

# cycling utah

**DIRT  
PAVEMENT  
ADVOCACY  
RACING  
TOURING**



**UTAH AND IDAHO  
EVENT CALENDAR  
INSIDE!  
INCLUDES EARLY  
2008 EVENTS!**

**CELEBRATING OUR  
15TH YEAR!!**

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## cycling utah AWARDS

## Gillespie and Sherwin Share Our Rider of the Year Award!



Rider of the Year Kathy Sherwin finished a career best fifth at the Deer Valley NORBA National. Photo: Dave Iltis



Rider of the Year Bart Gillespie on a roll at the Utah Cyclocross Series race at Ft. Buenaventura, Ogden on September 30th. Photo: Dave Iltis. Find your photo at Zazoosh.com

**By Dave Iltis**  
Editor

Cyclists in Utah are a tough bunch. We ride all year, rain, heat, snow, shine. We toil in solitude and in really large groups. We suffer from riding hard, from falling down, and sometimes at the hands of others. We go up, we go down – not much flatland riding around here. We have fun. We race, we organize events, we advocate for better roads and trails, we get friends together and form bike clubs, we strive to bet-

ter ourselves and to better our community. At the end of each season, **cycling utah** recognizes the contributions and successes of our community with our year-end awards.

This year, there were two riders that stood above the fray. Bart Gillespie (Mona Vie/Cannondale) destroyed the competition for the eleventh year out of twelve in the 2006 Utah Cyclocross Series winning six of eight starts. Bart kept on going in 2007 by taking the pro category overall points win in the Intermountain Cup. He also

raced nationally, taking a phenomenal seventh place in the pro category at USA Cycling National Championship Race at Mount Snow, Vermont. He is consistent and multi-talented. Don't even bother to try and keep his wheel at a 'cross race.

Kathy Sherwin (Titus) bumped her speed up another notch this year. She won all four of the Intermountain Cup races she entered this year. Fast, but on the national level, she bettered her 2006 season. She finished ninth in the NORBA National Cross Country Series in

the pro women's category with a solid set of results that included a highest ever fifth place at the Deer Valley NORBA race. In the short track cross country, she held her own, taking seventh overall in the national series. In addition to that, she raced in a couple of World Cups and took three wins in the 2006 Utah

Continued on page 24



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info@slcbikecollective.org

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Pick up a copy of  
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favorite bike shop!

Cover Photo: Two Riders enjoying the fall weather at the Heber Valley Century on September 22nd.

Photo: Joaquim Hailer. Find your photo at Zazoosh.com.



**HEALTH/ENVIRONMENT****Air Quality and Cycling: What Utah Riders Need to Know**

By Chaz Langelier, MD/PhD Student and Rita Sharshiner, Medical Student

At certain times of the year, Utah has some of the worst air quality in the nation. In fact, three of Utah's major metropolitan areas are ranked in the top 25 cities most polluted by short-term air particle pollution (PM<sub>2.5</sub>), including Logan (5th), Salt Lake City-Ogden-Clearfield (7th), and Provo-Orem (19th).<sup>1</sup> Poor air quality not only compromises the aesthetics of our beautiful state, it also significantly endangers the health of Utah's citizens. Cyclists and other outdoor athletes breathe more air on a daily basis than the average Utah citizen, and thus riders exercising outside in Utah's metropolitan areas face a unique and increased risk of air-pollution induced health problems. There are more than 2000 scientific studies published during the last decade that clearly show that levels of air pollution routinely found along the Wasatch Front lead to thousands of strokes, cases of heart disease, respiratory ailments and premature deaths each year.

Air pollution is composed of a mixture of substances including fine particulate matter (particles <2.5µM in diameter or PM<sub>2.5</sub>), ozone, volatile organic compounds, nitrogen oxides, sulfur dioxide and toxic metals such as mercury. The

combustion of fossil fuels, in particular coal, for electricity generation, is the single greatest source of air pollution in the United States. For extended periods throughout the past several years, the Wasatch Front and Cache Valley have experienced some of the unhealthiest air in the country and Salt Lake City is now poised to violate the EPA standards for two of the most harmful air pollutants, PM<sub>2.5</sub> and ozone. Unhealthy ozone levels occur most frequently in Utah during the summer, while high particulate levels tend to occur during winter temperature inversion episodes.

**Key Air Pollutants**

From a public health standpoint, PM<sub>2.5</sub> is one of the most significant air pollutants in our region. Numerous studies have shown a strong association between particle air pollution and early death, and it is estimated that 200,000 Americans die prematurely each year as a result of exposure to PM<sub>2.5</sub>.<sup>2-4</sup> Long-term exposure to particle pollution results in increased hospitalization rates for asthma attacks,<sup>5</sup> impaired lung function and growth in children and teenagers,<sup>6,7</sup> significant damage to the small airways of the lungs,<sup>8</sup> increased risk of dying from lung cancer and an increased risk of death from cardiovascular disease.<sup>10</sup> Particle air pollution, like smoking,

adversely affects the vasculature and circulation and has been shown to accelerate atherosclerosis.<sup>11</sup> In animal models, particulate air pollution and a high-fat diet synergistically interact to raise cholesterol and accelerate atherosclerosis.<sup>12</sup>

Ozone is a second key air pollutant responsible for significant health problems in Utah. While ozone high in the stratosphere is essential in protecting biological organisms from the damaging effects of UV radiation, tropospheric or "ground-level" ozone is quite harmful to human health. Ground-level ozone, the major constituent of summertime smog, is formed from a chemical reaction involving nitrogen oxides, volatile organic compounds and sunlight. This reaction is catalyzed by sunlight and as temperatures increase, so does ground-level ozone. Higher temperatures promote ozone formation and due to record heat in Utah this summer, there were an unprecedented number of days during which Wasatch Front communities experienced unhealthy levels of ozone air pollution. New research has confirmed that ozone exposure increases the risk of premature death<sup>13</sup> and well established studies have found that acute effects of exposure include shortness of breath, chest pain, wheezing, coughing, and increased susceptibility to respiratory infections. Animal toxicology studies have also shown that

long-term exposure to high levels of ozone induces permanent structural changes to the lungs.<sup>14</sup>

**Protecting Your Health**

The combined impact of air pollution on public health in both Utah and throughout the world is exceedingly significant. Studies estimate that the nationwide death toll attributed to air pollution exceeds tens of thousands annually<sup>15</sup> and considerable evidence now demonstrates that there exists no safe level of exposure for either PM<sub>2.5</sub> or ozone.<sup>9, 10, 16</sup> Because respiratory rate increases significantly during exercise, cyclists riding outside in Utah's urban areas receive a greater dose of air pollution compared to the general population. In addition, riding on or next to a busy roadway exposes the rider to significant particulate air pollution. Fortunately, there are a number of techniques that Utah cyclists can utilize to minimize exposure. Throughout the year, on high pollution days, it may be best to cycle indoors on a stationary bicycle or exercise outside above the inversion in the mountains. In fact, it may do more harm than good to exercise outside during high pollution days, especially if an intense workout is planned. During the summer, it is safest to cycle during early morning hours before sunlight and high temperatures induce

ozone formation. During winter inversions, exercising inside or in the mountains above the level of inversion is best.

Given the overwhelming evidence demonstrating the adverse health effects of air pollution, it is without question that it is in the best interest of cyclists and other athletes in Utah to be aware of daily pollution levels and air quality forecasts. Reliable current and forecasted air pollution levels throughout Utah are available from several sources, including the Utah Division of Air Quality at [www.airquality.utah.gov](http://www.airquality.utah.gov) and the US EPA at [airnow.gov](http://airnow.gov) and can also be obtained via local radio, television and newspapers. Unfortunately, there are a number of looming threats to air quality along the Wasatch front, including a continually increasing number of vehicles on the road each year and a lack of adequate funding for public transit infrastructure. In addition, multiple refineries in North Salt Lake have submitted proposals to expand. There are also plans to build four new coal-fired power plants upwind in Nevada and two new coal power plants each year for the next several years in Utah. Fortunately, as citizens, we have the power to elicit change and avert future threats to Utah's air quality through grass roots activism. In fact, several medical and public interest organizations who readily welcome volunteers are currently engaged in advocating for more protective State and Federal air pollution legislation includ-

**Continued on page 8**

**TITUS RACER X CARBON**

**BIKERS' EDGE** 232 N. Main Kaysville | 801-544-5300 | Mon: 10-4 Tues-Fri: 10-7 Sat: 10-5 | [bebikes.com](http://bebikes.com)



cycling utah

# CALENDAR OF EVENTS

**Calendar Guidelines:**  
Listings are free on a space available basis and at our discretion. Submit your event to: [dave@cyclingutah.com](mailto:dave@cyclingutah.com) with date, name of event, website, phone number and contact person and other appropriate information. Let us know about any corrections to existing listings!



**Battle Bay BMX** — (801) 796-8889  
**Rad Canyon BMX** — (801) 824-0095  
**Deseret Peak BMX** — [deseretpeak-bmx.netfirms.com](http://deseretpeak-bmx.netfirms.com), Tooele  
**May - October** — Rad Canyon BMX, Practice Tuesdays 6:30-8:30 pm. 9700 S. 5250 W., South Jordan, (801) 824-0095.  
**May - October** — Rad Canyon BMX, Single Point Races Thursdays, Registration 6-7 pm, racing ASAP (7:30pm). 9700 S. 5250 W., South Jordan, (801) 824-0095.  
 For more BMX track info, visit [cyclingutah.com](http://cyclingutah.com)



## Advocacy Groups

**Mayor's Bicycle Advisory Committee (MBAC)** meeting. Second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7939 or (801) 487-6318.  
**Salt Lake County Bicycle Advisory Committee** — Meetings are the second Monday of each month from 5-7 p.m. in suite N-4010 of the Salt Lake County Government Center, 2001 S. State, SLC, (801) 485-2906  
**Weber County Pathways** — Weber County's Advocacy Group, (801) 393-2304 or [www.weberpathways.org](http://www.weberpathways.org)  
**Provo Bike Committee** — Meetings are the first Wednesday of each month, 5:00 p.m. in the City Council office, 351 West Center Street, Provo, Call the City Council offices at 801-852-6120 or email [gilbert.bradshaw@provo.gov](mailto:gilbert.bradshaw@provo.gov)

## Calendar of Events sponsored by



1844 E. Fort Union  
Salt Lake City  
(801) 942-3100

705 W. Riverdale Rd.  
Riverdale  
(801) 621-4662  
[canyonsports.com](http://canyonsports.com)

Home of the Bike and Wife Swap!

[gmail.com](mailto:gmail.com) or [duncanish@gmail.com](mailto:duncanish@gmail.com)

**Davis Bicycle Advisory and Advocacy Committee**—Contact Bob Kinney at (801) 677-0134 or [Bob@bike2bike.org](mailto:Bob@bike2bike.org)

**Mooseknuckler Alliance** — St. George's Advocacy Group, [www.mooseknuckleralliance.org](http://www.mooseknuckleralliance.org)

**Mountain Trails Foundation** — Park City's Trails Group, (435) 649-6839, (435) 731-0975, [carol@mountaintrails.org](mailto:carol@mountaintrails.org), [www.mountaintrails.org](http://www.mountaintrails.org)

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

**Utah Bicycle Coalition** — Statewide advocacy group, [utahbikes.org](http://utahbikes.org)

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

## 2007-2008 Events

**Salt Lake Critical Mass** — Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. between State and Main in SLC, for more info, if you have a bike to lend, etc.: email [slccriticalmass@yahoo.com](mailto:slccriticalmass@yahoo.com)

**Tuesdays** — Bike Polo League, Liberty Park, Salt Lake City, 7 pm, enter from 13th S. and come up the 7th East side to the road entering the center of the park. All welcome, bring bike, gloves, and helmet. Mallets provided. More info: Scott at (801) 870-9292.

February 29 - March 1 — Boise Bike Swap, 5th Annual, Boise, ID, (208) 343-3782

March 8 — Sports Am 15th Annual Bike Swap and Show, Utah State Fairpark, 10th W and N. Temple, Grand Building, 10 am, SLC, (801) 583-6281, [sports-am.com](http://sports-am.com)

March 28-30 — Moab MUni Fest (a mountain unicycling event), Moab, UT, [zadig@engineer.com](mailto:zadig@engineer.com) or Rolf Thompson at (801) 870-5949



## Tours and Festivals

### 2008 Events

**March 28-30** — Moab MUni Fest (a mountain unicycling event), Moab, UT, [zadig@engineer.com](mailto:zadig@engineer.com) or Rolf Thompson at (801) 870-5949, [moabmunifest.com](http://moabmunifest.com)

**April 18-20** — Bookcliffs Trailfest, Three days of trail-riding, Trail-school, Trail-building, More trail-riding, Food, Music, Partying, and More trail-riding. It's TRAILfest!, [FuzzysTheBikeGuy@msn.com](mailto:FuzzysTheBikeGuy@msn.com), [fuzzysbicycleworks.com/](http://fuzzysbicycleworks.com/), (435) 637-2453

**April 24-27** — 13th Annual New Belgium Brewing Company Fruita Fat Tire Festival, World renowned trails, bike events, bike expo and live music in downtown Fruita, Clunker Crit, Prizes, Fun, Fruita, CO, (970) 858-7220, [fruitamountainbike.com](http://fruitamountainbike.com)



## General Info

**Intermountain Cup** information (Utah) (801) 942-3498.

**USA Cycling**, Mountain Region, (UT, AZ, NM, CO, WY, SD), (719) 866-4581

## 2007-2008 Utah MTB Races

**October 15-16** — Huntsman World Senior Games. Must be 50 years or older. three events: hill climb, downhill, and cross country. 800-562-1268 or [hwsg@infowest.com](mailto:hwsg@infowest.com)

**February 2** — 6th Annual Frozen Hog! 2008 Winter Mountain Bike Race at Lambert Park T-shirt, Prizes, Swag, Fun in the Snow, and Crazy-Biker Bragging Rights - funds raised go towards trail development, limit 150 racers, register after Jan. 1, - 9 a.m., Lambert Park, Alpine UT, (801) 653-2686, [utahmountainbiking.com/rides/hog-race.htm](http://utahmountainbiking.com/rides/hog-race.htm)

**February 23** — Frozen in Time Icebike Race, mountain bike race on snow!, 8 am, benefit for IMBA, held at the White Pine Touring Center, Park City, [cutfthroatracing@gmail.com](mailto:cutfthroatracing@gmail.com), (801) 661-1947, [cutfthroatracing.org](http://cutfthroatracing.org)

**March 1** — Classic Desert Rampage, Intermountain Cup #1, St. George, UT, XC - Kayleen Ames, (435) 245-3628 or (435) 757-4310, [intermountaincup.com](http://intermountaincup.com)

**April 12** — Cholla Challenge, Intermountain Cup #2, Hurricane, UT, XC, Jerry Simmons, (435) 674-3185, [intermountaincup.com](http://intermountaincup.com)

**May 3** — Showdown at Five Mile Pass, 14th Annual, Intermountain

Cup #3, Lehi, UT, XC, Ed Chauner at (801) 942-3498, [intermountain-cup.com](http://intermountain-cup.com)

## 2007 Idaho and Regional MTB Races

**October 6** — Monument Divide Race, 50 miles road, 50 miles dirt, Grand Junction, CO, 970-243-2453, [www.gjycling.com](http://www.gjycling.com)



## General Info

**Utah Road Racing** - USCF, Utah Cycling Association - James Ferguson, 801-476-9476

**USA Cycling**, Mountain Region Road Racing (UT, AZ, NM, CO, WY, SD), George Heagerty, (719) 535-8113.

## Utah Weekly Race Series

**Canyon Bicycles Rocky Mountain Raceways Criterium** — Saturdays at 12 noon in March, Tuesdays in April - September, 6 pm, 6555 W. 2100 S., West Valley City, UT, Map, (801) 209-2479, [utahcritseries.com](http://utahcritseries.com)

**Salt Air Time Trial** — Every other Thursday April 11?- September 26?, I-80 Frontage Road West of the International Center, (801) 209-2479, [utahcritseries.com](http://utahcritseries.com)

**DMV Criterium** — Wednesday's starting in April, Driver's Training Center, Where: 4700 S. 2780 W., West Valley City Times: A Flite - 6pm. B Flite - 7 pm., C/D Flite 7:45 pm, 801-651-8333, [utahcritseries.com](http://utahcritseries.com)

**Royal Street Hillclimb Time Trial** — Every other Thursday, 5:30 p.m., 900 ft. elevation gain, Royal Street and Deer Valley Drive, Park City, (435) 901-8872, [utahcritseries.com](http://utahcritseries.com) July 12, 26, August 9, 23, September 6

**Logan Race Club Time Trial Series** — Thursdays, 6:30 pm, Logan, UT, (435) 787-2534

## 2007-2008 Utah Road Races

**October 9-12** — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or [hwsg@infowest.com](mailto:hwsg@infowest.com)

**October 13** — City Creek Bike Sprint, 10 am, 5 1/2 mile climb up City Creek Canyon in Salt Lake City, road or mountain bikes, (801) 583-6281

**April 5?** — Hell of the North, just north of the Salt Lake Int'l Airport, 5 mile circuit. includes 1.75 mile stretch of dirt road!, [hell-of-the-north.com](http://hell-of-the-north.com)

**April 19** — Earth Day Pedal Cup, 10:00 AM, City Creek Canyon, Sign up at Canyon Bicycles 3969 S. Wasatch Blvd., [sports-Am.com](http://sports-Am.com) or call (801) 583-6281

**April 19 tentative** — Tax Day Circuit Race, Dirt, Pavement, Pain, Fun, Pocatello, ID, Sam Krieg [sam@kriegcycling.com](mailto:sam@kriegcycling.com) or see [www.idahocycling.com](http://www.idahocycling.com) or (208) 282-2503 or (208) 233-0951

**April 26** — East Canyon Road Race, 11 AM, From East Canyon Resorts to Lost Creek Reservoir and back, East Canyon Resort, Sign up at Canyon Bicycles 3969 S. Wasatch Blvd., [www.sports-Am.com](http://www.sports-Am.com) or call (801) 583-6281

## 2007 Idaho and Regional Bicycle Road Races

**October 6 - October 7** — Nevada Senior Olympics, Must be 50 years or older, Cycling Four Events — 5K and 10K Time Trials, 20K and 40K Road Races. Plus all other sports. Call 702-242-1590 or [nevadase-niorgames@earthlink.net](mailto:nevadase-niorgames@earthlink.net)



## 2007-2008 Utah and Regional Road Tours

**October 13** — CANCELLED Challenge the Hill ~360° of Fun, Fun team bike ride with a variety of challenges along course. 8:00 am start time, Hill Air Force South Gate, 801-677-0134, [www.Bike2Bike.org](http://www.Bike2Bike.org)

**October 20** — Las Vegas Century, 25, 50, 64 and 109 miles, Jim Little (702) 360-4751 or [vegaskbikeclub.org](http://vegaskbikeclub.org)

**October 20** — Tour de St. George, Ride with us around Snow Canyon State Park, Quail Creek Reservoir and Washington County's newest reservoir, Sand Hollow. 35, 60 & 100 Mile Option. 100% of the proceeds to benefit local bicycling advocacy, 8:00am at 900E & 100S (Dixie State College), [www.tourdestgeorge.com](http://www.tourdestgeorge.com), 435-229-5443, [info@tourdestgeorge.com](mailto:info@tourdestgeorge.com).

**February 23** — Zion Country Century, 100, 68, 50, 25 mile options. Enjoy the awesome beauty of southern Utah during this pre-spring ride. Ride to Zion National Park on a leisurely route that will allow you to get out on the road, test your legs, relax and enjoy your first organized ride of the season. St. George, Utah, 801-677-0134, [Bob@Bike2Bike.org](mailto:Bob@Bike2Bike.org), [www.Bike2Bike.org](http://www.Bike2Bike.org)

**March 1-4** — 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](mailto:info@skinnytirefestival.com) or (435) 259-2698, [skinnytirefestival.com](http://skinnytirefestival.com)

**March 29 - April 17** — Yellowstone Cycle Days, ride free in Yellowstone National Park with no traffic, (406) 646-7701, [cycleyellowstone.com](http://cycleyellowstone.com)

**April 19 tentative** — Tour de Summerlin, 10, 35, 80 mile routes, Las Vegas, NV, (702) 252-8077, [tourdesummerlin.com](http://tourdesummerlin.com)

**April 19** — Salt Lake City Marathon Bike Tour, 25 miles without stoplights through the streets of Salt Lake on the SLC Marathon course, start: 6:00 a.m. at the Olympic Legacy Bridge near the Fort Douglas TRAX stop, [saltlakecitymarathon.com](http://saltlakecitymarathon.com) or email [SKerr@DevineSports.com](mailto:SKerr@DevineSports.com) or call (801) 412-6060

**April 26-27** — Cactus Hugerger Cycling Festival in St. George, Utah. Featuring the 8th Annual Cactus Hugerger Century on Saturday, 7:30 am, with post-ride meal for all riders (11:00 am to 4:00 pm), "Helmets for Kids", cycling activities for children, Sunday 10 am 45 mile tour to Zion National Park. Call 435-229-1404 or [clucygo@skyviewmail.com](mailto:clucygo@skyviewmail.com) or visit [www.cactushugger.org](http://www.cactushugger.org).

**May 3** — Ghost Town Riders Century, Benefits Valley Mental Health, Deseret Peaks Complex, 2930 West Hwy 112, Tooele, UT, (801) 677-0134, [bike2bike.org](http://bike2bike.org)

## 2007-2008 Regional Road Races

**January 12** — Underground 20k TT, Las Vegas, NV, [procyclery.com](http://procyclery.com), (702) 228-9460

**January 25-27** — Southern Nevada Stage Race, Henderson, TT, Crit, RR, (Las Vegas), NV, [southernnevadasr.com](http://southernnevadasr.com), (702) 228-9460

**February 15-17** — Valley of the Sun Stage Race, Phoenix, AZ, 480-703-9150

**Bike Swap**  
March 8, 2008  
Utah State Fairpark  
1000 W. N. Temple,  
Salt Lake City  
10 am - 6 pm  
801-583-6281  
[sports-am.com](http://sports-am.com)



15th Annual  
To sell a bike,  
drop-off is  
March 7,  
11 am - 7 pm





**Cyclo-  
cross**

**General Info**

**Utah Cyclocross Series** - utahcyclocross.com, Matt Ohran, utahcyclocross@msn.com

**Utah Cyclocross Races**

**October 13** — Utah Cyclocross Series Race #3, RMR, West Valley, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**October 20** — Utah Cyclocross Series Race #4, Fort Buenaventura Ogden, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**October 21** — Utah Cyclocross Series Race #5, Wheeler Farm, SLC, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**November 3** — Utah Cyclocross Series Race #6, Heber, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**November 10** — Utah Cyclocross Series Race #7, Wheeler Farm, SLC, Utah State Championship, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**November 24** — Utah Cyclocross Series Race #8, Wheeler Farm, SLC, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**December 1** — Utah Cyclocross Series Race #9, Wheeler Farm, SLC UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**December 8** — Utah Cyclocross Series Race #10, Fort Buenaventura Series Final and Party, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

**Idaho and Regional  
Cyclocross**

**October 13, November 24, December 8** — Idaho Cyclocross Series, Eagle Island State Park, Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs, 208-323-2376, aerocyclos.com

**October 27-28** — Crosstoberfest, Idaho State CX Championships, Hailey, ID, 208-720-3610, road-anddirt.org

**September 15, October?** — Jackson Hole Cyclocross, Saturdays at 11 am, Teton Village, WY, ucjh.org

**November 17-18** — Sandy Point Beach Race #2 and 3, Boise, ID, jkennedy@rmci.net

**December 15** — Sandy Point Beach Race #4, Boise, ID, jkennedy@rmci.net



**Multi-  
Sport  
Races**

**2007-2008 Events**

**October 20** — TriUtah Escape to Lake Powell Triathlon, Bullfrog Marina, Lake Powell, UT, 1 mile swim, 25 mile bike, 6 mile run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

**March 1** — Blue Mountain Triathlon, 4 mile ski, 32 mile bike, 6 mile run, Monticello City Recreation, Monticello, UT, (435) 587-2029, monticelloutah.org

**March 22** — TimpTriClub Icebreaker Triathlon, 300 m swim, 20 k bike, 5 k run, (801) 636-6613, goldmedal-racing.com

**April 5 tentative** — Adventure Xstream Moab - 12 Hour race, 10-15 mile river run, 35-40 mile mountain bike, 6-8 mile trail run, 275' rappel, (970) 259-7771, gravityplay.com

**Zabriskie Repeats as U.S. Time Trial  
Champ**

Greenville, S.C. (September 1, 2007)-David Zabriskie (Salt Lake City, Utah/Team CSC) successfully defended his professional time trial title on Saturday with a one-second victory over Danny Pate (Colorado Springs, Colo./Slipstream-Chipotle) at the 2007 USA Cycling Professional National Championships.

Zabriskie averaged a speed of 45.644 k.p.h. over the 30-kilometer course to clock a winning time of 39 minutes, 34 seconds. His victory on Saturday marked the first time in 11 years in which a professional or elite male won two straight national time trial titles. Steve Hegg was the last athlete to record consecutive victories in the race against the clock in 1995 and '96.

The victory also represents Zabriskie's third career national time trial title as a professional rider. He also captured the stars-and-stripes jersey in 2004 when elite and professional categories were contested together.

As the 31st-seeded rider in a 33-man field, Duggan was the third rider to leave the start gate. After he finished, his mark of 39:42 remained the time to beat until only seven competitors remained out on course. Pate was the first of two riders to eclipse Duggan's time, clocking a 39:35. As the defending champion and last man to start, Zabriskie barely surpassed Pate after sprinting to the line in the final 100 meters.

"I didn't wear a radio again this year but at the turn-around when I saw (2006 silver medalist) Baldwin, I knew I was quite a bit ahead of him", Zabriskie explained. "I didn't know what his form was like, so I was going as hard as I can go. I lost a little aggression on the way back and coming into the finish I could hear the announcer say 'he's got to finish in two seconds or he's going to lose', so I started sprinting."

In addition to a spot on the podium, Zabriskie, Pate and Duggan are also linked as alumni of USA Cycling's European-based National Development Team program. Zabriskie graduated from the program in 1999 before

he went on to begin his professional career in 2001 with the U.S. Postal Service team. Pate was a member of the national governing body's squad in 2001 when he captured the U23 world time trial title in Portugal. Duggan also spent time as a member of the national team in 2004, competing in major international development races such as the Tour de l'Avenir in France.

Saturday's time trial also marked the return to racing for Saul Raisin (Dalton, Ga./Credit Agricole), one of the U.S.' top up-and-coming professional riders before a life-threatening crash in April of 2006 left him in a coma with severe head injuries. Sixteen months later, Raisin clipped in to contest his first official race. As the first rider out of the start gate, Raisin finished 4:33 off the pace of Zabriskie to finish 33rd and take a major step towards resuming his career.

"After my accident, my first goal, and the goal for my team and family and all my loved ones, was just to live a normal life again, and you know, I have that," Raisin explained afterwards. "And after that, my goal was to get back to racing. Today was my first race, and all the emotions I had...I can't describe them. About halfway through the race it kind of hit me. It's like 'Oh my gosh, I'm racing.' It was amazing. My next goal is in 2008 to start a full racing season."

2007 USA Cycling Professional Time Trial Championships  
Greenville, S.C.

September 1, 2007

1. David Zabriskie (Salt Lake City, Utah), Team CSC 39:34
2. Danny Pate (Colorado Springs, Colo.) +0:01
3. Tim Duggan (Boulder, Colo.) +0:08
4. Tom Zirbel (Boulder, Colo.) +0:15
5. Bobby Julich (Glenwood Springs, Colo.) +0:49
33. Saul Raisin, (Salt Lake City, UT), Credit Agricole, +4:33

**Tour of Utah to Return in 2008**

SALT LAKE CITY – October 11, 2007 – Chairman of the 2008 Larry H. Miller Tour of Utah Presented by Zions Bank, Greg Miller of the Larry H. Miller Group, announced that the bike race, whose fourth edition was cancelled earlier this year, is back on for 2008. Miller also announced that veteran Utah bike racer, coach and cycling advocate, Terry McGinnis, is on board as the Tour's Executive Director. Billed as "America's toughest stage race," the 2008 Tour of Utah will feature more climbing than any other bicycle stage race in the United States: 342 horizontal miles and 30,000 feet of climbing in five days. Dates for the event will be August 13 through August 17th, 2008.

"The purse is \$75,000, which includes a brand new automobile," said McGinnis. "We're expecting more than 120 cyclists from the best teams in North America. This tour draws national attention, top-tier athletes, and will likely be one of only 25 USA Cycling National Race Calendar (NRC) events."

Race promoters postponed last year's Tour of Utah, due to financial constraints. This year, however, the promoters have restructured financial operations, downsized the race to five stages from a proposed seven, and focused on attracting domestic teams by virtue of the NRC status.

Miller also introduced professional cyclist Burke Swindlehurst as Technical Director. Swindlehurst will coordinate planning, and the logistics of implementing a major, multi-day cycling event. "With Swindlehurst's dedication, experience and know-how, the Tour's management is confident that we can put on a race that will match any other in quality and technical difficulty," said Miller, representing the Tour's title sponsor. "We are finishing what we started by delivering a product completely in line with what we envisioned."

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

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## HEALTH

**What Saddle Should I Use?**

By Erik Moen PT, CSCS

One of the most difficult questions I get is, "what saddle should I use?" The difficulty in this question is due to the many variables and unknown data bits in the saddle market. Historically we have used the method of, "how about you try your friends bike to see how you like their saddles", or "this looks light...". Can a saddle really be totally comfortable? Probably not, however, there are steps that can be made to make a more favorable environment for your self on the bicycle saddle.

**Why should I care? Don't all saddles hurt?**

You should care about your saddle selection because a poorly made saddle, improperly sized saddle, or poorly positioned saddle will most likely cause discomfort at the saddle region, back and upper extremities. A poorly selected saddle will also influence your ability to effectively pedal your bicycle. The saddle accepts most of your body weight onto the bicycle. You should be concerned about your saddle as your saddle can create a harsh environment for the soft tissues urogenital system that interacts with the saddle. Many studies<sup>3-6</sup> have described the damaging interaction of a bicycle saddle to the perineum. The perineum includes the Pudendal nerve and

vascular tissue for "saddle-area" tissues. Obvious irregular compression to the perineum can affect nerve connectivity and limitations of blood flow. There are very few studies that discuss female issues and the saddle. This is unfortunate. Saddle selection should consider your intended use; aero position, touring, racing, mountain bike, etc. Saddle selection should vary for different riding applications.

**Geometry Matters**

Saddle selection should consider your anatomical width of pelvis. Measuring the distance between your ischial tuberosities assesses pelvic width for the purposes of saddle selection. Your ischial tuberosities are your "sit bones". This is a difficult self-assessed measurement. There are a couple of bicycle-industry tools that crudely estimate this distance. The generality of this conceptual measurement is that width of pelvis should influence your chosen width of saddle (wide goes with wide, narrow goes with narrow). The other generality is that a more upright riding position will do better with a wider saddle. Width of a saddle is typically measured across the back of the saddle, but this is half the battle. A person also needs to consider the width of the "hot zone" of the saddle. The "hot zone" is the area that actually creates pressure to the perineum. This

is roughly the middle third of the saddle. A study by Schwarzer et al<sup>6</sup> looked at penile oxygen perfusion as a function of saddle type. They found that saddle width was a determinant in blood perfusion. They suggested that wider was better than narrow. It makes sense when you consider the relationship of weight distributed per area of saddle. This doesn't mean go out and buy a super wide saddle, but use caution with saddles that are really quite narrow. Small, narrow saddles work best for the diminutive climbers. We are not all 110 pound and 5'2"... A study by Lowe et al<sup>5</sup> classified saddle pressures in police bicyclists. They found several interesting things but made an important conclusion that higher pressure in the perineal region from a traditional road saddle is more likely influenced by the saddle geometry and shape than by its cushion properties.

**Construct**

I have been finding that quite a few of the cut out/partial cut out saddles are quickly failing in maintaining their longitudinal support. A broken down saddle will create excessive sag along its length. This makes for an uncomfortable saddle experience. Inexpensive saddles are just that. Be critical of the saddle construction. A leather saddle (such as a Brooks) can be a great solution for the long distance recreational rider/tourist. A leather saddle will accommodate the shape of your pelvic structure over time. This can create a well-supported and comfortable saddle. I had one client with whose leather saddle was capable of accommodating and correcting a leg length difference (not always the best solution). Leather saddles are known to break in over time. The best way to appropriately break in this type of saddle is regular use of leather conditioner as supplied by the manufacturer. It should be noted that the "honey" colored leather breaks in a little more quickly than the darker colors (anecdotal evidence). Beware of seams on the topside of saddles. Seams and stitching can be a source of friction and thus skin abrasion. Try to minimize irregular surfaces on the topside of the saddle.

**Cut outs...how much?**

Bressel et al<sup>2</sup> did a study of women and bicycle saddles. The study attempted to analyze the most comfortable saddle style for women. They limited the study to three different types of saddles; full cut out, partial cut out and standard saddle. It was found that the partial cut out saddle was the most comfortable style of saddle for these studied women. Saddle selection can be significantly affected by surface area contact. Sharp edges and limited support of full cut outs will be challenges of this saddle design. This study makes an obvious point that partial cut out saddles are preferred when considering comfort and postural parameters. Again, there is not much literature describing men versus women saddle tolerances. Men and women share similar issues in pressure sensitivity with saddles, women if not more. Thus by conjecture (if I may), I would think that the findings of the above study may apply for men as well.

**Bike Fit Matters**

Asplund et al<sup>1</sup> suggested that bike fit be part of the saddle/urogenital solution. There are many bike fit parameter that affect saddle

NO EXIT

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comfort. Your comfort solution may be as easy as being critical with the fit of your bike. Your first step is to establish proper saddle position. This includes consideration of saddle height, tilt, and fore/aft positioning. Saddle height is best established by use of knee angle assessed from dead bottom center as a reference point. A saddle height that exceeds 32 degrees of knee flexion from dead bottom center puts you at risk for saddle discomfort. Saddle tilt is difficult to assess. The bubble level method of leveling a saddle does not work well with most saddles. Simply sitting up and riding with no hands will give you a good sense of saddle levelness. You should plan to use a seat post with micro-adjust. Your ability to fine-tune your saddle tilt will increase your chance of having improved saddle comfort. A saddle that is too aft (back) puts you at risk for increasing saddle discomfort. The use of knee over pedal (KOP) is a good starting spot to help encourage saddle comfort. Lastly...bar position. Excessive reach to the handlebar (length and depth) will encourage saddle discomfort. Be realistic regarding bar position and reach to your most common hand position.

**Posture Breaks**

Physical Therapists always like to talk about postures and posture breaks. A posture break is moving into a different position other than the previously sustained position. This with regards to the saddle means...stand up! Your tissues will thank you when you take frequent stand up breaks.

The ultimate goal in saddle selection is to minimize irregular pressure to pressure-sensitive tissues and to provide an effective base of support to allow good trunk angle and power transference to the pedals from the legs. Saddle selection is difficult with the current saddle market. Proper fit of the bicycle and the use of a micro-adjust seat post should accompany your saddle selection. It has been suggested that partial cutout saddles are more comfortable than standard saddles or full cutout saddles. Long distance rid-

ers (Randonneurs) frequently chose Brooks/leather saddles. Small, light saddles will work best for small, light people. I hope this information makes you more critical of your saddle selection. A properly selected saddle and bike fit environment can make a more favorable bicycling experience.

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Erik Moen PT, CSCS is Physical Therapist, an Elite-level coach with the United States Cycling Federation and an occasional racer in cyclocross and velodrome racing. Erik's physical therapy practice has an emphasis on orthopedic rehabilitation, bicycle related injury intervention and bicycling performance. He can be found online at [bikept.com](http://bikept.com).



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**LETTER TO THE EDITOR**

**Utah's Lax Pawnshop Law Leads to Odyssey Over Stolen Bike**

Ride like it is stolen...and the police are actually going to bust you for it.

Doesn't quite have the same ring, does it?

Mid-July someone came into my garage and made off with a bunch of yard care equipment and worst of all, my carbon fiber road bike.

The rest was pretty standard – the police took the report, told me to turn in any serial numbers and suggested I check pawnshops or eBay. The chances of me finding my bike were likely slim to none, they said.

Buried in the boxes of our recent move was the serial number for my bike. Like most everybody, I had no idea what the serial numbers were for the rest. We spent some time trying to find the bike serial number with no luck.

Then a few weeks later, right as I was about to give up, my distinctive green bike showed up on eBay. I scrambled to track down the serial number through the previous owner, who fortunately still had it, and through some circuitous means I collected the contact info of the eBay seller and pass it onto the police.

The next day, from the seller's house, the officer called confirming it was indeed my bike and it would be seized. The seller claimed he had bought it from a friend; the police were going to track down the others involved.

This was pretty cool. I quickly emailed my cycling club with links to two other bikes he also had listed.

It quickly circulated throughout the cycling community and miraculously someone else found their stolen bike.

Feel good story of the week, right? Not so fast.

A couple of days later, the police called to let me know that they hadn't seized my bike because the eBay seller was now the rightful owner.

An apparent homeless person with a bogus address had sold my bike to a local pawnshop just hours after I reported the theft. 10 days later someone bought my bike, they then sold it to the eBay seller.

The officer said had I turned in the serial number within 10 days of the theft he could have seized it, but because I didn't I no longer had claim to my bike.

I couldn't believe it. How could this happen?

If you aren't a pawnbroker in Utah, you just may be in the wrong business.

Recent legislation sponsored by Rebecca Lockhart R-Provo requires pawnshops to enter the serial numbers of all inventory into a police monitored database. Conveniently, it also reduces the holding period for 'sold' items from 30 days to 10, after which they can sell the items in the clear.

This law, paired with the legal concept of "Third Party Purchaser in Good Faith" means the DA's office is advising law enforcement to not seize stolen property sold through pawn.

After some pressure, the DA's office has since agreed that the property IS rightfully mine, but I will have to pursue it civilly. They will also continue to advise police to not seize stolen property sold through pawn.

Pawnshops should not be getting the benefit of the law over citizens. The addition of a database is a good thing; a short holding period and no accountability is not.

Change the law to return the holding period to at least 30 days. Require pawnshops to be responsible for selling stolen goods. This sort of accountability will serve as incentive for them to filter out the crooks.

With a database in place it makes sense to limit how many items an individual can pawn without proof of ownership. They could also blacklist known criminals and flag potential criminal patterns.

Use the database to match previously 'unidentifiable' items. If certain items are reported stolen, and someone sells items like items to one pawnshop and other like items to another, those are likely the stolen property.

Finally, open the database to be monitored by the public alongside the police.

The list goes on.

The real issue is this affects everybody, not just cyclists. Make your voice heard by checking out my web site, freeridecycles.com. It has an easy form where you can contact your legislators (it literally

takes 30 seconds) and has even more related information.

Let's change the law and until then, write down all of your serial numbers.

-Brian Verhaaren

**Brigham City Cyclists Killed**

Gerald Hilton, 68, of Brigham City, was hit on September 9, 2007 as he was traveling west at 200 S. and Main Street in Brigham City. A 2003 Ford Taurus ran a red light and struck Mr. Hilton. He was thrown about 50 feet. He was transported to University Hospital in Salt Lake City where he died on September 9th. The driver was cited for failure to obey a traffic control device according to Lt. Dennis Vincent. Hilton was a retired school teacher who was "always riding his bike," said Vincent. He was wearing a helmet.

On October 8, Benito Reyes, 54, of Brigham City was struck and killed in a crosswalk as he was walking his bike according to Lt. Vincent. The driver was injured as well. The City Attorney is currently reviewing the case.

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## Intermountain Cup 2007 Series Wrap-Up

The grand finale event for the Intermountain Cup Race Series was held in Evanston, Wyoming on August 4. This was the 12<sup>th</sup> event in this regional series that started in St. George on March 3.

**Bart Gillespie** (Mona Vie/Cannondale) and **Kara Holley** (Mad Dog/Subaru/Gary Fisher) took top honors in the Pro Men and Pro Women categories for the second year in a row.

In the **Pro Men** category, Gillespie was able to hold onto an early-season lead with 8 top 5 finishes. Gillespie ended the season with 1,100 points. Teammate **Thomas Spannring** (Mona Vie/Cannondale) ended up in 2<sup>nd</sup> place (1,063 points). **Alex Grant** (Titus/Pearl Izumi) charged into 3<sup>rd</sup> place in the overall standings. Grant missed the first three races but ended the season with five 1<sup>st</sup> place finishes! Just 89 points separated the top 3 places in this Pro Men category.

The **Pro Women** category once again saw **Kara (KC) Holley** (Mad Dog/Subaru/Gary Fisher) end the season at the top of the field with 1,061 points. Holley placed in the top 3 in 7 events and she won the final event in Evanston Wyoming. Holley was followed by **Jennifer Hanks** (Revolution/Peak Fasteners) who ended the season with 898 points and 3 victories. **Roxanne Toly** (Jans) fought her way into third place (768 points) after missing 5 of the 12 events.

**Justin Griffin** (UtahMountainBiking.com) repeated as the winner in the **10-12** year old category with 889 points. Griffin had 11 victories out of the 12 events! Griffin (11 years old) is the first racer ever to end up in the top 4 in two different categories by racing twice at most of the events. He ended up in 4<sup>th</sup> place in the Sport/Expert 13-15 category. When the race schedule allowed, Griffin would race in both the 10-12 category and with the 13-15 year olds. Congrats to Justin!! **Hunter Tolbert** (Big Trace Racing & Mules) ended up in 2<sup>nd</sup> place with 660 points and he was nipping at the heels of Griffin for the entire season. Tolbert ended the season with seven 2<sup>nd</sup> places and one 1<sup>st</sup> place. **Griffin Park** locked up 3<sup>rd</sup> place with 553 points after placing top five in 8 of the 12 races. Fourth place went to **Ryan "The Badger" Westermann** (VMG) who ended the season with 444 points.

For the second year in a row, the top female racer in the **10-12** year old category was **Carlee Hunsaker** (UtahMountainBiking.com) with 380 points.

The **9 & Under** Category almost doubled this year in participation and was dominated by **Joshua Peterson**. Peterson ended the season with 790 points and nine victories. **Shawn Nielsen** fol-

lowed in second place with 487 points. Third place overall in the 9 & Under category was **Mackenzie Nielson** (Contender Bicycles) with 383 points and Mackenzie was also the first place female racer in this category. **Lia Westermann** (VMG) rounded out the top four with 299 points.

**Kellie Williams** (UtahMountainBiking.com) was victorious in the **Sport/Expert 16-18** category with 697 points. Williams showed her tremendous ability and strength by winning this open category (male and female). William's main competition was **David Larson** (UtahMountainBiking.com) that ended the season in 2<sup>nd</sup> place with 441 points. **Jed Miller** (Team Red Rock) finished in 3<sup>rd</sup> place after winning the first 2 events of the season.

**Reed Abbott** (Mad Dog Cycles) and **Ryan Harrison** (Revolution/Peak Fasteners) ended up in first and second respectively in the **Expert Men 19-29** category. **Paul Davis** ended up in 3<sup>rd</sup> place with 663 points. Abbott and Harrison had 1,094 and 905 points respectively.

Through dedication and perseverance **Bob Saffell** (Revolution Mtn. Sports/Peak Fasteners) topped the **Expert Men 30-39** category with 1,177 points. Saffell scored points in 11 out of 12 races which solidified his first place finish over **Paz Ortiz** (Porcupine/Canyon Sports) who ended the year with an impressive 1,022 points in this very competitive category. **Ryan Ashbridge** (Revolution/Peak Fasteners) climbed to third place overall as he showed fantastic improvement through the season.

**Daron Cottle** (Porcupine/Specialized) repeated his winning ways by taking first place in the **Expert Men 40+** category for the second year in a row. Cottle scored points in 9 out of the 12 races allowing him to edge out **Karl Vizmeg** (Mad Dog Cycles) by 45 points. Cottle ended the season with 987 points compared to Vizmeg's 942 points. First year expert, **Alex Lizarazo** (Ogden One) ended his season in 3<sup>rd</sup> place with 829 points. Vizmeg and Lizarazo scored points in 11 out of 12 events. Very impressive!!

A new super power has emerged in the **Expert Women** category by the name of **Erika Powers** (Revolution/Peak Fasteners). Powers started the series in March in St. George with a 5<sup>th</sup> place finish. In April in Hurricane she finished second. For the next 10 races Powers finished in 1<sup>st</sup> place, with the exception of Solitude, which she missed because of an injury. Powers also finished the season with 1,459 points, more points than any other racer in the entire series! **Tracey Petervary** (Fitzgerald's Bicycles) secured 2<sup>nd</sup> place in the series with very strong 2<sup>nd</sup> place finishes in Jackson and Evanston. **Jody Anderson** (Revolution/Peak Fasteners) vaulted into 3<sup>rd</sup> place overall after a fantastic finish at the

all important double-points race in Evanston. **Laura Kendall** (White Pine Touring) followed in 4<sup>th</sup> place by just 40 points.

One of the most consistent racers of the entire series was **Lyna Saffell** (Revolution/Peak Fasteners) racing in the **Sport Women** category. Saffell scored points in 12 out of 12 races and was in the top 10 100% of the time. Saffell finished the season with 591 points. Nine top-five finishes put team mate **Jenelle Kremer** (Revolution/Peak Fasteners) onto that 2<sup>nd</sup> place podium. Kremer placed first or second in 6 events and was separated from 1<sup>st</sup> place by just 52 points. Third place went to **Susan Larson** (Sugar/White Pine Touring) with 416 points. Larson did end the season with four 1<sup>st</sup> place finishes. Fourth place went to **Michiko Lizarazo** (Ogden One).

In the **Clydesdale 210lb.** Category, **Mike Oblad** (Ellsworth/Hyland Cyclery) continued with his winning ways by competing in all 12 events and Oblad finished in first place in 9 of those events. Oblad defended his title and finished the season with 828 points. **Greg Johnson** (Mad Dog Cycles) finishing in 2<sup>nd</sup> overall with 587 points and in every race that he competed in, he was top 5. **Jim Verhall** (Autoliv Cycling Club) showed great perseverance by scoring points in 12 out of 12 events and ended the season in 3<sup>rd</sup>, just 50 points out of 2<sup>nd</sup>.

The **Men 50+** category continues to grow and was the closest podium finish in Intermountain Cup history. The competition in this category is always fierce with so many racers attending so many races. **Bob Dawson** (Cutthroat/Spin Cycle) ended the season in 1<sup>st</sup> place by slipping by **Mark Enders** (Autoliv) by just 3 points! Dawson and Enders ended the season with 527 and 524 points respectively. Just 10 points behind Enders was **Tim Fisher** (Team Momentum) that ended the season with 514 points after scoring points in 12 out of 12 races. Congratulations to all the men in the 50+ category for a hard fought battle.

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. **Heather Gilbert** (Cutthroat/Spin/Shoobi) dominated the category with her consistent finishes in every race in the series. Gilbert's first place finish in the double-points race in Evanston sealed the series victory for her with 845 points. With 10 top 5 finishes, **Dot Verbrugge** (Mad Dog Cycles) finished a strong 2<sup>nd</sup> with 622 points. **Jolene Nosack** (UtahMountainBiking.com) contributed to team points the entire season and ended with a strong 3<sup>rd</sup> place finish with 576 points. Nosack was followed by teammate **Sally Hutchings** (UtahMountainBiking.com) whose dedication to the sport resulted in points scored in 12 out of 12 races.

**Tim Quinn** (Revolution/Peak Fasteners) missed the first 5 races of the season and had a dramatic come-from-behind victory in the **Sport Men 19-29** category. Quinn finished the last 7 races with 5 victories which was enough to give him the overall victory with 567 points. Quinn was followed by **Ben Hutchings** (UtahMountainBiking.com) who ended up in 2<sup>nd</sup> place with 482 points. Hutchings did score points in every event of the year, from St. George in March to Evanston in August. Long time racer **Brandon Wilde** (Gonzo Quizotes) completed the season in

3<sup>rd</sup> place with 353 points.

**Scott Billings** (Mad Dog Cycles) was the man of the day in the **Sport Men 30-34** category. Billings placed top 5 in all but 2 races and ended the season with 735 points. **Aaron Smith** (Bikeman.com) rallied back to finish second after his wife gave birth in mid-season causing Smith to miss 4 races in a row. (I guess that there are some things that are more important than mountain bike racing) Smith ended the season with 424 points and a new baby. **Aaron Campbell** (Bountiful Bicycle) held onto 3<sup>rd</sup> place overall by just 7 points after hard-charging **Carson Chynoweth** (Mad Dog Cycles) won the double-points race in Evanston and almost knocked Campbell from the podium. Campbell and Chynoweth ended the season with 410 and 403 points respectively.

Mr. Dedication, **Keith Payne** (Mad Dog Cycles) was victorious in the **Sport Men 35-39** category. Payne toppled his competition by scoring points in 11 out of 12 races (611 points) then he won the very important double-points race in Evanston. Payne has been a long time racer of the Intermountain Cup and is constantly helping improve the series with his support and suggestions. Second place went to **Mike Cannon** with 427 points and **Michael Engberson** held onto 3<sup>rd</sup> place with 393 points after moving up to expert after the Deer Valley Pedalfest on June 9.

The **Sport Men 40+** category has become one of the largest categories in the series with fierce competition and many dedicated racers. **Scott Russell** (Cutthroat/Spin Cycle) ended the year in first place with 782 points. Russell scored points in all 12 of the events and never finished out of the top 10! Russell was followed by **Craig Pierson** who failed to score points in just one race (Sundance Spin) and ended the season with 709 points. Rounding out the top 3 was **Scott Toly** (Cole Sport) who finished the season with 661 points and had a strong 3<sup>rd</sup> place finish in the grand finale event in Evanston.

Oldest and last but not least is the **Men 57+** category. As mountain bike racers continue to age, this category continues to grow. First and second place both scored points in every event during the season and they were just waiting for the other to faultier. Neither did. **Joel Quinn** (Revolution/Peak Fasteners) edged out **Bruce Argyle** (UtahMountainBiking.com) by a mere 84 points to take first place, 802 to 718. Quinn ended the season with 6 victories which gave him that needed margin to win. Argyle continues to be the cornerstone of mountain bike racing in this region by completing and scoring points in every race for the last 6 seasons!! That is perseverance! Third place went to lighting fast **Dwight Hibdon** (Mad Dog Cycles) who was victorious in 4 out of the 5 events that he competed in.

Congratulations to all the racers that competed in the Intermountain Cup Mountain Bike Racing Series. The 2008 series will begin on March 1 in St. George, Utah. For complete results and all the information on the series please check intermountain-cup.com.

-Ed Chauner

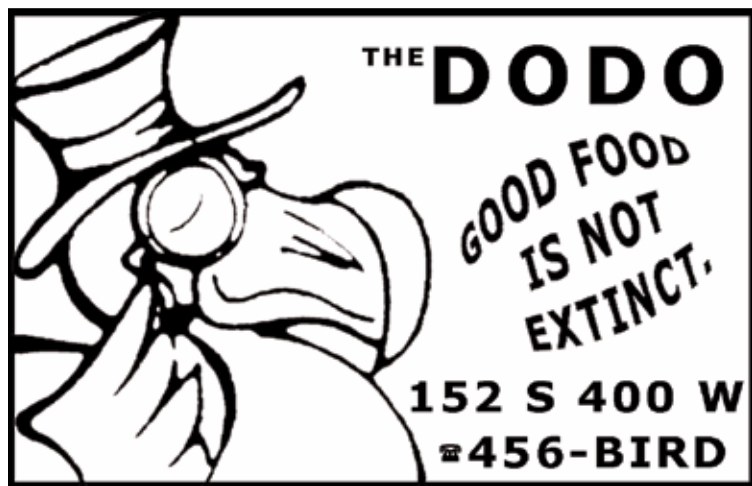
## Air Quality from page 3

ing Utah Physicians for a Healthy Environment (<http://www.uphe.org>), Utah Mom's for Clean Air (<http://utahmomsforcleanair.org>) the American Lung Association (<http://www.lungusa.org>), and the Utah Chapter of the Sierra Club (<http://utah.sierraclub.org/index.asp>).

Chaz Langelier and Rita Sharshiner are members of Utah Physicians for a Healthy Environment.

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**CYCLOCROSS****Cyclocross Tips**By Kathy Sherwin**On Race Day**

**Warm up.** Because the start of the race is very fast, make sure you get in a warm up that is long enough so that you've broken a sweat and are slightly winded (approximately 20-40 minutes long).

**Pre-ride.** Make sure you get out on course on race day and take a few laps, look at lines and corners and see where you can pass people. Also, note where the barriers are and what technique you are going to use if there is a run up (carrying the bike, shouldering the bike or pushing it).

**Pack Heavy.** No matter what the weather looks like when you leave for the race, pack everything you need to stay warm prior to the race and for cleaning up and getting warm immediately following the race.

**Prior to Race Day**

**Practice race starts.** With your strongest leg clipped into your pedal, practice powering off the line from a standstill and getting your other foot clipped in as fast as you can.

**Practice your dismounts.** Set up some barriers with old planks or logs and practice, practice, practice!

Reminder: As you approach the obstacle or barrier remove your right foot from the pedal, swing your right leg behind and over the saddle and through the space in between your left leg and the bike. You can now simultaneously free your left foot and hit the trail running on your right foot.

**Practice shouldering your bike**  
Shouldering the bike is nice when you need to quickly run over an obstacle.

Reminder: As your feet hit the ground, reach down and grab the bottom of the down tube with your right hand if you're right handed and lift up quickly to position the frame onto your right shoulder. To keep the bike secure on your shoulder, grab onto the left handlebar end with your right hand.

**Practice lifting your bike by the top tube**

Sometimes lifting the bike from the top tube to get through a set of barriers is faster than shouldering it.

Reminder: Follow the same technique as you would when shouldering your bike, but lift from the top tube instead of the down tube. Make sure you lift your bike high enough to clear the barriers.

**Practice your remounts** to eliminate that stutter step!

Reminder: As soon as you place the bike on the ground, set your hands on the bars and use your left leg to propel yourself into the air while swinging your right leg over the saddle and then slide onto it.

**Practice pushing your bike up steep hills.** The effort required is different for pushing your bike and by practicing pushing you will be used to the effort when it's most needed (during a race!).

**Practice cornering** on all types of terrain at various speeds because you never know what surprises a Cyclocross course may have!

**Practice drafting.** While riding with friends ride as close to their rear wheel as you can. If you can do this during a race you will expend about 30% less energy than the rider at the front!

**Subscribe for only \$15/year!**  
**See page 2.**

**Utah's Pust Named National State Games Athlete of the Year**

Alice Pust of Santaquin, Utah was recently recognized as the National Congress of State Games Female Athlete of the Year. She was nominated for the national award, by the Utah Summer Games after having been previously selected by the Utah Summer Games as its Female Athlete of the Year.

Pust is an annual competitor at the Utah Summer Games. Her friendly and genuine demeanor has made her a favorite with all those who regularly gather for this event. Indeed, the camaraderie with the many friends she has made over the years while participating in the Games is a large part of the reason she competes.

Having already registered for this year's Games, she suffered a stroke two months prior thereto. On doctor's orders, she canceled her plans to participate. She decided to attend and observe, nevertheless, and once there, could not resist competing. The result? Three gold medals in the time trial, criterium and road race, and a fourth gold for garnering first place overall.

"My doctor said I was done cycling for the year, but a few days after the stroke, I was biking again...Cycling is my lifeline," Pust said about her remarkable comeback.

"Alice is the epitome of a state games athlete. She competes for the sheer joy and camaraderie of the competition. There could be no better representative of the spirit of the state games movement," Selection Committee Chairman Jeff Scully said.

-David Ward

**BOOK REVIEW****Burney's Cyclocross has Everything You Need to Know**Review By **Darrell Davis**

Simon Burney's 3rd Edition of "Cyclocross: Training and Techniques" brings the cyclocross bible up-to-date with new equipment, a description of the recent evolution in 'cross courses, and comments about and from the riders currently at the top of the sport. This book is the comprehensive treatise of cyclocross, and if you like to get your information by reading, this is a great resource.

The book is a soup-to-nuts description beginning with the history of cyclocross from its dark origins in the European winter. Burney reminds us that many of the heroes of road racing used 'cross to keep fit over the winter, and he also describes how the sport has evolved to where the top contenders now have 'cross as their main focus. The sections on training emphasize how one can come at 'cross from either a road or mountain bike background, and how racing those disciplines in the "off-season" are used to build fitness and sharpen skills for the fall and winter festivities. In particular, Burney has some excellent training advice for juniors, emphasizing a balanced approach to bicycle racing, and toward sport in general. The fact that good young American cyclocrossers have burned out and faded away validates the "have fun" attitude promoted in this book. The training schedules he provides are not so different than those commonly espoused by Joe Friel and others, but they are tailored to the specifics of 'cross.

The equipment sections are extremely detailed and he tries to sort out some of the major questions regarding bikes, fit, brakes, and tires. These are the issues that 'cross racers always hotly debate, and Burney nicely covers the pros and cons of different equipment options. I found little here with which to take exception, although one can argue about the benefits of \$100 sew-ups having tread patterns with minimal grip. I think all my competitors should ride them.

Burney has been involved in racing at the highest level, and has good advice about racing preparation. The novice may find it all a bit overwhelming with details about embrocation and so on. Most of us will find our trusty leg warmers much better for the cold, dry Utah cross races, but if you find yourself in Belgium or Portland in December, then you may need to use these mysterious substances. I liked his advice about the importance of carefully scoping out a course and was reminded that Geoff Proctor always warms on the course if possible, even in the nastiest of conditions.

For the newly minted 'cross racer, Burney's third edition contains everything you need to know about the thinking person's discipline of bicycle racing.

Cyclocross: Training and Technique, 3rd Ed. by Simon Burney, 2007, VeloPress, Boulder, Colorado.

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## TOURING

**And Back Again: A Colorado Tour Through the High Country**

Above: Lacey and Bill Gaechter (her dad) on Last Dollar Summit. Photo: Ann Gaechter

By Lacey Gaechter

**August 14, 2007: 1-2 Miles North of Mesa, Colorado to Powderhorn Ski Resort**

5,440 ft to 8,060 ft = 2,620 ft gain  
10 miles

It's the first night of our bike trip, since we actually started biking that is, and my dad and I are in a hotel at the Powderhorn Ski Resort. There is a squiggle mark in my journal now from when Dad started snoring suddenly and loudly enough to trigger some involuntary reaction from my nervous system.

Today was such a hard day, a physical and motivational struggle from the first pedal stroke to the last. I can't believe we only rode ten miles. My handle bar basket started rubbing my front tire within the first mile. The rain came around the fifth, and the lightening followed shortly thereafter. We so often use the comparison, "You're more likely to get hit by lightening than [fill in the blank]," to imply that the chances of the latter event occurring are extremely slim. On the other hand, it makes the probability of being struck by lightening seem

much greater. I mulled this concept over quite a bit on our wet, flashing, earth-shaking ride.

After not being on the bike in certainly a season, more like a couple years, Dad was hating life several smidges more than I was. According to my little plan, we were supposed to make it about twice as far and up twice as much of a hill as we did today—to the top of the Grand Mesa. When I saw the sign for Powderhorn, it was already 4:00 pm and quite clear that we wouldn't be putting in another rainy, lightening, uphill, six-hour ten miles.

"Should we check it out?" I asked my dad as he approached. He laughed, thinking I was implying taking a few runs. "No," I said, "there's a billboard for a restaurant. Do you think there might be a hotel that's open in the summer?" We decided it was worth investigating.

Quite relieved and surprised, we did find the Inn at Wildewood open, even in the off-season. The advertised restaurant, incidentally, was closed. So, Tammy, the inn's co-owner with her husband, Chad, invited us to join them at their family barbecue. Two showers later, Dad and I arrived at the family banquet, greeted by grandparents, a

veritable herd of grandchildren, and the long-time friends from down the road. "I was hoping you wouldn't be shy," Tammy said as she offered us anything we wanted from the bar. My dad and I looked at each other... way too hungry to be shy. In truth, I wasn't expecting to eat anything, being vegan (no meat, no eggs, no dairy = no animal products). For myself, I had packed plenty of energy bars and the like for occasions just like this, but I can scarcely imagine my dad being any happier than he was to have a Corona in his hand and a burger on his plate. Good old Chad, he even cooked some vegan-friendly potatoes. I ate lots of potatoes.

This first night has encompassed so many things stereotypically associated with bike touring, all of them having mostly to do with what can happen in somewhat desperate situations and the proclivity for making instant friends when you arrive cold, wet, tired, and hungry on their doorstep.

**August 15, 2007: Powderhorn to Cedaredge**

8,060 ft to 10,830 ft to top of Grand Mesa = 2,770 ft gain  
26 mi

Bruce, Chad's jovial father visiting from Fort Collins, told us last night that the Grand Mesa is the tallest flat mountain in the world. I attempted a polite smile as a reaction to his impressive knowledge of the area, but I rather wished he'd kept that bit to himself. I planned this bike trip from Moab, UT to Glenwood Springs, CO, and I plotted the mileage and elevation for the original route. After a major blunder on my part and an equally significant problem with my father's bike, however, we rerouted our start to my parents' house near Glenwood Springs. Our first day on our bikes came two days and an extra 200 miles of driving later than planned. As a result, I had no idea the elevation gain we were undertaking to

begin our ride.

In the end it was another ten miles to the top, which we did not summit until we reached 10,800 feet. Even though it was longer, steeper, and just as wet today, we had a lot more fun than we did yesterday. It's beautiful, this tallest mesa in the world. Apparently, some State authority recently introduced non-native moose to the Grand Mesa. Forgetting all the potentially devastating ecological consequences of this relocation, it seems entirely fitting to imagine a huge moose head emerging, weed covered, from one of the many alpine lakes scattered throughout the tundra.

After lunch at the top, we cruised happily down the other side of the mesa, reveling in our first elevation loss of the trip.

**August 16, 2007: Cedaredge to Montrose**

4,953 ft in Delta to 5,794 ft = 841 ft elevation gain  
42 mi

Today got off to a very bad start. There was nothing unusually disheartening about finding my front tire flat first thing in the morning. The upsetting bit was that the operation of my hand-pump, which has gone unused for about four years, escaped me. I simply could not fill my patched tube, and I had to accept a ride to the nearest bike shop from our extremely nice innkeeper at the Lovett House Bed & Breakfast. Revolution Bikes in Delta (patrons of Cycling Utah) helped me dislodge a jammed piece of plastic crucial to converting my pump from Schrader to Presta mode. I was extremely grateful and just a tiny bit vindicated since the problem was not entirely my ineptitude. Mostly, though, I did feel very inept and discouraged to think of what would have happened had I taken my original route, miles away from generous innkeepers with F150s. How did I forget to test my pump before I left? Additionally, we added thirty miles of F150 emis-

sions to our "bike" ride, all of which were down hill. Despite my efforts to the contrary, I let my bad mood fester to some degree for the rest of the day.

Dad and I still put in a fairly long ride, enduring a slightly uphill gradient for the remainder of the day. In order to avoid the main highway between Delta and Montrose, we snaked all day through farm neighborhoods where blocks are large irrigated fields, and there is one house on each block. We added about twenty miles to our day by taking this route, my father's choice. I maintained a steady pace of complaint, especially when I observed the irrigation ditches, which were always flowing the opposite direction we were riding.

A big difference between riding a bike and driving in a car is the traveler's interaction with road kill. Although essentially all roadside deaths are owed to car collisions, much of the resulting carnage is easily ignored from inside a motor vehicle. On a bike, however, it is impossible to miss the postmortem stench that reeks simultaneously of spoiled sewage and of reminders of our own mortality. It is also much easier to observe the internal organs of whatever individuals wandered, fatally in front of a car. There is even an ecological lesson to be learned from the variety of road kill. The frequency of bird kills versus mammalian, for instance, changed drastically as dad and I rode. Today I discovered that frogs live (and die) near Olathe. It's the only amphibious carnage I've seen on the trip.

**August 17, 2007: Rest Day in Montrose**

Montrose seemed like a metropolitan oasis as we rode in last night. Arriving at last and after dark, my dad and I were greeted by crowds of people walking the sidewalks, enjoying live music and businesses with doors open late. Last night was Thursday night, and we witnessed a vitalization effort on the part of Montrose's downtown businesses. It felt good to be around a bit of urban energy. The buzz came

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Above: Lacey and her dad near Olathe. Photo: Lacey Gaechter

in stark contrast to the quiet malaise of Cedaredge and Delta before that. Today, Friday, Montrose has fallen back into the sleep from which the members of its business district try to awaken it each Thursday night of the summer. Luckily, all I wanted to do today was sleep, and that's mostly what I did.

**August 18, 2007: Montrose to Ridgeway**  
5,794 ft to 6,985 ft = 1,191 ft gain  
24 mi

Coming into Ridgeway was a little reminder of why I had thought it might be a good idea to ride my bike through Southern Colorado. It almost has the makings of a mountain town, except that the mountains are a bit too far away. They are close enough, however, to provide awe-inspiring views over the farmlands, making this agricultural town a none-too-surprising respite for Telluridians escaping mountain town (let alone Mountain Village) rents. As my dad and I rode into Ridgeway, the sun was shining on this little community, while vacuously dark clouds shrouded the valley leading toward Ouray to our east and the mesas to our south. We spent that afternoon trapped in a fantastical chiaroscuro landscape that highlighted the jagged edges of the San Juan Mountains, in whose foothills we are now guests.

I did not necessarily plan this trip because I was interested in a bike ride, but because I was interested in seeing specific places. The bike simply struck me as the best way to do so. Telluride, tomorrow's destination, is the first of these places as per the list that inspired the original route. Ridgeway makes the revised list.

**August 19, 2007: Ridgeway to Telluride**  
6,985 ft to 10,800 ft at top of Last Dollar Pass to 8,745 in Telluride = 3,815 ft gain  
33 mi

Today was our first real day on dirt, excluding our miles on the frontage road to Ridgeway yesterday. Arriving at the junction of HWY 62 and Last Dollar Road also meant joining with the originally plotted route. If we had left, as planned, from Moab, we would have followed a very modified version of the Telluride to Moab Hut to Hut route (first modification being to reverse directions). Most of Last Dollar was as promised: easily rideable, even on a hybrid bike like mine. Also, as promised, certain parts of the road fell into the "impassable when wet" category. Although it only drizzled today, the rains of the past several days left

long-ish sections of our route quite muddy.

I was able to appreciate a good learning moment as I felt my bike screech to a halt while my dad kept riding. On my hybrid, there is less room between my tires and the front fork and rear chain stays than on my dad's mountain bike. It didn't take my bike very long to conglomerate enough mud between itself and my tires to make my wheels immobile. Good lesson in bike geometries.

**August 20, 2007: Rest Day in Telluride**

Yesterday was my dad's last on the trip, and my mom drove over to meet us in Telluride. The three of us spent the night in a hotel, and my parents left this morning to return to Greenwood by car.

Telluride: I am in love. And alone. Originally this trip was going to be a solo endeavor for me. I was purely happy when my dad decided a month before I left that he wanted to join me, and I was even more appreciative of his company as we discovered flaws in our equipment and tested our bikes on dirt passes. Now I am thrilled to begin experiencing this trip on my own. I better get to it, incidentally, since my college buddy, Greg, is meeting me in five days. This is my chance to camp where I want, ride where I want, do my own grocery shopping, and cook what I want. It feels like stepping into a new mold for my body, one that fits me better than the last.

Telluride is a town filled with high-end bikes and very lacking

in locks. It's also a town where event posters list venues without addresses. Hey, it's the only theater in town. If you can't find it, you're not invited.

Man, Telluride is a great town. I spent my first rest day actually resting and just bumming around, writing postcards, doing laundry (in the sink, as it turns out Telluride has no Laundromat). This evening I was walking from my little alcove in the woods of Town Park (a legal alcove, I might add) and saw some folks tossing a disc in the setting sun of a playing field. I almost kept walking since I wanted to go to the library before it closed, then stop into the market for dinner supplies. I had to laugh, "how did I get myself on a schedule?" Perhaps more importantly, how could I be running late? Living in low gear on this trip should mean more than always going uphill. So I invited myself into the game and played until the Telluridians called it quits.

**August 21, 2007: Rest Day in Telluride**

Today was my day to explore the mountains. This is much more like how I had pictured my trip from the beginning. The bike gets me to a place, then I stay and play. None of this passing through business. After all, I've carried my hefty hiking boots all this way.

Boots on, I set out toward one of Telluride's many waterfalls then continued my walk above the falls, following the stream toward its origin. I frequently use "breath-taking" in a casual context to describe something beautiful, but it is very rare that I experience the emotional origin of this adjective. Emerging above tree line so that my view encompassed an alpine meadow, at once vastly ominous and strikingly delicate, I did lose my breath. My gate immediately fell still, and my body emptied of everything except an immense sadness, an overwhelming joy, and what felt like a single atom of energy peacefully ricocheting inside my hollow frame. Perhaps it is this vacuous yet exhilarated feeling that keeps people coming back to the mountains, working three jobs, living in closets, and doing whatever else they need to in order to stay close to the high alpine.



Above: The view in Ridgeway. Photo: Lacey Gaechter

**August 22, 2007: Telluride to Ophir Pass and Back to Telluride**  
8,745 ft in Telluride to 11,789 ft at top of pass  
12 mi

Today really, really sucked and I feel defeated and miserable. With the endorsement of three bike shop dudes, I left this morning for Ophir Pass. It's the summit of a dirt road that connects Telluride to Silverton, the next mountain town on my list of places to see.

I rode my bike until the road became too gravelly, sandy, and rocky for me. From the bike shop dudes, I knew I would have to walk the last part of the summit, about a mile or so, they all thought. I went so far as to change from my biking into my hiking shoes, and transferred as much weight as I could from my bike to my back. I pushed my bike for three miles, at about 1,000 vertical feet per mile. After the third mile, it was 4:00 pm. I could see one more switchback, which I estimated would take me about an hour to cross at my current pace. At this point I was above tree line and the wind whipped about unobstructed, throwing me off-balance with sudden gusts. The shoulder dropped away into a rockslide to my right, and off-road vehicles passed me to my left. I was very unhappy and very much doubting my ability to summit the pass then navigate down the other side. I told those bike shop dudes that I am not a mountain biker!

After letting several cars pass by as I shirked away from the exposed

cliff, I finally flagged down a Jeep, without really having a plan for what do once I had. I asked the driver, who had just come from the pass, how much further it was to the top. He said, "There's just one more switchback after the one you can see." That put me at two more hours, 6:00 pm, and an entire descent left ahead of me. My arms had been periodically shaking for about the last mile from pushing my 60 lb load up the mountain. I asked if I could get a ride back to Telluride.

I don't feel a sense of failure too often. I have a pretty strong, "trying is succeeding" philosophy most of the time. This is a failure. I was writing a novel, this disappointment would surely be the pretext for overcoming great obstacles later in the story. Since this is an account of actual events, however, I disappointed myself, and that's all there is to it.

**August 23, 2007: Telluride to Ouray**  
8,745 ft to 7,700 ft = 1,045 ft loss  
47 mi

I left quite motivated today, some kind of desire to make up for yesterday. I won't get to see Silverton on this trip, and I'll be doing a lot of backtracking now that the loop over Ophir is no longer a possibility. I am excited to approach Ouray from Ridgeway, ride into the abyss at which my dad and I marveled five

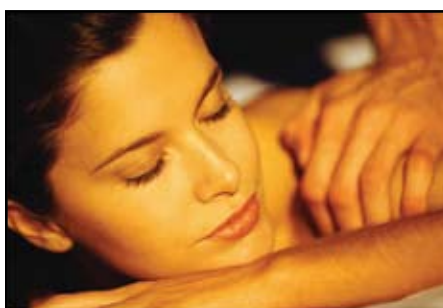
Continued on page 16

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## ROAD RACING

## Hoffman, Halladay win 25th Anniversary LoToJa Classic But Zimbelman really wins the day with new course record



Mark Zimbelman (left) and Mark Schaefer worked together to set a new (206 mile) course record. Zimbelman took the Masters 45-54 win in a sprint. Photo: Tammy Calder

By David Bern

At 4 a.m. on the day of this year's 25<sup>th</sup> Anniversary LoToJa Classic, Cameron Hoffman was out of bed, but his taste buds and stomach were still asleep as he ate four

huge slices of French toast. While he chewed, he fought back the urge to gag.

Although his Cat. I, II start time was still over two hours away, Hoffman (Ogden One) wanted to get down one last, heaping plate of

hot carbohydrates before racing 206 miles from Logan, Utah to Jackson Hole Mountain Resort on Sept. 8.

"I choked it down," he said. "But I knew I needed the fuel or I wouldn't last."

The big pre-start breakfast was part of Hoffman's high calorie race-day strategy, and it worked as he crossed the line one second ahead of pursuers Kirk Eck (Logan Race Club) and Nate Page (Contender) with a time of 9:24:16.

Because the Cat. I, II men's peloton was heavily dictated by team tactics, it didn't produce the fastest time for the day. That achievement was celebrated by Master's 45 winner Mark Zimbelman (Bountiful Mazda), who with breakaway companion Mark Schaefer (Paul Tracy.com), set a new course record of 9:06:44. Winning the Cat. I, II Women's category for the second year in a row was Jenn Halladay (Team Tamarack), who broke 10 hours with an amazing time of 9:59:12. She did it even after riding 80 miles alone between Strawberry Summit and Afton, Wyo.

"It's a fun race, and it's an accomplishment for anyone who finishes it," said Halladay. "The weather was just perfect. You couldn't

have asked for a better day."

Weather conditions were indeed superb for this year's silver anniversary edition with clear skies, light winds and a daytime high in the low 70s. The temperature was even comfortable as 1,000 riders assembled in front of Sunrise Cyclery for the pre-dawn start. The first 30 miles through Cache Valley to Preston, ID., also didn't hold forth the usual frosty experience.

Being one of Utah's top Cat. I racers, Cameron Hoffman knew that his competition would see him as a threat, even though this was his first LoToJa. Pulling up to the start line at 6:30 a.m., he didn't know how his body would respond to 200 miles and three mountain passes that featured more than 8,000 feet of climbing. In fact, his overall objective was to finish what he called "a race of attrition." To place on the podium was "secondary."

But with a successful 2007 season in his legs, plus methodical training and food/hydration preparation, Hoffman didn't worry when a series of attacks began with 190 miles to go and four riders went up the road. After the first feed zone at Preston and climbing to Strawberry Canyon's 7,420 foot-high summit, he stayed with the group's "talented climbers."

Hoffman said that by the second feed zone at Montpelier, ID., with

126 miles to go, the Cat. I, II peloton had regrouped except for two riders who were still off the front. After descending from 6,923 foot-high Geneva Summit, the two were caught and the group rode together for 15 miles to the base of the day's last and perhaps hardest big climb: 7,630 foot-high Salt River Pass.

The climb, followed by a fast descent into Star Valley and hard tempo to the feed zone at Afton, Wyo., had reduced the bunch to about 15 riders. "Guys were just getting tired and coming off the back," said Hoffman. Contributing to the fatigue were frequent, hard and sustained attacks between the remaining teams.

After the feed zone at Afton, Norm Bryner (Canyon Bicycles) and Marc Yap (Sienna Development-Goble Knee Clinic) got away. "That actually worried me," said Hoffman. "They're strong riders. But we still had about 60 miles to go and at least three hours of racing left. I knew that a lot could happen."

Bryner and Yap were caught inside Snake River Canyon before the final neutral feed zone at Hoback Junction and later lost contact. After Hoback and rolling into a headwind, the remaining peloton consisted of Hoffman, Kirk Eck (Logan Race Club), Nate Page (Contender), Jeremy Smith (Vanguard Media), Brent Cannon (Contender), Clint Muhfeld (Sportsman/Cannondale), Bryson Perry (Logan Race Club) and Ira Tibbitts (Logan Race Club).

Hoffman said that about seven miles before the town of Jackson and on the long grade just after

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Men's Pro/1/2 winner Cameron Hoffman climbs with the field. Photo: Kevin Winzeler. Find your photo at Zazoosh.com.

crossing the Snake River, Tibbitts took a big jump and left everyone. "It was a scary, vicious attack," he said. "Tibbitts was going about 30 miles per hour."

Yet despite Tibbitts being about a minute up the road and the finish line less than 15 miles away, no one gave chase. Instead, the group rode hard tempo and caught him at the stoplights in Jackson.

With less than 10 miles to go, Hoffman started to take inventory of himself and the other racers. The odds were stacked against him, with three teammates from Logan Race Club and two from Contender, left in the bunch.

"I began to ask myself how many more attacks could I withstand," said Hoffman. "There was a lot of sizing each other up at this point, and my

strength is a sprint finish."

But with 400 meters to go, he briefly thought he wouldn't be able to unleash the sprint that he wanted. The course had been reduced to less than a lane's width by cones for traffic control. And Hoffman was in the back.

"Coming into the sprint I was scared because suddenly the finish funneled into one lane and there was really only room for two guys to sprint (side-by-side)," said Hoffman. "There wasn't room for a third guy to come around."

As the group began to sprint, however, Hoffman had no trouble finding a hole shot to punch through for the win. At 50 meters to go, he turned around to see Eck and Page following more than a bike length back. The two finished at 9:24:17.

LOTOJA



2007

**A HUGE THANK YOU TO EVERYONE THAT HELPED US, SUPPORTED US, AND INSPIRED US AS LOTOJA CELEBRATED ITS 25TH YEAR!**



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For Hoffman, winning the 25<sup>th</sup> Anniversary LoToJa, on his first

attempt, was truly "awesome." As for whether or not he'll return in

Continued on page 15

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**TRAIL OF THE MONTH**

**Saltair — A Ride of Oddyity**



The Saltair ride has great scenery. Anika Martinez rides with Antelope Island in the distance. Photo: Dave Iltis

By Gregg Bromka

With eyes closed, the ride to Saltair is as mundane as slogging out tedious mid-winter miles on your trainer in a window-less basement, for there is nary a pimple of a hill along the way to offer any terrain variance. And once you get into the heart of the ride, the road is as straight as a frozen rope. Ever wonder what the biking is like in Kansas? Open, your eyes won't find

endless corn fields but the many diverse sights that define northern Utah. Both near and far and in all directions, the horizon is blocked by rows of block-faulted mountains that mark the Great Basin. The post-ice-age Great Salt Lake spreads from the road's edge to the faraway north, and a compact but distinctive city skyline marks the hub of a sprawling metro boasting a million plus inhabitants. From the ride's turnaround at the Great Salt Lake State

Marina, you can whiff the lake's salty air and gaze to distant islands and mountains, and the Ottoman-style Saltair Pavilion along the way, gives the ride an odd-ball middle eastern flair.

During midsummer, there may not be a more miserable ride, for the heat and brine flies are torturous. During fall, spring, and especially the dead of winter, however, Saltair is a remarkable ride that offers both quality miles and a striking contrast to the many canyon climbs throughout the Wasatch Range. Although the route is less than a stone's throw from busy Interstate 80, solitude

abounds for vehicles are few and far between on the frontage road. Ride with a group and Saltair is perfect for a team time trial.

**Details:**

Don't be intimidated by the guard station and penitentiary-style fence at the trailhead parking area. Just go through the gate and hop onto the Airport Bike Path. The bike path runs alongside the edge of a narrow road that goes around the airport's southern perimeter. You'll cross under the flight landing/take off path, but don't stop to watch the jets overhead because signs along the road prohibit it. The bike path follows the airport access roads and circles around Wingpoint Golf Course before exiting to the International Center on the airport's west side. Link together Wiley Post Drive, Admiral Byrd Road, and Amelia Earhart Drive; then after crossing 5600 West, turn left onto Apollo Road to begin the frontage road alongside I-80. Grassy pastures on the right yield to the Great Salt Lake's mud-flat shoreline, and northward, Frary Peak marks the highpoint of Antelope Island's craggy spine. Straightaway to the west, Kessler and Farnsworth Peak rise to impressive heights on the Oquirrh Mountains. More interesting than mountain's peaks, however, are Kennecott's huge smoke stack and Lake Bonneville's ancient shoreline etched into the Oquirrh's foothills.

Saltair Pavilion, still nearly two miles away, resembles a Turkish mosque floating in a mirage. Built in 1893 by Mormon businessmen who envisioned it to become the "Coney Island of the West," the amusement park and pavilion entertained more than a million visitors until fire destroyed it in 1925. Since rebuilt, it serves as a concert venue and dance hall.

Continue on the frontage road for a couple miles past Saltair to reach the Great Salt Lake State Marina and turnaround point. Don't be hasty in your departure. Take time to step onto the observation deck and muse at the stark beauty of this great land-locked puddle. If only the lake was deep fresh water what an oasis Salt Lake City would be, but alas the shallow, murky lake's main claim to fame is brine shrimping.

Return the way you came. All

the while, the Wasatch Range from Ogden's Ben Lomond to Salt Lake's Lone Peak provides constant visual entertainment, and the downtown Salt Lake skyline grows more majestic with each pedal stroke.

**Location:** Salt Lake International Airport to the Great Salt Lake State Marina.

**Distance:** 31.4 miles round trip.

**Gain:** About 50 feet, no lie!

**Physical difficulty:** Moderate. Although flatter than a pancake, 30-plus miles is nothing to scoff at. The greatest challenge might be battling the wind, which can be bothersome blowing off the lake, up the valley, or around the Oquirrh Mountains.

**Margin of Comfort:** Fair to good overall. The route follows designated bike lanes around the airport and through the International Center. The I-80 frontage road has no shoulder but it sees little traffic.

**Season:** Spring and fall. Mid-winter, too, if the roads are dry and you can brave the cold.

**Finding the trailhead:** From Salt Lake City, take I-15 north then I-80 west for the airport. Exit to Redwood Road, and then go west on North Temple. Where North Temple bends left (becoming UT-186) and passes under I-215, stay straight/due west on North Temple proper. Cross 2200 West and park at the end of the road at the gated fence. The parking area accommodates a half dozen vehicles.

**Know Before You Go:** The Airport Bike Path is open April through September from 5 am to 10 pm and October through March from 7 am to 7 pm.

**Editor's Note:** The road to Saltair had been closed just west of 5600 W. for most of the year. It is now open and clear.

Excerpted from *Bicycling Salt Lake City*, by Gregg Bromka

Get copies of Gregg's Utah guidebooks: *Bicycling Salt Lake City*, *Mountain Biking Utah*, *Mountain Biking Utah's Wasatch Front*, and *Mountain Biking Park City & Beyond*. at your favorite bike shop.

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**Lotoja from page 13**

2008 will be decided sometime next year.

For Jenn Halladay, coming back next year to defend her title is definitely in her racing plans. She loves to ride, enjoys the LoToJa's spectacular scenery, and wants to cut her finish time even more.

Halladay said a fast pace was set right from the start as all licensed women left Logan together. The pack of approximately 50 riders rode so quickly they began to catch some men groups while coming into Preston.

While ascending Strawberry Canyon, Halladay began to push the pace and soon found herself and one other rider alone. About one mile from the summit, Halladay was on her own—and stayed that way until Afton.

"I basically time trialed for 80 miles," she said. "I did Geneva and Salt River by myself." She admitted to feeling lonely as she pulled into the feed zone at Afton.

After Afton, two Cat. IV women, Tiffany Mainor and Alison Bryan (both of Red Burro Racing), rode up to Halladay while riding in another group and stayed with her. The three worked together until about 30 miles to go. Halladay outsprinted Mainor and Bryan at the finish.

The next Cat. I, II women to cross the line were Debbie Ryburn (Sugarhouse Cycling Club) at 10:26:17 and Ellen Guthrie (Vanguard Media) at 10:29:13.

"It felt great to win and to have the fastest women's time felt great, too," said Halladay, who has had a terrific 2007, placing highly in several big races and then winning Boise's Twilight Criterium. After the LoToJa, she took 12<sup>th</sup> place in the National Criterium at Las Vegas.

Several other category winners set amazing times in this year's LoToJa, but Mark Zimbelman stunned everyone with a new course record of 9:06:44. The Master's 45-54 rider and three others joined an escaping Mark Schaefer on the climb to Strawberry Summit. The five hammered over the top and the descent to Montpelier, passing other category groups along the way.

"A lot of the credit goes to Schaefer," said Zimbelman. "He knows only one speed and that's fast. While we were climbing Geneva, we were dropping the other three guys and I said something to Mark about it. But he wanted to



**Jenn Halladay (Tamarack) sprinting to victory.**  
Photo: Michael VaughAn. Find your photo at NationalSportsPhotos.net

keep on going."

Since Zimbelman didn't want to ride alone, he stayed with Schaefer and shared the work. On the climb to Salt River Pass, Schaefer evidently tried to drop Zimbelman, but he hung on. On the descent into Star Valley, the two went into time trial mode and stayed that way until after Jackson. They knew they were on a record pace.

Shortly before the finish line, the two traded the first position. With about 1,000 meters to go, Zimbelman was at the front and decided to lead Schaefer in for the sprint.

"At 200 meters Schaefer dropped back and that's when I jumped," said Zimbelman. "I went as fast as I could and he never got up to me."

**2007 LoToJa highlights:**

- Average participant age was 40
- 85% of participants finished
- LoToJa cyclists came from 40 U.S. States, Canada, and Australia
- Almost 50% were first-time participants
- Nearly 1.5 million miles have been pedaled by cyclists racing LoToJa since its inception in 1983
- King of Mountain: Al Thresher, Red Burro Racing, Las Vegas, NV – 15:09 (base to top of Salt River

Pass)

- Queen of Mountain: Celia Nash-Underwood, Salt Lake City, UT – 17:41 (base to top of Salt River Pass)

- At 206 miles, LOTOJA is the longest one-day U.S.C.F.-sanctioned bicycle race in the United States.

- The fastest men's finish time is 7:26:00 by Scott Moninger in 1996 (old course)

- The fastest women's time is 8:28:54 by Carolyn Donnelly in 1996 (old course)

- The oldest rider to finish LOTOJA is 74 years old: Tom Dyson from Logan, UT

- An estimated 10,000 calories are burned per racing cyclist

- On race day, LoToJa requires over 300 course and neutral support volunteers

- This year, LoToJa raised more than \$30,000 for the Huntsman Cancer Foundation

- LoToJa also raises money for Autism Spectrum Disorder Connections (or ASD Connections) - ASD Connections is a non-profit organization focused on helping families of children with autism. ASDC offers a range of services from a one-time consultation on a specific issue to tutoring and therapy sessions several times a week.

- Bridgerland Amateur Radio Club provides more than 90 amateur radio operators. They are responsible for all radio communications and cyclist neutral support along LoToJa's race route and within feed zones. Operators are in contact with other neutral support vehicles, support crews, race officials, camera crews and emergency services along the route throughout the race. Every year, they volunteer hundreds of hours preparing for and participating in LoToJa. The use of their time, talent and equipment resources is a key ingredient to LoToJa's success and safety. Be sure to thank them for their tireless service.

See results on page 20.

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## Colorado Tour - Continued from page 11

days ago. In many ways this feels like my first day of independent riding. I'm making good time, I'm on the pavement, and I don't foresee any chance of sulking back to Telluride with my tail between my legs.

I enjoyed, today, the fruits of my labors earlier in the trip. Without knowing it, I managed to plan this ride with net elevation gains every-day. The idea of retracing my steps is philosophically distasteful to me, but I delighted in every vertical foot lost on the ride.

Whenever a semi-truck carrying animal "freight" passes on the road, I look to see whether there are any animals inside. It's a rather illogical thing to be relieved when the truck turns out to be empty. Transport is a particularly despicable experience for "products" in our modern animal agriculture industry. The animals will be denied food, water, and rest for the duration of their trip, and those above will rain urine and feces down on those below. It's a largely incomprehensible truth that, as I am enjoying the marvelous freedoms of a bike trip on which my biggest worry is being on a different road than I had planned, these sentient beings are experiencing a terrifying and grotesque journey that will likely end at a slaughterhouse. The vast majority of these animals have never enjoyed a day of freedom in their lives; many have never known even the liberty of a full turn of their own bodies. It is truly helpful for me to have these reminders of why I am vegan, yet when the truck that passes me is empty, it simply means that the full trucks are passing someone else on some other road.

### August 24, 2007: Ouray to Cimarron 55.5 mi

Ironically, Ridgeway did not look nearly so beautiful in the unadulterated sunlight yesterday, and Ouray was no longer veiled in darkness as I rode into town. Last night was my first and only night camped alone on the road; the rest of my solo nights were all spent in Telluride. Today I met up with Greg outside of Montrose. We rode toward Gunnison, trying to make it as far as we could before dark. Between another flat tire (much easier to fix with my pump working), a lube-stop at Cascade Bicycles (also Cycling Utah distributors), and a lunch out, sunset seemed to come quickly. Additionally, our route once gain held more uphill than anticipated. We came upon the Cimarron

Campground just before dark.

Greg and I always laugh a lot when we're together. I feel very unfulfilled with the amount of alone time I have enjoyed. Nevertheless, it is uplifting to be in good company again. "Tomorrow night," Greg vowed, "we'll have to build a campfire." Tonight, we were a bit too tired to hunt for wood in the dark.

### August 25, 2007: Cimarron to Gunnison 45 mi

Today we were supposed to make it to Crested Butte. They stuck another big hill in our way, though. Yesterday, it was very obvious that I was holding Greg back several knots from his desired pace. Based on his racing and touring experiences, I'm sure the same was true today, but it was much less obvious. The unexpected elevation gains combined with extremely intense sun has got us both physically and mentally drained.

Going from the rather dry, monotonous landscapes of farms and hills to the waterside route along the Gunnison Reservoir to Gunnison was quite nice. We even picked up our cadence for the first mile or so along the waterway. At a certain point along the extremely long, narrow reservoir, however, it became quite clear that we would not make it to Crested Butte tonight. This was really only a problem because Greg needs to be back at work day after tomorrow. Most of my trip has been intentionally unscheduled for predicaments just like this, and in case I should fall in love with any towns like Telluride that need more than a day's look.

Arriving in Gunnison an hour before dark, Greg and I had both surrendered the idea of camping. Finding a campsite plus determining how we would get ourselves to Greg's car tomorrow now that we've added twenty miles to our long, uphill ride seemed too daunting. Probably more to the point, this has turned out to be a big yuppie trip, so what's one more night in a hotel? "What about your campfire, though?" I asked, remembering Greg's vow from last night.

"HBO should be a fine substitute," he answered, and this is why I like Greg.

### August 26, 2007: Gunnison to Paonia State Park 9,980 ft at top of Kebbler Pass

Without knowing it, Greg and I chose to stay in a hotel on the same block as the bus stop for the Alpine Express to Crested Butte. We caught the bus bright and early this morning and were extremely

happy that the driver was excited to see our bikes; it was no problem to bring them on board. I am quite disappointed by the use of so many motorized vehicles so far on the trip. Between the initial rerouting of the trip to my mom shuttling my dad out of Telluride, then Greg's sister shuttling him, my little bike ride is no longer a carbon-free means of getting from Utah to Colorado, but the most carbon-intensive way of getting from Glenwood to Glenwood short of involving jet fuel. The bus, however, is just the kind of motor vehicle I like: public transport designed for commuters, affordable, and bike friendly.

Twenty slightly uphill motorized miles later, we arrived in Crested Butte, which was still entirely asleep. We took a very brief sunrise tour around the town, with the angled solar rays highlighting our limbs in gold.

Kebbler Pass was much easier to summit than we had anticipated, easier than the unmapped hills we encountered between Montrose and Gunnison, in fact. If I hadn't enjoyed the Alpine Express so much, I would have regretted taking the bus instead of riding. We could have easily made the whole trip by bike and still had Greg back in time for work. In any case we made it to Paonia State Park, the location of Greg's car. Suddenly the trip was over.

This ride was supposed to be so many things. It was supposed to be a carbon-free way of getting home from Salt Lake City. It was supposed to be a time for me to be on my own. I was supposed to see all my little unvisited Colorado mountain towns. As the trip became more eminent and more real, two weeks on my own in the back woods seemed completely unappealing, and I was very happy to have two respondents to my invitation for anyone who might want to join me. But, additional participants meant the entry of fossil fuels into the equation. Equipment malfunctions, silly mistakes, and absurd passes all lead to a change in course and the emission of yet more greenhouse gases.

It's not just that my bike ride went differently than planned; it turned into a completely different trip. Still no one sounds surprised by my story. After all "supposed to" is really only meaningful to the person who does the supposing.

## TOURING

# I Think I Canyons Raises Money for 4th Street Clinic



Michael Higgins, left, and his wife Tanya Kjeldsberg had already cycled to Alta before their photo was taken on the "S Turn" in Big Cottonwood Canyon as part of the "I Think I Canyons" tour up Little, Big, Millcreek and Emigration canyons to benefit the 4th Street Clinic.

### Story and Photo by Connor Hansell

Twenty riders donated to the 4th Street Clinic for a chance to test themselves in the "I Think I Canyons" ride up Little, Big, Millcreek and Emigration canyons September 22.

The difficult four-canyons-in-one day challenge cyclists gathered at Olympus Hills to warm up and by 7 a.m. they were on their way. Rich Patterson and Scott Barns coasted to a stop at Alta by 9 a.m. Barns has been riding four years and is a veteran of the Snowbird Hillclimb.

"All four canyons in the same day sounded like fun," Barns said. Fun?

Organizers, Joel Welch, Hans Grey and Jennifer Hyvonen fashioned the 110-mile event to gain 12,000 vertical feet. All proceeds go to support the 4th Street Clinic which has provided medical care to the homeless in Salt Lake City since 1988.

Hyvonen said, "We help around 6000 patients with 24,000 office visits per year. These fundraisers help us buy medical supplies for the clinic."

The low-key event appealed to a range of cyclists. Former ski racer and seven-time veteran of the Snowbird Hillclimb Tanya Kjeldsberg took advantage of the fundraiser to nip some of the brag-

ging rights from her father, Karl, who has already ridden the four canyons in one day. She and her husband Michael Higgins zipped up the canyons. She rode her 40th birthday present, a Time bicycle, that weights about 14 pounds. Speed skater Eva Rodansky listened to tunes of "The Offspring" for motivation on the steep slog up Little Cottonwood Canyon.

Tom Richmond, a University of Utah Chemistry professor, heard about the ride from some of his students. "I had always thought about doing something like this, but having an organized event gave me the motivation to actually go and do it." Richmond made good time. He arrived at the Alta water station shortly after the leaders. A positive attitude and a smile helped him plug along.

Welch and Grey, University of Utah students, cycled the west coast from Seattle to Los Angeles over the last two summers and wanted to share their affinity for the sport by putting on this unique event.

Most riders completed the event before the rain became too intense. Stay connected to [ithinkcanyons.com](http://ithinkcanyons.com) for details of next year's event. The 4th Street Clinic, 404 S. 400 East in Salt Lake City, is open Monday through Saturday. Call 364-0058 for information.



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## COMMUTER OF THE MONTH

**Mistress Julie Rides to Work!**

**Mistress Julie and her cruiser.** photo courtesy Julie Holmes

By Lou Melini

My bike commuter profile for this month is the delightfully crazy Juliann Holmes. Juliann uses her commuting time to spend more time with her delightfully sane 10-year-old son. She also uses this time to train for her races including the current cyclocross season.

**Cycling Utah:** Before you started bicycling, you were a runner for 17 years! What made you switch and start bike commuting?

**Juliann Holmes:** Running started getting hard on my body and I needed to switch my form of exercise. Three years ago, I was driving on Wasatch Blvd. with my sales manager and off in the distance I could see a guy on a bike. I said, "Check that out!" As we got closer, my eyes got bigger. I turned right and about ran into the curb because I was looking almost backward checking him out. I immediately said, "I'm buying a bike tomorrow", which I did. I'm still looking for that guy. Commuting was something I do because I really don't like driving that much and I need an outlet to release stress and riding my bike is a great way to alleviate the stress so I don't go crazier!

**C.U.:** You are riding from Sandy to downtown. Quite an impressive commute! How long is it? Any tips for other women interested in commuting?

**J.H.:** I started commuting by bike in March of this year, as my sales clients are not local anymore and my work is done over the phone. The commute is 16 miles each way, taking 45- 50 minutes, which is only 10 minutes longer than driving in rush hour traffic. If others figured this out, maybe they would ride to work as well. If anyone asks me about whether or not they should com-

mute, I always encourage it because it is good all the way around- I get my exercise, the car stays at home, and in a small way the air is one less car dirtier. I've had women ask me about clothes and showers. Fortunately I have long hair that I can pull back. I leave 2 pair of shoes at work so all I have to do is pack clothes in my messenger bag. (The messenger bag is not great when it is really hot out, but it beats driving). As far as showering goes, I am pretty good at showering in the sink at my office, though I don't sweat- I listen!

**C.U.:** What type of bike do you use? Have you done anything special to it for commuting? Do you have any maintenance tips? Do you have any bad weather tips?

**J.H.:** I am one of those people who uses bikes specific to the type of riding, so I use my road bike for commuting, with a messenger bag. I have a cruiser at my office for riding around town for lunch. My road bike has Reynolds carbon wheels, which are the only modification I've done. I've learned that carbon wheels are not fun to ride when it is pouring because stopping quickly is difficult but otherwise I love them. (Am I supposed to modify my road bike for commuting?) I don't have any maintenance tips except to put some good lubricant on the chain and I let someone else work on my bike when it needs it. I do pack spare tubes, patches, pump, money, rain jacket and water. I haven't experienced much bad weather since March. I have yet to use Trax, but I have that option if the weather is really nasty.

**C.U.:** What has been your best commuting day?

**J.H.:** The best commute is when it has rained and the charge in the air is different; the air smells clean. This year the air has been bad with

the fires, auto pollution and the lack of periodic rains.

**C.U.:** What was your worst day?

**J.H.:** Complacency isn't a good quality to have if you are riding among cars. I have to remind myself to pay attention all the time. So my worst day is the day I got hit by a car on my way to work. I was able to ride my bike home-cracked ribs and all.

**C.U.:** How did the police handle the accident?

**J.H.:** There were no police, they were all responding to that guy with the facial tattoos who shot the officer at the U.

**C.U.:** How do you juggle the single mom, take your boy to school and ride to work routine? Do you get a lot of negative "what if" questions regarding your commuting?

**J.H.:** When I have him, I drive to school and leave my car there and ride downtown. He goes to the library after school until I come get him. He's a great kid and responsible. I do have back up plans (my mom or his dad) if there is an emergency. Overall commuting beats trying to find time after work to ride for two hours as a single parent. I get comments from friends who are concerned about my safety especially since I had two car incidents in the summer. I try to ride safe and ride different roads every day which keeps me alert decreasing any of the negative "what if" concerns.

**C.U.:** Do you think your commuting this year will help in the cyclocross season?

**J.H.:** Cyclocross is my favorite type of riding. Whether my commuting helps me in the series this year is yet to be determined. It certainly can't hurt!

**C.U.:** Thanks Julie for participating. I will see you at the races in October.

Author's note: This will be my final commuter column, number 28 over the past 3 1/2 years. I need a short break. If anyone wishes to continue doing this column with a fresh creative approach, please contact me at Lou@cyclingutah.com.

From some of the feedback I have received, this column has helped put more people on bikes riding to work or to the store and increased the commuting days of those already riding to work. With more people using the bike to shop, or go to work, we will be influencing more people to do the same. We will also influence government transportation departments and elected officials, places of business and auto drivers to better accommodate us. The more of us on the road, the safer we become. That has been my hope and purpose for the column. Keep riding and stay safe.

## Quick Shot by Chad Nikolz

"Salary? Benefits? 401K plan?

Are you kidding me?..

These are not the reasons I abso-frickin-lutely love my job."

-Heidi "Shotgun" Silverman  
Toronto Messenger

**Salt Lake County Bicycle Map Available**

After countless volunteer hours by community bicycle riders, your Salt Lake County Bicycle Advisory Committee (SLCBAC) board members, interns and graphic artists, the SLCBAC is proud to announce the publication of the first county wide bicycle map. The map was produced with the goal of providing area riders some assistance in selecting their routes through the county. As such, not every bike lane is necessarily represented and some routes listed as favorable may have less desirable areas, but overall were favored routes for riding in that area. Many have asked why a certain route was listed or not listed, and the "short" answer is that all routes were evaluated with multiple riding abilities in mind, and included such factors as: traffic speed & density, lane width, visibility, turning movements and the overall cycling experience. More information on our map creation process can be found at our website at [www.slcba.org](http://www.slcba.org) where you can download your own pdf copy. To pickup a copy of a printed 11x17 map, see your Salt Lake County area bike shop, County Recreation Center or County Library.

-Dan Fazzini

Editor's Note: If you would like to get involved with bicycling advocacy in Salt Lake County, join SLCBAC at their monthly meetings. See [www.slcba.org](http://www.slcba.org) for details.

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**BOOK REVIEW****Handsome Man in Cuba  
Makes the Cut**

Review By Lou Melini

To start, I will give you the bad part of my review first. This is a book about bike travel. I have discarded a more bike travel books than I have written about in the pages of Cycling Utah. Lynette Chiang's book made the cut.

Her book is about her travels in Cuba, though it more about the people and culture of Cuba. That is why the book stands out. She does a great job of describing the many faces of the Cuban people, generous, hospitable, friendly, but also the need to hustle tourists for the potential to obtain an American dollar or other foreign currency. It seems that Ms. Chiang is constantly encountered with potential "tourist guides" looking for a small cut of her expenditures whether it is to obtain food, entertainment or a place to stay. "A man who leaps in front of my bike, grabs both handlebars, and turns them toward his little house. \$15 dollars a night, shower, rice, beans, eggs, and drink he states as he rubs his belly. He knows how to hook a hungry, tired, load-bearing cyclist. From my left I am assailed by an English-speaking tout, who knows a really good "casa particular with a license" for \$10/night, which he will receive \$3 for the referral."

Within the various levels of Cuban stores one finds out that there are "Cuban" prices and "Tourist" prices, to which Lynette is always playing the game of obtaining the Cuban price to fit into her \$10/day budget. However she also realizes that her hustle to obtain the Cuban price, she is, as a relatively comfortable Australian, playing a game with people who make on average \$10/month. "Now you may be thinking: Is this possibly the cheapest, stingiest traveler ever? I can only explain it as a strange and illogical transformation that takes when a cyclist throws her leg over a loaded bicycle and pedals down the road."

Ms. Chiang does a great job of describing the life of the average Cuban, who she describes as "industrious and committed to their jobs, their frail livelihoods". Usually when the topic of individual economic situations found in Cuba becomes the item of conversation the return conversation is given "with a shrug", though many Cubans lament that no matter how hard one works, the pay is the same and food sometimes becomes a scarcity. She doesn't always give a romantic, liberal-sounding description of the Cuban people. When she asks why there are not more backyard gardens and chickens to help with the food shortage she is told by one native, that Cubans are "lazy".

The Handsome Man in Cuba has a multitude of small stories within the book, which makes the book a very interesting read. For example, she describes what might be a sub-culture of travelers from various nations coming together at restaurants or clubs. She forms a loose bond with her fellow travelers sharing tips on how to get around, places to stay and sharing food and entertainment. Sometimes she is not always complimentary with her compatriots. "I spot a pair of Dutch backpackers. Both are young, blond, and carrying an air of worldly arrogance many pack especially for trips to Third World countries".

Lynette Chiang traveled throughout Cuba in part by bike, but also by bus, hitchhiking onto trucks and even by boat. You will read about technical bike touring details as much as you will hear about her other means of travel. If technical issues are something you are looking for, Ms. Chiang has a nice epilogue regarding "semi-technical stuff" about traveling in Cuba, or foreign bike-touring in general, especially for women. One item not always discussed in bike travel books that Lynette points out is toileting styles; wash with soap or use paper, be prepared for either.

She discusses her Bike Friday in several passages in the book, though she makes a disclaimer in the epilogue that she is not sponsored by Bike Friday. Given that each chapter title has a little imprint of a Bike Friday, one has to wonder. In the picture section of the book, she has two pictures of her bike, one is black that she is riding in Cuba, and in the other the bike is out-of-place yellow.

Despite that brief commercial nuance, the book is enjoyable and easy to read. It starts off a little slow as it appears to be a story about a woman looking for "Mr. Right" initially but soon picks up in an adventurous and interesting manner. One could easily read it over a long weekend. After reading the book, I could see myself following Lynette's lead and ride in Cuba, except for that little silly U.S. policy that disallows U.S. citizen's direct travel to Cuba.

You may wonder who the Handsome Man in Cuba is. His picture is on the cover of the book and he has a three-paragraph description in the first chapter. With his baseball cap turned backwards, and a cigar in his mouth, the sight will bring a smile to your face.

The Handsome Man in Cuba by Lynette Chiang, 2007, The Globe Pequot Press, Guilford, Conn.

**DOWNHILL RACING****Utah Downhill Series Crowns Season Champions**

By Ron Lindley

**Darcy, Ulmer and  
Butler finish up the  
Utah DH Series  
with wins.**

When we last left the Utah Downhill Series, our hero was just about to leap... just kidding. Since the early series events up to, and including, Brian Head were previously published, the series then moves on to Pomerelle Resort, Idaho. This year's "Pomerelle Pounder" was the first race in the history of the event to consist of a 2-day Downhill competition. In recent past, the event has included a Cross-Country race on Saturday and a Downhill on Sunday. One reason for the evolution is the fact that during the past few years, the Downhill races have attracted more competitors than the Cross-Country races. Realizing this, the event's former promoter stated that he thought having two days of downhill racing would be a great idea, and it looks like he was right. Each day's race was considered a separate point-event, equal weight given to each other (or any other series race). Two separate and distinct courses were used, one each day. The courses didn't have too much in common: one was steep, technical, tricky and generally well known; the other was brand new, longer, a bit less steep and techy, but was probably more tricky than its older neighbor. It was a great venue for a downhill, with each course starting in virtually the same spot, but both going completely different directions never coming close again until they meet at mutual finish line...pretty cool. Family, friends and cheerleaders benefited from the fact that the finish line was conveniently located near the deck, the lawn, and the grill.

Downhill race number one was delayed by both weather and timing problems. A large thunderstorm helped to delay the scheduled race start and then race officials had technical difficulties with the timing system, which delayed the official final results and award ceremony. Luckily for the timing officials, most everyone that planned on racing the next morning was camping at the resort base. Finally, timing issues were resolved and awards were presented to a surprisingly relaxed and happy group of athletes (and their parents) who weren't seemingly P.O.'d that the awards were about 3 hours late. Top finishers awarded for Saturday's race on "Wiley's" course included Junior Expert phenom Naish Ulmer who posted the fastest run of the day, besting the time of winning Pro Class racer Ben Craner. Men's Expert 19-29 class was won by Aaron Butler, the Expert 30-39 class was won by Boise's James Runner and Craig Skinner was first in the Expert 40+

class. The women were dominated by Pro rider Aponi Hancock and Expert Stacey Parker. Men's Sport class winners were Micah Hintze (13-18), Kyle Hambricht (19-29), Jon Crist (30-39) and Randy Earle (40+)

Pomerelle downhill race number two had the same great finish line, with none of the glitches of the previous day's finish-times (the weather, however, was again a factor). The course was a literal virgin for a racetrack, conceived of months before, but mostly constructed just the weekend prior. The "Travis-Frost" course was distinguished by its 30 mph fire road start that traversed a vast field of peaking wild flowers and then dived into a wild ride which descended a thick forest single-track, frequently crossing wide open ski runs and then back into the canopy. The most technical and interesting part of the course was a large double-ledged cliff drop just before the race finish which provided some big thrills for both the athletes and the crowd of spectators amassed at the resort base. Some of the racers who thrilled the onlookers were: men's Expert 19-29 class contender Spencer Moyers, who won his first Utah Series race of the year, day-1 winner James Runner who ran off with the Expert 30-39 class, Idaho favorite Steve Parrish who won the Expert 40+ class, and Jordan Culp who won yet another Junior Expert gold medal. The fast women of the day were Pro racer Aponi Hancock and Expert Woman Connie Miskit. A good turn out of Sport Category riders included men's class winners Micah Hintze (13-18), Stevie Bamgartner (19-29) and Brent Maschmann (30-39) and Brian Picchietti (40+). Cody Johnston was the fastest Beginner of the day winning the men's 13-18 class. The fast run of the day was laid down by New Hampshire transplant Stephen Darcy who ruled the Pro Men's category by beating second place Nick Van Dine by over 15 seconds!

Moving back into Utah for the season finale, the Utah DH Series wound things up at Sundance Resort. This event included both the Super D and Downhill final point races. Racing a newly designed route for the Super D, Expert Men's 30-39 racer Sam Moore wowed his rivals by beating everyone to the finish at the end of the 4-mile course. The fast Pro racer of the day was local hero Kris Baughman. Junior Ex racer Naish Ulmer continued his great Super D season with a win, as did Expert 19-29 winner Robbie Bamgartner. Other men's class winners included Craig Skinner (Expert 40+), Colton Street (Sport 13-18), Stevie Bamgartner (Sport 19-29), Mike Holder (Sport 30-39) and Kevin Talbot (Sport 40+). The fast times for women were posted by Expert Connie Miskit and Sport

racer Ana Rodriguez.

The last downhill race of the season was contested on an unseasonably hot day. Also contested was the layout of the racecourse itself. The top fifth of the course required a steep, quarter mile hike in order to reach the starting line. Due to the heat, this proved to be very unpopular with all but the toughest competitors. A clear majority let race officials know that they would prefer to start at the Beginner category start line near the top of the chairlift, so the start was altered for all Pro, Expert and Sport category racers. This still made for a good, albeit less technical, course for all and everyone seemed to be okay with the change. The big story of the day was Expert 19-29 men's champ Aaron Butler who ripped it up on his home track and posted the fast time of the day! Pro racer (and former World Champion) Dave Beeson returned to form from an early season injury to win the Pro men's race over current Semi-Pro National Champ Nick Van Dine. Dave Eller got a nice win in the Expert Men's 30-39 class, Christopher Boudreaux won the Expert Men's 40+ class and Naish Ulmer continued his winning ways by beating arch rival Jordan Culp in the Junior Expert class. Aponi Hancock racked up another victory in the Pro Women's class, as did Connie Miskit in Expert Women's. A large group of Sport Men 19-29 was topped by Matt Harding, Sport Men 30-39 was won by Mike Holder, Sport Men 13-18 was won by Micah Hintze and Brian Picchietti took home the gold in the Sport Men 40+ class. Ana Rodriguez finished her great season with another victory in the Sport Women 19+ class.

Sundance also hosted the Downhill and Super D State Championship Series award ceremonies. The following is a list of the 2007 Utah State champs in each discipline:

**Downhill** – Ben Craner (Pro Men), Aponi Hancock (Pro Women), Aaron Butler (Expert Men 19-29), Connie Miskit (Expert Women), Lee McGuffey (Expert Men 30-39), Craig Skinner (Expert Men 40+), Naish Ulmer and Jordan Culp (a tie for first in Expert Men 13-18), Ana Rodriguez (Sport Women 19+), Stevie Bamgartner (Sport Men 19-29), Aaron Kruger (Sport Men 30-39), Micah Hintze (Sport Men 13-18), and Brian Picchietti (Sport Men 40+).

**Super-D**– Kris Baughman (Pro Men), Aponi Hancock (Pro Women), Naish Ulmer (Expert Men 13-18), Chad Bryce (Expert Men 19-29), Tony Sams (Expert Men 30-39), Tim Morris (Expert Men 40+), Connie Miskit (Expert Women), Stevie Bamgartner (Sport Men 19-29), Ryan Simmons (Sport Men 30-39), Galen Carter (Sport Men 13-18), Clint Bullock (Sport Men 40+), and Ana Rodriguez (Sport Women 19+).

**Cyclist Killed in Murray**

Daniel Burns, 45, of Heber City, was killed on September 27, 2007 when he rode westbound through a red light at approximately 5300 S. and 400 W. in Murray. He was riding on the shoulder as he was struck by an automobile turning left onto the I-15 onramp according to Det. Kenny Bass of the Murray City Police Department. The automobile had a green light. The accident occurred around 7:15 p.m. No citations were issued.

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## RACE RESULTS

Cyclo  
CrossUtah Cyclocross Series Race  
#1, Fort Buenaventura, Ogden,  
Utah, September 30, 2007

## Men A

1. Bart Gillespie; MonaVie/Cannondale
2. Jason Sager; MonaVie/Cannondale
3. Ali Goulet; Ridley Factory/Fishers Cyclery
4. Damian Schmitt; Sunny Side Sports/Pedros
5. Dave Harward; Specialized/Porcupine
6. Reed Wycoff; Contender
7. Cris Fox; Canyon Bicycles Millcreek
8. Alex Rock; Contender
9. Jared Inouye; Bikers Edge
10. Kris Arnott; VMG
11. Engin Yesilyemis; Boise Development
12. Jim Fearick; Contender
13. Dustin Eskelson 5311
14. Patrick Ramirez; Contender

## Men A 35+

1. Step o han Warsoki; Specialized/Porcupine
2. Craig Kidd; ICE/Kreig
3. Sam Moore
4. Skyler Bingham; Bingham
5. Dave Wood
6. Bob Saffell; Revolution
7. Linde Smith
8. Matt Ohran; MonaVie/Cannondale
9. Darrell Davis; Contender
10. John Ittis; Cole Sport
11. Robert MCGovern
12. Gary Fuller; Revolution

## Men B 35+

1. Roger Gillespie; MonaVie/Cannondale
2. Mike Pratt; Canyon Bikes
3. Rich Caramadre
4. Dave Leikam; Bike Man
5. Shawn Lupcho; MonaVie
6. Mark Pasternak; Contender Bicycles
7. Lew Rollins; Canyon Bikes
8. Von Meow; 5311
9. Perry Woods; Self Racing
10. Matt Bradley; DNA Cycling
11. Scott Toly; Cole Sport
12. Doug Smith; Contender Bicycles
13. Mark Miller; Canyon Bikes
14. Scott Kern; Cutthroat Racing
15. James Evans; Hill Cycle Club
16. Pat Putt; Cole Sport
17. Steve Miller; Contender Bicycles

## Men B

1. Sean Hoover; Canyon Bicycles
2. Jason Pottes; Bridgetown Velo
3. Jay Burke
4. Aaron Phillips
5. Tanner Putt; MonaVie/Cannondale
6. Kevin Wilde; PoekiePine
7. Devon Alvarez; Cole Sport
8. Clark Mower; Contender
9. Barry Makarewicz; VMG
10. Kelly Glenn; Contender
11. Nick Ekdahl; Revolution
12. James Glenn
13. Jeff Street; Canyon Bicycles Draper
14. Marc Divall; Contender
15. Nathan Kamerath; LAP
16. Brandon Cross; Rawbean
17. Chris Makay; Cole Sport
18. Alex Whitney; CycleSmith
19. Matt Bradley; DNA Cycling
20. Mike Franklin; Contender
21. Mike Van Hook; Contender
22. Tyler Fought; Contender
23. Mike Marcci; Revolution
24. Grant Baron
25. Chris Colgan; CycleSmith
26. Carl Irwin

## Single Speed

1. Steve Wasmund; Cutthroat Racing
2. Daniel Roper; Cutthroat Racing
3. Bryce Young; Bingham
4. Jason Hendrickson; FKR
5. Jason Lloyd; Team Sally

## 6. Racer Gibson; Racers Cycle Service

7. Steven P Lewis; Cole Sport
8. Jess Dear; RMCC
9. Patrick Batten
10. Brad Keys; Racers Cycle Service
11. Robert Hammlin; Recycled and New Bicycles
12. Robert Sorenson; VMG
13. Eric Miesch; Team Nastro
14. Tom Bacus
15. Jim Rowland; Bountiful Bicycle

## Women A

1. Tiffany Pezzulo; Squadra/Velocita
2. Kris Walker; kriegcycling.com
3. Dayna Deuter; Hammer
4. Lyna Saffell; Revolution
5. Julie Holmes; Cutthroat Racing

## Men C

1. Fracklin Williams
2. Justin Fugate; The Bike Shoppe
3. Eric Greenwood; Kuhl Clothing
4. Brett Johnson; Cole Sport
5. Grace Jacobson; Bingham
6. Zane Freebairn; Bingham
7. Tom Bacus
8. Andrew Putt; MonaVie/Cannondale
9. Craig Curtis; Cents Payroll
10. David Koltz

## Men C 35+

11. Bob Walker; Mazda
12. Ronald Jensen; Bingham
13. Marty Connors; Bingham
14. Johnathan Fields
15. Kelsey Phelps; Timpanogos Cyclery
6. Zane Freebairn; Bingham
7. Tom Bacus
8. Andrew Putt; MonaVie/Cannondale
9. Craig Curtis; Cents Payroll
10. David Koltz
11. Bob Walker; Mazda
12. Ronald Jensen; Bingham
13. Marty Connors; Bingham
14. Johnathan Fields
15. Kelsey Phelps; Timpanogos Cyclery

## Women B

1. Dayne Deuter; Hammer Nutrition
2. Tamara Artz; Cutthroat Racing
3. Jennie Wade; Ridley Factory
4. Nancy Alcibes
5. Heather Gilbert; Cutthroat Racing
6. Theresa Carr; Revolution
7. Lisa Fitzgerald
8. Amy Andrews; Cutthroat Racing
9. Shanna Matheson; Porcupine
10. Tasha Keys; Racers Cycle Service
11. Babs Isak; Me

## Jr 14 Under

1. Collin Curtis; Cents Payroll
2. Paden Hoover; Canyon Bicycles
3. Jase Hoover; Canyon Bicycles
4. Chelsey Smith; Cutthroat Racing
5. Ashley Heath; Mom
6. Kayla Curtis; Cents Payroll
7. Dallas Kennedy; Saturday Cycles
8. Jesse Smith; Cutthroat Racing
9. Cody Kennedy; Saturday Cycles
10. Will Carnell

## Jr 15 - 18

1. Keegan Swenson; Young Riders
2. Conor Matthews; Young Riders
3. Chase Frantz; Cole Sport

Tour des Suds, 26th Annual,  
Park City, Utah, September  
15, 2007

(Category Place, Overall Place)

## Men 1-17

1. 19. Cody Wignall 0:50:10.4
2. 89. Riley Peek 1:09:23.3

## Men 18-29

1. 11. Scott Stebbins 0:47:35.2
2. 12. John Woodruff 0:47:44.6
3. 15. Ian Hartley 0:49:07.2
4. 17. Matthew Patterson 0:49:44.1
5. 27. Tim Nelson 0:51:04.1

## 6. 38. Ben Randell 0:55:14.3

7. 41. Craig Carlson 0:55:40.3
8. 49. Andrew Hennigh 0:57:22.6
9. 50. Levi Painter 0:57:30.0
10. 51. Nate Young 0:57:37.9
11. 67. Jonathan Thackeray 1:01:51.9
12. 74. Jean-Paul De La O 1:03:03.0
13. 98. Terry Beckman 1:12:45.6
14. 103. Nick Cook 1:15:25.3
15. 115. Brian Sudler 1:21:32.2
16. 123. Zach Zent 1:26:32.0
17. 127. Benjamin Dilts 1:30:05.0
18. 128. Thomas Elgin 1:31:07.8

## Men 30-39

1. 1. Thomas Spanning 0:41:13.3
2. 2. Brandon Firth 0:43:43.9
3. 4. Tim White 0:43:55.9
4. 5. Jon Paul Joslyn 0:46:15.0
5. 10. Payton Nishikawa 0:47:19.8
6. 14. Michael Higgins 0:48:49.1
7. 16. Adam Eresuma 0:49:18.4
8. 18. Marc Mayo 0:50:07.7
9. 21. Dave Swartz 0:50:30.6
10. 24. Randy Carson 0:50:39.8
11. 25. Brad Jessop 0:50:52.8
12. 26. Rick Fournier 0:50:56.1
13. 29. Aaron Phillips 0:52:29.5
14. 30. Steven Parrish 0:52:31.1
15. 37. Jarret Moe 0:54:59.4
16. 40. Matt Parker 0:55:39.7
17. 43. Travis Barker 0:56:35.5
18. 44. Jonathan Kinzinger 0:56:37.8
19. 52. Scott Rice; Timpanogos Cyclery
20. 53. Russ Jackson 0:57:48.1

## Men 40-49

1. 3. Cris Williams 0:43:55.5
2. 7. Andrew Parher 0:46:57.7
3. 9. Greg Grissom 0:47:18.4
4. 13. Nick Calas 0:48:38.7
5. 20. Chris Hard 0:50:16.4
6. 22. Stan Kanarowski 0:50:32.3
7. 23. Bill Murray 0:50:35.3
8. 28. Alex Brazeler 0:52:09.5
9. 31. Kip Merritt 0:52:43.6
10. 32. Doug Nester 0:52:51.8
11. 36. Barry Woods 0:54:53.3
12. 42. Bob Peek 0:56:21.9
13. 45. Chris Magerl 0:56:54.5
14. 46. James Dumas 0:56:55.9
15. 47. George Chase 0:56:59.5
16. 60. Alan Jarrett 0:59:17.3
17. 61. Eberhard Bamberg 0:59:27.6
18. 62. Bill McDormott 0:59:51.2
19. 64. Patrick McKnight 1:00:13.8
20. 66. Keith Barnhalt 1:01:20.1

## Men 50-59

1. 6. Mark Seltnerich 0:46:15.3
2. 8. Bruce Lyman 0:47:05.7
3. 33. Dennis McCormick 0:53:10.0
4. 34. Bill Dark 0:53:40.6
5. 35. Mark Sarette 0:53:47.7
6. 39. Dick Newson 0:55:25.4
7. 48. Craig William 0:57:04.9
8. 58. Evan Roth 0:59:09.4
9. 63. Mark Oliver 1:00:08.0
10. 65. Jim Pitkin 1:00:37.9
11. 70. Neal Krasnick 1:02:37.8
12. 76. Steve Kern 1:04:40.6
13. 86. Geir Vik 1:07:09.5
14. 88. George Zubalsky 1:08:14.3
15. 92. Fasteddie Knapp 1:10:30.8
16. 96. Gus Sharry 1:11:56.1
17. 97. Geoffrey Tabin 1:12:36.4
18. 99. Ton Shanner 1:13:46.5
19. 105. Steven Bowling 1:16:00.0
20. 107. David Stallard 1:16:59.0

## Men 60-69

1. 59. Bill Thompson 0:59:13.3
2. 118. Vince Desimone 1:22:59.8
3. 126. Bill Chambers 1:29:35.6
1. 14. Sarah Gylick 1:07:23.8
2. 17. Emily Ritter 1:13:26.2
3. 18. Allison Schwam 1:13:33.0
4. 22. Whitney Thompson 1:15:18.7
5. 23. Sarah Young 1:16:36.3
6. 26. Kit Howard 1:18:51.0
7. 29. Kristin Gillette 1:20:28.9

## Women 30-39

1. 3. Gina Rau 0:50:13.8

2. 5. Catherine Balog 0:56:24.2
3. 6. Kerry Morgan 1:00:41.9
4. 8. Laynee Jones 1:02:26.2
5. 9. Lisa White 1:03:34.4
6. 10. Keren Mazanec 1:04:08.9
7. 12. Kari Gillette 1:05:45.0
8. 15. Polly Samuels-McLean 1:11:31.7
9. 16. Rhonda Hypyio 1:13:16.6
10. 19. Meghan Buzzard 1:14:23.6
11. 21. Melanie Helm 1:14:53.5
12. 25. Ami Bruce 1:16:54.1

13. 28. Jean Carlan 1:19:39.7
14. 31. Kristyn Sydorko 1:23:11.0
15. 35. Alisha Niswander 1:26:48.1
16. 36. Marcy Haciasvas 1:26:48.2
17. 37. Kelle Morrill 1:32:01.4
18. 38. Shanna Matheson 1:32:34.3
19. 39. Tara Allred 1:32:39.2
20. 42. Lisa Dang Pilzer 1:40:07.1

## Women 40-49

1. 1. Roxanne Toly 0:47:57.4
2. 2. Dawn Rogers 0:49:10.3
3. 4. Tanya Swenson 0:55:44.3
4. 7. Jody Woods 1:02:25.6
5. 13. Andrea Carden 1:06:17.0
6. 20. Gina Werner 1:14:35.6
7. 24. Melanie Lees 1:16:52.7
8. 27. Lisa Lundquist 1:19:00.1
9. 30. MaryAnn Pack 1:22:01.7
10. 32. Cynthia Zent 1:25:25.1
11. 33. Audrey Gove 1:25:35.7
12. 34. Karri Hays-Walzer 1:26:47.2
13. 40. Kellee Smith 1:38:12.8

## Women 50-59

1. 11. Cyndi Schwandt 1:05:30.2

## Women 60-69

1. 41. Melinda Berge 1:39:06.7

12 Hours of Sundance, Sundance  
Resort, UT, September 22, 2007

Place, Name, Laps

- 1 Liana Gregory & Jamon Whitehead 10

Duo Men

- 1 Aaron Stites & Chad Harris 15
- 2 Matt Harding & Josh Wolfe 15
- 3 Dan Nelson & Kyle Kramer 13
- 4 Linde Smith & Vince Adams 13
- 5 Troy Nye & John Foster 12
- Quad Coed 1 Cory Jones & Joe Stewart & Steve Radt & Emily Hawks 13
- 2 Tori Broughten & Kris Nolte & Valene Hulme & Brent Hulme 11

Quad Men

- 1 Mark Nelson & Tyson Apostle & Jared Richards & Jessie Sorenson 14
- 2 Czar Johnson & John Woodruff & Stevie Bamgartner & Chad Frisby 13

- 3 Caleb Morris & Seth Morris & Aurthur Morris & Matt Cragun 12
- 4 Rich Hippen & Benito Tovar & Conner Smith & Mike Louden 12

Quad Women

- 1 Bethany Elson & Pam Hanlon & Roxanne Toly & Paula Seely 12

Solo Men

- 1 Scott Wetzel 11
- 2 Derrick Batley 10
- 3 Larry Tucker 9
- 4 Adam Lisonbee 9
- 5 Mike Nyman 5
- Solo Single Speed
- 1 Tom Warr 10

Widowmaker Hillclimb, Snowbird,  
Utah, 3000' to Top of the Tram,  
September 22, 2007

Place, Overall Place

## Male by Age Groups

## Age 01 to 14

1. 11. Justin Griffin

## Age 15 to 18

1. 3. Eric Stratton

## Age 19 to 29

1. 1. Alex Grant

## Age 30 to 39

1. 2. Stuart Vineyard

## Age 40 to 49

1. 4. Rob Westermann

## Age 50 to 59

1. 13. Shannon Storrud

## Clydesdale

1. 30. Bill Perkins

## Female by Age Groups

## Age 30 to 39

1. 19. Anna Keeling

## Age 40 to 49

2. 26. Cheryl Nickisch

## Age 50 to 59

1. 1. Ana Rodriguez 138

## Age 60 to 69

1. 1. Kris Baughman 176

## Age 70 to 79

1. 1. Kris Baughman 176

## Age 80 to 89

1. 1. Kris Baughman 176

## Age 90 to 99

1. 1. Kris Baughman 176

## Age 100 to 109

1. 1. Kris Baughman 176

## Age 110 to 119

1. 1. Kris Baughman 176

## Age 120 to 129

1. 1. Kris Baughman 176

## Age 130 to 139

1. 1. Kris Baughman 176

## Age 140 to 149

1. 1. Kris Baughman 176

## Age 150 to 159

1. 1. Kris Baughman 176

## Age 160 to 169

1. 1. Kris Baughman 176

## Age 170 to 179

1. 1. Kris Baughman 176

## Age 180 to 189

1. 1. Kris Baughman 176

## Age 190 to 199

1. 1. Kris Baughman 176

## Age 200 to 209

1. 1. Kris Baughman 176

## Age 210 to 219

1. 1. Kris Baughman 176

## Age 220 to 229

1. 1. Kris Baughman 176

## Age 230 to 239

1. 1. Kris Baughman 176

## Age 240 to 249

1. 1. Kris Baughman 176

## Age 250 to 259

1. 1. Kris Baughman 176

## Age 260 to 269

1. 1. Kris Baughman 176

## Age 270 to 279

1. 1. Kris Baughman 176

## Age 280 to 289

1. 1. Kris Baughman 176

## Age 290 to 299

1. 1. Kris Baughman 176

## Age 300 to 309

1. 1. Kris Baughman 176

## Age 310 to 319

1. 1. Kris Baughman 176

## Age 320 to 329

1. 1. Kris Baughman 176

## Age 330 to 339

1. 1. Kris Ba



2. Kirk Eck; Logan Race Club/Sienna Devlpmt 09:24:15.481  
 3. Nate Page; Contender Bicycles 09:24:13.089  
 4. Jeremy Smith; Vanguard Media Group Cycling 09:25:27.385  
 5. Brent Cannon; Contender 09:24:14.693  
 6. Clint Muhlfeld; Sportsman-cannondale 09:24:15.002  
 7. Bryson Perry; Sienna Devt - Goble Knee Clinic 09:24:18.568  
 8. Ira Tibbitts; Sienna Devt - Goble Knee Clinic 09:24:52.622  
 9. Rob Van Kirk; Ice/rocky Mountain Surgery Center 09:30:32.774  
 10. Norman Bryner; Canyon Bicycle of Salt Lake 09:36:14.802  
 11. Chuck Collins; Ice/rocky Mountain Surgery Center 09:41:04.468  
 12. Robert Lofgran; Contender 09:47:42.313  
 13. Jon Baddley; Vanguard Media Group 09:50:37.309  
 14. Marc Yap; Sienna Devt - Goble Knee Clinic 09:54:23.362  
 15. Nate Thomas; Sienna Devt - Goble Knee Clinic 09:51:30.400  
 16. Tommy Nelson; Sienna Development 09:51:55.560  
 17. Troy Barry; Morgan Stanley/specialized/24 Hr Fitness 10:00:51.219  
 18. Eric Jeppsson; Bingham/northshore 10:08:03.023

#### Masters 35+ 200s

1. John McKone; Cdb/volkswagen 09:24:45.537  
 2. Dave Sharp; Mi Duole - Barbacoa 09:22:53.245  
 3. Steven Fellows; Red Burro Racing 09:24:46.751  
 4. Michael Olsen; Red Burro Racing 09:22:56.106  
 5. Mark Skarphol; Cole Sport One on One 09:22:55.139  
 6. Craig Kidd; Ice/rocky Mountain Surgery 09:28:38.465  
 7. Gary Porter; Bountiful Mazda 09:27:46.436  
 8. James Ferguson; Bountiful Mazda 09:27:57.875  
 9. Jeff Agamemoni; Echelon Cycling Club 09:27:57.652  
 10. Dave Miller; Wilson Wy 09:32:01.379  
 11. Justin Tattersall; Victor Id 09:42:04.217  
 12. Matthew Peterson; Shoreline Cyclocross 09:44:25.469  
 13. Kelly Glenn; Tec 09:46:17.968  
 14. Jarom Zenger; Mi Duole - Barbacoa 09:47:27.411  
 15. Todd Johnson; Fitzgeralds Bicycles/snake River Brewing. 09:50:12.097

#### Cat 3 300s

1. Alfred Thresher; Red Burro Racing 09:15:02.322  
 2. Ian Tuttle; Fitzgeralds Bicycles 09:15:04.138  
 3. Taylor Hansen; Cyclesmith 09:25:29.481  
 4. Robert Bennion; Bikers Edge 09:26:16.263  
 5. Ben Nichols; Porcupine Cycling 09:27:36.337  
 6. Spencer Dreyer; Porcupine Cycling 09:29:44.458  
 7. David Bergart; Fitzgeralds Bicycles 09:27:55.609  
 8. Jared Nelson; Summit Velo 09:29:37.496  
 9. Curtis Doman; Inertia 09:29:42.120  
 10. Jake Pantone; Bikers Edge/destination Homes 09:31:40.778  
 11. Josh Carter; Weber State University 09:29:47.452  
 12. Jan Nielsen; Porcupine Cycling 09:31:40.989  
 13. Lance Christiansen; Logan Race Club 09:29:51.890  
 14. Todd Jaff; Vanguard Media Group 09:37:34.496  
 15. Greg Roper; Logan Race Club 09:37:34.100

#### Cat 4 400s

1. Andrew Neilson; Logan Race Club/wimmers 09:21:03.892  
 2. Breck Bennion; Red Burro Racing 09:21:03.402  
 3. Elliott Smith; Golsan Cycles 09:21:04.254  
 4. Ken Webster; Sandy Ut 09:21:04.551  
 5. Jonny Hintze; Bikers Edge/destination Homes 09:27:40.204  
 6. Justin Gibson; Pleasant View Ut 09:27:38.037  
 7. Kirk Minor; Vanguard Media Group 09:28:17.048  
 8. Jason Smith; Golsan Cycles 09:28:06.172  
 9. Cortlan Brown; Bountiful Mazda 09:35:39.673  
 10. Adam Catmull; Inertia 09:41:53.414  
 11. Gene Smith; Mi Duole - Barbacoa 09:44:35.689  
 12. Karsten Shumway; Cervelo 09:44:30.888  
 13. Paul Mathewson; Chain Smokers 09:44:33.108  
 14. David Cole; 959 09:44:32.187  
 15. Robert Werner; Webcor/alto Velo 09:55:17.914

#### Masters 45+ 500s

1. Mark Zimbelman; Bountiful Mazda 09:06:42.116  
 2. Mark Schaefer; Paultracy.com 09:06:37.360  
 3. Lasse Bjerga; Cedar City Ut 09:25:48.447  
 4. John Weyhrich; 5 Valley Velo 09:26:00.089  
 5. Ken Jones; Mi Duole - Barbacoa 09:26:24.594  
 6. Jim Herrick; Logan Ut 09:26:04.619  
 7. Dale Atkins; Simple Green 09:33:35.223  
 8. Gary Gardiner; Bountiful Mazda 09:35:33.175  
 9. Kim Bleth; Simply Fit/Action Sports 09:41:55.416  
 10. Scott Mathewson; Mansfield Tx 09:40:59.307  
 11. Dave Ryan; Jackson Wy 09:44:21.138  
 12. Benjamin Jones; Mi Duole - Barbacoa 09:42:31.990  
 13. Chris Welch; Schellers Indiana Masters 09:53:31.204  
 14. Terry Stone; Mi Duole South 09:53:40.707  
 15. Anthony Quinn; Mi Duole - Barbacoa 09:56:47.969

#### Licensed Tandem

1. Marty Sheeran; St. George Ut 09:25:53.501  
 2. Zan Treasure/kelly Crawford; Bountiful Mazda/bobbicycles.com 09:25:57.166  
 3. Daniel Hoopes; Team Hoopes 09:49:38.485  
 4. Joanna Miller; Cutthroat Racing 10:01:54.325  
 5. Kevin Leake; Riverton Ut 10:49:11.684  
 6. John Lacy; Bountiful Mazda 11:03:08.127  
 7. Steve Boyd; Jans 11:43:44.663  
 8. Gardner Brown; Bountiful Mazda 11:55:36.240  
 9. Stephen Wasmund; Cutthroat Racing 12:12:49.536

#### Masters 35+ 600s

1. Mark Larsen; Solar Express 09:19:49.419  
 2. Chris Thomson; Tec 09:23:40.617  
 3. Gary Griffin; Logan Ut 09:51:26.633  
 4. Rod Leishman; Logan Race Club 10:08:00.947  
 5. Brian Barnter; Salt Lake City Ut 10:30:20.412  
 6. Kimball Fife; Logan Ut 10:30:26.545  
 7. John Lecain; Team Hill 10:41:55.212  
 8. Steven Bain; Abc Waste 10:49:47.311  
 9. Peter Leach; Team Hill 10:46:15.374  
 10. Don Williams; Willpower 11:02:49.116  
 11. Ryan Reed; North Logan Ut 11:03:55.700  
 12. Greg Bala; Alpine Cycle And Fitness 11:07:49.893  
 13. Bryan Clark; Willpower 11:17:00.704  
 14. Ted Dawson; Ted Dawson Realty 11:20:22.975  
 15. Kirt Marlow; Idaho Falls Id 11:24:30.365

#### Masters 45+ 700s

1. David Boren; Abc Waste 09:49:04.165  
 2. Michael Loveland; Cole Sport 09:49:24.680  
 3. Niel Staggy; Ogden Ut 09:55:09.377  
 4. Richard Conner; Jackson Wy 09:58:50.147  
 5. David Palmer; Intermountain Orthopaedics - Lost River Cycling 10:00:29.597  
 6. Jim Verdone; Wilson Wy 10:20:09.296  
 7. William Johnson; Salt Lake City Ut 10:38:59.775  
 8. John Wallin; Sandy Ut 10:44:27.616  
 9. Gregory Grant; Abc Waste 10:52:29.653

10. Jim Auwen; Mesa Brumbys 10:57:45.474  
 11. Brian Elkins; SvcVelo 11:08:16.788  
 12. James Mcclatchy; SvcVelo 11:11:07.138  
 13. Stanley Young; Salt Lake City Ut 11:14:20.713  
 14. Joseph Dobson; Pro-shop Cardston, Ab 11:42:28.781  
 5. Brent Cannon; Contender 09:24:14.693  
 6. Clint Muhlfeld; Sportsman-cannondale 09:24:15.002  
 7. Bryson Perry; Sienna Devt - Goble Knee Clinic 09:24:18.568  
 8. Ira Tibbitts; Sienna Devt - Goble Knee Clinic 09:24:52.622  
 9. Rob Van Kirk; Ice/rocky Mountain Surgery Center 09:30:32.774  
 10. Norman Bryner; Canyon Bicycle of Salt Lake 09:36:14.802  
 11. Chuck Collins; Ice/rocky Mountain Surgery Center 09:41:04.468  
 12. Robert Lofgran; Contender 09:47:42.313  
 13. Jon Baddley; Vanguard Media Group 09:50:37.309  
 14. Marc Yap; Sienna Devt - Goble Knee Clinic 09:54:23.362  
 15. Nate Thomas; Sienna Devt - Goble Knee Clinic 09:51:30.400  
 16. Tommy Nelson; Sienna Development 09:51:55.560  
 17. Troy Barry; Morgan Stanley/specialized/24 Hr Fitness 10:00:51.219  
 18. Eric Jeppsson; Bingham/northshore 10:08:03.023

#### Masters 55+ 800s

1. Patrick English; Slc Ut 09:50:44.708  
 2. Robert Hatch; Logan Race Club 09:49:12.656  
 3. Michael Hart; Agel World Team 09:55:35.969  
 4. Jim Gilland; Bountiful Mazda 10:08:07.657  
 5. Bradley Rich; Canyon Bicycles of Salt Lake 10:09:36.869  
 6. Gary Simmons; Bountiful Mazda 10:16:28.181  
 7. Brad Muller; Slc Ut 10:18:24.625  
 8. Terry Patterson; Ico 10:18:30.877  
 9. E. Bronucci; Figlio Della Sicilia Racing 10:26:35.627  
 10. Randal Buie; Sandy Ut 10:27:31.258  
 11. Tom Uriona; Mi Duole - Barbacoa 10:30:28.192  
 12. Bruce Russell; Fort Collins Co 10:30:43.674  
 13. Shannon Storrud; Porcupine Cycling 10:40:08.543  
 14. Phil Pattison; Inertia 10:48:59.139  
 15. Samuel Cohen; Salt Lake City Ut 10:50:17.338  
 16. David Ward; Utah Premier/qgm 10:50:26.740

#### Women Cat 1-3 900s

1. Jenn Halladay; Team Tamrack 09:59:10.277  
 2. Debbie Byrum; Sugarhouse Cycling Club 10:26:16.484  
 3. Ellen Guthrie; Vanguard Media Group 10:29:12.684  
 4. Sonia Maxfield; Vanguard Media Group 10:32:38.369  
**Women Cat 4**  
 1. Tiffany Mainor; Red Burro Racing 09:59:12.605  
 2. Alison Bryan; Red Burro Racing 10:06:17.519  
 3. Erica Tingey; Red Burro Racing 10:15:24.135  
 4. Dina Mishew; Fitzgeralds Bicycles/the Athletes Place 10:32:29.684  
 5. Betsy Spiegel; Salt Lake City Ut 10:32:55.632  
 6. Alison Frye; Salt Lake City Ut 10:35:30.306  
 7. Jami Smith; Logan Race Club 10:40:26.582  
 8. Sharon Fullerup; Layton Ut 18:08:36.231  
 9. Lisa Lloyd; Layton Ut 10:46:10.709  
 10. Megan Love; Podiatry Center 10:47:18.685  
 11. Rebecca Kauffman; Stamford Ct 10:47:54.145  
 12. Jeanne Petzold; Birmingham Mi 10:53:48.029  
 13. Lauren Barros; Salt Lake City Ut 11:02:14.432  
 14. Heather Fisher; Red Burro Racing 11:12:10.395  
 15. Kimberly Longson; Klm 11:14:51.659

#### Citizen 35+ 1000s

1. Bomber Bryan; Team Bro 10:00:41.941  
 2. Jeffery Harris; Bountiful Ut 10:00:46.518  
 3. Michael Bryan; Team Bro 10:00:42.723  
 4. Adam Taylor; Pleasant Grove Ut 10:27:55.753  
 5. Tracy Miksell; Logan Race Club 10:47:56.447  
 6. Dean Marple; Gilbert Az 10:53:05.480  
 7. Tracen Winward; Preston Id 11:09:22.718  
 8. Theodore Rhodes; Therohodes Inc. 11:14:38.057  
 9. Jeffery Barks; Apple Athletic Club 11:14:46.395  
 10. Dave Wilding; Apple Athletic Club 11:14:47.350  
 11. Raymond Bierman; Sandy Ut 11:23:07.007  
 12. Shane Watt; Apple Athletic Club 11:44:12.438  
 13. Ryan Jones; Hell or High Water 11:50:30.270  
 14. Lance Swedish; Park City Ut 11:45:09.450  
 15. Mark Gaylord; Holladay Ut 11:52:08.206

#### Citizen Tandem

1. Samuel Knight; Pleasant View Ut 10:38:53.276  
 2. Theon Rawlings; Ss Knight 10:46:18.675  
 3. Dan Miner; Bountiful Mazda 10:46:18.829  
 4. Dave Kent; Smithfield Ut 10:53:28.609  
 5. Cory Petersen; Thing One And Thing Two 10:55:02.425  
 6. Bruce Godderidge; Smithfield Ut 10:57:33.024  
 7. Tony Sieverts; Sandy Ut 11:51:49.374  
 8. John Garrett; Farmington Ut 13:04:55.622

#### Citizen 35+ 1100s

1. Matthew Gibble; Numb Nuts 10:35:56.476  
 2. Roderick Wold; Numb Nuts 10:44:34.315  
 3. Jason Woodland; Kaysville Ut 10:55:22.974  
 4. Alan Kendrick; Autovil Cycling Club 10:56:19.273  
 5. Matthias Janke; Salt Lake City Ut 11:06:56.085  
 6. Scott Bladen; Bristol F 11:07:09.394  
 7. Oliver Zeh; Salt Lake City Ut 11:27:27.728  
 8. Eric Olson; Brigham City Ut 11:29:43.968  
 9. Bryan Crowell; Autovil Cycling Club 11:41:19.911  
 10. Kevin Viny; Mojo 11:54:24.795  
 11. Chad Fletcher; Chain Smokers 11:58:51.639  
 12. David Grant; Chain Smokers 12:01:18.238  
 13. Greg Thomas; Numb Nuts 12:14:25.552  
 14. Curt Haid; Numb Nuts 12:14:24.449  
 15. Dennis Snow; Numb Nuts 12:14:28.271

#### Citizen 35+ 1200s

1. Dwaine Alliger; Brute Force 09:55:44.795  
 2. Allan Johnson; Bountiful Mazda 10:23:54.927  
 3. Paul Nash; Jackson Wy 10:27:34.789  
 4. Michael Clark; Roy Ut 10:40:31.906  
 5. Jeff Justice; Salt Lake City Ut 11:14:53.453  
 6. Kevin Burke; Burkenhammer 11:21:08.666  
 7. Dave Hutchinson; Fitzgeralds Bicycles/the Athletes Place 11:21:09.521  
 8. David Turok; Salt Lake City Ut 11:28:49.891  
 9. David Atkisson; Draper Ut 11:39:00.816  
 10. Thom Hall; Midvale Ut 11:39:00.886  
 11. Dean Egbert; Woodland Hills 11:40:11.000  
 12. Scott Woodard; Woodland Hills 11:40:09.857  
 13. Dan Broadbent; Spazz 11:46:46.274  
 14. Rich Otterstrom; Salt Lake City Ut 11:50:25.267  
 15. David Barrus; Bdb+biike 11:51:58.968

#### Citizen 45+ 1300s

1. Duggan Hamon; Brighton Ut 09:49:19.449  
 2. Joe Kammerer; Lotoho Plus 09:49:18.440  
 3. Sal Mascarenas; Idaho Falls Id 10:22:29.963  
 4. Mike Stensrud; Chaska Mn 10:23:57.224  
 5. Randy Wilcox; Red Burro Racing 10:24:34.979  
 6. Kevin Voyles; Ammon Id 10:26:41.701  
 7. Todd Child; Slc Ut 10:41:18.014  
 8. Dave Brown; Park City Ut 10:44:21.724  
 9. David Wakefield; Shundahai Riders 11:09:13.627  
 10. Norman Mecham; Shundahai Riders 11:09:12.804  
 11. Bill Underwood; Team Underwood 11:11:02.902  
 12. Celia Nash-underwood; Team Underwood 11:11:02.583  
 13. Dale Bycraft; Red Burro Racing 11:11:48.711  
 14. Daniel Sprangers; Reinhold 11:11:19.59.770  
 15. Rob Roetman; Team Orange 11:20:20.923

#### Citizen 45+ 1400s

1. Steve Cooke; Carson City Nv 10:05:41.762  
 2. Bill Doucette; Logan Ut 10:05:37.289  
 3. Kerry Robbins; Ogden Ut 10:19:22.873  
 4. Gordon Jones; Sandy Ut 10:19:54.759  
 5. Tom Larsen; Salt Lake Ut 10:26:17.856  
 6. Peter Hoogenboom; Salt Lake City Ut 10:44:42.177  
 7. Bart Anderson; Mantua Ut 10:44:54.387  
 8. Thor Dyson; Reno Nv 10:46:47.572  
 9. Robert Rolfs; Old And in the Way 11:06:58.913  
 10. Mark Lewis; Fort Walton Beach Fl 11:10:10.574  
 11. Russ Harward; Draper Ut 11:12:54.850  
 12. Jay Lewandowski; Sandy Ut 11:24:52.557  
 13. Dennis Lewis; Riverton Wy 11:24:42.999  
 14. Steve Bills; Dna Cycling And Golsan Cycles 11:37:49.204  
 15. Butch Adams; Salt Lake City Ut 11:36:06.740

#### Citizen 27+ 1500s

1. Damian Dennison; Slc Ut 10:28:29.361

2. Travis Fisher; Bbtc 10:45:06.842  
 1. Brian Elkins; SvcVelo 11:08:16.788  
 4. Fredrick Scott; Slc Ut 11:21:44.405  
 5. Eric Chilton; New York 11:33:22.876  
 6. Michael Halovatch; New York Ny 11:33:22.877  
 7. Antoine Labbe; Fitzgeralds Bicycles/the Athletes Place 11:59:10.149  
 8. Thomas Adams; Salt Lake City Ut 12:06:48.194  
 9. Jeremy Agraz; Team Pronto 12:14:37.501  
 10. Jonathan Bone; Team Pronto 12:14:49.716  
 11. Michael Wolpert; Chicago Il 12:22:34.960  
 12. Ivy McVey; Slc Ut 12:22:34.350  
 13. Ryan Christiansen; Bdb 12:26:33.265  
 14. Justin Lane; Hoback Sports 12:29:09.032  
 15. Ryan Stratton; Temple Tx 12:25:58.297

#### Citizen 27+ 1600s

1. Nate Pack; Brute Force 09:16:50.516  
 2. Michael Christopher; Ogden Ut 10:49:16.558  
 3. Daniel Harris; Tartan Builders 11:05:05.069  
 4. James Bybee; Nampa Id 11:06:14.421  
 5. Ben Towery; Big Sexy 11:53:19.108  
 6. Kevan Steed; Big Sexy 11:54:01.647  
 7. Scott Nelson; Copt Co. West 12:02:24.301  
 8. Joe Seydel; Kitchen Pass 12:04:45.924  
 9. Bart Schueiler; Kitchen Pass 12:04:52.201  
 10. Darryl Patterson; Team Spatodg.com 12:04:52.916  
 11. Andres Perez; Denver Co 12:13:17.438  
 12. George Wang; Lafayette Co 12:14:54.644  
 13. Weston Arnell; Hell on Wheels 12:29:04.720  
 14. Seth Dahle; Salt Lake City Ut 12:30:43.780  
 15. Cameron Benson; Sandy Ut 12:30:49.365

#### Citizen Women

1. Erika Lloyd; Salt Lake City Ut 10:35:06.549  
 2. Ellie Hirtsberg; Slc Ut 11:30:02.021  
 3. Ashleigh Wood; Salt Lake City Ut 11:26:02.945  
 4. Susan Inhoff; Slc Ut 12:15:24.644  
 5. Cari Junge; Slc Ut 12:20:32.598  
 6. Heather Warren; Provo Ut 12:40:22.573  
 7. Angela Alliger; Brute Force 13:04:19.089

#### Citizen 14-26

1. Dustin Wilson; Canyon Bicycles 10:58:23.687  
 2. Jeff Bullock; South Jordan Ut 11:11:53.055  
 3. John Morgan; Slc Ut 11:26:27.563  
 4. Christopher Betsinger; Jackson Wy 11:58:11.436  
 5. Jonathan Thackeray; Mooley 12:00:34.226  
 6. Charlie Shaw; Slc Ut 12:01:44.088  
 7. George Jensen; Salt Lake City Ut 12:02:00.665  
 8. Amy Molsberry; Park City Ut 12:02:47.141  
 9. Jared Morris; Orem Ut 12:14:12.109  
 10. Jeff Clemmer; Kailua Hi 12:19:53.061  
 11. Michael Garff; Slc Ut 12:21:20.805  
 12. Nelson Diamond; Ogden Ut 12:38:54.111  
 13. Clayton Pratt; Salt Lake City Ut 12:38:53.036  
 14. Logan Bushell; Team Bushell 12:32:52.367  
 15. Jeremiah Smith; Los Dos Esmit 12:50:02.390

#### Citizen 55+ 1700s

1. Val Ludlow; Ofrr 10:43:29.629  
 2. Jay Simmons; El Dorado Hills ca 11:13:31.018  
 3. Robert Nelson; Pocatello Id 11:15:19.093  
 5. Robert Stevenson; Park City Ut 12:14:09.618  
 6. Louis Wilson; Salt Lake City Ut 12:17:06.002  
 7. Bruce Blair; Salt Lake City Ut 12:17:06.011  
 8. Terrel Bird; Tcn Inc 12:25:48.469  
 9. Scott Wood; Rexburg Id 12:37:31.450  
 10. Scott Paswaters; Jsa Cycling 12:50:44.635

#### Non-competitive 1000s

John Brese; Backcountry.com 11:16:46.401  
 Kendall Card; Backcountry.com 11:45:37.602  
 Martin Cole; Salt Lake City Ut 11:56:25.872  
 Jaren Gibson; Syracuse Ut 10:44:55.736  
 Ken Gibson; Pleasant View Ut 11:43:24.543  
 Peter Jackson; Salt Lake City Ut 12:16:13.023  
 Dennis Larkin; Trv 12:34:28.447  
 Dan Leininger; Autovil Cycling Club 11:48:39.669  
 Andrew Macarthur; Trv 12:34:29.181  
 G Scott Morris; Tucson Az 12:04:07.157  
 Tim Peters; Mountain Range Ut 12:08:04.342  
 Jon Sparks; Trv 12:34:27.960  
 John Thomas; Backcountry.com 11:45:35.038

#### Cat 5 5000s

1. Ben Kofoid; Logan Race Club 09:45:38.553  
 2. Lance Anderson; Mi Duole South 09:45:40.235  
 3. Tony Anstine; Logan Race Club 09:46:08.373  
 4. Mason Smith; Logan Race Club 10:01:01.773  
 5. Scott Griffith; Afton Wy 10:02:48.491  
 6. Erik Olson; Mi Duole - Barbacoa 10:10:38.921  
 7. Nelson Palmer; Logan Race Club (Lrc) 10:10:34.845  
 8. Steve Schoonover; Barbacoa South 10:14:29.641  
 9. Kyle Nelson; Spider Bat 10:14:33.800  
 10. Taylor Foss; Weber State University 10:24:51.129  
 11. Paul Stringham; 3 Amigos 10:26:36.871  
 12. Joseph Jensen; 3 Amigos 10:26:36.147  
 13. Richard Smith; 3 Amigos 10:28:44.422  
 14. Jacob Ball; Logan Race Club 10:32:10.631  
 15. Byron Montgomery; Vanguard Media Group 10:33:48.571

#### Cat 5 5100s

1. Craig Lyall; Logan Race Club 09:42:58.398  
 2. Jerry Bergsbo; Bbtc 09:43:02.439  
 3. Brent Williams; Bbtc 09:43:09.489  
 4. Deryll Spencer; Cutthroat Racing 09:44:28.692  
 5. Elton Reid; Bbtc 10:00:26.521  
 6. Russ Sundbeck; Bountiful Ut 10:14:56.814  
 7. Daniel Yur; Cutthroat Racing 10:20:35.558  
 8. Jay Lepreau; Bbtc 10:33:33.450  
 9. Isaac Ayre; Red Burro Racing - White 10:33:37.041  
 10. Brian Davis; South Jordan Ut 10:34:53.302  
 11. John Adair; Red Burro Racing - White 10:36:14.732  
 12. Jacob Rogers; Provo Ut 11:27:38.173  
 13. Wade Williams; Bbtc 10:46:22.158  
 14. Stephen Higgins; Bbtc 10:55:51.891

#### Cat 5 5200s

1. John Burton; Cache Valley Veloists 09:55:15.846  
 2. Kent Millican; Nordas - 1 10:02:46.108  
 3. Joe Busby; Brighton Ut 10:05:37.829  
 4. Brad Burnett; Bountiful Ut 10:13:58.565  
 5. Mike Petroff; Bountiful Mazda 1 10:21:12.628  
 10. Norman Mecham; Shundahai Riders 11:09:13.627  
 7. Kurt Anderson; Nordas - 1 10:47:48.320  
 8. Tom Emmett; Nordas - 1 10:47:47.946  
 9. Michael Mason; Team Mason 10:52:51.823  
 10. Steve Mason; Team Mason 10:52:53.459  
 11. Matt Johnson; Bountiful Mazda 1 11:07:25.837  
 12. Todd Hadd; Bountiful Mazda 1 11:16:21.792  
 13. Loren Roundy; Bountiful Mazda 1 11:19:59.979  
 14. Daniel Benites; Rockies 18:20:43.914  
 15. Trent Murray; Bountiful Mazda 1 11:28:37.965

#### Cat 5 5300s



## INTERVIEW

## A Conversation with Saul Raisin on Recovery, the Peloton, and Life

By David Ward  
Publisher

Saul Raisin, an American born and raised in Georgia, is a professional cyclist and a member of the Pro Tour team, Crédit Agricole. On April 4, 2006, he was involved in an accident while racing the Circuit de la Sarthe. In addition to other injuries, he suffered severe trauma to the head leaving him in a coma and, initially, expected to die.

The story of his experience and recovery is told in a new book, *Tour de Life: From Coma to Competition*, written by local author Dave Shields in collaboration with Raisin. (See David Ward's review of this book in last month's issue of *cycling utah*.) Saul now has a Salt Lake connection, having become engaged to Aleeza Zabriskie, the sister of Salt Lake's cycling star, David Zabriskie, and has been living in Salt Lake. While here, he commenced what he hopes to be his return to professional bicycle racing by entering his first race since his injury, the Porcupine Hill Climb.

When I sat down with Saul, he noticed my "Livestrong" bracelet, and immediately told me I needed to get a "Raisin Hope" bracelet. That started the interview.

**DRW:** You mentioned "Raisin Hope". Describe what that is.

**SR:** When I was in the hospital bed I told my mom that if I ever get back to normal life or ride a bicycle again, I want to help people like me. I have been given a second chance in life and I want to give back and that is why I started the Raisin Hope Fund. It started out with the name "Raisin Hell". One of the nurses went on my web site and saw a picture of my cycling shoes. They are green and white, the color of my team, and said "Raisin Hell" on the side.

The nurses loved it so they designed the bracelets that said "Raisin Hell" and "Ride On". We started selling them for \$3.00 each for the hospital. It took off like crazy and to date we have sold probably 9,000 bracelets. Maybe not that many, but several thousand bracelets for \$3.00 each for Shepherd Center in Atlanta, Georgia. I feel like I have been given a second chance at life and I want to give back and that is why I changed it from "Raisin Hell" to "Raisin Hope". On March 31st we had the first annual "Saul Raisin - Raisin Hope Charity Ride" for major spinal cord injuries and other selected charities. We raised a good \$35,000.00 for the charities. It feels good, you know. My mission, Raisin Hope, is really getting out there. And that's also what motivated me and Dave [Shields] to write our book, *Tour de Life*, together. I told Dave that if my life does not get better this still needs to go down in words to show people that you can overcome the impossible and do anything.

**DRW:** Let's get to your book. How did you meet Dave Shields?

**SR:** I met him in an online chat room last July [2006] during the Tour de France and someone said "This is Dave Shields and he wrote *The Race and The Tour*." And I said, just half-jokingly, "Hey, why don't you write my book?" and he said, "Okay, give me a call." So I



Saul Raisin starting the US National Time Trial Championships. Photo: Casey Gibson/Medalist Sports.

called him and we started talking. He was coming to Georgia for the USA Professional Championships so he decided to stop by our house. Sitting down at dinner and hearing [my story], his mouth dropped wide open and he said, "I'm writing this story, it needs to be told". So that is how I met him.

**DRW:** Explain a little about the process of writing the book.

**SR:** It took a lot of work from my mom and dad and me. If you read the book, the whole first part of the book is my parents' perspective. How could it be in my perspective? I was in a coma and dying. The first half of the book relays a lot of information on what happened with my mom and dad with the French doctors and then the American doctors. Then we jump into my part of the book. I told Dave that if it had been written really accurately, the whole first part of my book would have been blank because I don't remember much. I still remember some things.

**DRW:** The process then primarily involved Dave interviewing you, your parents and others, and then putting the story together from there.

**SR:** You're correct. Talking with my therapists, my doctors, everyone. He talked to everyone he could get his hands on that were involved in my recovery and my healing process.

**DRW:** I noticed a lot of dialog in the book. I assume that dialog was created by Dave to give life to what was actually occurring.

**SR:** Exactly. The confusion I had,

that was the hardest part I think for Dave in writing the book.. The confusion I had is above anything anyone can imagine. I did not even realize that I had a brain injury until 1 1/2 to 2 months after my accident.

**DRW:** How long was it after your accident that you came home from France?

**SR:** A little over a month, I think.

**DRW:** Do you remember anything from the time of the accident till you were brought home from France?

**SR:** Actually I do. What I do remember is like flashes in time. Imagine someone covering your eyes and then opening them and you see something. I remember closing my eyes, opening them and seeing my aunt, and then going back to sleep. I do remember my first memory, I told my mom, "I don't like this." Actually, no, my first memory was when I was in a coma. I remember her singing "Twinkle twinkle little star, how I wonder. . ." I remember it made me feel really warm and good inside. But, other than that. I remember the bad things. I had a staff infection in my lungs. I remember them draining that because it hurt so bad. Other than that, it was just flashes. I remember a flash, seeing the doctor, flash, it's all dark. That was how it was for a long time, flashes and dark. Until actually the first real memory is on the airplane coming home. That is when I first finally kind of woke up. I wasn't really awake. People would say I was still in a fog-like or dream state for eight (8) months after my accident.

**DRW:** The second half of the book is from your perspective.

While you don't remember a lot of details, it does have a chronological progression. Is that something Dave Shields reconstructed from his interviews?

**SR:** No. It's basically the reconstruction of what I remember and also what my parents remember me remembering. I remember telling Dave that I saw this fat person, and I yelled, "Hey, your so fat!". But my parents say that did not happen, and I was with them at all times. Some details like that are kind of foggy. So some things for me, I don't know if they are real or if I dreamed it. But Dave did a wonderful job reconstructing the whole time line.

**DRW:** At what point did you feel like you finally came out of the fog to where you could plan toward the future and remember what was going on?

**SR:** My parents would argue this with you, but I think the first time was when I rode my bike on the road. I still had the fog for a few months after that. But the first time I rode my bike on the road I said, "I'm back." I really thought when I did that I could potentially race again. The biggest thing I could possibly do was ride my bike on the road.

**DRW:** When did that occur?

**SR:** I want to say August.

**DRW:** There is a part in the book where you actually went out on a ride with a group of people. I think it was an organized ride. What was that?

**SR:** It was a Palmetto Peloton Project charity ride. It was my first organized group ride since my accident. They asked me to speak in front of all the people and thank them for coming. I got really emotional and I told them that it was more than just a ride. It was a ride to help others to get back and I told everyone not to forget what they were here for. At the end of it, I told everyone to reach for the stars and put them in our pockets because the stars are ours and to take them. I was in complete tears and everyone was really emotional.

**DRW:** Let me ask you about your parents. Just prior to your accident they had sold their business and were planning on buying a condo. How has this altered their lives?

**SR:** Completely. In a lot of ways it has given us more appreciation for life. It has definitely changed them but they are getting back. They are still on planning to move into a condo and what not. It's just going to take them a little while to regroup, just like me.

**DRW:** It had to have been really hard on them financially.

**SR:** My dad had just retired and my mother did not work either. They had just sold the family business and got enough to retire and then, bam! this happened. It's not in my book, but insurance did fully reimburse us for my flight from Europe. My hospital stay in George, everything. Basically, my parents had to pay for food and taking care of me.

**DRW:** At the time this occurred, you were riding with Crédit

Agricole. What is your current status with Crédit Agricole?

**SR:** Crédit Agricole is dropping their sponsorship at the end of 2008. When my team director Roger Legeay came to visit me last year, he told me, "Saul, even if you don't get back to racing your contract is still good with us." I have a contract through 2008. So basically, the team objective for me was to have a normal life. I have that now. Honestly, if I don't get back to racing, I'm not going to cry at home. That is what I want to do and I believe I can do it, but life is good and now that I am actually going to return to racing, this scares my team. Roger has never had a rider almost die on him. It scares everyone, my parents, my fiancé, everyone.

**DRW:** You made your first return to racing here in Salt Lake at the Porcupine Hill Climb. Tell me how that went.

**SR:** It was already a victory for me being there that day. Honestly, I don't like saying should have-would have-could have, but my race was really a tactical error. I had my power meter on my bike and when the guys starting attacking the steep section of the climb, I was looking at the power meter thinking "Oh they can't go this far for this long." It was really a bad tactical error. I should have dug deep and stayed with the front guys and then establish the race after that. But I didn't. But it was a wonderful day. People were cheering "Go Saul". It was great. It reminded me of racing again. I was racing, but it reminded me of being back in the peloton. It was awesome.

**DRW:** Have you done any racing since then?

**SR:** No. The U. S. Professional Championships will be my next race back. [Since this interview, Saul competed in the USA Cycling Professional Time Trial Championship on September 1 where he finished 33rd, 4:33 behind winner David Zabriskie.]

**DRW:** Have you returned to France since your accident?

**SR:** Yes. My team wanted to do some testing on me. They wanted to see in this run of testing if I was even physically able to race bikes again. Because, you know, I had left side paralysis. They wanted to see physically if I could even race bikes. They saw me at team camp in January and I had a full health check. It was a health check like no other. They tested me inside and out. Just to see if I was healthy. I passed all their tests with flying colors and they were just blown away. Another purpose for that was that I got my first doping test, normally you have to get four quarterly tests, for the French Federation. Though I do not have a French racing license, with our team it's mandatory. You have to be susceptible to the French drug control. That requires extensive tests so I did that, passed all their tests, and they gave me the green light to do the time trial nationals. The goal is to go back [to France] in October. The American doctors have released me. The French doctors have not released me yet. They said that I could do the time trials but that's it because my health check was good. So they



are going to have me come back in October to do a very extensive mental evaluation on me..

**DRW:** On Crédit Agricole, with which team members were you the closest?

**SR:** Thor [Hushovd], Max Kaggstad. Really, it's a loaded question. Our team is like a family. We have so many close riders like Julian Dean and even Jan Kirsipuu. We have a real family of riders. Everyone knows each other and its great

**DRW:** Speaking of the Tour de France, this year's Tour took its blows regarding doping. What is your reaction to this year's Tour?

**SR:** My reaction, it was more like its good. It gives us young clean riders a chance. It gives all clean riders in the peloton a chance. It shows guys that, hey, you can't do it anymore. You can't get away with it. For the future of cycling, I tell people, you need to really stay, don't lose your hope in the sport or your spirit. Cycling, in general, is probably one of the cleanest sports in the world. We have the highest dope control in the world. The most strict. Tell your readers to keep confidence in the sport. The sport is not as dirty as people think it's. It's not. I would say the majority are clean. It's going in the right direction.

**DRW:** Which riders do you think a person ought to watch for in the future?

**SR:** I don't know. It seems like every year it changes. I hate to give you this answer but the honest truth, I don't know.

**DRW:** In your book, at the time of your accident you had a relationship with a German lady.

**SR:** Daniella

**DRW:** But know you are engaged to Dave Zabriskie's sister.

**SR:** Just call her Aleeza. I don't refer her to as Dave Zabriskie's sister. She is the most beautiful girl in the world.

**DRW:** What happened with Daniella?

**SR:** The honest truth - I don't remember her. I started dating her a few months before my accident. She was my first girlfriend. Really, my first girlfriend and I really don't remember much about her. It's really like a blank spot in my life. It's bizarre but it's true.

**DRW:** So your memory loss goes back a period of time before your accident.

**SR:** Before my accident, it's like a blur. I am not sure if things happened. Like a few months before was a blur and that's how she was, a blur. I remember when she broke up with me, I said some really harsh things to her. Really, down right dirty things, but the thing is that you have to realize that at the time I had no inhibitions [because of brain trauma]. I was impulsive, had a list of problems, and I did not have the mental capacity to handle it. When she broke up with me I was dirty, but she did not know I had all those problems. I did not have a filter, but I am sure that she took it personally because they were harsh and they were coming from me.

**DRW:** Tell me how you met Aleeza.

**SR:** I was in the airport after the Tour of California in February and I turned around and there was this girl standing there with these beaming blue eyes. I was standing there

looking at this girl and she says, "Oh my goodness, are you Saul Raisin?" and I said, "Yes". She says, "I'm Aleeza, I prayed for you every day when you were in you a coma."

So we shook hands and talked for maybe fifteen (15) minutes. We exchanged phone numbers and I give her my email and got on the plane. I could not get her out of my mind. When I got home, the first thing I did was send her a text message saying, "Hey, did you get home okay?". I turned on my computer and I had like five (5) emails from her. "Hey, just wanted to say hi". We started talking right then and there. We hit it off big time. People talk about love at first sight. I can tell you it exists.

**DRW:** At the time that you met her did you know that she was Dave Zabriskie's sister.

**SR:** Actually, I am going to say I did not know that until we talked on the phone the next day. I am really not too sure. She said her name was Aleeza, maybe Aleeza Zabriskie. I might of known. It does not make any difference. I didn't care, she could have been anyone's sister. I didn't care. To me, like I said, she's Aleeza.

**DRW:** Did you know Dave Zabriskie before your accident.

**SR:** I knew him as a colleague, as a racer. I look up to him. He's won stages of the Tour de France, he is a great time trialest, he is a great rider.

**DRW:** At what point did you become engaged to Aleeza?

**SR:** April 15th. Not too long after I met her.

**DRW:** Have you set a wedding date?

**SR:** December 1st. On a beach in Hawaii.

**DRW:** Tell me about the rigors of professional racing. What is it like to be on a professional team? What is your daily routine and what is race day like?

**SR:** It's a job. You wake up, you eat breakfast only three (3) hours before you race. You race all day, you get done, you get off the bike, you eat or drink your replacement drink or whatever it's. You go back to the hotel, get a massage, lay in bed until dinner, and you go eat dinner all together. You race and you rest. That's all there is. When you get done with the race you are so tired you don't feel like doing anything for a week. So you ride, you train, you rest. That's it. It's pretty focused all the time. Complete focus and rest and relaxation. It's a full time job. Even now when I do a four (4) hour ride with a lot of intervals, the rest of the day I am useless.

**DRW:** You seem to be pretty good friends with Thor Hushovd. Tell me a little bit about what he is like.

**SR:** He's a great guy. When he won the last stage of the Tour de France [in 2006], I was watching the recap on the trainer. I got a phone call and its Thor and he said, "Saul, the team is in the hotel and is drinking a glass of champagne in your honor." I said, "You are?", and he said "Yeah, I carried you across the line on my wrist." He was wearing one of my bracelets. That's the kind of guy Thor is. I'm invited to his wedding in November. He is just a really great guy. He's a real champion.

**DRW:** I have noticed that he has been one of the leaders in the professional peloton against drug use.

**SR:** Absolutely. Like I said, my

team is a clean team. Our whole team is clean and Thor proves that you can win a stage in Tour de France clean.

**DRW:** Tell me a little bit about Roger Legeay too.

**SR:** He's more of one of those heroic, no not heroic, stoic figures in the sport. Our team, Velo Club de Paris, that's the organization, it goes back thirty-five (35) years. Even before Lemond. It's so ancient and it has such a good history to it. Roger's the Godfather. Everyone calls him the grand chef, the big boss. That's how it works. He is a great guy.

**DRW:** Tell me how you managed to break into the professional racing scene.

**SR:** Getting top tens in the espoir world cups with the USA national team. I caught the eye of the Credit Agricole espoir team and I signed with them, and then from good results with them, the Credit Agricole professional team picked me up.

**DRW:** How did you get on the USA Espoir team?

**SR:** Really good finishes in the big U.S. races. I won Fitchburg [Longsjo Classic] as a junior. That's one of the bigger junior races in the country. I was top three (3) at the national championships several times and just caught the eye from really good performances.

**DRW:** How long did you live in France prior to your accident?

**SR:** This would have four years. Even though my French is much better now.

**DRW:** Why is that?

**SR:** They don't know. They think it kind of registered it in my brain when they were speaking to me in my coma.

**DRW:** That is interesting. Did you study French before you went to live in France.

**SR:** Two years in school, but when you are trying to learn French from a teacher in North Georgia who has a country accent . . . When I went to France I had some vocabulary, but I said the words so wrong they could not understand. Vice versa, when they spoke to me and I did not understand a word they said. I basically started from scratch.

**DRW:** Did you teach yourself or did you take courses?

**SR:** From conversations. Talking with teammates. I would always say, "Comment dis?" [which means] "How do you say this?". I would just have conversations, talk with people.

**DRW:** So you are cleared by your American doctors to do all kinds of racing?

**SR:** I'm cleared by the American doctors. In order for me to race with my team, I have to get clearance from the French doctors.

**DRW:** Have your treating doctors here in the United States registered any concern, nevertheless, about you returning to racing?

**SR:** As far as the cycling part, no. After twelve to eighteen months, and its already been twelve months, my brain will be as a normal person. If I had a substantial hit to my head, it would not hurt me any worse. So there's no concern really. If I get back all the cognitive function to race a bicycle again . . . but which how do you test someone for that? I don't know. We are going to see.

**DRW:** Are you still recovering or do you feel like you have reached maximum recovery?

**SR:** No, I'm still recovering. Now, it's details. It seems like once a month something becomes more clear. Like for the longest time I had severe left neglect to the left side of my body. When I would walk down the sidewalk, I would fall off to the left. I couldn't walk down a mall without hitting all the people on the left side of the mall. I would run into the wall on the left side. I did all these things but did not have the insight to know I did them, and finally one day it just went away. That is kind of how things happen now. Things just go away. That was a major thing. I remember that. The same thing with my inhibitions. [After the accident] I talked dirty. [Control] came back. To this day things just come back. Aleeza, she can see them sometimes. She can't say, "Hey, you are doing this different", but she can see like a light bulb come on. Something is different in me.

**DRW:** I've heard certain riders refer to drug-busting in Europe as a witch hunt. Do you feel it is that way?

**SR:** No, I don't. It's not a witch hunt. It's for our own safety. If you take drugs, you are risking your health. Someone said once, "Why don't you just let them all do drugs?" Well, their hematocrit would be in the 70s and their blood would be thicker than jello and they would be dying of a heart attacks and blood clots.

**DRW:** Let me come back to your recovery a little bit. I noticed as you were walking, you still have a limp. Is that going to be a permanent limp?

**SR:** I do have problems with my left knee. If I focus on it I can straighten it out. The thing is, when I'm tired, when I've been training hard, I can't really focus. When I'm tired, I clench my left hand. I cannot let it go.

**DRW:** So you still have to focus on those things.

**SR:** Absolutely. I've been focusing

on my left hand this whole interview to try and keep it relaxed.

**DRW:** It must get tiresome trying to keep that focus.

**SR:** Not really, I'm so used to it. Done it for the last year.

**DRW:** To most of us, those kinds of things are automatic so we don't think about it. So when you have to focus on them, it can be a mental drain.

**SR:** That's one hundred percent.

**DRW:** Tell me why you feel like you are doing so well.

**SR:** I always say it's the answered prayers. When Aleeza told me she was praying for me, I told her that she was my angel. God sent me an angel and he sent me her. And also because of all the friends and family and the support I have from my teammates like Thor, Roger Legeay, my coaches and friends who just came out and helped me. There is a huge statistic, I don't know the exact statistic, but people with traumatic brain injuries whose loved ones and friends and family support them, their recovery rate is much higher than the normal person. It motivates them. It helps them and that is one of the biggest things that helped me.

**DRW:** Having a big support group is probably the biggest difference.

**SR:** Absolutely. If I could go back and change one thing in my life, it would be, which I'm still not too old to do it, but when I have a friend that is sick or injured or anything, I will go to be with them because that is what helps you get over your hurdles of life. It's being there for your friends and your family. Absolutely.

To learn more about Saul, his recovery, Raisin Hope, and his racing, visit [www.saulraisin.com](http://www.saulraisin.com). Information on Tour de Life can be found at [www.tourdelife.us](http://www.tourdelife.us).



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**Awards from page 3**

Cyclocross Series and a win at the Hell of the North Road Race.

For their consistency and stellar race results, Bart Gillespie and Kathy Sherwin are **cycling utah's** 2007 Overall Riders of the Year.

Nichole Wangsgard (TRIA, Vitesse, Team Group Health, and Bike Hugger Teams) is a name that you may recognize from bylines in old editions of **cycling utah**. She had a fantastic year, winning two national caliber races — the road race stage at the Valley of the Sun on her way to second overall in the Pro/1/2 field and the criterium in the Green Mountain Stage Race. Many other top placings pepper her 2007 results including 2nd at the Nature Valley Grand Prix. She also placed in several Utah road races. She is our female Road Racer of the Year.

Bryson Perry (Sienna Development/Goble Knee Clinic) was on fire. He won the Hell of the North Road Race, the Gate City Grind Stage Race, East Canyon Road Race, the State Time Trial Championships, the Garden Creek Gap Road Race, a couple of RMR wins, and the overall Utah Cycling Association Series title. Bryson Perry is our male Road Racer of the Year.

In Utah's Downhill scene, two riders stood out. Aponi Hancock (Brodie/BikeZion/Pizano's) won each of the five Utah Downhill

Series DH events and both Super-D events she entered. She also placed 21st in the NORBA National Series. She is our female Downhill Rider of the Year. On the men's side, Nick Van Dine (Go-Ride) had a breakout year. He finished third overall in the Utah Downhill Series pro men's category. On the national circuit, he shined. His ninth and eleventh places in two of the NORBA National Semi-pro races were eclipsed by his USA Cycling National Championship win at Mount Snow Vermont. Nick is our male Downhill Rider of the Year.

Chris Peterson (DEVO-Napa County Sheriff) had a stellar season. The eighteen year-old junior expert from Sandy raced and placed in the men's expert 19-29 in the Intermountain Cup. But in the NORBA National Mountain Bike Series, he found his groove. In the junior expert 16-18 class, he had three wins in the short track XC and first place in the Deer Valley Cross Country race. A third place in the National Championship earned him a trip to World's where he finished as the top placed American in 30th. He was also the top ranked USA Cycling Junior. Chris Peterson is our male Mountain Bike Racer of the Year.

Kara Holley (Mad Dog/Subaru-Gary Fisher) took top honors in the Intermountain Cup Race Series in the pro women's category with two wins and consistent riding throughout the year. She also won the women's masters 30-39 expert

XC race at the Deer Valley National. KC Holley is our female Mountain Bike Racer of the Year.

The Harmon's MS Bike Tour had a record number of participants this year — over 2900 riders. With their dedication to fundraising, the participants raised over \$1.3 million dollars for multiple sclerosis research and local support. This combined with two days of fun and good riding in Logan and Cache Valley led us to choose the MS Bike Tour as our Event of the Year.

The Bonneville Bicycle Touring Club logged 188,720 club miles this season in over 300 club rides — that's 7.6 times around the world! They also put on two of Utah's best bike tours — the Little Red Riding Hood Women's Century and the ULCER. Many of their members are active in local bike advocacy. They also donated \$25000 to non-profits, including the Huntsman Cancer Institute and the Utah-Idaho Kidney Foundation. The Bonneville Bicycle Touring Club is our Club of the Year.

Dan Fazzini has boundless energy. He's chair of the Salt Lake County Bicycle Advisory Committee (slcbac.org), a League of American Bicyclists Cycling Instructor, and an organizer of the Josie Johnson Ride. He's a welcome and friendly face in all sorts of advocacy endeavors in Utah. He teaches safe cycling classes in cooperation with the Salt Lake Bicycle Collective. With SLCBAC, he has driven the production of the county bike map (now on their website and soon to be in shops). He

keeps an eye on cycling and road projects throughout the county and runs his own non-profit (safe-route.org).

Lou Melini was chair of the Salt Lake City Mayor's Bicycle Advisory Committee. He guided the MBAC through the troubled waters of a proposed helmet ordinance and possible reorganization at the hands of the Mayor. Without his guidance and countless hours of dedication, the MBAC would have likely imploded. He sits on the Salt Lake County Bicycle Advisory Committee. He also has graciously written **cycling utah's** commuter column for several years, encouraging and informing our readers on the use of the bicycle for transportation. We recognize Lou Melini and Dan Fazzini as our Advocates of the Year.

Consistency and style are everything. Julie Holmes has both. In last season's Utah Cyclocross Series, she raced in every event and, while she did not win any races, she won the

overall series. She was also great inspiration to other racers, cheering them on in stylish dress. She is our female Cyclocross Rider of the Year (2006 Season).

Bart Gillespie. 'Nuff said. He is our male Cyclocross Rider of the Year (2006 Season).

This youngster has pluck. Justin Griffin (UtahMountainBiking.com) raced 20 times in the Intermountain Cup (even though there are only 12 races) by racing in both the 10-12 age group and the 13-15 age group. He won all 11 races he entered in the younger category finishing first overall. In the older category, he took a second, and finished fourth overall. This dual duty helped his team finish second in the team competition. Justin gets our Notable Performance of the Year Award.

Thanks again for being with us through our fifteen years. We look forward to seeing you again in the spring. Peace.

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