a significant medical history of stroke, seizure, and heart disease leading to the replacement of a heart valve was driving a car when she should not have been behind the wheel. Her reaction time, coordination, visual acuity, muscle strength, and overall skill as a driver were most likely compromised.

These events call into question the effectiveness of guidelines directed at assessing driver fitness in elderly folks and those suffering from chronic neurologic deficits. In the state of Utah, do such guidelines exist? Should they? Should license renewal for those who have a history of chronic neurologic disease (such as narrowed blood vessels in the brain leading to stroke) have to undergo a more thorough "driver's fitness" examination than simply sending in their renewal fee or taking a written exam? Should they be required to sit behind the wheel and "drive" for an examiner? Should they have their reaction time, muscle strength, and visual acuity evaluated? What role should neurologists play in determining "driver fitness"? This is a complex problem where many concerned points of view may have diverging opinions. How might representatives from the geriatric, neurology, the motoring public, and state institutions that grant driver's licenses weigh in on this issue? Where does the cycling community stand? In my view, what happened to my sister will happen again. Just ask Patty Brasher, recently widowed spouse of Steve Williams who was hit from behind and killed in September of 2005 while riding his bicycle in southern Utah by an elderly driver (76 years old). Safeguards to ensure sound driving skills in our elderly and neurologically impaired driving community are not adequate in Utah.

Throughout the course of events leading up to the trial, it became clear that there was not much precedent for prosecuting these kinds of cases in Utah. This may be because cycling in Utah is an emerging phenomenon. It is quickly becoming one of the more popular ways to recreate and commute. With more cyclists on the road, the need for more cycling minded laws and roadway planning is of increasing importance. Cyclists'

**Continued from page 3**

roadway etiquette could stand to be improved as well!

There were a few key items that led to a successful prosecution. First, immediately following the accident, a Major Accident Team was called in to assess the accident site. This is a very elaborate process with computer assisted accident reconstruction. The report generated from this analysis was critical during the trial. The training and skill of the Major Accident Team was impressive. I hope that all accidents that lead to critical injury or death in Utah have the benefit of their expertise. Second, the Salt Lake County District Attorney's Office, recognizing the importance of bicycle safety in Utah, dedicated significant time and resource to this case. An investigator was brought in that helped the DA put together a concise report capturing the events that led up to Josie's death. Again, this report played a key role during the trial. I might also add that the DA's office made extensive efforts to communicate with me and my family regarding events leading up to the trial. This had tremendous impact on our family who at many times felt information starved.

One of the most challenging aspects of this ordeal was the adversarial posture taken between parties in anticipation of a trial. Whether it was personal choice or advice from her legal counsel, there was far too little dialogue between my family and her. As my sister Julie put it: "We were all dying to know what really happened." Mrs. DeSeelhorst never made any attempt to explain to us what had happened prior to the trial. We learned at the trial that the report submitted by Mrs. DeSeelhorst to the Sheriff was confabulated by her husband who was not present during the collision that killed my sister. For months this is the only information we had to go on. She was content to let us live with this misinformation even though, as she told the court in December 2005, she knew it was not an accurate account. By way of explanation, her defense counsel only offered that she suffered from a neurologic event once it was clear that she was going to have to go to trial. From my perspective, timely disclosure of the truth and early dialogue with the driver would have helped us through our grieving process and diminished our anger.

With the above being said, my family and I know my sister believed wholeheartedly in the need to forgive others. Josie would want us to forgive Mrs. DeSeelhorst and move on. At the sentencing, Mrs. DeSeelhorst offered a sincere apology. Myself and my family accepted Mrs. DeSeelhorst's apology and offered our forgiveness. As my

sister Julie put it: "I believe that Josie would want the sentence to be one that would help Mrs. DeSeelhorst improve her character and become a better person." I sincerely hope that as she serves out her sentence, that goal will be met.

I have met many wonderful people who neither knew me or my sister prior to her death who were deeply affected by this tragic accident. The outpouring of support and sympathy from these new friends as well as family and others through these trying times has been much appreciated. As we have struggled to find solace in Josie's passing, in the aftermath of this tragic event, we have been thrilled at the many initiatives undertaken in response to Josie's death that have been directed at making cycling safer in Utah. Some of these include:

- \* The formation of the Utah Bicycle Coalition, a statewide bicycle advocacy group,
- \* The "Three Foot" law reinforcing cyclists' rights on Utah roadways,
- \* Josie Johnson Memorial Bike Rides drawing awareness to bicycle safety,
- \* Increased "Share the Road" signage sponsored by the Utah Department of Transportation and Utah Highway Patrol,
- \* Formation of television and radio public service announcements regarding bicycle safety,
- \* Educational aids sponsored by the Department of Health directed at teaching those in Driver's Training the rights of cyclists on the road. Theron Jeppson, who works in the Department of Health, spearheaded an effort to put together an educational video regarding bicycle safety. His group did an outstanding job. It is my hope that every driver's training program in the state of Utah will someday use this as part of their curriculum. Perhaps those of us with kids learning to drive should make inquiries to that end!

As can be imagined, my family and I feel as if Josie's legacy lives on.

After my sister's death, I have often talked with many other cyclists about what it would take to make cycling safer in the canyons along the Wasatch Front. Through that dialogue, one long-term aim of mine has become to find a way to put a bicycle lane up Big Cottonwood Canyon that would prevent other cyclists from facing the same fate as my sister. Perhaps some day, with the help of many, that will come to fruition.

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## Climbing the Alps - Continued from page 2

had noticed during the descent after leaving Chez Raymond, that while breaking I was having to pull further back and harder on the brake levers. As we began our descent back down the Col du Soulor, I realized that, while pulling as hard on my brakes as possible, I could not stop. In fact, I was picking up speed. Not a good thing on a steep, winding road. I finally stopped by pulling on to the grassy shoulder and dragging a foot. Examining my brakes, I saw I was nearly out of brake pad. Apparently the wet, gritty road had taken its toll on the pads. I was able to adjust the brakes to get enough pad on the rims to keep my speed under control, but I could tell the rear pad was wearing down to the metal. So, I mostly relied on my front brake.

The next morning dawned clear and blue, for which I was grateful as the infamous Col du Tourmalet, 400 meters higher than the Aubisque, and Luz-Ardiden were on the menu for that day. We again drove to Argelès-Gazost to start that day's challenge. From there, we would ride to the resort town of Luz-St. Sauveur where you turn left to climb the Tourmalet, or right to climb Luz-Ardiden.

Before leaving Lourdes, we had checked for a bike shop. But the only shop in town was closed on Mondays. So, I was hoping for one in Luz-St. Sauveur. It seemed a reasonable possibility for a resort town. However, while the rest of France vacations in August, the resort towns take their time off in September and October. The bike store was closed. We did find InterSport, a type of sporting general store, but it was also closed. However, the manager happened to be in front chatting with some friends, and he kindly took me inside to see if they had some pads. Fortunately

Day	Miles	Climb	Category	Elevation Gain (feet)
9/25	45.9	Col du Soulor	2	2933
		Col d'Aubisque	HC*	2725
9/26	67.83	Col du Tourmalet	HC	4547
		Luz Ardiden	HC	3238
9/27	57.43	Col d'Aspin (west side)	2	2080
		Col de Peyresourde	1	2195
9/28	31.7	Col d'Aspin (east side)	1	2621
		Col du Portet d'Aspet (east side)	2	1434
		Col de Menté	1	2329
9/29	27.5	Col du Portet d'Aspet (west side)	2	1407
		Mt. Ventoux	HC	5292
9/30	60.4	Col d'Izoard	HC	3740
		Col du Lautaret	1	2782
10/1	55	Alpe d'Huez	HC	3642
		Les Deux Alpes	2	2200
10/2	24.7	Col de la Madeleine	HC	5010
10/3	34.5	Col du Télégraphe	1	2585
		Col du Galibier	HC	4039

\*(In the Tour, climbs are ranked beginning with 4, the easiest, up through 1, with HC ("hors catégorie" or above categorization, being reserved for the very toughest climbs.)

for me, he had one pair left, though they were generic and not for Campagnolo components. I was not about to be elitist at this point, so I purchased them. As Rick and I installed them, however, we realized they would not tighten down as a result of the machining of the brake arms. With a little ingenuity and some strips of cardboard, we finally managed to tighten them. With the Tourmalet and Luz-Ardiden looming ahead that day, I was relieved to have good braking for the descents. As it turned out, the pads and our engineering worked so well, I left them on for the remainder of the trip. "If it ain't broke, don't fix it!"

From Luz-St. Sauveur, we made the left turn and headed for the Col du Tourmalet. It is 18 kilometers of steady, steep climbing to the top of the Tourmalet, with the final 500 meters at a 15% pitch. The scenery and views along the way, however, are spectacular. The ride is replete with alpine forests, mountainside villages, ski lifts, grazing sheep and cattle, ranch buildings, a couple of wayside restaurants, and towering mountainsides, cliffs and peaks. About half the ride is above tree line, and I could look back down

the road as it curved and snaked along the mountainside.

One of the rewards of climbing the Tourmalet was the admiration and congratulations of the motoring tourists at the top. We are not Tour riders, but we were heroes in their eyes, and our own for that matter, for cycling up this climb. It was overwhelming, however, to think of the early Tour riders who raced over this on single speed bikes. In 1909, Octave Lapize was the first Tour rider to race over the top, and he walked the last few meters to the summit. 300 meters behind him, though, was the Spaniard Gustave Garrigou. He secured his spot in Tour history by being the first rider to go over the Tourmalet without putting a foot to the ground. Incredible.

At the top, we were also rewarded with "Le Géant du Tourmalet", an imposing statue of a cyclist and tribute to Tour riders, a memorial obelisk to Jacques Goddet, the Tour director from 1936-1985, and another excellent lunch of cheese, ham, baguette and "Orangina", a carbonated orange juice drink popular in France, at the hilltop café

The ride down was exhilarating. With little traffic on the road and the ability to spot upcoming traffic well in advance, we were able to use the entire road, diving into and accelerating out of corners and curves as we flew down the climb. What had taken us over two hours to ascend, took less than twenty minutes to descend. It amazes me how hard we will work to experience a few minutes of pure ecstasy. I suppose there is a lesson about life in that somewhere.

After arriving back at Luz-St. Sauveur, we began the ascent to the ski station of Luz Ardiden. Dusk was beginning to set in, so we had no time to waste. This is the climb where Lance Armstrong won the 2003 Tour de France. It was about halfway up that Armstrong hooked the strap of a young fan's bag and was jerked to the ground. That got Armstrong's adrenaline and competitive juices flowing full strength, and he secured the time needed to win the most competitive Tour in years while slamming the door on Jan Ullrich and his other competitors. To ride a climb such as this,

where something so momentous occurred during a Tour de France, is simply exciting.

We arrived at the top as the shadows were quickly usurping the slope of the far mountainside. After photos and donning some warmer clothing, we again quickly

descended, rode down the canyon and back to the car, arriving just minutes before nightfall had fully settled in. It had been a great day: Beautiful skies, great riding, climbing and descending, magnificent and majestic surroundings, and the fresh touch of fall in the air. It had been an almost perfect day, the only flaw being, as Rick observed, that "We didn't finish after dark." That was yet to come.

The next morning, we packed our gear and bikes and headed off for another hotel and day of climbing. We had rented a "mini-van", the largest vehicle available without tripling the rental rate. In Europe, "mini-van" is a very literal term. It took some interior engineering, but we finally managed to fit in our bike cases, gear and bikes, without having to disassemble the bikes. Then we drove to St. Marie-de-Campan, secured our hotel room, and quickly departed on that day's ride.

We rolled gently uphill till reaching the base of the western side of the Col d'Aspin. From there, it was a refreshing climb up forested switchbacks till reaching the final kilometer which stretches around the mountainside to emerge at the summit. It was another clear day, and the twelve kilometer descent down the eastern slope to Arreau uncoiled before us. From Arreau, we rode along a meandering river till we reached the base of the road heading up the mountainside to the top of the Col du Peyresourde. Again, it was a climb up switchbacks through mountainside villages and magnificent views of the far canyon walls and valley. The flora in the Pyrenees is quite lush, and everything was green except for the emerging fall colors.

At the top, we treated ourselves to a lunch of sugared crepes and Orangina. The crepes were 12 for 4 Euros, one of the better values of our trip, and the best I can recall eating for a long time. Perhaps it is just that everything takes better after a long and satisfying climb. After another fast descent, we were at the base of the climb up the east side of the Aspin.

Within a kilometer of the climb's start, we came across a sign in front of a now abandoned business stating, "Amis Cyclistes Defense de Pisser sur le Material".

Apparently passing cyclists had been relieving themselves on the supplies stored in the work yard. The climb up the east side of the Aspin is 12 kilometers, much longer than the west side. Each climb in this part of the Pyrenees has a sign every kilometer showing the number of kilometers to the top, the current elevation, and the average slope for the next kilometer. So as you climb, you count down the kilometers, gauge how steep the next kilometer will be, and try to determine if it is going to get harder or easier in the remaining kilometers. Toward the end of a long day of three major climbs, these signs seem to be spaced further apart, and the slope harder than usual.

We paused only briefly at the top as I started to get cold. It was, after all, autumn, and it gets cool in the higher elevations. I was always getting cold while stopped after sweating up a long, steep climb. After another quick descent, we had a fun time trading pulls over the last few kilometers back to our hotel.

The next morning, we had a long drive to our next destination. The plan was to drive to Ax-les-Thermes and from there do two climbs: The Col de Paillières and to the ski station of Ax-3 Domaines. We chose to take a more scenic road through the mountains rather than the faster yet less interesting main road. That proved to be both a problematic and serendipitous decision. Because it was a narrower and secondary road, it was very winding, slowing us down significantly. However, it was incredibly beautiful. As we drove, we suddenly and quite unintentionally came to the base of the Col du Portet d'Aspet. We had not mapped this out as we did not intend to ride it. Within a kilometer, we also came across the memorial to Fabio Casartelli.

After continuing on, we drove over the top of Col du Portet d'Aspet and down through some of the most enticing countryside we had seen. These mountains were mostly below tree line, heavily forested, and less imposing than we had experienced to this point. Small villages were tucked in to narrow canyons along streams with church steeples rising above the trees and homes. The colors seemed more vibrant and the flora more lush. I began to think how fun it would be to ride here. That is when it occurred to me that we should bag our preconceived plan for the day and do our riding here. Rick agreed.

We parked in the small village of Orbiget, pulled out our bikes, and headed back up the road to the top of the Col du Portet d'Aspet. It was indeed picturesque country, and a shorter but nonetheless challenging climb. From there, we proceeded down the other side. I thought it seemed a rather steep descent in a couple of spots, and Rick informed me he had seen a sign indicating a 17% pitch.

There was also a junction here, with a sign showing the direction to and details of the Col de Menté. I did not recognize the name, but



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**Above: Rick descending the Menté.  
Above Right: Buying cheese.  
Right: Lunch at the top of the Col de Menté.**



we were here to climb, and the sign showed an elevation gain of 740 meters over 11 kilometers with an average slope of 7%. So off we went. The Menté turned out to be a very difficult climb, with the now commonplace yet always awe-inspiring surroundings and views. Unlike many vacations where the cathedrals, monuments and museums all begin to blend together, everyday on this vacation brought striking sensations of sensuous natural and rural magnificence. I never tired of soaking in my surroundings.

Lunch at the summit restaurant, La Soulan, consisted of a croque-monsieur (a unique french ham and swiss cheese sandwich), belgian gaufre (waffle) and, or course, Orangina. While there, we met and visited with a cyclist from Quebec who was in the middle of a four-week loaded touring vacation. His wife, meanwhile, was hiking the Camino de Santiago de Compostela (St.

James Way Pilgrimage). If that is unfamiliar to you, it is a pilgrimage to the burial place of the remains of the apostle James at the western Spanish town of Santiago de Compostela.

After our descent back down, we started back up the western slope of the Aspet. I remembered Rick telling of the sign claiming a 17% pitch for a couple of sections on this road. Well, when I hit the first section, and although it was only a few hundred meters, it was the toughest section of the entire trip. I was in my smallest gear, standing on the pedals, and straining to turn them over. I have rarely been so glad when the slope of a climb finally eased up. There was still a second such section, but thankfully it was only about half as long.

On arriving at the summit, we met another cyclist, Chris Kale, a frame-builder from Minnesota. Like all frame-builders, he extolled the virtues of

steel frames. Additionally, he bragged of his antique wool jersey, and down tube friction shifters. Frankly, I was surprised he was sporting clipless pedals. Chris was extremely amiable, and we had a good visit as we road together down the Aspet till we reached our car.

It was still a long drive, and we finally arrived in Carpentras, near Mt. Ventoux, close to midnight. The next morning, we drove to Bédoin, a traditional starting point for those climbing Mt. Ventoux. We parked the car in a town square from which we could see Mt. Ventoux in the distance, the top of which, true to many pictures and written descriptions, was enshrouded in clouds. Leaving town, we arrived at a junction with a sign pointing toward Mt. Ventoux and advising us our destination was 19 kilometers away. For some reason, probably because of the reading I had been doing about Mt. Ventoux and all I had heard of this infamous climb, I was actually nervous. The next few kilometers, however, assuaged that fear as we began to wind up the slopes. It was not so difficult.

It was then, however, that we saw the 15 kilometer sign, and the warning, as it were, that those kilometers had an average pitch of 9.1%. That is not so bad, compared to the stretches of 15% and 17% road we had ridden earlier in our trip. But those were short sections. 15 kilometers is a long way with an average slope of 9.1%.

My legs, however, had by then become accustomed to repeated daily climbing, and I realized I could climb for a long time up a steep slope so long as I could keep up a steady cadence. During this trip, I probably spent better than half my time climbing in my smallest gear, a 39 x 29. This

climb was the toughest yet, but I could maintain a cadence.

At 6 kilometers to go, I arrived at a café, Chalet Raynard. This is where you reach tree line. The rest of the climb is on a road that serpentine across the ridges and clefts of the rock and scabble mountainside. We took on water here, and headed toward the summit.

The biggest problem with this climb, aside from the steep pitch, are the winds that blow once you are above tree line. We actually hit it on a good day, when the sun was out and the winds not quite so blustery. Still, every time I would round a ridge and head toward a cleft in the mountainside, the winds were blowing over the top

from the other side. It was either a strong head- or crosswind. The silver lining in this was that, after reaching the center of the cleft and starting back across the next ridge, there was a nice tailwind.

Nearing the top, I arrived at the memorial to Tom Simpson, the English Tour rider who died in 1967 while racing up Mt. Ventoux. Adorning the shrine were stickers, water bottles and other cycling paraphernalia, reminiscent of candles and religious items that adorn holy shrines. From there, I made the last push to the top.

The final section into the wind was the most brutal. I checked my computer, and read just under 4 mph. The temptation is to stand on the pedals, but in this tremendous headwind, that made no sense. All I do was hunker down and force the pedals over.

To summit this climb is a tremendous feeling. After I stopped, I pulled out my camera to photograph the endless panoramas extending out below, and to chronicle my achievement. The wind, of course, continued to blow, and within minutes I was starting to get cold. The only relief was to dive into the souvenir store and pretend to shop.

This was the first day we passed on lunch on top. Instead, we returned to Chalet Raynard which had left an appealing attraction with me on my way up. It was not the summit, but close enough. And we were able to sit out on the balcony, as it was sheltered from the wind, and in the sun while we ate a lunch of crepes and drank hot chocolate and Orangina.

Like the Tourmalet, the descent down the Ventoux was fast and exhilarating. While I am well-experienced at descending, Rick is fairly new to it. He had quickly caught on to it during this trip, though, and by this time was descending as fast as me. We were having fun.

Note: The rest of Dave's climbing adventure will be in our April issue.

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**CYCLOCROSS PHOTOS**

**Touching the Void at Cyclocross Nationals**

**Utah Cyclocross Series Finals**

By Jon Gallagher

I've been around cycling for 15 years and thought I'd seen it all. Climbs that last forever, descents too dangerous to drive, and last lap last corner crit crashes too numerous to count. Blazing heat in Arizona and stifling humidity in New England; wind that knocks you over in Florida and rain that never stops in Belgium; lungfuls of dust from the NORBA circuit and carfuls of mud from the cyclocross circuit. At US Cyclocross Nationals this past year, it all came together in a way that I've never seen before. And I lived to tell about it.

I arrived Thursday night, collected my luggage and made my way to the race hotel. As I was building up my bikes, I turned on the local weather - 3-5" inches of snow, with some wind and rain midday, perfect! I had just won the local Utah race in similar conditions and had come to think of myself as a "mudder". My fitness was good; the weather was going to be bad, maybe this would be the year!

Friday morning I awoke to cold temperatures and light snow. I was excited like a 6 year old on Christmas morning, grabbed a bike and headed down to the venue. The course was laid out as expertly as you'd expect any New



England course to be, and it promised to be demanding and fun like only cyclocross can be. As I was leaving, I saw Richard Fries, the race announcer, and commented that the conditions couldn't be better. Little did I know how much worse it would get.

Back at the hotel I had my pre-race meal, adjusted tire pressure and pinned on my numbers. My coach drove with me back to the venue and we talked strategy and who to watch. But mostly I wasn't worried about anyone else. I'd been sick for much of November, I felt healthy, rested and strong, and I was confident my training had well prepared me for the challenge ahead.

As I was getting changed, the Masters 40+ race was going on. The snow had changed to rain



Left: Jon Gallagher, Cole Sport, winning the Utah Cyclocross Series Finals, race 11, at Ft. Buenaventura on December 3. Nationals were a bit muddier.

Above: Amy Campbell, Revolution, took second in the finals and won the overall series.

See results on page 18.

Photos: Dave Iltis. See more photos at cyclingutah.com

right around midday as forecasted; the conditions looked tough but manageable. I headed over towards the Finish line in time to see Dale Knapp win, and Art O'Connor, a good friend and a great competitor locally, take 2nd. That was encouraging, I thought; I wasn't too far off Dale's fitness in the Gran Prix Series, and Art and

I had waged some epic battles in our local series, a couple of which I'd won. I tracked down Art and asked him how it was. "Cold" was the immediate answer, and "just stay upright" was the advice he passed on. I had an hour to

Continued on page 19

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**MOUNTAIN BIKE RACING**

**Frozen Hog and Icebike Kick Off the Season**

By Aaric Bryan

**Frozen Hog**

Three racers came down the hill their bikes vibrating as they hit the brakes. As they tried to make the turn, their bikes slid from underneath them and they crashed down on the ice. This was before the 4th annual Frozen Hog race even began.

During the race a group of spectators watched as that treacherous turn claimed many of the 93 racers. The crowd shouted out encouragement as the fallen racers picked up their bikes and made their way to the single-track loop.

The Frozen Hog, Utah's first ice and snow race, was held at Lambert Park in Alpine on February 4th. The race was sponsored by UtahMountainBiking.com and Utah Rocky Mountain Bikers. Proceeds from the race go towards trail development.

The racers were glad to see this year's near three-mile track in better condition than last year. In 2005, rain had turned the track into nothing but mud. Bruce Argyle of UtahMountainBiking.com described this year's course as "50 percent snow and 50 percent frozen mud."

Even though in better condition, the track was still hazardous for many of the riders. Their bikes slid from under them as they hit loose snow or would crash over their handlebars after hitting the frozen sidewalls. "This is madness," a biker yelled back to a spectator as he weaved his way through the trees.

Nathan King, one of the few riders wearing shorts, described the course as a "beast". After the race, his legs were covered with scratches and purple goose bumps from several crashes.

The course didn't prove to be that difficult for Bart Gillespie. Gillespie separated himself from the rest of the pack early in the race, easily managing the steep climb, ice and ruts of the shakeout loop. Gillespie never looked back, winning the overall championship with a time of 48:13. Gillespie had



Above top: Bart Gillespie, Racer's Cycle, makes it look easy. Above: Sarah Sutherland, FFrosted Philly's, took the women's expert class. Photos: Joaquim Hailer. See more at joaquimhailer.com Above right: Frozen in Time, literally. Photo: Michael Wise.



to navigate his way through riders on the crowded single-track as he completed his three laps. "The hardest part was getting around the other racers," Gillespie said. The 93 racers were the most ever to compete in the Frozen Hog.

This was Gillespie's second victory in a span of two weeks. Gillespie was also part of the Racer's Cycle Service winning quartet in the four-person team competition. He was joined by Gregy Gibson, Racer Gibson and Kenny Jones.

Sarah Sutherland was the Women's Expert winner, Linde Smith won the Single Speed class and Jack Gage won the Sport class.

At the finish line it was evident that to many of the racers it wasn't about winning, but just being able to ride during the winter. The sun had come over the mountains and started to break through the clouds as they climbed the final hill. Argyle waited at the top with a microphone to call out the racers name and a lot of the racers managed to smile despite their heavy breathing.

**Frozen in Time**

The 2nd annual Frozen In Time race had to be moved because of the culmination of snow from several storms. Race Organizers said that the amount of snow made the track impossible to ride and decided to move the course from the National Ability Center (NAC) of Park City to a nearby neighborhood trail.

Not discouraged by the new location or bad weather, 31 cyclists showed up to race the time trial event on January 20th.

Bart Gillespie of Team Raleigh won the Male Expert category, completing the three laps almost eight minutes faster than his closest competitor. Susy Abbene was the Women's Expert winner. Patrick Fasse won the Male Singlespeed category.

The race was organized by Cutthroat Racing. Proceeds went to International Mountain Bicycling Association (IMBA) trails program, Mountain Trails Foundation and the NAC.

See complete results on



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**Revolution** April 27th to May 9th  
8714 S. 700 E. • Sandy, UT  
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**Golsan Cycles** March 23rd to April 11th  
10445 S. Redwood Road  
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1957 E. Murray-Holladay Rd. • SLC, UT  
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**Colesport** May 11th to 25th  
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Look Bikes are also available at:  
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## COMMUTER OF THE MONTH

### Tips from a Veteran of the Streets

By Lou Melini

This month's commuter profile features Mark Jones, a programmer for the Utah Department of Health and a 15-year veteran of the streets. His 18-mile round trip ride to work has put approximately 50,000 miles on his bikes.

**Cycling Utah:** You initially rode a low-end bike but switched to a Moots cyclocross bike. What are the advantages of the upgrade?

**Mark Jones:** There are a number of advantages. Primarily, the weight reduction really helps going home from my job. I do think there is a psychological factor in that riding a lighter bike gives me freedom and efficiency, therefore I ride more to work, errands, etc. I receive a lot more enjoyment riding the Moots. I also do a lot less maintenance with the Moots. I was constantly futzing with the brakes or derailleur on my old bike. It became a real hassle at times. If someone is new to commuting to work, maintenance problems can turn one off to commuting in a hurry. I look at it this way. I could own one nice car or I could own 4 or 5 very nice bikes. So when I do drive, it is a 1987 station wagon.

**C.U.:** What advice would you give a potential commuter regarding accessory components for the bike?

**M.J.:** LIGHTS!! Would you drive a car without LIGHTS!! The lowly mirror is my favorite accessory. I can't ride without it. Again, would you drive a car

without a mirror?

Fenders will keep you and your bike cleaner and racks will allow you to carry whatever you need to carry.

**C.U.:** Regarding your commuting route, how did you choose it and what advice would you give to others contemplating their commuting route.

**M.J.:** I actually didn't ride for a few years after starting my job as the location is near North Temple and Redwood Road. I assumed that there would not be a good route to that busy location. However when I looked into it in more detail, I found an excellent route via 3rd North and the Jordan River Parkway. For the new commuter, get a good city map and study the possible routes. On a quiet day try out some of the possibilities to familiarize yourself with the route(s). Perhaps the route will take you a few blocks out of the way. Perhaps there are paths, trails and quiet neighborhoods that will connect to streets with wide shoulders or bike lanes. Commute to work, trying the route out in good weather. Refine the route over time. Perhaps the bus or Trax will help with part of the commute.

**C.U.:** How much of a role does attitude play when the weather is less than ideal?

**M.J.:** I am a bit of an anomaly since there are many times that I enjoy dark, stormy, and cold weather. There is a challenge to be met and attitude is a very big factor. I try to face the challenge

starting the evening before the commute by being prepared with proper clothing and, of course, a bike that rides well. Lately, I have become a little less hardcore, taking the bus or driving in the most extreme of conditions. The hours before and during snowstorms make for excellent riding. Cycling through fresh snow is a real blast. But after the snow has had a chance to freeze over night, it is a more questionable ride.

**C.U.:** Give the readers some reasons for commuting to work.

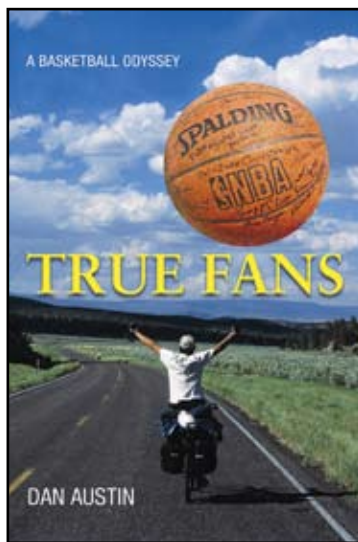
**M.J.:**

10. Can be challenging - especially on cold winter mornings.
9. Good way to meet other bike commuters.
8. No parking hassles.
7. Set a good example for co-workers.
6. More relaxing than driving.
5. Reduce air pollution.
4. Health benefits of cycling are many and well documented.
3. Save a lot of money.
2. Excellent physical activity-you can skip the gym at night.
1. It's fun!!

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## BOOK AND DVD REVIEW

### True Fans is Bike Touring at its Best



By Lou Melini

I may be going out on a limb on this review, but this is absolutely the most entertaining, ABSOLUTELY THE MOST ENTERTAINING, review of a bike tour that has been printed in Cycling Utah. The book and DVD are about brothers Dan and Jared and their friend Clint from Hyrum, Utah who ride from L.A. to the Basketball Hall of Fame in Springfield, Mass. They are carrying a new, NBA quality basketball, which is signed by people who help them along the way. The final act of their pilgrimage, (using the author's repetitive description for the journey), is to deliver the ball and put it on display at the Hall of Fame. Improbable? Naive? Quixotic? Along the way they undertake other adventures that would seem like misadventures in the midst of a bike tour. While crossing the Rockies in Colorado,

Dan comes up with an idea for cologne. The ride detours through New York City so that Dan can pitch this idea to none other than Calvin Klein, the real CK, not a marketing employee. While in West Virginia they are given food and shelter by an employee of Subway, a minimum wage employee. While in Connecticut, the bike ride again takes a small turn so that Dan and crew can meet with the CEO of Subway in order to lobby for a wage increase for the young man. And in the end, they ride to the Basketball Hall of Fame unannounced as always, though by now they have had a few stories about their "pilgrimage" printed in the local papers.

Dan, Jared, and Clint are definitely "true fans" of the game of basketball in general and the Utah Jazz in particular. Clint in particular is obsessed with finding the most picture perfect basketball court along the way. The bike tour is at times interrupted by an impromptu game of basketball, using a second ball that they are carrying in the "Ark of the Covenant", their name for the bike trailer. At other times they may interrupt the trip to stop at a sports bar (though none of them drink alcohol) to catch a Jazz game.

The book alternates from life on the road, to flashes of Dan, Jared and Clint in their younger days. By writing in this manner, the book stays fresh and never drags. The part of the book that I liked best is the interactions with the people they met

Continued on page 19

## INTERMOUNTAIN CUP

### 2006

#### Mountain Bike Racing Series

801-942-3498 or [www.intermountaincup.com](http://www.intermountaincup.com)

March 4	The Desert Rampage, St. George, UT
April 1	Cholla Challenge, St. George, UT
May 6	Showdown at Five Mile Pass, Lehi, UT
May 13	Lava Rama, Lava Hot Springs, ID
May 20	Soldier Hollow Hammerfest, Heber City, UT
May 27	Point Blank XC Race, Thanksgiving Point, UT
June 3	The Sundance Spin, Sundance, UT
June 10	Deer Valley Pedalfest, Deer Valley Resort, UT
June 17	Cache Valley's Joyride!, Logan, UT
July 1	Chris Allaire Memorial/Utah Open State Championship, Solitude, UT
July 15	The 19th Annual Mountain Bout, Snowbird, UT
July 22	Taming the Tetons, Jackson Hole, WY
July 29	Bordertown Challenge, Wendover, NV
August 12	Wolverine Ridge XC Race, Double Points!, Regional Finals, Evanston, WY

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# CALENDAR OF EVENTS

## Calendar Guidelines:

Listings are free on a space available basis and at our discretion.

Submit your event to: [dave@cyclingutah.com](mailto:dave@cyclingutah.com) with date, name of event, website, phone number and contact person and other appropriate information

Let us know about any corrections to existing listings!



Battle Bay BMX — (801) 796-8889

Rad Canyon BMX — (801) 824-0095

For more BMX track info, visit [cyclingutah.com](http://cyclingutah.com)



## Advocacy Groups

**Mayor's Bicycle Advisory Committee (MBAC)** meeting. Second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7939 or (801) 328-2453.

**Salt Lake County Bicycle Advisory Committee** — Meetings are the second Monday of each month from 5-7 p.m. in suite N-4010 of the Salt Lake County Government Center, 2001 S. State, SLC, (801) 485-2906

**Weber County Pathways** — Weber County's Advocacy Group, (801) 393-2304 or [www.weberpathways.org](http://www.weberpathways.org)

## Calendar of Events sponsored by



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Home of the Bike and Wife Swap!

**Provo Bike Committee** — Meetings are the first Wednesday of each month, 5:00 p.m. in the City Council office, 351 West Center Street, Provo, (801) 374-2033 or [Travis.Jensen@c-b.com](mailto:Travis.Jensen@c-b.com)

**Park City Alternative Transportation Committee** — normally meets on the second Tuesday of the month at Miner's Hospital at 9:00am, call to confirm, (435) 649-6839, (435) 731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [www.mountaintrails.org](http://www.mountaintrails.org)

**Volunteer** to help build the Bonneville Shoreline Trail (801) 485-6975 or visit [www.bonneville-trail.org](http://www.bonneville-trail.org).

## Events

**Critical Mass** — Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. and State Street, SLC. For more info, if you have a bike to lend, etc.: email [info@slccriticalmass.org](mailto:info@slccriticalmass.org)

**March 4** — Sports Am/Sports Guide, 13th Annual Bike Swap

and Show, Utah State Fairpark, 10th W and N. Temple, Grand Building, 10 am, SLC, (801) 583-6281

**March 16 – 19** — IMBA Trail School, The Subaru/IMBA Trail Care Crew will partner with Trails 2000 for a weekend of trailwork and education, Durango, CO, contact Mary Monroe, [mary@trails2000.org](mailto:mary@trails2000.org).

**March 24-26** — Moab MUni Fest (a mountain unicycling event), Moab, UT, [zadig@engineer.com](mailto:zadig@engineer.com) or Rolf Thompson at (801) 870-5949

**March 31 - April 2, 2006** — Cactus Hugger Cycling Festival, Criterium Race, Mountain Bike Night Ride, Cholla Challenge Mountain Bike Race, Cactus Hugger Century, Downtown Street Activities, Guided Mountain Bike Rides, Guided Road Rides, Road Ride to Zion National Park, Guided Ride - Gooseberry Mesa, 435-674-5376 or [cactushugger.org](http://cactushugger.org).

**April 22** — 4-H Bike Rodeo, 10 a.m., 2 p.m., youth ages 6-13, rain or shine, Bicycle Skills Test, Road Hazards, Helmet Check, Bike Maintenance, Road Signs, Salt Lake County Government Center - Southeast Employee Parking Lot, 2001 S State Street, 468-3183

**May 1-4** — George's Bike Swap, Boise, ID, (208) 343-3782

**May 6** — GOTS, Bike and Outdoor Toy Swap, Wild Rose, 702 3rd Ave, SLC, (801) 533-8671

**May 6-7** — Young Riders Bike Swap, Annual White Pine Touring swap to benefit The Young Riders youth based mountain bike program, great time with food and raffles, dropoff May 4-5, White Pine Touring, 1790 Bonaza Dr., Park City, (435) 649-8710 or (435) 655-2621 or visit [www.youngriders.com](http://www.youngriders.com)

**May 13** — Canyon Sports Bike and Wife Swap, Ogden Store, 705 W. Riverdale Road, and Cottonwood Store, 1844 E. Fort Union, (801) 621-4662 or (801) 942-3100

**May 13-20** — Cycle Salt Lake Week, weeklong festival with bike races, Bike Bonanza, Cycle Salt Lake Century Ride, Bike to Work day, and more!

**May 13** — Live Green Festival. Guided Bicycle Tours 10:30 AM and 1:30 PM. Pierpont Avenue (West Temple to 200 West), Amy Durham (801) 333-1106 or [www.downtownslc.org](http://www.downtownslc.org)

**May 14** — Cycle Salt Lake Mountain Bike Tour, 2-5 pm, Meet at Popperton Park at 11th Ave & Virginia St. in SLC, Brian Price, (801) 328-0499 or [brian@slcbikecollective.org](mailto:brian@slcbikecollective.org)

**May 16** — Mayor's Bike to Work Day presented by Salt Lake City Mayor's Office and MBAC, a mellow ride with Mayor Rocky Anderson under police escort from Liberty Park to the City/County Bldg, then free breakfast and raffle for all participants, Cost: free, 7:30 am, Liberty Park, Lisa Romney, 535-7939, [lisa.romney@slcgov.com](mailto:lisa.romney@slcgov.com), Meet at the northeast corner of Liberty Park

**May 16** — UTA Rideshare Bike to Work Day, riders can stop at one of our stations for free bagels and cream cheese 7:30 a.m. to

9:00 a.m. 900 South and 900 East, Contender Bicycles, 3600 South 700 West, UTA Administrative Offices, 2100 South 200 West, Salt Lake County Complex, 500 Chipeta Way, ARUP at Research Park

**May 16** — Tailwinds Bicycle Touring Downtown Historic Tour, Meet at Popperton Park at 11th Ave & Virginia St. in SLC at 6:00 PM, Grant Aagard (801) 556-3290

**May 17** — Bicycle Movie Night presented by SLC Bike Collective. This is a fundraiser for the SLC Bike Collective. Prizes! Movie will have bicycle theme with at least one bicycle. Location Tower Theatre, 9th East and 9th South, SLC. Cost: \$6 suggested donation. Time is 7:00 PM. Brian Price at (801) 328-2453 or [brian@slcbikecollective.org](mailto:brian@slcbikecollective.org)

**May TBA** — The Ride Home, SLC Bike Collective will tune bikes for the Road Home Shelter, 5-7 pm, 210 S. Rio Grande, (801) 328-2453

**May 19** — UTA Rideshare Bike Bonanza, 4-8 pm, Presented by UTA Rideshare, Salt Lake City, SLC Bike Collective, and Cycle Salt Lake Century. Join Mayor Anderson for an evening guided downtown SLC bike ride. Music, Papa John's Pizza, creamies, prize drawings, bike tune ups, kids criterium, bike rodeo, and much more. Pick up your registration packet for the Salt Lake Century Ride at the event. Ride with the Mayor at 6 p.m. Location: Gallivan Plaza, 239 South Main Street, in SLC. For more information contact Shaina Miron at 801-287-2066 or [smiron@uta.cog.ut.us](mailto:smiron@uta.cog.ut.us). Visit [www.utarideshare.com](http://www.utarideshare.com) for event updates.

**May 19** — Bike To Work Day, Encouraging Park City and Summit County to Bike to Work, (435) 649-6839, (435) 731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [www.mountaintrails.org](http://www.mountaintrails.org)

**May 20** — Silver Spoke Celebration, celebrate the new East 224 Connector which links Park City and Basin Recreation Trails, Starts at Miner's Hospital and Basin Recreation Field House with a ride from Miner's Hospital and from the Basin Recreation Field House. Meet at the new Willow Creek Park for a grand opening celebration, (435) 649-6839, (435) 731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [www.mountaintrails.org](http://www.mountaintrails.org)

**May 20** — Cycle Salt Lake Century Ride, Salt Lake to Antelope Island and back, 33, 67, or 100 mile options. Utah State Fair Park, 155 N. 1000 W., SLC. 7:30 AM Mass start time. Registration opens at 6:00 AM., (801) 596-8430 or Fax (801) 322-5056 or [jonrsmith@mac.com](mailto:jonrsmith@mac.com), Online registration at [www.cyclesaltlakecentury.com](http://www.cyclesaltlakecentury.com) or download a Registration Form 2006 Course Map

**May 25** — Utah County UTA Rideshare Bike Bonanza, food and drink, free prizes, free bike tune-ups, 6 pm bike ride with the Mayor, kids bike rodeo, registration for the Thanksgiving Point Classic, and bike trail information, 6:00 - 8:00 p.m. The UTA Rideshare Bike Bonanza tent will be located on the east side of the street, on 200 West south of Center Street in downtown Provo, For more information contact Stacey Gaultney at [sgaultney@uta.cog.ut.us](mailto:sgaultney@uta.cog.ut.us) or (801) 227-8958 Visit [www.utarideshare.com](http://www.utarideshare.com) for event updates.

**May 27** — Thanksgiving Point Classic Cycling Festival, Free kids race, free bike safety clinics, live band on site, free swag, cool vendors and a BMX show, Held in conjunction with the Thanksgiving Point Cycling Festival, Thanksgiving Point, Lehi,

UT, (801) 400-6130

**June 1 – 4** — IMBA Trail School, The Subaru/IMBA Trail Care Crew will be in town to celebrate National Trails Day with an IMBA Trailbuilding School and trailwork. Salt Lake City, UT, contact Ryan Miller, IMBA UT Rep, [rmiller@azteca.com](mailto:rmiller@azteca.com) or Carol Potter, Mountain Trails Foundation, [carol@mountaintrails.org](mailto:carol@mountaintrails.org)

**June 3** — National Trails Day, Volunteer on Trail Projects, call Eric Spreng at REI, (801) 486-2100 for info.

**June 3** — National Trails Day, 9:00am Meet at Spiro Trail, Park at Park City Mountain Resort, Presented by Mountain Trails Foundation, Snyderville Basin Recreation Department and Park City Municipal Corporation and IMBA Sponsored by Silver Star, Starbucks, (435) 649-6839, (435) 731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [www.mountaintrails.org](http://www.mountaintrails.org)

**June 3** — Mountain Trails Foundation Trail Fest, Join IMBA and Mountain Trails and celebrate our Trails. Area trail planners will bring their latest latest maps of upcoming trail projects, Food, beverages, silent auction, 5:00pm Miner's Hospital Park City Utah (435) 649-6839, (435) 731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [www.mountaintrails.org](http://www.mountaintrails.org)

**September 7-9** — Utah Trails and Pathways Conference, planning, design, construction, funding and more, [www.utahtrailsconference.com](http://www.utahtrailsconference.com), (801) 629-8558



## Tours and Festivals

**March 24-26** — Moab MUni Fest (a mountain unicycling event), Moab, UT, [zadig@engineer.com](mailto:zadig@engineer.com) or Rolf Thompson at (801) 870-5949

**March 31 - April 2** — Cactus Hugger Cycling Festival in St. George Utah. Featuring the 6th Annual Cactus Hugger Century, Cholla Challenge Mountain Bike Race (sanctioned) and Saturday evening luau and entertainment; free criterium race, mountain bike night ride, guided mountain bike rides including Gooseberry Mesa and guided road rides including a ride to Zion National park; downtown street cycling activities for the entire family. Call 435-674-5376 or visit [www.cactushugger.org](http://www.cactushugger.org) for additional information.

**April 15 - 16** — Bookcliffs Racefest, Enduro/XC Race and Trials contest Saturday. Free camping and fireside music Saturday night. Festival Group-rides Sunday. Great prizes, Cool trophies, Sweet trails. FuzzyTheBikeGuy@msn.com, [PASSUtah.com](http://PASSUtah.com), (435) 637-0086

**April 27-30** — Fruita Fat Tire Festival, 11th Annual, Clunker Crit, Prizes, Fun, Fruita, CO, (970) 858-7220

**May 19-21** — San Rafael Swell Mountain Bike Festival, 20th Annual, Emery County, (435) 637-0086

**August 11-13** — Dinotrax Fat Tire Festival, Rides, Pasta Feed, Bluegrass Music, Flaming Gorge, (435) 781-2595 or (435) 889-3759

**September 30** — Take Your Kid on a Mountain Bike Ride, Boise, ID, [byrdscycling.com](http://byrdscycling.com), (208) 434-2607

**October 26-29** — Moab Halloween Bike Fest. Group rides, bicycle DemoExpo, fun competitions, evening entertainment. Moab, UT, (435) 260-1182

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## UTAH BIKE INDUSTRY

# Blackbottoms Still Going Strong



Jay Elggren, owner of Blackbottoms. Photo: Greg Overton

### By Greg Overton

Jay Elggren has history. Or history has Jay Elggren. Regardless of the perception, Jay is the owner of Utah's Blackbottoms Cyclewear, and in terms of a company's time in business, that's a lot of history. Blackbottoms is Utah's longest standing manufacturer of cycling products, now entering its 32nd year, and still providing riders with outstanding value and quality.

Blackbottoms was founded by Barbra (Zakarian) Thomas in her home in 1974, with Barbra performing all of the designing, cutting and sewing herself, mainly for friends. From that beginning, the company grew and became a popular brand throughout the western states. For nearly three decades, Blackbottoms provided bike dealers with a value oriented apparel line that allowed them to offer their customers high quality and high value. Jay has been at the helm for two years, after buying the company in 2004, and is continuing the Blackbottoms tradition, while at the same time injecting innovation and modern technology into the products.

"We're a small company, but we use the same technology and Italian pad in our shorts as most of the major brands." Jay told us, adding, "That's a change we've made recently to bring up the technical spec of our shorts. And we are one of the very few manufacturers to still offer a bike short with a leather-like original chamois, for the more traditional customer."

In a turnabout, most of those major brands also use some of Blackbottoms' technology. The company created the first cycling short to use flat-lock stitching in order to reduce the thickness of the seams in its shorts. Traditionally, more common over-lock stitching has been used by most other brands, resulting in a source of friction on the skin at the seam because of the increased thickness. Jay has already incorporated

more innovation and technology into the product line at Blackbottoms, including a new baggy mountain bike short with removable padded liner.

Blackbottoms will also be much more visible at cycling events beginning in 2006, in part because it's been chosen as the clothing supplier to the University of Utah cycling team. "We're the only non official athletic department team to be allowed to use the U of U logo on its clothing. We'll be using our new sublimating abilities to create these jerseys." Jay said. In addition, Blackbottoms will further integrate with the cycling community by being involved at many events, from races to charity rides in the coming season. The company is also a participant in the Cycling For Kids charity.

Blackbottoms is driven by a small core group of employees, and relies on local seamstresses and seamsters for the bulk of its sewing. The cycling industry in general is very much reliant on cottage industry - and Blackbottoms is no different, having implemented this method for much of its life. Throughout its three decades, quality control has been the main focus, and maintaining that quality and consistency for all of its products during its current period of growth is Jay's primary goal.

Blackbottoms currently offers a line of cycling clothing that ranges from basic six panel shorts, to high tech eight panel shorts, tights, bibs, jerseys and knickers. Jay is planning to expand the company's offerings as time allows, telling us "...right now, we're trying to manage our growth effectively, and will add products as we can." Currently, he has history to build upon, and history has an enthusiastic steward to carry Blackbottoms forward for the next three decades.

**Note: You can find them on the web at [www.blackbottoms.com](http://www.blackbottoms.com).**

## LITTLE RED RIDING HOOD Women Only Bike Ride Saturday, June 3rd 2006 Cache Valley, Utah



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