

WEST MOUNTAIN CYCLING JOURNAL

cycling utah

24 HOURS OF MOAB!

LOTOJA!



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- Utah and Idaho Calendar of Events - p. 14
- Rider of the Year Awards - p. 3
- Behind the Scenes at the Tour of Utah - p. 5
- Border to Border Record - p. 4
- Confluence Overlook Trail - p. 6
- Dave Z takes Silver in World TT - p. 7
 - Lotoja - p. 8
 - Results - p. 16
- Commuter Column - p. 18
- 24 Hours of Moab - p. 10
- Shop Directory - p. 19

SPEAKING OF SPOKES

1007 Bikes for 1007 Kids!



Fun for all at the bike rodeo! Photo courtesy of Bikes for Kids

By David Ward
Publisher

The Bikes For Kids charity event booked one star and ended up with two. Salt Lake native David Zabriskie was the main attraction of this event. Those willing to pay \$100 per plate were able to attend a dinner and silent auction with Mr. Z on Friday evening, September 29. Then, on Saturday, the top fundraisers also went on a 50 kilometer ride with Utah's most prominent professional cyclist.

Still, at the dinner on Friday evening, no one could help but notice the "72" figure that had to literally duck to enter the auction hall and dining room. Shawn Bradley, who retired two years ago after a successful NBA career, garnered a lot of attention as he visited and posed for pictures with others and told of his cycling hobby. Frankly, one could not help but stare, though doing so for very long could result in a sore neck.

Clearly, though, Dave Zabriskie was the star of the show. True to form, when he arose to speak, his remarks were brief, lasting no more than a couple of minutes. Quickly, however, event organizer Debbie Reid told Zabriskie he was not yet done, and that he would have to take questions from those in attendance.

The next half hour was worth the cost to be there. In responding to queries from the audience, Zabriskie's dry wit, honesty and incisive comments was both entertaining and informative. Those present experienced the David Zabriskie that others describe as quirky and fun, and yet had a glimpse of a thoughtful and insightful intellect.

In response to a question that was bound to be asked, his take on the Floyd Landis doping allegations, Zabriskie firmly asserted that the allegations were untrue. He told how he has come to know Landis well, and that Landis would not do that. He went on to explain the factors supporting Landis, and then characterized the current doping atmosphere in Europe as a "witch hunt".

This Bike For Kids event came about when Todd Reid of Intermountain Financial Group wanted to promote a charity event for the benefit of the Salt Lake community. He spoke with his wife, Debbie, who had just recently returned from a trip to the 2005 Tour de France, and she was excited about cycling and high on David Zabriskie. Shortly thereafter, a mutual friend referred Zabriskie to Mr. Reid, and he approached Zabriskie about participating in such

an event. Zabriskie has always been a willing participant in local events, such as his participation in the Josie Johnson Memorial Ride and the Mayor's Ride in 2005, and he did not hesitate to agree to help with the Bikes For Kids effort.

The event, which raised approximately \$80,000, was composed of 4 parts: The dinner and auction on Friday night; the Saturday morning ride, organized by cycling coach J. R. Smith, with a choice between a century ride, 50k ride or 5k family ride; a bike rodeo conducted by Jill Smith and Wasatch Women's Cycling Club; and the key component, the gifting, led by Utah Governor Jon M. Huntsman, of new bicycles, along with helmets, t-shirts, bike locks, 2 tickets to a Utah Grizzlies game, and other freebies,

to 1007 underprivileged children.

Debbie Reid stated, "The kids were so happy. The event was a huge success because of the happiness on their faces and in their hearts. It was really rewarding to see that."

Major sponsors include Mass Mutual/Intermountain Financial Group, IHC, Murray Rotary International and Costco. A complete list of sponsors can be found at www.bikes4kidsutah.org. Reid said that with the success of this year's event and the enthusiastic support of the event's sponsors and the cycling community, Bikes For Kids will definitely be back next year. The first organizational meeting for next year's event is scheduled for the first part of November.

Wishing you joy, happiness and great riding this holiday season!

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cycling utah is published eight times a year beginning in March and continuing monthly through October.

Annual Subscription rate:
\$15
(Send in a check to our P.O. Box)

Postage paid in Murray, UT

Editorial and photographic contributions are welcome. Send via email to dave@cyclingutah.com. Or, send via mail and please include a stamped, self-addressed envelope to return unused material. Submission of articles and accompanying artwork to cycling utah is the author's warranty that the material is in no way an infringement upon the rights of others and that the material may be published without additional approval. Permission is required to reprint any of the contents of this publication.

Cycling Utah is printed on 40% post-consumer recycled paper with soy-based ink.

Cycling Utah is free, limit one copy per person.

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Cover Photo: Jake Pantone (Biker's Edge/Destination Homes) at the 24 Hours of Moab. His team unofficially (officially?) won the Men's Expert Class.

Photo: MoabActionShots.com. See more photos online.

cycling utah AWARDS

Dave Zabriskie is Our Rider of the Year!

**By Dave Iltis
Editor**

The 2006 season has been another great one for cycling in Utah. There has been continued growth of attendance at cycling events in touring, racing, downhill, and charity rides. More riders on their bikes mean more facilities, more money donated to charity, more champions, and more great coverage in Cycling Utah. Each year, we recognize those individuals, events and clubs that have risen above with our year end awards.

Legend has it that he was towing the pack (or what was left of it) at 40 mph on the main straight at the RMR Criterium. That show of speed and power was a precursor to big wins in the European peloton. Dave Zabriskie (CSC) won both time trial stages of the Dauphine Libere (a lead-up to the Tour de France). He followed that with a third in the Tour de France prologue and a first time finish on the Champs d'Elysees. He also took second overall in the Tour of California, first in the Netherlands Team Time Trial, and first in the U.S. Professional Time Trial Championship. To top off his season, he won the silver medal in the Time Trial at the World Championships in Austria — the highest placing by an American in this event. In addition, Dave helped out with the Bikes for Kids Fundraiser. Dave Z is our Overall

Rider of the Year for the second year in a row.

Bart Gillespie (Raleigh Factory Team) has been virtually unstoppable in Utah Cyclocross Series events for the last few years. In 2005, he won all eight races that he started and the overall title. He also raced nationally where his results included a second place in the North Carolina UCI Grand Prix #2. He is our Male Cyclocross Racer of the Year.

Amy Campbell (Revolution) rode consistently all year long, winning three races on her way to the Utah Cyclocross Series Title. She is our Female Cyclocross Racer of the Year.

Eric Jones (Raleigh Factory Team) keeps on going. Despite an early season broken hand, Eric won five races in the Intermountain Cup Series and finished second overall. He also raced nationally, placing 18th overall in the Pro Men's cross country including ninth place in the NORBA National Mountain Bike Series finals at Snowmass. Eric is our Male Mountain Bike Racer of the Year.

Kathy Sherwin (Ford Cycling) just keeps getting faster and faster. She won all six Intermountain Cup races that she entered and finished second overall. On the national scene, she stepped up a notch from last season, finishing ninth overall in the cross country and ninth overall in the short track cross country in the NORBA NMBS series. She was also tenth in the National

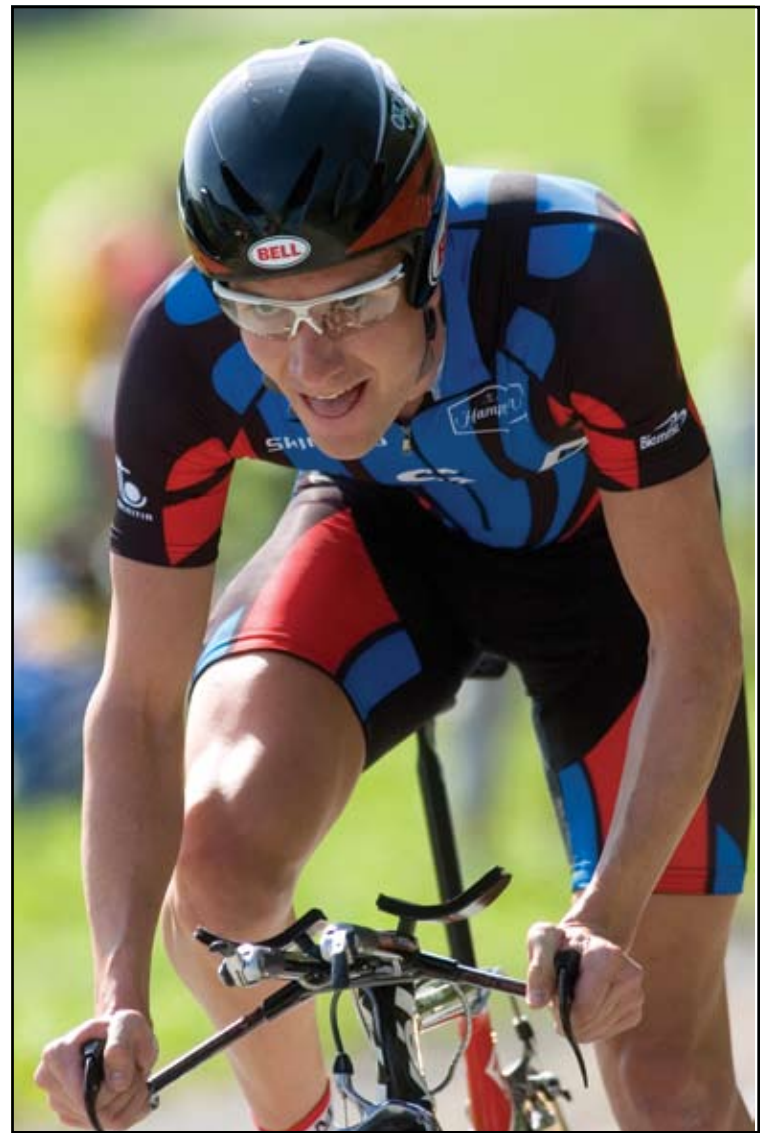
Championships and raced in several World Cups. She is our Female Mountain Bike Racer of the Year.

Dave Beeson (Scott Bicycles/X-Balm) had a great year going fast downhill. He won the Master's 35-39 World Championship, three races and the overall in the Utah Downhill Series, and took a 4th and 7th in the semi-pro in the NORBA NMBS series. Dave is our Male Downhill Racer of the Year.

Addie Lepper (GoRide.com) won four races in four starts in the Utah Downhill Series. She also finished ninth in the Southridge Park NMBS race. She is our Female Downhill Racer of the Year.

Jason Bultman runs on 32 hours days. That's the only explanation for how much he is able to get done with bicycle advocacy. A founder of the Salt Lake Bicycle Collective, he started the Collective's Bicycle Education Program to teach adult and youth cyclists safe cycling. He has been the driving force to get state and municipal agencies to adopt standards to accommodate bicyclists in transportation planning. This push for 'Complete Streets' has led to UDOT adopting a bike/ped checklist and design accommodations. Salt Lake City is poised to adopt Complete Streets in the next few weeks. Salt Lake County is likely to adopt this as well. For his

Continued on page 20



Dave Zabriskie (CSC) on his way to the silver medal in the 2006 World Time Trial Championships. Photo: Casey Gibson

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MARATHON CYCLING

McCool Rides Border to Border in 29 Hours!

By Errin Adams and John McCool

You may have seen an unusual sight passing through your state September 5th or 6th. A Utah cyclist named John Andrew McCool 44, from Salt Lake City rode his bicycle non-stop and in record time from the Arizona border near Kanab to the Wyoming border on the Mirror Lake Highway. The sanctioning body, the Ultra Marathon Cycling Association (UMCA), keeps ultra distance cycling records. McCool is not your typical cyclist – he likes to say, "built for the long haul - not speed"! At 5'2 – and built like a fireplug – his love and passion for cycling is his driving force.

John describes his epic ride:

Standing on the Arizona border south of Kanab, Utah I contemplated what was ahead of me. The answer was- Utah! I was preparing to ride my bike from where I was standing, to the Wyoming border. "Five minutes to go" the UMCA official, Don Williams said as I was running a mental checklist to make sure nothing had been overlooked. It seemed like it has taken months to get to this moment and all I wanted to do was start riding.

Finally the command came, go! Riding through the red rocks of Kanab the temps were in the high 90's and I was at my rides lowest elevation. I felt a huge release of pent up energy just to be under way; I began to climb up Highway 89. The scenery was beautiful and with all sensory receptors on high I could really relish the experience. Climbing from the desert floor, passing Gooseberry Mesa, one of my favorite mountain biking spots, toward central Utah, I noticed a red rock wall bathed in sunshine with dark angry clouds curling over the top. I felt the first cold headwind coming my way. Soon the rain pounded as my crew offered up a jacket. With the rain, the wind shifted to my back and began to blow me toward me destination, I'm OK with this I thought!

After reaching a town called



McCool... asking the musical question: Does chewing gum loose its flavor on the aero bar over night?" Photo: Errin Adams

Roosevelt, the scenario of wind and rain began to repeat itself a few more times. Hunker down on the aero bars against a headwind, put on jacket and get dumped on, fly in big ring with tailwind. After getting caught without it, there was no way I was going to relinquish that jacket to my crew, I'll just keep it thank you.

As night fell, I began to feel great even though I thought I might hurl after large doses of carbo-fuel, the temps dropped and the wind came around to my back. The next 150 miles were big ring, adrenaline, and aero bars. As the moon came up, my support vehicle with it's flashing yellow lights moved in behind me to protect me from a steady stream of 18-wheelers. Almost no car traffic passed, which is why we planned this attempt the day after Labor Day. The best part about trucks is - you know that they are not drinking!

After rolling into familiar roads around Nephi Utah, my brother joined the crew for the over night stretch. Thinking about a record time, pounding through the night we arrived at the mouth of Provo Canyon at 4:30 am. This put me an hour and a half ahead of projected

in the car and dozed off for a couple minutes while the crew got some Egg McMuffins. Yum, my first solid food! Soon my wife, saying the mantra "stay on the bike" had me pointed down the road again. Here I switch from my night bike back to my day bike to find gum that my wife had given me on a climb out of Kanab still stuck on the aero bar where I left it the day before! No, I was in no mood for gum now!

To my disbelief, there is a giant climb to get from Heber to Kamas. By now I knew that it was going to get really difficult. Climb, climb, and more climb. I was beginning to struggle. When we got to Kamas and started up the mirror lake highway, I was at mile 306 and saw the first sign of the end "Wyoming Border 55". Grinding up the road I started to do the math. I knew this part was going to tear my legs off, but after all, this is why it's called Ultra Marathon Cycling. I knew that the biggest "percentage" of mileage was behind me but that didn't make it hurt any less. I knew I could finish; I just worried about how slowly I was going because I didn't want to disappoint my crew.

After about 15 miles, we came up to a road construction flagman who stopped us. He said it would take 17 minutes until we could go on, so I un-clipped and promptly laid down on the road right there and went to sleep, only for a couple minutes. I remember laughing to my self when I heard my people tell the guy that I had ridden my bike from Kanab and left about this time yesterday. He muttered something unprintable about me being nuts that I had to agree to some degree, but then I thought, "When was the last time this guy went on such a grand adventure?"

The next few miles where just plain painfully slow. 4500 feet "after" 300 miles for a little fireplug shaped guy, I couldn't escape the math in my head as my average speed just fell away from me. On and on, at 10 mph, then 6mph, then 5mph steeper and steeper. As if on cue, it started to rain, then sleet. Remember it was 95 degrees when I started! My crew kept running up and saying things like, "you look terrible" and "Are you going to die?" But I knew it was only about time. Later then sooner I saw spray paint on the road from the "High Uintas Classic" that said "KOM points 200 meters" and I knew I was there. Doing the math one last time I thought I could come in under 29 hours if I hammered through the rainy decent, but struggling with a few of those sneaker climbs, and facing hypothermia I faced reality and stopped to put on my cold weather clothes one more time.

29 hours and 16 minutes border to border, 361 miles. A new UMCA record! I have to thank UMCA officials and friends Don and Mary

Margaret Williams. Don is a great ambassador of this sport whose friendship means a lot to me. My crew was my wife Erinn and brother Dan McCool; no one loves you like family! Thanks go to Contender Bicycles for their support, and Bonneville Bicycle Touring Club for such great rides, and folks to ride with that allowed me to log the mileage needed for this quest. If you ride a bike in Utah, you owe it to yourself to become a BBTC member!

McCool set the record to return it to the hands of a Utahn since last year the record was set relay style by Fred Boethling of Colorado, and Dan Crain from. Boethling and Crain have ridden the event "Race Across America" known as RAAM. This is basically the long distance bicycling equivalent to climbing Mt Everest.

John has participated in several 24 hour cycling events and wants to take his riding to the next level, sighting the desire to have a more rewarding life through challenge. He says that it is too bad that Salt Lake City doesn't have a stronger cycling community and Utah can be an unfriendly place for cyclists. Cycling can help fight depression, diabetes, heart diseases, obesity, and America's reliance on foreign oil. Riding bikes will make America strong and healthy again. He would love to see cyclists come together and get involved. He challenges others to break his record.

McCool currently works at Contender Bicycles and has worked in the cycling industry for over 20 years. He is a member of Bonneville Bicycle Touring Club (Salt Lake City) which has several daily rides around the Salt Lake area. McCool is also the editor of the Out Spoke(n) BBTC monthly publication.

For more information on Ultra Marathon Cycling, see their website at www.ultracycling.com.

Pick up a copy of cycling utah at your favorite bike shop!

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) or call the Mayor's office at 535-7939 or Lou at 487-6318.



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ROUTE 211

The View From Behind

By Greg Overton

I really became concerned when the swimming pool flew across the road. It was one of those small kiddy pools, but that's just not something you see every day, especially in the first few miles of a major stage race. But it was indicative of the first twenty miles of the Larry H. Miller Tour of Utah. Twenty miles that included nervous anticipation on the part of everyone involved, not just the racers, as the six-stage race got underway; and Mother Nature letting everyone know that she was indeed in charge and we would be at her mercy.

I was fortunate enough to be in the media vehicle for the entire race, six days of riding in a comfortable and air conditioned van with other bike racing journalists while the riders were battling the 100 degree temperatures and hills along the Wasatch Front. It was my first time to experience a race from the caravan and not from the peloton, and I learned a lot about the behind-the-scenes action and logistics of rolling a line of cars along busy public highways and back roads, all the while protecting a bunch of bike racers the whole time.

In that first few miles of stage one from Provo, around Utah Lake and back to Provo, the race endured a tremendous windstorm that blasted the riders with dirt and sand from freshly graded housing developments in rural Lehi, then a thankfully short, but still cold and soaking rain shower immediately after the windstorm. Our vehicle was in front of the peloton for this part of the course, and on several occasions, even though the riders were only 100 – 200 meters behind, we could not see them through the dirt and debris that was being blown across the roads. The group did emerge, wet, dirty, disheveled, but intact.

A few miles later, just as the rain had lightened a bit, the lead patrol car in the caravan missed a turn, despite a course marshal waving to indicate our intended direction, and led the race into a congested housing development where we were doomed to be mice in a cul-de-sac maze for hours. Being familiar with the roads in the area, I was riding shotgun alongside our excellent driver, Tom. As we passed the turn that would take us around Utah Lake, I was scurrying for the map and questioning our course. As we entered the roundabout entrance to the development, with several motorcycles and lead vehicles following the patrol car just ahead of us, I began protesting to Tom and anyone who would listen that this could not be the racecourse!

Luckily, just before the peloton reached the entrance, the misdirection was diagnosed and race marshals went into action. It was a small detour and in the end was a harmless and ultimately funny episode as the peloton circled the roundabout, and at one point was going in both directions at the same time, doubling back on itself. It would have been a great photo if anyone had been calm enough to take a few shots.

Afterward, we all laughed at the idea of the folks living in the first few homes near the entrance, sitting down to their lunch when all of a sudden, out of nowhere, this Shriner's Circus arrives with horns blaring, whistles blowing and guys standing through car sunroofs and

on motorcycles yelling and pointing, and vehicles with bikes on their roofs heading for the sidewalks to make room for a bunch of brightly dressed guys on bicycles going really fast in both directions. And then, twenty seconds later, it's all gone and it's as if nothing ever happened. I'm sure someone in one of those homes did a cartoon headshake and peered into his coffee cup, asking, "What the hell just happened?"

Once the race was back on course, the caravan vehicles had to restore the order, as the lineup was jumbled by the short detour. The race radio announcer did a roll call of all team cars and caravan vehicles to make certain no one was trapped in a cul-de-sac back there, and the race was back to normal, if you can call those first few miles normal.

But even without the detour and the short Keystone Kops roundabout episode, a race caravan is a fun thing to watch and be part of. The

team cars always travel behind the peloton, unless there is a breakaway of more than one minute, in which case any teams with riders in the break are allowed to enter the gap in case the leaders need assistance. As long as the peloton is together, the team cars are assigned a position in line. Other vehicles in the caravan, such as our media car, have more freedom to migrate, sometimes driving behind the peloton and sometimes in front. No vehicle, outside of judges or commissaires, is allowed to move without permission of the commissaire vehicle, as we discovered on a few occasions. The hard way.

At times, there may be three or four team cars alongside each other, stretching from shoulder to shoulder across the road if riders from several teams have requested assistance. When a rider raises a hand to signal a need, the radio announcer will broadcast that request to the caravan, which will permit the team car to move out of line and accelerate to the rear of the peloton. A few of these requests over a short period will result in several cars trying to service their riders simultaneously. Afterward, each car must return to

its place in line. The return can be complicated by still more cars accelerating up from behind to assist their riders in the peloton. And yes, we did see many examples of the long water bottle hand off as the rider is alongside his team car; the rider's forearms bulging as he grips the bottle tightly while the car accelerates. As long as it's done discreetly, no one really notices, but there were a few time penalties handed out for the less discreet or experienced at it.

Race Directors, Commissaires and race judges have tough jobs. There's a lot going on, there are riders to protect, roads to secure and rules to abide, and it's a very orchestrated and beautiful thing to watch. Car horns are used constantly as a means of communication between vehicles. A couple of taps on the horn as you approach a motorcycle or racer is required in order to let them know you are there and intend to pass. Forget to do this and you'll be called something unpleasant as you pass by, or at least you'll get a reminder that leaves no chance for confusion as to what you're being reminded to do. Another thing we learned is that commissaires look down upon open doors on moving vans with pho-

tographers hanging out. Not cool. Sometimes, a photographer standing through a sunroof is okay, but other times, that's not cool either. Photographers spend their fair share of time disgruntled and grumpy at missed opportunities, and in turn defy the rules and are reprimanded again. It's a game they play with race officials.

Once Mother Nature had played her hand in those first few miles and the race's only miscue was corrected so quickly, the only real obstacles for the riders were the heat and the hills. Those were expected. The race was a rousing success, and is sure to grow for 2007, with its newly awarded UCI status and other changes in the works to ensure its success and direction.

As for riding in the caravan, I hope to be invited back to do it again next year. It was a fresh view of the behind the scenes machinations of a major race and a great way to catch the action as the race unfolds each day. And we weren't even tired!

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TRAIL OF THE MONTH

The Confluence Overlook: A View into the Heart of Canyonlands

By Gregg Bromka

In the context of mountain biking, "Canyonlands" and Moab are often used interchangeably to describe the nexus of trails and overall sandstoned geomorphology of the Colorado Plateau that makes up southeastern Utah. More precisely, Canyonlands refers to the sprawling national park that bears its name. The park's vastness and remoteness make it unique among the nation's great natural treasures because you have to be an intrepid traveler - one willing to drive long miles in a vehicle - just to find the three main entrances, which are hundreds of miles apart. Each entrance provides access to Canyonlands' three "districts": Island in the Sky, Needles, and Maze, which have been effectively dissected by the erosive handiwork of the Colorado and Green Rivers, which in turn make up a fourth district call the "Rivers." By mountain bike, you can pedal to a cliff-edge overlook of the rivers' confluence and view of Canyonlands' four geographic components.

As its name implies, the Needles District is a jumble of colorful rock formations eroded into a startling and diverse landscape of spires, fingers, and crevasses amidst colossal walls, wide valleys, towers, and arches. The route to the Confluence Overlook follows long grassy valleys separated by fluted sandstone ridges. This route, like many of



Bob rides Devils Lane through the Needles District.

Photo: Gregg Bromka

the hiking trails that lead to more remote reaches, rewards the adventurer with geologic wonders that border on the surreal.

Newspaper Rock State Park, passed on route to the Needles District, is an added bonus.

Both ancient and modern Native

Americans etched petroglyphs on a tarnished sandstone alcove. It is perhaps the greatest concentration of prehistoric rock art at a single location on the Colorado Plateau. The Navajo call it Tse Hani or "rock that tells a story."

Notes on the trail:

The ride begins with an ultimate combat-style smackdown punch with a merciless, technical climb over Elephant Hill. The ledgy sandstone ramp will jump start your heart faster than a double shot of espresso, and the white-knuckle drop off the backside will keep your buzz going strong. (Keep in mind that you must surmount Elephant Hill on the way out, too.)

When you intersect the one-way loop jeep road, go left and slide unrestrictedly through the sandstone hallway of the Devils Pocket. Judging from rubber streaks left on the opposing walls and gouged bedrock in the road's tread, vehicles have found the corridor to be a tight pinch. Following signs for the Confluence at the Devils Kitchen junction, you'll cruise easily through soft sand down to a T-junction on Devils Lane.

Although the main route goes right, go left for the all-but-mandatory, two-mile, out-and-back spur to the Cave of 100 Hands. You'll slog through drift sand most of the way, but the mosaic of hand-print pictographs and the view a battalion of spires in Chesler Park make the trip worth the effort.

Devils Lane is one of many elongate valleys pinned between

parallel ridges known collectively as the Grabens ("graves" in German). Erosion by water, wind, and alternating freezing and thawing carved up a vicissitude of spires, towers, fins, furrows, and long valleys. The calico striping of the rocks is a result of the interfingering of red land-derived sediment and white beach deposits.

To reach the Confluence Overlook, you must leave the loop once again for a six-mile spur through Cyclone Canyon; then you must hike a half mile from the road's end over sand and rock to the 800-foot-high viewpoint of the conjoined rivers. You'll know when to stop!

Finish off the one-way loop road by returning to the familiar junction for Elephant Hill, and grin-and-bear the cursed climb over the pachyderms' sandstoned back.

General location: 80 miles southwest of Moab in the Needles District of Canyonlands National Park.

Distance: 15 miles, out-and-back with loop in the middle.

Tread: Sand doubletracks with pavement bedrock. Elephant Hill is one big slickrock staircase.

Aerobic level: Strenuous because of the many sand traps and the steep, technical climb over Elephant Hill.

Technical difficulty: Most doubletracks are harmless except for sand bogs. Elephant Hill is steep, ledgy bedrock, but it's manageable to walk the toughest parts.

Elevation gain: About 1,300 feet.

Additional notes: Spring and fall are the best times to ride as summer is deathly hot, and insects are a nuisance by June. Because of deep drift sand on jeep roads, it's best to ride a day or two after a rain. There is a developed campground near the trailhead, and the Needles Outpost near the Visitor Center has basic supplies and gasoline.

Finding the trail: Drive 40 miles south of Moab or 15 miles north of Monticello on US 191. Take UT 211 for 35 miles to the Needles Visitor Center, passing Newspaper Rock after 13 miles. Drive 3.5 miles more to the Elephant Hill trailhead.

Excerpted from the guidebook Mountain Biking Utah, by Gregg Bromka. Get a copy of this or of Gregg's other Utah guidebooks Mountain Biking Utah's Wasatch Front, and Mountain Biking Park City & Beyond, at your favorite bike shop.

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ROAD RACING

Zabriskie Claims Silver in World Championship Time Trial

Salzburg, Austria (September 21, 2006)-David Zabriskie (Salt Lake City, Utah/CSC) took the silver medal and gave the United States its highest placing ever in the elite men's time trial at the 2006 UCI Road World Championships.

It was the first medal for an American in the history of the elite men's time trial since it was introduced to the world championship program in 1994. Other than Zabriskie, Lance Armstrong (fourth in 1998) and former Utah rider Levi Leipheimer (fourth in 2001) are the only Americans ever to crack the top five.

Zabriskie clocked a time of 1 hour, 1 minute and 41.72 seconds over the 31-mile course to place second behind Fabian Cancellara of Switzerland. Cancellara posted a championship-worthy time of 1:00:11.75 to beat Zabriskie by nearly 90 seconds.

Alexandre Vinokourov of Kazakhstan was third, turning in a time of 1:02:01.47.

Zabriskie, one of the top time trialists on the UCI Pro Tour circuit, captured his first world championship medal two weeks after winning the USA Cycling Professional National Championship. His performance in Salzburg wasn't enough to unseat a seemingly unstoppable Cancellara, but nonetheless was one of the biggest accomplishments of a career which has also seen him wear the yellow jersey in the Tour de France and win stages in each of cycling's three grand tours.

"I felt good today," Zabriskie commented afterwards. "There was no way I could have gone any faster than I did. He (Cancellara) deserved to win with a time gap like that. Silver is okay, but to win is even better. Still, I'll celebrate tonight." Despite Zabriskie's résumé, a

world championship medal was one of the few triumphs he's yet to achieve before Thursday.

"My first race in Europe was the world championships in San Sebastian," he recalled. That's what inspired me to race here. It took nine years to get a medal, but now I'm motivated now more than ever to win."

Zabriskie was consistent throughout the day, rhythmically passing each of the route's three intermediate time checks in second place behind Cancellara. Clearly, the Swiss rider was the strongest on the day to become the first time trial world champion other than Australia's Michael Rogers in the last four years.

"I knew he'd be super today, but I didn't know he'd be Superman," Zabriskie quipped of Cancellara. "So congratulations to him."

Zabriskie, the eighth-to-last rider out of the gate, crossed the line with the fastest time and took his place in the hot seat to wait for the remaining riders. As pre-race favorites David Millar (GBR), Ivan Gutierrez (ESP), Laszlo Bodrogi (HUN) and Vinokourov all failed to eclipse Zabriskie's mark, and with the top-seeded Rogers well off the pace according to the mid-race splits, only Cancellara had the wherewithal to prevent the U.S. from capturing its first-ever elite men's world time trial title.

2006 UCI Road World Championships
Salzburg, Austria

- Elite Men's Time Trial
1. Fabian Cancellara (SUI) 1:00:11.75
 2. David Zabriskie (Salt Lake City, Utah) +1:29.97
 3. Alexandre Vinokourov (KAZ) +1:49.72

Gillespie and Holley Take Intermountain Cup Points Series

By Ed Chauner

The grand finale event for the Intermountain Cup Race Series was held in Evanston, Wyoming on August 12. This was the 14th event in this regional series that started in St. George on March 4.

Bart Gillespie (Raleigh) and Kara Holley (Mad Dog Cycles) took top honors in the Pro Men and Pro Women categories in the 2006 Intermountain Cup Series.

In the Pro Men category, Gillespie was able to hold onto an early-season lead while missing 5 of the 14 races. Gillespie ended the season with 953 points. Teammate Eric Jones (Raleigh) ended up in 2nd place (900 points) after placing first in five of the series events. Chris Holley (Mad Dog Cycles) started the season as an expert racer and moved up to the Pro Category after just 4 races. Holley's consistent results and his 1st place finish in Evanston moved him up in the final standings to third place with 758 points.

The Pro Women category saw Kara (KC) Holley working her way up through the ranks to end in 1st place with 1,063 points. Holley placed in the top 3 in 7 events and won the final event in Evanston Wyoming.

Justin Griffin (UtahMountainBiking.com) was the winner in the 10-12 year old category with 767 points. Griffin had 10 victories out of the 14 events and scored points in the Sport Men 13-15 category. When the race schedule allowed, Griffin would race in both the 10-12 category and with the 13-15 year olds. Last year's champion Rhet Povey (The Bike Shoppe) ended up in 2nd this year with 548 points. Povey scored points in 11 of the 14 events. Hunter Tolbert (Big Trace Racing & Mules) wrapped up the season in 3rd place with 499 points. The top female racer in the 10-12 year old category was Carlee Hunsaker (UtahMountainBiking.com) with 388 points.

The 9 & Under Category was dominated by Dallin Searle (UtahMountainBiking.com). Searle ended the season with 560 points. Searle ended the season with 7 victories out of the 7 races that he entered. Audrey Searle (UtahMountainBiking.com) followed in second place with 377 points. Audrey was also the first place female racer in this category. Third place overall in the 9 & Under category was Alex Birkner with 338 points.

Tres Wilson (Young Riders) was victorious in the Expert Men 16-18 category with 567 points. Wilson's main competition was Ryan Harrison (Revolution) and Alex Gordon (Young Riders) who finished 2nd and 3rd respectively. Harrison ended the season with 487 points while Gordon had 352 points. Honorable mention goes to Dave Larson (UtahMountainBiking.com) who moved up from the sport category for the last event and actually ended up with the most points in the Expert category with 585. Just looking at points, Larson won 2 categories but awards are only given in the category that a racer raced in the most races.

David Welsh (Color Country/Cedar Cycle) and Ryan Blaney (Bike Peddler) ended up in first and second respectively in the Expert Men 19-29 category. Justin Healy (Cycle Smith) moved from 5th to 3rd place in the final Evanston race ensuring him the third place spot on the overall series podium.

Through dedication and perseverance Brad Pilling (Revolution Mtn. Sports) topped the Expert Men 30-39 category with 1,169 points. Pilling's consistent results solidified his first place finish over teammate Richard Abbott (Revolution) who ended the year with an impressive 980 points in this very competitive category. Chad Harris (Racers Cycle Service) climbed to third place overall with 3rd place finishes in the last 2 events of the year. Harris showed fantastic improvement through the season.

The battle for the top spot in the Expert Men 40+ category was left wide open after Rob Westermann (Vanguard/Spin Cycle) was out for the season with a broken leg after the Deer Valley Pedalfest. The lead was juggled between Daron Cottle (Porcupine/Specialized), Kevin Nelson (Canyon Bicycles) and Bruce Lyman (Mad Dog Cycles). Cottle's lead held through the final event as he nipped Nelson by just 10 points to take the overall honors. Lyman, who was unable to race in the final event because of injuries, came to the race to see if his hard earned 782 points would be enough to hold onto 3rd place. Lyman managed to hoist himself onto that 3rd place podium at the awards ceremony in Evanston.

The Expert Women category saw many lead changes again this season. Coming into the final race the top 3 places were separated by only 72 points. In the end it was Amanda Riley (Teton Cycle Works) coming in first with 833 points followed by Stacy Newton (Sugar/White Pine Touring) with 724 points and vaulting into third after the final double-points event was Cyndi Schwandt (Sugar/White Pine Touring). Riley placed first in the last four events that she competed in while Newton had consistent top-5 finishes throughout the season. Fourth and fifth places went to Bethany Neilson (Logan Race

Club) and Ellen Guthrie (Vanguard/Spin Cycle) respectively.

After missing the first 5 races of the season Lisa White (Canyon Sports) finished strong enough in the last 9 races to end the season on that top step of the podium in the Sport Women category. Coming into the very important final event in Evanston, the top 6 women were separated by only 106 points. Hannah Steele (Teton Cycle Works) finished the final event in 4th place, which was good enough to secure her 2nd place finish overall. Lucy Jordan (Revolution Mtn. Sports) had a strong finish in Evanston which moved from 6th place overall into 3rd place, edging out Janelle Kremer (Revolution) by a mere 6 points. Forth place went to Meredith Brown (Cutthroat/Spin Cycle).

In the Clydesdale 210lb. Category, Mike Oblad (Hyland Cyclery) competed in all 14 events and finished in first place in 10 of those events. Oblad finished the season in first place with 650 points. Coming on strong at the end of the season was Trent Wignall (DNA Cycling) finishing in 2nd overall with 576 points. Aaron Mullins (Taylor's Bike Shop) finished in 3rd with 511 points after scoring points in 14 out of 14 events

In the Men 50+ category there was a constant shuffling throughout the season. The competition in this category is fierce with so many racers attending so many races. One prime example is Bruce Argyle (UtahMountainBiking.com) that has finished every race in the series for the past 4 years! Unbelievable!! This year's results saw Brad Mullen (Canyon Bicycles) win with 626 points. Mullen was followed by Dwight Hibdon (Mad Dog Cycles) with 508 points and in third place, by just 5 points, was Bill Dark (Mad Dog Cycles) with 503 points. Fourth and fifth were taken by Bruce Argyle (UtahMountainBiking.com) and Craig Williams (UtahMountainBiking.com) respectively.

The Women 35+ Category is open to all women 35 and older regardless of their ability. This category has a very dedicated group of racers that have figured out how to stay relaxed and have fun yet be competitive. Leslie Knowlton-Fredette (Vanguard/Spin Cycle) led this category most of the season with victories in 10 out of 10 races. Knowlton-Fredette finished the series in first with 665 points and was closely followed by Jolene Nosack (UtahMountainBiking.com) who ended the season with 594 points. Ever-charging Dot Verbrugger (Mad Dog Cycles) ended the season in 3rd place with 422 points.

The number of racers in the sport men categories was the largest of all the categories. In Sport Men 16-18, Dave Larsen (UtahMountainBiking.com) dominated the category from the start of the season. Larsen bumped up to the Expert category for the last race of the season and with the points that followed him, he ended up with the most points in the Expert Men 16-18 category.

Racers have the option of racing in a harder category. That may mean that a 44 year old chooses to race against the 30 year olds or a woman races against the men. Sixteen year old, Kellie Williams (UtahMountainBiking.com) is a prime example. She wanted more competition so she started racing with the Sport Men 16-18. Her consistent finishes put her in 2nd place with 380 points in the final point standings. Congratulations to Kellie!! Victorious in Evanston, Brent Randall secured 3rd place with 380 points.

The Sport Men 19-29 had a very tight finish with Jesse Sorenson (Mad Dog Cycles) hanging onto first place with 453 points while Brandon Wilde (Mighty Pink Belt) was a close 2nd with 440 points. Nate Carey's (Fitzgerald's Bicycles) victory in Evanston bumped him from 5th to 3rd place in overall points. Carey ended the season with 3 victories and 380 points.

Sport Men 30-39 is the largest of all the categories with field sizes into the 30's. Ryan Ashbridge (Revolution Mtn. Sports) dominated this category from the start and ended with the highest point total of 697, even after moving up to expert in late July. Michael Engbersen (UtahMountainBiking.com) finished 2nd with 651 points after missing only one race all season. Third place went to Carson Chynoweth (Mad Dog Cycles) with 569 points.

Todd Winner was the champion of the Sport Men 40+ category. Winner had 7 victories through the season and ended the year with 641 points. Tom Henning (Canyon Bicycles) ended up in 2nd place with 530 points and rounding out the top 3 was Bart Anderson with 475 points.

A new category was added this year to account for our aging population of racers. Men 57+ will continue to grow in years to come. The first winner ever in this category was Lewis Rollins (Sambucca/Contender) with 582 points. Joel Quinn (Revolution Mountain Sports) was 2nd with 556 points and Jim Westenskow (Ogden One) was third with 374 points.

Congratulations to all the racers that competed in the Intermountain Cup Mountain Bike Racing Series. The 2007 series will begin on March 3 in St. George, Utah. For complete results and all the information on the series please check www.intermountaincup.com.

Quick Shot by Chad Nikolz



ROAD RACING

Eck, Halladay Triumph in 24th LoToJa Classic



Left: Race Winner Kirk Eck driving the chase at the top of Strawberry Summit with Brent Cannon, Jeremy Smith, Rob Van Kirk, and Marc Yap.

Above: Riding doesn't get any better than this.

photos: Joaquim Hailer. Find your photo at JoaquimHailer.com

By David Bern

At less than a dozen miles into this year's LoToJa Classic on Sept. 9, Kirk Eck (Logan Race Club) thought his bid to win the Men's I, II race was lost before he even reached the first feed zone at Preston.

Stopped with a front puncture near Amalga, Eck, who won the race

in 2002 and was eager to win again, watched the peloton vanish while waiting for neutral support to give him a new wheel.

"The change took about three minutes," he said. "I thought it was over for me because the wheel change was slow. ...If someone had attacked, I never would have got back on."

With help from teammate Nathan Thomas, Eck caught the peloton

after a four-mile chase. Eight and half-hours later, the untimely puncture was temporarily forgotten as Eck joyfully crossed the finish line at Jackson Hole Mountain Resort with a winning time of 9:16:55.

For Jennifer Halladay (Tamarack), her 10:26:41 victory in the Women's I, II, III race came after a day of riding hard tempo with a breakaway of six. At 250 meters to go, she jumped for the line and won by a bike length over Cherell Jordin (Franklin Covey).

"It felt really good to win," she said. "But sprinting after 200 miles really hurt a lot."

With a new course introduced last year that features 206 miles, three mountain passes and over 8,000 ft. of climbing, a day-long ride in the hurt box was indeed on the minds of Eck, Halladay and 998 other licensed and citizen cyclists who left Logan.

Weather conditions were ideal for this year's 24th edition with clear skies, favorable winds and a high in the lower 70s. Even the early morning start and initial miles through Cache Valley offered calm, comfortable air in the upper 40s.

Such was not the case in 2005 when more than half of the overall field quit after an unexpected cold front hit with rain, snow and wind on Strawberry Canyon's 7,420 foot-high summit. Many riders were unprepared for the sudden weather shift and struggled with hypothermia on the descent to Montpelier.

But back to this year's LoToJa, Eck's near race-ending puncture wasn't his only scare for the day. While climbing toward Strawberry

Summit with over 150 miles to go, Benjamin Dhults (Park City Cycling Academy) went to the front and set a pace that other legs couldn't match.

Only last year's winner David Francis (Red Burro Racing) was able to go with Dhults, but after a quarter mile he slowed and was reabsorbed by the chase group. Moments later, Norman Bryner (Guthrie) attacked and seven riders, including Francis, went with him to chase Dhults. Eck, however, wasn't one of them.

"Because I'm not a strong climber, I had to let them go," he said. He began to think about his climbing abilities and whether or not he had the strength to endure the new course's three major ascents.

As Eck and the rest of the peloton crested the first false summit of Strawberry Canyon, and didn't see Bryner's group ahead, he thought his chances to win were slim and he began "to sing the blues."

But this was Eck's 11th consecutive year of racing the LoToJa, and he knew that patience and persever-

ance are often just as important as strength and teammates. Also, fortunes can quickly change during a 206-mile road race.

On the steep descent from Strawberry Summit, he and the rest of the peloton caught a group of four before Ovid. After feed zone #2 at Montpelier, "We caught two more coming down from Geneva Summit," said Eck. "Norm (Bryner) and Dave (Francis) were still out in front."

With 6,923 foot-high Geneva Summit 15 miles behind them and 100 miles still to go, Eck and the chase group began the climb to the summit of Salt River Pass at 7,630 feet. The pace was stiff to shed riders.

"Going up Salt River guys were coming off," said Eck. "I was riding tempo and fighting cramps, but six of us came over the top together, and on the descent we picked up Francis."

Bryner was still off the front, and the group chased cooperatively to catch him. "We rode well together and we caught Norm after Afton,"

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Above: Jennifer Halladay on her way to the Women's 1-3 win. photo: Michael Vaughan. See more photos at www.NationalSportsPhotos.com

said Eck. "He had blown up, but he did get back on."
 Inside scenic Snake River Canyon with less than 50 miles to the finish, Eck's initial self-doubt turned to confidence and strength. In fact, he noticed that he felt the best ever in riding the event 11 times.
 "I didn't have any cramps or stomach problems like I usually do at that point," he said. "I felt great."
 Throughout the canyon toward Hoback Junction there were some minor attacks, but the seven-man group stayed intact. However, on the descending flat leading toward the first stoplight at Jackson, Eck made an attack that he described was about a 90% effort.
 "But the light turned red and I had to stop," he said. The group reformed and stayed together through the remaining stoplights. On

the way to Wilson, Nathan Thomas attacked and created a 20-second gap. With a teammate now ahead, Eck sat in and waited for the group to give chase—which they did with the finish less than 10 miles away.
 After Thomas was caught and with about four miles to go, Eck attacked "with everything I had." Jeremy Smith (Vanguard Media) responded and the two built a slim 10-second gap.
 At 800 meters Eck was in front and he waited for Smith to jump. When it didn't happen by 200 meters to go, Eck attacked again with a full sprint and developed a five-second gap on Smith.
 "I got to cross the line by myself and I really enjoyed it," he said. "I felt complete relief and joy. And my family was there to see me win." Smith came in at 9:17:01, followed

by Thomas at 9:17:11.
 Eck said that his victory was particularly special because the LoToJa's new course is "the hardest by far" due to Strawberry and Salt River Summits. He said that he plans to defend his win next year, and hopes that more Cat. I, II riders enter for the 25th anniversary LoToJa.
 According to Jenn Halladay (Tamarack), the Women's Cat. I, II, III peloton of 10 riders stayed together through Cache Valley, but split half way to Strawberry Summit. On the descent and flat into Montpelier, the group agreed to ride a hard tempo and not attack one another until the finish.
 "We had a ref (USCF official) with us the entire time, and we didn't know if we could ride with other groups, so we just kept together," said Halladay. The group even waited for one another at feed zones and for pee breaks.
 But with five miles to go, alliances began to dissolve and the pace quickened. At about one mile to the finish, Halladay, who rode the race for the first time in 2004 and took sixth, went to the front and was joined by Cherell Jordin (Franklin Covey).
 Halladay attacked Jordin to see if she could shake her, but Jordin held on. At 200 meters, Halladay jumped again.
 "I led Cherell out and I was scared that she was going to come around me," said Halladay. "It felt really good to win. It's such a beautiful race, especially along the Snake River."
 Jordin's second place time was 10:26:44. Amanda Riley (Teton

Cycle Works), last year's Cat. I, II, III winner, took third at 10:26:45.
 Of special note, Halladay, who is a mother of five, won the Sea Otter Classic's 35 and over women's category last April, and placed second in this year's Idaho State Road Race Championships. At Nationals she placed 27th out of 77 riders.
 The full-time mom and racer said she hopes to come back next year to defend her title because she loves to ride a bicycle and the tactics of racing over a 200-mile course intrigue her.
 "I enjoy racing the LoToJa because it gives any caliber of rider the opportunity to race 206 miles, which is amazing in and of itself, and why I think this race is so popular," she said. "It also allows racers to develop friendships and camaraderie along the journey, especially the women's field. The girls I raced against were top notch and fun. What an accomplishment!"
 LoToJa Race Director Brent Chambers expressed gratitude that this year's event saw a return of good weather that resulted in more riders finishing on a new course. Over 80% of the field made it to Jackson Hole Mountain Resort; last year only 35% finished.
 "The weather was just the opposite of last year's," he said. "The temperature and wind were ideal. It was a perfect day for riding a bike over 200 miles." It was also a good day for the race's organization, which enjoyed no major challenges with 1,000 riders on the course.
 Chambers added that next year's 25th Anniversary will be a "special event, with a special cause for celebration." The 1,000 rider cap will be

maintained, with registration opening on or before early April 2007.
 This year, registration opened in early April and the ride cap was hit on May 12. Throughout the summer, over 300 riders were on a standby list.
 Other LoToJa highlights:
 —Over \$20000 was raised by participants, promoter Epic Events, and LoToJa sponsor Autoliv and donated to the Huntsman Cancer Institute.
 —Over \$1500 was donated to Autism Spectrum Disorder Connections, which benefits families with children who have autism.
 —Approximately 3,500 people were involved with the race, from riders and crews, to volunteers.
 —At any give time there were over 350 volunteers on course.
 —Approximately 83% of riders finished.
 —About 35% of this year's riders were first-time competitors.
 —About 18% were riding LoToJa for their second consecutive year
 —The average rider age was 39.
 —Approximately 200 prize bags were prepared for the Sunday morning awards ceremony at Jackson Hole High School.
 —One hundred ninety three women participated in this year's race, the majority of them in the relay team event.
 —The last rider reported to finish was at 8:36 p.m.
 —The youngest rider to finish was 13; the oldest was 74.
 —Riders came from as far away as Australia, Canada, Hawaii, Alaska, Florida and Massachusetts.
See Results on page 16.

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MOUNTAIN BIKE RACING

24 Hours of Moab Sees Deluges, Epic Conditions



this turned into a more universal topic—a piece about the weather. For the first time in over a decade of racing during the wettest month of the year in Moab (where only nine inches of rain fall annually), the 24 Hours of Moab was halted mid-race due to rain, to be restarted amid mud and controversy.

In the weeks leading up to the race, weather was the main topic of conversation, and it went beyond idle chitchat. Moab was in a relentless weather pattern, with regular deluges arriving from the south every few days. Inches of rainfall set new records, and backcountry routes like the White Rim Trail were closed by rockslides and debris flows. Locals would dodge rockfalls just to venture out to watch huge waterfalls pour from normally dry heights.

So when promoter Laird Knight showed up with his crew from Granny Gear Productions, he was in for a shock. The normally dry, dusty venue was soaked; the road in was inaccessible. Before they could even move in to set up their impressive collection of tents, electronics and fencing, they had to find a grader to clear the road.

“It was the most challenging race I’ve ever produced,” Knight said. “It’s already the biggest event we produce, and we usually have a one-week advance to set up. This year we didn’t even get on site to the venue until Wednesday,” he explained. That would leave just three days to set up tents, establish an extensive electronic timing/computer network, groom the course, and create the small city which services some 4,000 racers and support.

By the time of the Saturday start, the crew was worn out, but the venue was ready. With the day starting out overcast and drizzly, it was shaping up into a good race. Moab’s normally dry conditions benefit

year. Sure, I’ve paid some attention to the race over the years. It is one of the largest mountain bike races in the country, after all, and many of my friends race it annually, so it’s inescapable for any Moabite. But I’m not a racer and certainly not a race reporter; going into the event I had little idea who to watch or why. I had the uneasy, nauseating feeling that anyone who would read my story would see through it like a cornhusker reading Samuel Clemens’s early reportage.

But this year’s race would prove to be a very different event, and the racers’ hardship would be my good fortune. Instead of a story about the esoteric world of 24 hour racing,

By Ron Georg

Mark Twain wrote an essay that should be required reading for journalism students. While I’ve forgotten the title (journalism school was a long time ago), the story was a cautionary tale about a reporter’s hubris, the pride that comes with believing one can tell any story simply by virtue of his innate power of observation. Twain does extract a story out of his experience as an agriculture reporter, but it is a self-deprecating piece about his failure to grasp the most basic tenets of farming.

I was recalling this essay as the 24 Hours of Moab approached this



Left: Nick Martin (#39, Trek, 5th place) leads race winner and 24 Hour Series Champion Nat Ross (#1, Subaru)
Photo: Xavi Fane, www.xavierfanephoto.com

Above: St. George's Lynda Wallenfels won the women's open category.
Photo: MoabActionshots.com. Find your photo on their website.

from some moisture, which helps pack down the sandy course. The first racers on the course turned in fairly fast times, many completing the 15-mile loop in as little as one hour, ten minutes.

Things were going well until evening, when the rain became heavier. “The course was saturated to begin with,” Lynda Wallenfels, winner of the women’s solo category, said. “When more rain came, the ground couldn’t handle it, and it just turned to runoff.”

As any trail builder knows, runoff can tear up a trail quicker than a gang of teenagers on ATVs. In the sandy desert environment, with little or not topsoil to absorb water and stabilize the ground, a small rut can become a large arroyo in the time it takes a 24-hour racer to complete a

lap. That means a different course each lap, with new hazards and challenges—including the challenge of crossing flooded washes.

While the race has been held in colder conditions—it has snowed on the 24 Hours of Moab—the rain presented a greater danger of hypothermia. Gritty bicycles and difficult riding surfaces slowed many riders to the point where they were no longer generating enough heat to stay warm, and there was no way to stay dry while crossing flooded sections of trail.

At close to 8 p.m., Grand County Emergency Medical Services received their only hypothermia victim of the evening, and that was one too many for Knight. While EMS director Jeff Davis reports that the overall injury rate was actually low

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Above: Tony Pereira of PBR 29 1X1 (Pereira Bicycle Racing) helping his team of singlespeeders to victory in the 5-person Men's category. Photo: MoabActionshots.com. Find your photo on their website.

for a 24 Hour event, with just 18 injuries and four requiring transport, Knight recognized that hypothermia signified a change in the race's dynamic.

He had that suspicion justified later in the week, while he was packing up the registration area. The hypothermia victim approached

Knight and introduced himself as a military Special Forces instructor, and he thanked Knight for making such difficult decision. "I had so many known hard-cores, people who are tough as nails, come in off the course, and they're saying that it's really scary out there," Knight said. "I knew this was just the beginning

if we kept going."

Still, there were racers who didn't find the conditions overwhelming, Wallenfels among them. "It was the right decision for about 95 percent of the racers," she said. "But I was in the other five percent. Crazy situations come up in mountain bike racing, and you need to be prepared. As a 24-hour solo racer I really like it when the conditions turn gnarly; it weeds out the ones who weren't prepared."

Wallenfels, who lives in St. George, is also a coach (www.lwcoaching.com), so she is more studied than many racers on what it means to prepare for a race. Women's expert racer Kirstin Peterson, captain of the Jane Does third-place team, is the owner of Moab's Rim Tours outfitters. As a guide, she's also predisposed to preparing for every contingency.

Like Wallenfels, she also understood the necessity of shutting down the race. "At the time I didn't think it was too bad," She said, "but after seeing what had happened around here during the previous two weeks, we were very aware of what nature could do. If it had rained another half hour, it could have turned life-threatening."

However, few people, including Knight himself, were happy with the race restart the next morning. The plan was to restart teams according to when their last riders had come in. That meant that teams who sent riders out just before the closure, during the worst conditions, would be starting hours after others whose last laps were completed in relatively good conditions.

Recognizing the disparity, some



Above: Epic conditions and rain totals not seen in 100 years. Photo: Xavi Fane, www.xavierfanphoto.com

teams elected to drop their slow laps, which is allowable under the rules. Normally, a team would only exercise this arcane rule if a racer had an extremely slow lap due to mechanical problems or injury. In this case, a number of teams chose to drop a lap.

That would allow them to start in the first batch of restart racers, on a fresh, fast course in the daylight. Unfortunately, not all the teams were aware of this option. As the inequity set in, there were some tense discussions in the timing tent. Eventually, Knight decided to throw out everyone's last lap. That didn't work, either.

There were still inequities based on slow evening laps versus potential faster laps following the morning restart. It is all so complicated that Knight issued a communiqué on the Granny Gear website (www.grannygear.com) to explain the entire situation, with examples of the various results of different schemes.

Ultimately, Knight realized there is no way to pick up where you left off in the middle of an inclement race.

"If you stop the race in the middle of a slow lap, you create problems," Knight explained. "There is absolutely no fair way to stop and restart a 24 Hour race during changing weather conditions. We created a fair amount of confusion, chaos, and disappointment. If I had it to do all over again, I'd have called it at 8 p.m., and told everyone to come back at 6 a.m., and we'd have a completely new race, with a new start, and we'd combine the times."

That would have been Peterson's favorite option. While the race resumed at 9 a.m., teams were sent out based on their previous evening's position, and her team didn't get to restart until 11:50 a.m., ensuring they'd only get in one more lap. She's not quite sure how

Continued on page 13

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Beeson Crowned Masters World Champion

David Beeson (Scott Bicycles/X-Balm/USA Cycling; Syracuse, Utah) won the men's 35-39 downhill race at the 2006 UCI Masters Mountain Bike World Championships at Sun Peaks Resort in British Columbia August 30-Sept. 3. Beeson beat past world champions and all comers. "It was the craziest downhill course I've ever ridden. It was so fast, so over the top. The majority of the course we were doing 40-45 mph straight down the mountain," said an elated Beeson. The Utah rider was seeded first going into the finals. He ended up only .02 seconds ahead of second place Lars Tribus (former world champion).

On the final stretch to the finish, he slipped a pedal and stuffed his foot through the spokes on his front wheel, came to almost a complete stop, and nearly crashed. He had one final turn to make but the tire wouldn't hold traction because of the wobble in the rim caused by six broken spokes so he had to power wheelie around the bend and into the finish. "It's pretty amazing to represent your country and watch them raise the flag," said a proud Beeson.

Gene Hamilton (Fruita, Colo.) won the bronze and Damon Kirchmeier (Yeti/Maxxis; Salt Lake City) took fifth in the men's 40-44 downhill event.

Larry H. Miller Tour of Utah Receives UCI Status and Place on USAC Pro Tour

USA Cycling recently announced the creation of the USA Cycling Professional Tour, to recognize the top international-caliber foreign and domestic UCI professional teams and riders over the course of the racing season in the United States. The Larry H. Miller Tour of Utah will be one of four stage races that make up the fifteen race series.

In addition, the Tour of Utah has been awarded UCI (International Cycling Union) status for 2007.

The decision to make the Tour of Utah an official UCI event comes from recommendations by UCI commissaires who participated behind the scenes at the 2006 inaugural Tour, as well as from positive feedback from race teams. UCI commissaire Marilyn Allen was the team liaison for the August 2006 Tour. "The teams were happy with the event and look forward to returning next year," she said.

The Tour of Utah is a Tour de France-style six-day, six-stage, 500-mile bike race across some of Northern Utah's most beautiful and challenging landscapes. Planning for 2007 is already underway with the Tour dates to be set for late July or early August.

Full coverage of the 2006 Tour of Utah can be found in Cycling Utah's September issue online at cyclingutah.com. More information on the Tour of Utah can be found at tourofutah.com.

Kotval Wins National Crit Title

On July 13, Kirsten Kotval (Ivory Homes) won the Master Women's 35-39 National Criterium Championship at the USA Cycling National Festival in Seven Springs, Pennsylvania. Kotval won the attack-filled 40 km crit in a sprint finish.

I-80 Frontage Road Closed in SLC

The I-80 frontage road from 5600 W to 7200 W in Salt Lake is closed to all traffic until February or March. Cyclists may ride on the shoulder of I-80 if necessary. An alternate route is 500/700 S. This is not a good situation and cyclists are encouraged to use extra caution.

Driver Pleads Guilty

On October 16, 2005, a car driven by Rogelio Molina, now 23, struck and killed cyclist Claude O. Williams on N. Temple in Salt Lake City. Molina's blood alcohol level was 0.14. The vehicle continued on after hitting Williams. The accident was witnessed by a cab driver who called police. According to the SLPD, Williams was riding in an appropriate area of the roadway and did not appear to be doing anything incorrectly. On October 23, 2006 in Third District Court, Molina plead guilty to Automobile Homicide, a third degree felony. The charge of failure to stop at the scene was dismissed. He will be sentenced on January 8, 2007 by Judge William Barrett. He faces up to five years in state prison.

Letter to the Editor

A Grateful Shoutout to the Bicycling Community

It started the morning of August 12th, when our 10-year-old son was in a bike race. We took our DVD recorder to the event, and got a bunch of it on disc. Afterwards, my son and I took off to see the Tour of Utah Race. We caught some of the action up Provo Canyon and then drove around the Alpine Highway to where the riders turned and headed up over Suncrest.

This is where the story takes a twist. My son had the camera and as the riders approached, he got excited and set it down on the ground. We then jumped in the truck and headed for Little Cottonwood Canyon. On the way there, my son asked if I had the camera. It was then we realized the camera had been left behind.

We didn't have much hope of ever seeing it again – then one night several weeks later the phone rang. It was a Mrs. Preston, from the "Tour of Utah" Committee. She told us that she had been contacted by Sony, who sent her a copy of the Disc. She did some incredible detective work. She determined what my son's name was from watching the video, then the area of the race. Mrs. Preston then began calling all the Jones' in the phone book. (It couldn't have been an easy name like Zimmer) After finding us, she told us whom to contact at Sony to get our camera back.

When we got it back, we found out about a Mr. Bennett. He found our camera right where it was accidentally left, and after running ads in the paper and contacting every possible authority in the area to report the find, he turned to Sony hoping we had registered the purchase with them.

Unbelievably, we got our camera back, including the disc of my boys race, the Tour of Utah footage, and a short bit of information from our new friend, Mr. Bennett, on how he hoped we would get it back.

Many, many thanks to Mr. Bennett, Mrs. Preston, and Sony. We appreciate your efforts to get us back our camera. The biking community is made up of some incredible people.

And thank you Tour of Utah for an extremely fun event!

Sincerely,
John Jones



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TOURING

Heber Century is Idyllic



Above: Kelly Jones (right) and another rider having a great time. photo: Dave Ward

By Dave Ward
Publisher

In the days prior to the Heber Valley Century, it snowed and froze. I had signed up for this event, expecting to be riding on a nice, autumn day. Well, fortunately, the weather broke, and September 23 dawned with only partly cloudy skies.

Still, it was below freezing at registration, and I was thankful I had packed all my cold weather gear. Even at that, it was several chilly miles until the sun finally rose above the horizon to send its warming rays upon nearly 400 nearly freezing cyclists.

Bike 2 Bike promotes this event as "Utah's Most Beautiful Bike Ride". Despite the cold, it would be difficult to argue with this. Starting in the Heber Valley, the ride took us through Heber City and then westward to Soldier Hollow with snow-covered Mt. Timpanogos rising sharply behind. As the sun's rays began to work down the slopes of Mt. Timpanogos, its snowy slopes were bathed in early morning reddish light. When the sun continued to rise, the autumn colors of the flora on Timpanogos's lower slopes lent their beauty to this setting.

From here, the ride goes north and then east along the Jordanelle Reservoir to the Kamas Valley, north through Oakley and Peoa, along-side Rockport Reservoir to Wanship, and then makes a loop from there to Coalville and back before retracing itself to Heber.

An idyllic route, it takes riders on a rolling course alongside woods and streams, pastures, hayfields, cattle herds and ranches, farms and an assortment of other pastoral pleasures. Having been raised in a similar if not quite so lush setting, I thoroughly enjoyed my time on the bike during this ride. Even the floating fragrance from a nearby cattle ranch brought back memories of where I grew up, rather than the more common comment, "What is that smell?" that city-slickers are prone to pronounce.

I was sorry that an afternoon commitment required me to opt for the 50 mile option on this ride. I would have enjoyed peddling the rest of this route.

Bike 2 Bike is a non-profit organization dedicated to promoting rural rides, where one can view magnificent vistas, breath pristine air and enjoy the natural beauty and splendor of the Rocky Mountains and the red rock country of the Southwest, while raising money for local charities such as the Huntsman Cancer Institute, the Spina Bifida Association of Utah, the Hemophilia Foundation and other worthwhile causes.

A description of the Bike 2 Bike organization and a listing of and information on its rides can be seen at www.bike2bike.org.

24 Hours from page 11

that happened: "I think you'd have to be a physics major to figure that out. Most people just wanted to be there racing, but it was just one of those situations that's less than ideal, so you have to make the best of it. It was really fun being out there, and hanging out with all the other teams."

Wallenfels certainly shared her sentiments about being out there racing. While the solo riders decided as a group to not restart Sunday, she still had a goal to reach. She was on top of the women's class, but she had a 24-hour strategy to best most of the men's times as well. She finished fast enough to place sixth in the men's class, but she had been aiming for a third-place time.

All the racers I talked to, despite any disappointment, were impressed with Knight's handling of a difficult race, especially given the fatigue and duress. That probably stems from some of the philosophies Knight has developed over years of promoting big events. "Sometimes racers can get it in their heads that it's them against me, but really I'm there for them; where would I be without them?" Knight asked rhetorically.

He even accepts some negative response as a sign of a healthy attitude. "Anger is not the opposite of love. The opposite of love is apathy. These people are passionate, and when they're disappointed it shows."

Whatever stress they were showing late at night, by the time the mud dried they were showing the support of passionate people who've shared an overwhelming experience. I've no doubt you can find some rants out there in the blogosphere, but I prefer to think of this event as it will be remembered by Moab solo racer Fred Wilkinson: "In the end it wasn't really a race, out there in the mud, it was just crazy...it was like a Woodstock deal."

For complete results, see grannygear.com.

CYCLOCROSS

Utah Cyclocross Race #3 — Rocky Mountain Raceways



Above: Kathy Sherwin took the women's field by storm. Below: The Men's A group struggles up the hill. Photos: Dave Iltis. See more photos on cyclingutah.com's photo gallery. See results on page 16.

SLCBAC Looking for New Chair

The Salt Lake County Bicycle Advisory Committee (SLCBAC) is seeking a new Chairperson in 2007 to help maintain the momentum with bike advocacy projects. Contact chair@slcbac.org, call Jason at 485-2906, or show up at a monthly meeting on the second monday of the month (Nov 13 and Dec 11) at 5pm in room 4010-N in the North building of the County Government Center at 2100 S State.

Utah Downhill Series Champions

The Utah Downhill Series concluded another successful season. The following lists the overall point totals for the six race series for the year. First place riders in each category earned the title of Utah State Champion.

Pro/Semi-Pro Men Total

- 1 David Beeson 225
- 2 Mark Christensen 212
- 3 Ben Craner 173
- 4 Von Williams 145
- 5 Pete Mamiaci 127
- 6 Scott Crabill 123
- 7 Carl Marcum 106
- 8 Dustin Malley 102
- 9 Darren Lightfield 94
- 10 Peter Shaffer 80

Pro Women

- 1 Addie Lepper 240
- 2 Erin Thain 225

Expert Men 30-39

- 1 Chance Wright 246
- 2 Justin Alvey 185
- 3 Scott Neilson 161
- 4 Cole McMillan 132
- 5 Kevin Tissue 100
- 6 Leland Long 97
- 7 Anthony Sams 91
- 8 Doug Frei 74
- 9 Ian Kyees 74
- 10 Bill Bergeron 51

Expert Men 40+

- 1 Kirk Meyer 231
- 2 Michael Gulla 214
- 3 Brad Koyle 96
- 4 Craig Skinner 96
- 5 Steve Parrish 78
- 6 Dave Barclay 50
- 7 Gavin Spaulding 50
- 8 Jason Hoffman 46
- 9 Stephen Waldron 43
- 10 Bobby Bondurandt 39

Expert Women

- 1 *Aponi Hancock 160
 - 2 Kimber Gabryszak 100
 - 3 Nancy Harris 50
- Sport Men 19-29**
- 1 Matt Harding 143
 - 2 ***David Clark 105
 - 3 Adam McMurray 88
 - 4 Mat Derrick 72
 - 5 Austin Swopes 60
 - 6 Scott Cranney 37
 - 7 Justin Reimers 30
 - 8 Jeffery Potts 28
 - 9 Joe Harker 26
 - 10 Robbie Baumgartner 26

Sport Men 30-39

- 1 Clint DeMill 114
- 2 Heath Franklin 112
- 3 Mark George 112
- 4 Shane Sidwell 102
- 5 David Eller 53
- 6 Scott Mendoza 46
- 7 Tyler Brown 39
- 8 Sebastian Santiesteban 39
- 9 Dylan Astill 33
- 10 Ryan Butterfield 30

Sport Men 13-18

- 1 Casey Swenson 143
- 2 Aaron Mendoza 121
- 3 Tyler Condie 98
- 4 Zach Hardin 67
- 5 Daniel Lee 58
- 6 Daniel Reed 50
- 7 Nic Hadley 47
- 8 Bryce Twitchell 38
- 9 Jordan Hopewell 27

- 10 Casey Fassett 26
- Caylan Wojciechowski 26

Sport Men 40+

- 1 Rolf Hebenstreit 138
- 2 Clint Bullock 128
- 3 Cory Swenson 98
- 4 Randy Earle 72
- 5 Stephen Waldron 30
- 6 Cliff Kent 19

Sport Women 19+

- 1 Ana Rodriguez 112
- 2 Liz Kilz 49
- 3 Michelle Good 30
- 4 Jenn Rapp 23
- 5 Christine Krulj-Wolken 19

* raced Sport at Deer Valley
** raced Pro at Sundance
*** raced Expert at Sundance

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2007 Idaho and Regional Bicycle Road Races

December 30, January 13 -- Underground 20k TT, Las Vegas, NV, procyclery.com, (702) 228-9460

January 26-28 -- Southern Nevada Stage Race, Henderson, TT, Crit, RR, (Las Vegas), NV, southern-nvsvr.com, (702) 228-9460

February 18 -- Limited Gear Ratio RR #1, Boise, ID, (208) 343-3782

February 25 -- Limited Gear Ratio RR #2, Boise, ID, (208) 343-3782

March 4 -- Jason Broome Memorial Time Trial, Boise, ID, (208) 343-3782

March 18 -- Slammer Road Race #1, Boise, ID, (208) 343-3782

April 1, 15, 29 -- Spring Road Race Series #3,4,5, Boise, ID, (208) 343-3782



Weekly Rides

Weekend Group Rides -- Saturday and Sunday, 10 am, meet at 9th and 9th in Salt Lake City.

Sunday Group Ride -- 9 a.m., Canyon Bicycles in Draper, 762E., 12600 S., (801) 576-8844



Road Tours

2007 Utah and Regional Road Tours

December 31 - January 1 -- New Year's Revolution, century each day, 50, 70 mile options, Benefiting Utah Hemophilia Foundation, 8 am, Phoenix, AZ, Contact Bob @ 801.677.0134, bike2bike.org

February 24 -- Zion Country Early Spring Century, 50, 62, and 100 mile options, support Spina Bifida of Utah, St. George, UT, (801) 677-0134

March 2-5 -- The Moab Skinny Tire Festival. A Lance Armstrong Peloton Project Event, Four days of group road rides and events in the striking landscape in and around Arches and Canyonlands National Parks. For more information about the festival, including registration materials, info@skinnytirefestival.com or (435) 259-2698, skinnytirefestival.com.

May 4-6 -- Cactus Hugger Cycling Festival in St. George, Utah. Featuring the 7th Annual Cactus Hugger Century with Cinco de Mayo post-ride fiesta, "Helmets for Kids", cycling activities for children, criterium and tour to Zion National Park. Call 435-229-1404 or visit www.cactushugger.org for additional information.

April 1-19 -- Yellowstone Cycle Days, ride free in Yellowstone National Park with no traffic, (406) 646-7701

April 21 -- Tour de Summerlin, 10, 35, 80 mile routes, Las Vegas, NV, (702) 252-8077

April 21 -- Ghost Town Riders Century, Benefits Valley Mental Health, Desert Peaks Complex, 2930 West Hwy 112, Tooele, UT, (801) 677-0134

May 19 -- 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, Online registration at www.cyclesalllakecentury.com



Cyclocross

General Info

For more information on Utah's Cyclocross series, visit utahcyclocross.com

Utah and Idaho Cross Races

Wednesday Night Worlds -- Davis County Fairgrounds, 151 S. 1100 W. Farmington, first race at 6:30 under the lights. cat A,B,C,men/women mixed. \$8 w/USCF license, www.myspace.com/ALANgrassrootsteam

November 5 -- Utah Cyclocross Series #5, Wheeler Farm, SLC, utahcyclocross@msn.com

November 11 -- Utah Cyclocross Series #6, State Championship, Wheeler Farm, utahcyclocross@msn.com

November 11-12 -- Sandy Point Beach Race #2 and 3, Boise, ID, jkennedy@rmci.net

November 25 -- Utah Cyclocross Series #7, Wheeler Farm, SLC, utahcyclocross@msn.com

December 2 -- Utah Cyclocross Series #8, Ft. Buenaventura, Ogden, utahcyclocross@msn.com

December 9 -- Utah Cyclocross Series #9, Ft. Buenaventura, Ogden, utahcyclocross@msn.com

Salt Lake City Bicycle Map Now Available

The 2006 edition of the Salt Lake City Bikeways Map is now available. The map of the city shows Salt Lake City's 107 miles of existing marked bike routes and bike lanes as well as preferred roads for bikers. It includes a section on bike safety and information on Salt Lake City's other environmental programs including markers for environmentally friendly e2 businesses. The map is available at the Salt Lake City & County Building located at 451 South State Street or the Transportation Division Office at 349 South 200 East, Suite 450. A downloadable pdf is available online at www.slccgov.com/Transportation/BicycleTraffic/MAP.htm.

Parley's Pathway Update

Since last August much has happened with the Parley's Pathway Project, the plan to establish a bicycle route through upper Parley's Canyon. Most significant is that Mayor Peter Corroon's office has put \$50,000 in the 2007 budget for a feasibility study on the Project. This is wonderful support from the County government and, pending approval by the County Commission, will go a long way towards funding a good study. The PPP is, however, looking for additional funding sources. The Salt Lake City government has reacted favorably to the Project and it's hoped that they will partner with the County in these initial funding efforts. It's also hoped that Summit County will chip in as well. Private funding is very important and is actively being sought, along with various grant opportunities.

For more information contact Gordon Stam at: gstam@xmision.com.

ADVOCACY

Millcreek Signage Posted; Wasatch Striping

Bicycles must stop at the Millcreek Entrance Station! As most of you probably remember this spring there was much controversy over cyclists blowing through the stop sign at the base of Millcreek. Although cyclists do not need to pay when leaving the canyon they still need to come to a stop at the station. Recently, with the support of the Salt Lake County Bicycle Advisory Committee, the US Forest Service, Mayor Corroon, and County Parks & Recreation, new signage was placed reminding cyclists to stop, along with a reminder to motorists that bicycles are present and they don't need to pay. The County has also generously widened and fixed the bike path around the station and put in barriers to help with debris.

Station employees indicate that riders are starting to notice the new signage, but still aren't stopping. Obeying all traffic laws goes a long way in obtaining the support and cooperation of the motoring public. Everyone is hoping that once riders are aware of the new signs, they will start stopping. Every time a cyclist flaunts the traffic laws, motorists get more irritated. If we want respect, we need to first give respect. Remember, always be a "Bicycle Ambassador" when on the road.

In other news, the Phase I of the

Wasatch Blvd re-striping project has been completed from Parley's Crossing to Harper's Corner. Nice wide paths and ample signage should make this a safer ride.

More information may be found at www.slcbac.org. The SLCBAC meets the 2nd Monday of each month from 5:00 to 6:30 pm in Room 4010 of the Salt Lake County Government Center, North Building on the northeast corner of 2100 South State. Note: in November, the meeting will be on Tuesday, November 14th; room to be announced.

-Dan Fazzini Jr., Chair-SLCBAC

Holmes Medals at Collegiate Nationals

Heather Holmes (University of Utah) placed second in the Division I women's short track cross country at the 2006 USA Cycling Collegiate Mountain Bike National Championships in Angel Fire, New Mexico on October 20, 2006. Holmes followed this with third place in the cross country race.

Race Photos

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COMMUTER OF THE MONTH

The "Old Guy in the Fluorescent Orange Vest" Helping SL County Cyclists



Charlie Kulp and his orange vest.

By Lou Melini

This month's commuter profile presents Charlie Kulp, an auditor with the county, and a member of the Salt Lake County Bicycle Advisory Committee (slcbac.org).

Cycling Utah: I understand that you have eased into bike commuting over the years. Tell me about your commuting for the readers who may not want to become a full time commuter.

Charlie Kulp: I've commuted for 7 perhaps 8 years, starting very slowly with regards to speed and the number of days I ride. Most of my riding is from March to October moving up to 3 days a week, though I have done nearly 2 straight weeks at one point. I use UTA when the days get shorter. My commute is 7 miles each

way. I also do errands on my bike depending on what I need to carry and the distance from home. Making the transition from automobile transit to bike (or UTA) is mostly attitude. For me I am seeing the good things from my riding, fitness, zero environmental impact, and cost savings. Most of all I see myself in a more positive light, someone who rides a bicycle to work, who is really trying to think globally and act locally. So far I have only commuted to work in daylight and during warm months as I admit to an aversion to being cold. So that is my story and I am sticking to it.

C.U.: You have been a member of the Salt Lake County Bicycle Advisory Committee (SLCBAC) since it's inception nearly 3 years ago. Has the committee made an impact with the county?

C.K.: Absolutely Yes! There has been increased visibility of bicycling and bicycle commuting within the county government. It has provided an avenue for advocates to present programs and voice concerns as a group. There is much more awareness within the county government of the needs of cyclists. Personally I want to thank former councilman Steve Harmsen for his efforts to get the committee established.

C.U.: Has the environment for cyclists been positive within the county with Mayor Peter Corroon in charge?

C.K.: Again a very positive Yes! Mayor Corroon has been very visible at various cycling events during his tenure and he has been very supportive of the needs of cyclists. He has participated in every Bike-to-Work day since he took office, and had the county host the bike-to-work day this past May in the absence of Salt Lake City's Mayor Anderson. The county has been a sponsor of the Josie Johnson ride and the mayor has been in attendance at this annual event. He also attended the Bike-4-Kids fundraiser event where 1000 bikes were given away to needy children. He has attended a SLCBAC meeting and his administration is receptive to ideas and programs to increase bicycling and the environment in which we ride.

C.U.: What is the main issue the County can do to enhance cycling as a means of transportation? What would you do if you were "Mayor" for a day?

C.K.: Remember, the county only has municipal powers over the unincorporated portion of the county. Partnering with other entities (cities) to enhance bicycle transportation seems to be the most effective way to get countywide enhancements

CYCLOTOON



accomplished. If I had a magic wand I would make "Complete Streets" the policy and law of the county. I see our most critical need in east-west corridors.

C.U.: Why should cyclists attend the SLCBAC meetings?

C.K.: Speaking to each individual bicyclist out there, I would say it is only important if YOU want your voice heard. If you have an issue, present it to the committee. The SLCBAC is a rather diverse group, though mostly recreational and commuter cyclists. However, that diversity can be a strength, our unifying voice being the SLCBAC. Otherwise we will just be seen as individual cyclists and not taken quite as seriously.

C.U.: What is the environment like riding to the county complex?

C.K.: There are a number of co-workers that ride to work, some nearly daily. We have a shower and changing facility, indoor parking and an accepting attitude from management. Can't ask for much more than that. There used to be 2 bikes per bike rack, but I now see 4 or 5.

C.U.: What are you riding to work on and should others follow your example?

C.K.: I don't know if others would want to ride a slow-riding 20-year mountain bike with racks, fenders, and fat semi-slick tires, but it works for me. The advantages are comfort and reliability; no breakdowns and only one flat in the entire time I have been commuting. Absolutely no style points for this bike!

C.U.: Any final thoughts?

C.K.: I would like to ask all the other cyclists out there to have fun out there on the roads when they ride to work. Wave to each other, say "Hi"; smile! Currently I get about half of the cyclists I see wave back or say "on your left" when passing. (Given my slow speed, I have a lot of people passing me). I'm the old guy in a funky fluorescent orange vest so if you see me wave and say hi!

C.U.: Thanks Charlie and hopefully you will see more people at the SLCBAC meetings which are held at 5 PM on the 2nd Monday of each month in the North County building (2100 South and State) room 4010. More information on SLCBAC can be found at slcbac.org.

If you have a suggestion for a commuter profile, please send an email to lou@cyclingutah.com.

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Awards from page 3

tireless work, we name Jason Bultman as our Bicycle Advocate of the Year.

Nisie Van de Kamp (Ivory Homes) won 10 road events this year on her way to convincingly winning the overall Utah Cycling Association Points Series. She won criteriums and road races, and participated throughout the season. Nisie is our Female Road Racer of the Year.

Burke Swindlehurst (Navigators) had a great year both locally and nationally. He won a stage at Cascade, was 4th in the USA Cycling Pro Championships road race, fourth overall in the Tour of Utah, and third overall at the Tour of the Gila. Locally, he finished second in the UCA points series, winning the Tour de Gap and the Gate City Grind Stage Races. Burke is our Male Road Racer of the Year.

Pete Hoogenboom set out on his Dream Tour (thedreamtour.org) this year in order to show that having diabetes does not mean that one has to give up his dreams. He rode 9774.6 miles in 217 days through all of the lower 48 states. Pete is our Touring Rider of the Year.

The Bikes for Kids Ride and Event (bikes4kidsutah.org) was a rousing success. The ride, dinner, and auction raised enough money (\$80,000) to give 1007 bikes to 1007 kids. The kids were each given a bike, a helmet, and bike safety tips. Bikes for Kids is our Touring Event of the Year.

The Larry H. Miller Tour of Utah was in the national bike racing spotlight for one week in early August. This year's highly successful event brought the best riders in the country together to compete in Utah's beautiful and challenging mountains. The event was so successful, it was named to the UCI calendar and the new USAC Pro Tour for 2007. The Tour of Utah is our Road Race of the Year.

The Deer Valley NORBA National returned to Utah this year. The event brings top notch organizing, challenging courses, and the nation's best mountain bikers

together to slug it out over four days. Locals and seasoned pro's alike compete on the epic courses of Deer Valley. The Deer Valley NORBA is our Mountain Bike Race of the Year.

The Salt Lake Bicycle Collective (www.slcbikecollective.org) runs on one gear. Fast. In a few short years, they have put together an organization that helps put more people on bikes and makes it safer and easier to ride for those that already have two wheels underneath them. Ever present at the Farmer's Market, they parked bikes for those that chose to ride. They work with Youth City and help kids Earn-a-Bike. And recently, in partnership with UDOT, they began the Bicycle Education Program – designed to educate individuals on safe riding. They have worked with YouthCity, Navajo Santa, the International Rescue Committee, Odyssey House, and The Road Home. Driven by volunteers, the Collective also operates a shop where bikes and lives are refurbished. Oh, and those volunteers mostly wreak havoc on singlespeeds. The Salt Lake City Bicycle Collective is our Road Club of the Year.

The Color Country Cycling Club is a mainstay of cycling in Central Utah. This year, the club worked on the Three Peaks Trailhead, donating \$500 and many hours of work in the 5000 acre recreation area. They have been involved with trail planning at Three Peaks since 1998. The club also did trail work on the Bunker Creek Trail in Brian Head to control unauthorized ATV use. They provided support for both the Brian Head NORBA, and the Brian Head Epic 100. They are an IMBA Mountain Bike Patrol Club and provide support at Interbike. Their club members have logged 4181 dirt miles this year on club rides. The Color Country Cycling Club is again our Mountain Bike Club of the Year.

Thanks again for another great year of cycling in Utah. We are glad to be part of your community and look forward to seeing you out on the roads and trails. Peace.

Cyclist Dies in Hit and Run

On September 20th at 11:40 p.m., Bap Akol Deng Bap was riding home from his job at Black Diamond when he was hit from behind and killed by an automobile allegedly driven by Pedro Sosa-Avilias – this according to Lt. Paul Jaroscak of the Salt Lake County Sheriff's office. The accident occurred on 3900 S. and 1700 E. Sosa-Avilias turned himself in the next day and was charged with negligent homicide and leaving the scene of an injury accident. "The impact was tremendous. There was a tremendous amount of damage to the car," said Jaroscak. The cyclist was not wearing a helmet, but apparently did have working lights. The helmet likely would not have made a difference given the force of the impact. Bap was well liked at his job. He had no immediate family in Utah, but leaves behind relatives in the East and a brother in Canada.

According to the Salt Lake District Attorney's Office, as of November 2, 2006, no formal charges had been filed. The case is still being screened and it is unknown when this might occur.

According to Carrie Stewart of Black Diamond, Bap did assembly in manufacturing. He rode to work the time. He was well liked and a devout Catholic. He attended daily mass at the Cathedral of the Madeleine. Bap was a refugee from Sudan and had only been with Black Diamond for three months before the accident. The 36 year old had lived in Utah for several years. He had a degree in Economics and was trying to return to Sudan.

Boise's Armstrong Wins World TT Title

Salzburg, Austria (September 20, 2006)-Kristin Armstrong (Boise, Idaho/ Team Lipton) became the third elite women's world time trial champion in American history Wednesday with a 25.57-second win over two-time defending champion Karen Thurig of Switzerland while teammate Christine Thorburn (Menlo Park, Calif./Webcor-Platinum) won the bronze medal.

Armstrong clocked a winning time of 35 minutes, 4.89 seconds over the 16.23 mile course to beat Thurig, winner of the last two world titles.

One of the pre-race favorites coming off of a win at the Euregio Tour in the Netherlands, Armstrong suffered a slight mishap early on as she dropped her chain on the second of three climbs on the course. It was a slight setback that lost her an estimated ten seconds, but motivated her to remain calm and focused.

2006 UCI Road World Championships

Salzburg, Austria, Sept. 19-24, 2006

Elite Women's Time Trial

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