

VOLUME 13 NUMBER 8

FREE

FALL/WINTER 2005

WEST MOUNTAIN CYCLING JOURNAL

cycling utah

RIDER OF THE YEAR AWARDS!

DIRT
PAVEMENT
ADVOCACY
RACING
TOURING

- Tragic Accidents - p. 3
- Calendar of Events - p. 16
- Lance and Bob Roll - p. 2
 - Lotoja - p. 10
- Moab Rim - Trail of the Month - p. 4
- Support Your Local Bike Shop - p. 5
- Rider of the Year Awards - p. 11
 - Josie Johnson Ride - p. 8
 - Results - p. 18
- Commuter Column - p. 6
- Cyclocross - p. 12
- Cedar City Advocacy - p. 6
- Your First Cross Race - p. 7



SPEAKING OF SPOKES

Evenings with Armstrong and Roll

By David Ward
Publisher

An Evening with Lance

"He's a stud," my wife, Karma, said when I asked her what I should write about Lance Armstrong. We had just attended Armstrong's speech at the Nu Skin convention the previous evening, October 7, and I was wanting to write this while his talk was still fresh in our minds. It was interesting to listen to him as a speaker. I realized I had never heard him speak, but only be interviewed.

It was an experience just getting into the convention for the speech, and having to endure almost two hours of the Nu Skin Awards Gala before Armstrong was brought on stage to speak. But that is fodder for another story, except to say that I was beginning to wonder if listening to him was worth all this effort and waiting.

It was. Armstrong was comfortable with the audience and confident in his speaking. He charmed the audience with his smile and easy, affable manner. But, of course, it was the substance and intensity of his message that was most captivating.

"They asked me to come for two reasons: Because I am a cancer survivor and because I won a few bike races along the way," he said. "Being a cancer survivor is the bulk of the story." With that, Lance launched in to the meat of his message. He went on to relate his story of being diagnosed with cancer, and his fight for survival. Later, he compared how that helped in bike racing, fundraising, and other endeavors in his life.

He spoke of the importance of selecting a team. He related his experience of searching out and ultimately selecting a team of doctors and health professionals to help him in his struggle. Prior to meeting the doctors he ultimately selected, he had been told by others that his prognosis was not good, and he was not given much hope. But when he visited with the doctors in Indiana, they had the attitude, "We can do this. You can beat this." He subsequently compared that to the confidence shown by his team, US Postal, in coming to him after his successful finish to the 1998 comeback season and saying, "You can win the Tour de France." So he agreed to give it a try. "And we won."

Later, Armstrong explained that,



of the roughly 2500 miles ridden during the Tour de France, he rides alone for maybe 60 miles. The rest of the time he is in the peloton where his team is important.

He also described US Postal, when he first started with the team, as the "Bad News Bears" of professional cycling. "They didn't even have a bus. Every team has a bus." But it was the only team that would offer him a spot and a bicycle. He detailed how with time, success and more money, they developed US Postal into a top team. "People have said we have the best team ever." He claimed that he hopes, because of the excellent team they have in place, they can put someone in his place, and have the same success, with him on the roadside as a cheerleader.

He spoke of learning to not quit while battling cancer. He related the experience of being reminded by his coach, Chris Carmichael, that he could not quit racing. Armstrong had returned to racing in Europe with US Postal. However, when results were not what he had anticipated or wanted, he had quit and returned home to Texas. It was then that Carmichael called him, told him he could not quit, and asked

him to come to North Carolina to train for a week. During that week, Carmichael convinced him to return to Europe, finish out the season, and fulfill his contract. Armstrong told how he decided to do that, and returned to Europe with the determination, not to win, but to do his best. Then, upon his return, the good results and wins began to come.

Upon mentioning North Carolina, cheers came from the audience. Armstrong smiled and said he should mention some other places, and then said "We also went to California." A big cheer. "And I'm from Texas." Another cheer. "And I have been to Japan." A loud cheer from the large Japanese contingent.

At one point, a member of the audience yelled, "Go for eight!". Armstrong laughed and said, "They are making of DVD of last year's Tour. Buy that and pop it in the DVD player next July."

During a brief question and answer period by the founder and the CEO of Nu Skin, he was asked about political ambitions.

Armstrong explained that one of the problems with politics was "the immediate loss of half your popularity."

Armstrong also spoke briefly of the difficulties and challenges of bike racing and the Tour. He briefly mentioned, almost introspectively, the "suspicions" and "challenges to your integrity". But he then went on to say that he would do it again.

And then speaking more expansively, and implying the inclusion of his battle against cancer along with his career, he said, "I wouldn't change a thing."

An Evening with Bob Roll

On Saturday evening (October 8th), at the invitation of Mike Caldwell, president of the Greater Ogden Athletic Legacy Foundation (GOAL), Karma and I attended GOAL's fund-raising dinner where Bob Roll was the keynote speaker. Roll had spent Friday and Saturday in the Ogden area visiting and riding with GOAL sponsors and supporters.

Continued on page 14

Cover Photo:
Allan Butler, Logan Race Club, in Lotoja.

Photo: Joaquim Hailer

How many
miles per gallon
does your bike get?

OFFERING A FULL MENU OF FRESHLY
MADE SANDWICHES, SALADS,
SPECIALTY ENTREES, AND DESSERTS

1026 EAST SECOND AVENUE
SALT LAKE CITY, UTAH 84103
M-F 7AM-9PM • SAT 8AM-6PM • SUN 8AM-5PM
801-322-3055
www.cucinadeli.com



cycling utah
P.O. Box 57980
Murray, UT 84157-0980
www.cyclingutah.com
You can reach us by phone:
(801) 268-2652
Our Fax number:
(801) 263-1010



Dave Iltis, Editor &
Advertising
dave@cyclingutah.com

David R. Ward, Publisher
dward@cyclingutah.com

Contributors: Greg Overton, Neal Skorpen, Gregg Bromka, Ben Simonson, Michael Gonzales, Lou Melini, Joaquim Hailer, Jason Bultman, Lonnie Wolff, Clair Jensen, Ted Wilson, Brad Karren, David Bern, Ryan Gurr, Ed Chauner, Ron Lindley, Brooke Merrell

Distribution: Michael Gonzales, Rachel Gonzales, David Montgomery, Doug Kartcher
(To add your business to our free distribution, give us a call)

Administrative Assistant:
Lindsay Ross

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

Annual Subscription rate:
\$12

(Send in a check to our P.O. Box)
Postage paid in Murray, UT

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

Cycling Utah is free, limit one copy per person.

© 2005 **cycling utah**

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

Fishers
CYCLERY

COMING NOV. 11TH
THE 2006 LINE UP FROM
ROCKY MOUNTAIN

FEATURING THE NEW "SLAYER"
AND THE REVAMPED ETS-X SERIES

BE THE FIRST TO SEE WHAT'S NEW
ONLY AT FISHERS!

SPECIAL EVENT NOV. 11TH AND 12TH!
Special Purchase ETS Bikes Starting at \$1799

2175 South 900 East • Salt Lake City
801-466-3971 • fisherscyclery.com

LOCAL NEWS

Deaths Leave Cloud Over Utah Cycling Community

Steve Williams Hit in Southern Utah

By Ted Wilson

Fumbling with frosty fingers I felt the cold creeping in and wondered how long it would take me to reach the road far down the canyon on one ski. The tow plate of my binding had split. My feeble duct tape surgery didn't work. My buddies went ahead anxious for more turns and unaware of my predicament. I knew they would be heading down a run in lower canyon and may not know I was left behind. I was on my own.

Then Steve Williams and Howie Garber appeared like AAA roadside service. Sliding out of the snow-slung aspens they yelled, "Wilson, what's the matter?" I mumbled my frustration and asked them if they were going down. Could they keep an eye out for me as I executed shaky one-legged turns?

William's smile lasted a full minute. Assessing the situation, he was delighted with a solution. Simple problem, he said, "I always travel with a spare toe plate and our bindings are the same." It took him about four minutes to turn the screws while I stood and blew hot breath on my fingers. "Give me a call when you can return the plate," was the only price for the repair.

I tailed Garber and Williams as they carved their turns and brushed the trees. Steve's skiing was amazing. Light and springy on his boards, the variable snow from heavier crud to pockets of powder didn't faze him. In each turn, a restrained but joyful "whoop" marked his progress.

A true mountain and golf bon vivant, Williams was like that. People talk about how he often just appeared in the mountains or on the bike ride. How he always wanted to take a few runs with you or pedal alongside. How he loved life. How the mountains were his holy temples.

His old boss, Dick Kramer, from the Bonneville golf course, said Williams was one of the best employees the course ever had. "The golfers loved him." "He always greet-

Salt Lake Cyclist Dies After Being Hit

Claude O. Williams, 59, was hit while riding his bicycle on N. Temple on October 16th at 11:55 p.m. He was struck from behind by a 1996 Pontiac allegedly driven by Rogelio Molina, 22. The vehicle continued on after hitting Williams. The accident was witnessed by a cab driver who called police. According to the Salt Lake Police Department, Molina was arrested in the early morning of October 17th and initially charged with DUI and hit and run. Williams died on October 18th and Molina was charged with Automobile Homicide, a third degree felony as well as failure to stop at the scene of an injury accident, a class A misdemeanor. According to the SLPD, Williams was riding in an appropriate area of the roadway and did not appear to be doing anything incorrectly.

According to the District Attorney's Office the probable cause statement indicates that Molina's blood alcohol level was 0.14.

ed our golfers with a smile that said it's a great day for a round of golf." Williams worked at the course nine months so he could take the winter for skiing.

There is permanence to Steve Williams. He will always be at the Bonneville golf course if in memories of the many good friends he made. In spirit, you can count on him to appear out of the trees ready for a new run or to help a friend. His lust for life, his bold skiing, the hum of his tires, and his commitment to friends and family continues as long as we hold his memory precious in our hearts. 2,000 Josie Johnson Memorial bicycle riders solidified Steve a new saint as they rode again for Josie and this year "For Steve."

Steve Williams was killed on his bicycle one year after Josie Johnson died in Big Cottonwood Canyon. Like Josie, the bicycle was well to

Continued on page 9

Allan Butler Hit in Las Vegas

Allan Scott Butler of the Healthy Choice/ Goble Knee Clinic Cycling Team passed away on September 30, 2005 due to an auto pedestrian accident while crossing "the strip" in Las Vegas. Allan was in Vegas attending the Interbike convention. Allan leaves behind his wife, Jenny, and their 9-month old daughter, Odessa.

Allan was the Utah Cycling Association's top rider for 2005, a distinction he held for the second time in his cycling career. During the 2005 season, Allan won the Tour de Gap and Gate City Grind Stage Races, as well as stages within those races. Once the race was over, Allan was known for his kind demeanor and willingness to help other riders in their quest to improve.

Over 400 riders came out Saturday October 8th for the Allan Butler Memorial Ride, which began at "This is the Place" park and climbed to the top of Emigration Canyon. The support and love shown at this event was overwhelming. Thanks to all of the local riders who came out. Allan's family also completed the ride (one of Allan's favorites), helped to the top by local professional racers Dave Zabriskie and Burke Swindlehurst.

The Memorial Ride finished with a raffle and silent auction back at "This is the Place". Again, it was impressive to see how the local cycling community stepped up to support Allan's family. However, the work is not done and Jenny and Odessa still need our help and support. Anyone wishing to make a donation can do so at:

Jenny or Odessa Butler
c/o Elizabeth Lockette
Morgan Stanley
2645 E. Parleys Way
Salt Lake City, UT 84109

Continued on page 9

St. George Cyclist Dies in Accident

65-year-old St. George sports icon Donnie Pymm was hit by a pickup truck early on October 6, 2005 on 700 East near Dixie State College. He was rushed to Dixie Regional Medical Center where he later died from his injuries.

According to the police report, it was rider error that caused the accident. The driver was cited with speeding and the cyclist, if he had survived, would have been cited with improper lane travel.

Much of Pymm's life revolved around local sports, including college football and Little League and he was loved around the community.

-Ryan Gurr



bike sale

hurry in now for great

FALL SAVINGS!

all 2005 models 25% OFF!

FALL SUMMER CLOTHING

❧ 50% OFF! ❧

receive an

ADDITIONAL 5% OFF

when you pay in cash!

MOUNTAIN ROAD COMFORT BMX KIDS

Cottonwood

942-3100

1844 E. Ft. Union Blvd.

Ogden

621-4662

705 W. Riverdale Rd.

Zion Country Early Spring Century

February

25th

100, 65, 50

mile Options



St. George

Utah

8:30 am

801-677-0134

www.Bike2bike.org

TRAIL OF THE MONTH

Moab Rim Trail - The Mother of All Hillclimbs!

By Gregg Bromka

The Moab Rim is the mother of all hill climbs. Sure there are other ascents that are longer and gain ungodly amounts of elevation, but few are as merciless. The jeep road rises 900 feet in about .8 mile--an average 21-percent grade. You start out in granny gear and never leave it. But the law of averages can be misleading. The lower third is somewhat tolerable and no doubt less than the average grade, which means the upper third seems near vertical. And all along the way, the fractured, ledgy Kayenta slickrock is technical as hell. Don't go blaming lack of traction for your shortcomings either because your rear tire sticks to the sandpaper-rough rock like glue.

So why bother to endure such agony? Other than pounding your chest like a gorilla when you reach the top, which you are certainly entitled to, you'll find the Moab Rim to be highly scenic. If you dare raise your nose from the handlebar, you'll look down upon the Colorado River as it slips through the sandstone confines of the Portal. On the rim across the river, bikers peer down at you from Little Arch on Poison Spider Mesa. When you top out, you gaze upon Moab Valley wedged within a wondrous land of naked sun-



The author makes easy work of the climb up the Moab Rim--Not!

burnt rock.

If you continue on the optional route to Hidden Valley, you'll have opportunities to view rock art, ancient Indian ruins, and shadow-filled grottos. But the culminating descent is a silly portage on a bouldery pack trail that plummets

to the valley more steeply than the ride up. The bottom line: the loop is for masochistic mountain bikers who find pleasure in gnarly rides that push the limits of mental fortitude and physical abuse. Hey, it's the Moab way.

Oh yeah, bikers raced up the Moab Rim in years past during the annual Canyonlands Fat Tire Festival. The record time was 12 minutes. Whoa! And bikers have raced down the Rim too, hucking it off the ledges onto cement-hard landings: some successfully, others flailing and failing miserably.

Notes on the trail:

Directions are pretty simple--up. You'll get a good feel for the ride in the first few feet where you

must bunny hop, cant-and-ratchet, and power over ledges and around boulders. There are longer stretches of less technical, more rideable slickrock (we're talking a few hundred feet at most), and sections that are off the charts in physical and technical difficulty. Ride what you can and walk the rest, which for mortals is a good chunk of the climb. When you reach the rim press your blood-shot eyeballs back into their sockets, tuck your heat back into your chest, and soak up the view of the valley below and of the surrounding land. Then make an about-face and seek vengeance on the rim road, but do so cautiously. Errors in judgement might result in broken parts--to body and bike.

To pursue the optional loop,

continue on the doubletrack as it curves southward. Where the road forks .6 mile farther, the upper route to the right is recommended. Pay attention to trail markers (remnant cairns, tire tracks, blood stains), especially when crossing slickrock. After the two routes rejoin, the left route coming up from the Grottos, head eastward and climb a steep pebbly hill that ends near an Indian ruin. But only go half way up; fork right on a doubletrack that leads to Hidden Valley.

The mile-long section of trail through the grassy pasture of Hidden Valley is a small slice of heaven, but hell lurks right around the corner when the path drops off the Rim's east wall. Sling your bike over your shoulder and hoof down the sketchy path to the valley below. Parts are rideable, others are downright scary. Close the loop by riding the highway back to town or pursuing the Under the Wires Trail; then take Kane Creek Boulevard around to the trailhead.

General location: 3.3 miles southwest of Moab on Kane Creek Boulevard.

Distance: 1.6 miles out-and-back with an optional 12-mile loop.

Tread: Fractured slickrock to the rim. Rock and sand doubletracks and singletracks thereafter.

Aerobic level: "Strenuous" has a warm, fuzzy sound to it. It may very well be the toughest mile in the world.

Technical difficulty: High. Ledgy, fractured slickrock the whole way up. The upper tracks to Hidden Valley are tame, but the descent is loose, choppy, sandy, steep single-track.

Season: Spring (mid-March into June) and fall (September into November). Good southern exposure on the initial climb to the rim means you can often ride during winter.

Hazards: The technical nature of the trail is inherently hazardous. Those with weak hearts and elementary skills had best look elsewhere. The return descent requires unflinching skills and perfectly tuned brakes, as does the bike-and-hike descent on the Hidden Valley Trail.

Finding the trail: From the center of Moab, drive south on Main/U.S. Highway 191 for .7 mile and turn right on Kane Creek Boulevard. Bend left .7 mile farther at the "dangerous intersection" sign where 500 West joins from the right. Continue 1.8 miles to the signed trailhead on the left. Parking is limited. Most bikers simply ride from town.

Final notes: The Hidden Valley Trail enters the Behind the Rocks Wilderness Study Area. Bicycles are permitted currently on existing trails, but that might change if the area is designated wilderness. Obey signs restricting travel.

Get a copy of *Mountain Biking Utah* by Gregg Bromka at your favorite bike shop or at cyclingutah.com.



SKATE SKI SPECIALISTS

ROSSIGNOL • FISCHER • TOKO
ATOMIC • SALOMON • MADSHUS
SUPERFEET FOOTBEDS
NORDIC STONEGRINDING
FLEX TESTING

Wild Rose
702 Third Avenue
801 533-8671
www.wildrosesports.com

Rudy Project \$20 Off Instant Rebate!!



762 E. 12300 S. Draper, UT
801-576-8844

* With this ad. 1 per customer. Good at time of purchase only. Expires 2-15-06.

ROUTE 211

Support Your Local Bike Shop!

By Greg Overton

Yours truly recently spent the bulk of a week in Las Vegas attending the annual Interbike trade show. This is the big get together of everybody who is anybody in the bicycle industry. Everyone selling everything, from complete bicycles to the smallest trinket was there. Except for Trek. The current big kahuna of the bike biz chose to stay home in Wisconsin and throw a dealer party of its own back in August. This was my first Interbike show in a couple of years, and my two hundred and ninety first all-together. Well, that's an exaggeration, but they do tend to run together after a few years. Don't get me wrong, I still love bikes, and there are a lot of really good new products and bikes to look at, and it was fun to see all that stuff.

It was also fun to visit old friends and racing buddies from the past (many who have bike businesses in one form or another), and to meet people who are normally just a voice on the phone or an entry in my address book. As I visited with these folks, a recurring theme continued to steer the conversation. Profit margin. Profit margin is the sacred crystal egg of retail bike shops. It's very thin-shelled and delicate, and it must be protected and nurtured. The next time you think your local bike shop is gouging you on a price, consider a couple of points.

According to the National Bicycle Dealers Associating, the average cost of doing business for a retail bike shop is just a nod below 40%. This means that for every dollar coming in the door, it requires nearly half just to have a door for the dollar to come through. When you consider that the average profit margin on bicycles in retail stores is a little less than 38%, you get a sense of the backward movement of cash flow for a shop that sells bikes. Into that wound, pour the salt that is mail order and other online sales, and life gets tougher for your friendly local bike shop.

How do mail order outlets sell at such low prices? First, their average cost of doing business is below 20%. Less than half that of a retail storefront. Many online outlets are housed in warehouses, which have much lower rent and operating costs than retail locations. Some even function in little more than a storage unit. And with the increasing consumer comfort in ebay and other online channels, it's hardly necessary for these outlets to currently buy expensive advertising space, further reducing their overhead.

The larger outlets do print expensive catalogs and buy expensive advertising. One major catalog company located in Colorado

reportedly spends more than \$750,000 on catalog printing and mailing each year. How do they reconcile the expense? Buying power. Quantity matters when it comes to purchasing bike parts, and the larger quantities result in lower costs. Other factors come into play as well.

If a company is considered to be a manufacturer of bicycles, which currently means that it imports frames or bikes from Asia, that company can purchase components at reduced OEM (original equipment manufacturer) pricing. Nearly all mail order outlets now sell their own brand of bicycle in order to take advantage of OEM pricing on most other products. This price is often 15 to 20 percent less than the best wholesale price available to retailers. Doing the math shows that those products can now be sold by the outlet at just above (sometimes below) your local shop's wholesale price, and given the low cost of business, a decent profit is still possible. And there is no rule that says just because a "manufacturer" orders only 100 frames, it can order only 100 groups or build kits. Many times, far more components are purchased than frames, leaving a catalog or website full of parts available near wholesale pricing to the public.

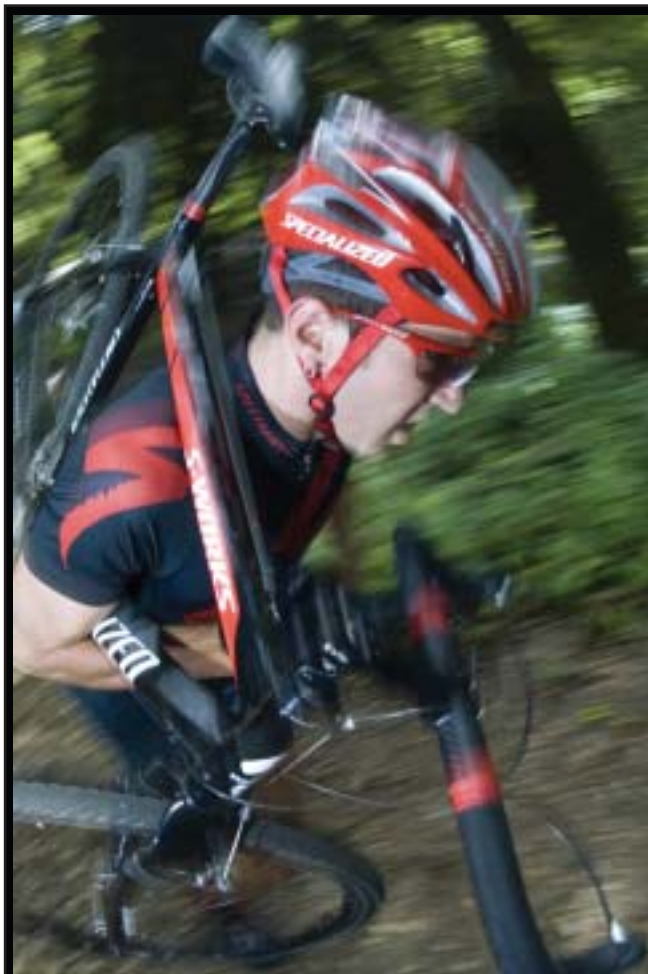
Another supply channel for mail order outlets is via the very bike companies and distributors whose products fill your local retail store. Occasionally, some say often, a major bicycle manufacturer or distributor will negotiate a great price for a larger than needed quantity of components and accessories. The overstock is sold to a mail order outlet at a slight profit. The manufacturer obtains parts for its own use at a reduced cost which allows for higher profitability, and the outlet gets a better than normal cost which allows it to be more profitable as well. The manufacturer/distributor will then charge its retail dealers the normal wholesale price, once again creating a profit. Often this wholesale price is above the consumer sale price from the mail order outlet (which purchased the same parts from the same source as the retailer), and whose price the consumer is challenging the retailer to match.

Some manufacturers have attempted to protect their dealers, and control pricing consistency through controlled distribution, becoming "dealer direct". These manufacturers do not use distributors, choosing instead to sell directly to retail stores only. They cannot simply set a mandatory price, that's illegal. But these companies will state a suggested retail price, and have the dealer sign an

Continued on page 14

CYCLOTOON

BY NEAL SKORPEN



You can never be too **SPECIALIZED**

Specialized Tricross in Stock Now!

Free your life, Freeroad.

Bingham Cyclery



Financing Available through RC Willey

Salt Lake
1500 S. Foothill Blvd. 583-1940

Sandy
1300 E. 10510 S. (106th S.) 571-4480

Provo
187 West Center 374-9890

Ogden
3239 Washington Blvd. 399-4981

Sunset
2317 No. Main 825-8632

www.binghamcyclery.com

COMMUTER OF THE MONTH

The Culture of Bike Commuting

By Lou Melini

First I need to identify the commuter profile from September as Marisa Buchanan not Marissa B. My apologies to Marisa and thank you Marisa for politely ignoring my mistake.

This will be the last commuter profile for 2005. I hope to interview and collect a number of people over the winter months for the 2006 column. If you commute or know someone that commutes, e-mail me at Melini@xmission.com. You do not have to be a dedicated, ride in all type of weather, commuter. Even if you are a fair weather rider who just started out, I want to hear about you to offer the non-commuting readers of Cycling Utah a spark to say: yes I can use my bike as transportation. I especially want to hear from those who do not live in Salt Lake County. Any feed back on the column is most welcome. It has been difficult to take a narrow topic (bike commuting) from becoming stale by asking or discussing the same questions.

The purpose behind the column is to hopefully change the culture of how we transport ourselves around the city or county that we live in. This month's commuter profile is Alan McEwan who will give his opinion regarding the culture of bike commuting.

Cycling Utah: You, along with most others profiled in this column, have stated that riding to work is fun. Sure, economics, health and the environment play a role, but fun has been the primary theme. If riding to work is so much fun, why aren't more people riding to work?

Alan McEwan: I think it is the perception of risk and distance to work. Most of my co-workers have chosen to live 20 + miles from work so it will never be feasible for them. A combination of mass transit and biking could be feasible. For those that live close, I hear an occasional comment of "one of these days", though I have yet to see that impulse acted on, but at least they see that it is possible. Overall, I would say that beyond 7 or 8 miles regular bike commuting becomes a real commitment for most. The perception that bike commuting is inherently risky can best be addressed by seeing more and more folks on the road. As more people bike to work, traffic patterns and behavior change. Autos slow down in anticipation of cyclists. Cyclists are not seen as an eccentricity but as a legitimate form of transportation, which will lessen then lessen the perception of danger.

C.U.: What would it take to boost U.S. bike and pedestrian commuting (or Salt Lake County) to the levels in Europe, which are reported to be near 20%?

A.M.: I'm sure that population density and proximity to work are huge factors in the equation, but beyond that, it seems like a cultural difference. I see people in the US as having a strong attachment to their cars. It goes beyond the practical, and gets into the realm of self-definition and sending a message to other about who you are. Walking or riding in our culture, I always get the sense that I'm engaging in a suspicious activity. It is less so in Sugarhouse where I live, but definitely in West Jordan where I work. Our cities are laid out to facilitate the use of automobiles and to discourage pedestrian or bike use. I have heard about bike paths in the Netherlands that serve more than just a scenic/recreational function. They function as roads and get people from point A to B. I think Mayor Rocky Anderson is heading in the right direction with regards to encouraging a more bike/pedestrian friendly city.

C.U.: You described yourself as an "off and on" commuter for 5 years. What keeps you "off" and what keeps you "on"?

A.E.: An extended series of late nights 3 winters ago, and some expressed concern for my safety by my parents convinced me that my wife and I should purchase a second car. That got me out of the regular habit. While having a second car, I did manage to commute some, just not as regularly. This past spring, I just decided that I actually preferred bike commuting to car commuting. I missed the regular exercise, the time to collect my thoughts, the time spent outside, etc. I missed the adventure of traveling in all kinds of weather. I started out commuting originally because we were trying to save money. It seemed like more of a financial choice at its inception; now it is a lifestyle choice. I'm not sure I'd voluntarily go back to car commuting unless my job responsibilities became so extreme.

C.U.: On a more technical note, what do you look for in a commuting bike? Why did you choose the Trek 520? What are you doing to prepare for the winter commute?

A.E.: I purchased the Trek 520 primarily for touring, but justified it to my wife as an ideal commuter bike. I don't like to carry a backpack when I commute, so I am able to put all of my stuff in panniers. Additionally, the bike can run fairly large road tires, which adds to the cushion and stability of the bike over potholes and train tracks. I am currently considering the purchase of a single-speed mountain bike. I like the idea of running fat knobby tires through the snow and the single-speed aspect means less maintenance. In terms of lighting, my NiteRider 15 watt light will be my main source of illumination in front. The downside of the NiteRider system is that it seems to go dark without much warning. As a backup, I have a 1000 candlepower CatEye l.e.d. light. Not as bright as the NiteRider, but bright enough.

BIKE ADVOCACY

Cedar City Bicycle Committee Moves Forward

By F. Clair Jensen

Cedar City in Southern Utah has long been known for its scenic beauty, Shakespearean Festival, Southern Utah University, the Utah Summer Games, and very friendly residents. However in the past few years Cedar City has become a place to retire or to raise a family. Southern Utah University has also become the place to go to school with over 7,000 students registering for classes in the fall of 2005.

With this unprecedented growth, it became apparent to the bicycle riders in Cedar City that it was time to get some bike lanes designated and to put paint on the streets to provide for a safe way to travel by bicycle throughout the city. Lonnie Wolff and Clair Jensen presented this problem to Cedar City Mayor Gerald R. Sherratt. He put the two of us on the agenda of the City Council who then, with the help of the Mayor, put together a Bicycling Task Force in June 2004. This group soon found out that it would be more complicated than just putting paint down on the streets where the bike lanes would work the best. In this older, established town some of the streets were too narrow to accommodate both parking and bike lanes. Also, some of the roads did not belong to the City but fell under the jurisdiction of the Utah Department of Transportation. These issues required meetings with UDOT officials, SUU officials and others so that all concerns, needs and regulations could be met.

There was also the matter of funding. How do you pay for city improvements with no money set aside in the budget for bike lanes? While all the coordination meetings were taking place, a grant request was prepared and presented by Clair Jensen of the Color Country Cycling Club and Jonathan Stathis of the City Engineering office to members of the Utah Department of Transportation funding committee. The committee granted \$127,000 to Cedar City to use for installing bike lanes after October 1, 2005. Mayor Sherratt and the City



Lonnie Wolff of the Color Country Cycling Club assisting the Cedar City Engineering Office with marking of streets prior to the painting of bicycle lanes.

Council allocated \$30,000 in matching funds that could be used prior to October in order to start on a couple of streets to test lane designs and to get the public used to having designated bike lanes adjacent to motor vehicle travel lanes.

To date, several lanes have been installed, with more to come.

With the continued involvement of the bicycling community, good things are about to happen for both motorists and bicyclists in Cedar City.

If you would like to get involved, meetings are the first Thursday of each month at noon in the conference room of the Cedar City offices, 10 North Main.

The contact person for the Bicycle Task Force is:

Bob Tait
Cedar City Parks & Recreation
236 North Main St.
Cedar City, UT 84720
Day: 435-865-9223
tbob@cedarcity.org

Input Needed on Salt Lake County Bikeways Map

The Salt Lake County Bicycle Advisory Committee is working on a County Bikeways Map that will recommend safe and effective routes for cycling throughout the county. We are asking cyclists to ride selected routes and evaluate whether or not these routes should be included on the map. The SLCBAC website includes a list of the routes currently under consideration, an online evaluation form, and a link to suggest additional routes. Please visit SLCBAC.org/projects/map and evaluate the routes you currently use for commuting or recreation, or to find a different route to ride.

-Brooke Merrell

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

It's never felt so great to
pass gas.

**SPIN
CYCLE**

277.2626 — 888.277.SPIN
4644 S. HOLLADAY BLVD

COACH'S CORNER

Your First Cross Race

By Greg Steele

So you have been riding all summer and feel like you are pretty strong...

The road racing season is over, the upper mountain bike trails are covered in snow (or if it has melted, slop). What to do with your fitness? Race cyclocross!

Racing cross is easy:

- Local races are close to the city (check out utahcyclocross.com for races and locations)
- Races are short (<1 hr), so your whole weekend isn't shot
- Courses are spectator friendly with several loops around central viewing areas - so bring the family.

And most of all...it's fun! Even if you don't have a dedicated cross bike, you can use your mountain bike (just take off the bar ends please). Besides, what else are you going to do between race season and ski season???

Here are a couple of suggestions to help with your first cross race.

Before Race Day:

- Do a few training runs. Even if these are short 15 minute runs, these are important. If you are not a runner and haven't run in some time, your body will really be unhappy if the first time you have run in years is in the middle of a 'cross race!

- Practice barriers. At least once or twice. Again, like the running, if the first time you jump off your bike at speed to jump a barrier is in a race the results could be ugly (and potentially painful as well). Find out about scheduled practices at utahcyclocross.com.

On Race Day:

- Show up early. Getting a good warm up is very important. The temperature will be cool to cold. It will take your body some time to acclimate to the cold after getting out of your nice heated car. Ride a minimum of 15 minutes, preferably in 30 minutes of tempo with some efforts to or above threshold to "prime the pump".

- Pre-ride the course. Take at least two laps around the course.

Look at the corners, see the good line through the obstacles, and know where the barriers are. On the second warm-up lap, try to maintain race pace, make sure that the line you plan to ride is good at that speed. Don't hesitate to re-ride the more technical portions of the course. Know where you will dismount, whether you will run pushing the bike, carrying the bike or shouldering the bike in the technical sections.

- Pack a towel and a clean set of clothes. For the drive home, you will want to be clean. As the weather becomes more and more fall-like, getting out of wet/dirty/muddy/snowy race clothes becomes more important.

Get out, get muddy, and have fun.

Greg Steele is a USAC Expert Coach with WattageTraining. He can be reached at greg@wattage-training.com. More cyclocross information, articles and SRM Power data are available at www.wattage-training.com/cross/

Josie Johnson Accident Trial Begins November 18

The trial in the case of the State of Utah versus Elizabeth M. Deseelhorst is scheduled to begin on Wednesday November 16th and run through November 18th.

Mrs. Deseelhorst, 66, is charged with negligent homicide, a class A Misdemeanor that is punishable by up to a year in jail, for her involvement as the driver of the vehicle that collided with Josie Johnson while she was riding her bike up Big Cottonwood Canyon on Sept. 18, 2004. Josie died at the scene from brain injuries and severe blood loss.

Circumstances of the accident:

The accident occurred near the lower entrance to Solitude Ski Resort. Josie was climbing up the canyon. Mrs. Deseelhorst was driving up the canyon.

There was no evidence that drugs or alcohol were involved. There was no evidence of other distractions (i.e. talking on the cell phone).

The driver's speed was estimated to be 45 mph, within the speed limit.

Gouge marks on the asphalt indicate that Josie was 18 inches to the left of the fog line. At the

segment of road where she was hit and killed, there was no paved shoulder to the right of the fog line. In this area, the road has three lanes of traffic: two uphill, one downhill.

There were no skid marks.

The impact was in the center of the vehicle. The impact broke the windshield and bent the bumper.

At the point of impact, the passenger side wheels were in the gravel shoulder to the right of the fog line.

The weather was sunny with the sun to both the driver's and cyclist's back. Visibility was clear.

The segment of road where she was hit has a slight curve with visibility of up to 600 feet.

Josie was wearing a bright colored bicycle jersey (white and light blue) and a helmet.

Mrs. Deseelhorst has entered a plea of not guilty.

The case will be tried before Judge Hansen, 3rd District Court, Salt Lake County. The prosecuting attorneys representing the state include Chris Bown and Marty Verhoef. The defense attorney is Greg Skordas.

**Stop Global
Warming,
Ride Your Bike!**

BIG SAVINGS FOR THE LOCAL HERD.

SHAREABLE LOCALS ONLY COUPON BOOKS – SKI FOR \$40/DAY*

Here's your last chance to run with the herd. Our Locals Only Coupon Books that you can share with another friendly local are only on sale until November 30th.

Share a book of ten. Now your friend, roommate or coworker can take advantage of our locals only rates by sharing a coupon book of ten discount tickets.

Get a "Buddy Pass." Coupon book holders can also purchase an additional day pass for a Buddy at the equivalent per day rate that was paid

when they purchased the book. Offer also valid for season pass holders. Get one "Buddy Pass" voucher with a book of five or two vouchers with a book of ten or season pass purchase.

Books are available now. Locals Only Coupon Books are available daily from 10 a.m. to 5 p.m. at the Snow Park Ticket Office. Books can also be purchased online at www.deerlocals.com. For those new to the program, books must be purchased by November 30th. Get your tail in here today!



www.deerlocals.com • 800-424-DEER (3337)

*Some restrictions apply.

LAST CHANCE TO SAVE BIG BUCKS. LOCALS ONLY OFFER ENDS NOVEMBER 30TH.

Awards from page 11

Cup Races that he entered to finish second overall in the series. Eric is our Male Mountain Bike Racer of the Year.

Kathy Sherwin keeps getting better. This year, she improved her overall placing in the NORBA Nationals Cross Country series to 11th and 10th in the Short-Track XC series. She won three Intermountain Cup races. She raced in several World Cups in Europe and the U.S. (including 22nd place in New Mexico). She is our Female Mountain Bike Racer of the Year.

John Weis has a day job as a professor of pathology at the University of Utah. He may want to open up a lobbying consulting business on the side given his success on Capitol Hill (Utah's, not Washington's). John spearheaded efforts in the last legislative session to submit and pass the 3' law for bikes. The law (Utah Code 41-6a-706.5) reads: Operation of motor vehicle near bicycle prohibited: An operator of a motor vehicle may not knowingly, intentionally, or recklessly operate a motor vehicle within three feet of a moving bicycle, unless the operator of the motor vehicle operates the motor vehicle within a reasonable and safe distance of the bicycle. His tireless and highly effective efforts earn him our Advocate of the Year Award.

The Moab Skinny Tire Festival keeps growing. They had 500 riders this year for four days of fun in March. They also raised \$87,000 for the Lance Armstrong Foundation. The event organizers have taken their grief around cancer and put that to work to help out with survivorship issues. Congratulations to the Skinny Tire Festival, it is our Road Touring Event of the Year.

Lotoja has been around for 23 years. Current promoter Brent Chambers of Epic Events has been running the show for eight years. In those eight years, rider participation has grown from 205 to 1000. This year, despite the inclement weather, around 550 of those riders crossed the line. The course was excellent and with its three mountain passes, it retained the classic tradition. Taking an

average (on the low end) of 100 riders for the first fifteen years, and 5500 total riders over the last eight, and an approximately 90% finishing rate, that's around 1.25 million rider miles from Logan to Jackson. Lotoja, and all the riders that have finished, earn our Road Race of the Year Award.

The Intermountain Cup Series is in its umpteenth (really around 20) year. Promoter Ed Chauner has run the series since 1992 and works diligently to ensure that the races go smoothly with great courses, great timing and results, and happy people. The ICS is something that Utah racers know they can count on year after year. The ICS is our Mountain Bike Race of the Year.

Ogden One dominated the UCA road team points competition (summed over all categories) with the men taking second and the women taking first. Nisie Van de Kamp and Darcie Murphy took first and second respectfully in the women's individual series. They garnered the most points in the weekday Criterium Series A Flite and second in the B's. They put on two very successful races, the Buffalo Stampede and the UTA Harvest Moon Criterium. If that weren't enough, John Osguthorpe finished sixth in the Elite Men's Nationals Road Race and Karen Dodge took home a Stars and Stripes jersey in the Masters 30-34 criterium. Ogden One is our Road Racing Club of the Year.

Bonneville Bicycle Touring Club (BBTC) keeps on rolling. This year, they logged 131,000 club miles. They promoted two major events, the Little Red Riding Hood Century (for women only) and the ULCER Century and donated \$12,000 from those events to the Huntsman Cancer Institute. They had other fundraising efforts for the MS150, ALS, and the PRATT Coalition. BBTC is our Touring Club of the Year.

The Color Country Cycling Club does great things for mountain biking on and off the bike. They have an IMBA Mountain Bike Patrol that provides support for Interbike in Las Vegas. They do tons of trail building and maintenance and partner with IMBA in training efforts in addition to overseeing protecting the Three Peaks area singletrack trails. Their riders participate in racing events and

one of them, Lynda Wallenfels, took home the national championship in the 100-mile Endurance Class. They also provide major support for all of the major off-road races including the Utah Summer Games, Brian Head Epic, and the Brian Head NORBA National. Topping that off, they have logged 3737 club mountain bike miles. Color Country is our Mountain Bike Club of the Year.

Bart Gillespie, Biogen-Idec, continued his reign over Utah Cyclocross. He had nine wins in ten starts in the Utah Cyclocross Series on his way to taking the series title. He also took tenth at the USCF 'Cross Nationals along with third and fourth in Utah's UCI Cup of Cross Races. Plus, he can bunny hop barriers in a single bound. Bart Gillespie is our Male Cyclocross Rider of the Year.

Tiffany Pezzulo, Biogen-Idec, won three races on her way to taking the Utah Cyclocross Series crown. She also took fourth in the women's B race in the Cyclocross Nationals in Portland. She is our Female Cyclocross Rider of the Year.

Andrew Pierce, Go-Ride, is a junior Expert downhill who won every Utah Downhill Series race that he entered. His times were in usually in the top three or four including the Pro men. He finished on the podium several times in the NORBA Nationals races on his way to 5th overall for the year and was chosen as an alternate for the U.S. world championship team (but unfortunately broke his collarbone). Andrew is our Male Downhiller of the Year.

Addie Lepper, GT/5050/XB, had a great year in the women's Expert class. She won the Utah Downhill Series. She also won three NORBA Nationals races and the overall 30-34 title. She did all of this after breaking her ankle earlier in the year. Addie is our Female Downhiller of the Year.

Julie Melini finished a 1400 mile self-supported tour this year with her husband Lou. Read all about their adventure in our July and August issues (online at cyclingutah.com). Julie wins our award for Most Self-Supported Touring Miles.

Thanks for reading and riding. We hope to see you on the road or in the dirt. Peace.

ADVOCACY

Josie Johnson Ride



Above: A sea of bicyclists came out to honor Josie Johnson, Steve Williams, and other fallen cyclists and to support bicycle advocacy efforts in Utah. 1200-1400 cyclists participated on October 15th.

Below: Malcolm Campbell spoke and led the cyclists in a moment of silence. Other speakers included Ken Johnson (Josie Johnson's brother), Patty Brasher (Steve Williams' wife), and a representative of the Utah Highway Patrol.

Photos: Dave Ward

Race Photos

Cyclingutah.com

Visit Our Photo Gallery!

recent events:
CX #4 and #6

Snowbird Hillclimb
Park City Cycling Festival
Widowmaker
and many more!

Thousands of Photos of all categories!

Buy your photo online!

Cyclingutah.com
for trails, event links, forums, photos, back issues, links, and more!

BikesUp!com 

Bike Swap

March 4, 2006

Utah State Fairpark
1000 W. N. Temple,
Salt Lake City
10 am - 6 pm
801-583-6281

Sports Am

13th Annual
To sell a bike,
drop-off is
March 3,
11 am - 7 pm



Golsan Cycles

♦ 44 YEARS OF PROFESSIONAL SERVICE & RACING ♦
MASTER MECHANICS—WE REPAIR ALL BIKES

Custom Road & Mountain Bike Specialists

STAY FIT THIS WINTER! TRAINERS IN STOCK!!
MINOURA • CYCLEOPS • KIRK • TACX

BACK OR FEET HURT?
We Have Solutions.
Custom Bike and Shoe Fittings.

Build Your Custom Bike This Fall!
Custom Sizing and Fitting Available!

TREK • Bianchi • Pinarello • KLEIN • Gary Fisher
HARO • LeMond • Argon 18 • Titus • Intense • ISAAC

2005 Bikes On Sale Now!

801-446-8183 • 10445 S. Redwood Road
801-278-6820 • 1957 E. Murray-Holladay Rd., SLC
www.golsancycles.com

FALL TUNE-UP
\$29.95
(REG. \$49.95)

Adjust Gears, Brakes, All Bearings, Lube Cables, Tension Spokes & True Wheels
Check all Nuts & Bolts

Continued from page 3

Here are some more thoughts from teammates, friends, and competitors:

Allan Scott Butler 1976-2005

We have lost one of our very own, a rider, teammate, friend, and brother close to many so of our hearts. Allan Butler was struck and killed by a taxicab while crossing Las Vegas Blvd. in Las Vegas on Friday morning. He was attending the Interbike show and was planning on returning home after the event.

Allan was an LRC Elite Team member since 2002, one of the original five that first established the LRC racing dynasty by winning the overall UCA team title that year, a distinction we have defended and been honored for in every racing season since. Allan had just secured his place as the #1 ranked rider in Utah for the 2005 season this fall. We have been so proud of his accomplishments and contributions...and he himself was always so proud to be a part of our LRC family, remaining fiercely loyal to us over the years despite numerous attractive offers from other teams and clubs. Many of you here in Cache Valley had the privilege of meeting him, as recently as this fall, as he always made the effort to thank the club for its support by coming up from SLC to our TNRs and club banquets over the years...just to get to know more of us.

Words will never express what Allan has been and meant to so many of us, and the grief we feel for his loss. He was an irreplaceable part of not just our LRC family, but the entire cycling community in Utah as well.

Despite his inspiring talent and undeniable dominance, he was always gracious in both victory and defeat and was regarded by everyone in the cycling community as the consummate gentleman and ambassador on and off the bike.

Allan is survived by his wife Jenny, his daughter Odessa, his mother Tammy, and his father Kevin. He is also survived by those of us that have been graced with the blessing of not just having known and loved Allan as a LRC member and teammate, but more importantly as the incredible human being that he was. We will never forget his beauty.

Please, please come and ride with us this Saturday as we remember Allan. It would mean so much to his family and friends...and to those of us in the club that love him so dearly. Formal announcements and details of the memorial charity ride will follow.

In Allan's memory,
Marc Yap
Logan Race Club
www.loganraceclub.org

I can't believe Allan Butler is gone. I have been putting off writing this thinking it is some kind of bad dream. Unfortunately, it's not.



Allan Butler in the Sugarhouse Criterium. See an online photo gallery of Allan at www.cyclingutah.com/images/AllanButlerGallery

Allan and I have been teammates the last two years on the Healthy Choice/ Goble Knee Clinic team. From the first time I met him, I liked the guy. Allan was the type of racer everyone wants to be. This year, he won two stage race GC's in the final stage of the race. He also won the Utah Cycling Associations Season Title, one of our team's primary goals. But what really impressed me with Allan is how he rode when he was not "on form". Allan was always there, always battling, always willing to throw down for the team, doing whatever he could possibly do to help our team win.

Off the bike, AB was that guy that everyone liked. In cycling, most of us have some people we don't really get along with. On the other hand, I cannot think of anyone who didn't like Al. Although he won a lot, Allan was always a gracious loser, the first to congratulate those who won. Just an all-around cool guy.

Allan leaves behind his wife, Jenny, and his 9 month old daughter, Odessa. Jenny has been the biggest supporter of the Healthy Choice team. There are not many people who will stand in a feed-zone for a hundred mile race in crappy weather with a baby! I will never forget the trip I took with Allan and Jenny to the Boise Twilight Criterium this year. Odessa was absolutely the light of Allan's life. He never stopped talking about her. She has the most infectious smile and looks a lot like Allan.

In closing, I want to say I am thankful for getting to know Allan before his time came. When we return to racing, I will keep Allan in mind. To everyone reading, throw down for AB!! That is how he would want it. And off the bike, remember to tell the people you love how you feel, you never know when they'll be gone.

Ryan Barrett
Healthy Choice/Goble Knee Clinic CT

Allan Butler. We miss you already.

I really don't know what to say, other than state the facts. The cycling community lost one of its members over the weekend in Las Vegas. Allan Butler was a fierce competitor on the bike and one of the nicest guys you'd ever care to meet. He leaves behind his wife, Jenny and their less than a year-old daughter, Odessa.

I've been trying to make some kind of sense of this and just can't. Although I hadn't spent much time with Al in social settings, I spent countless hours wheel to wheel with him training and racing. Al could always be counted on to be up for a good, long ride any time

Continued from page 3

the right on the highway on a wonderfully crisp morning on Highway 14 east of Cedar Breaks near Duck Creek.

Steve was riding a road bike and had plans to pick up best friend Todd Leeds who was on a separate route on his mountain bike. A 79-year old rancher hit him square and traveled almost a quarter of a mile before stopping to turn around. The driver said sun glare interfered with his vision though he was apparently heading away from the sun. The Kane County Sheriff and Attorney are investigating. The Utah Bicycle Coalition is monitoring sheriff and attorney actions in the case.

Leeds, with whom Williams carved thousands of ski and bicycle turns, said, "Steve put aside the complexities of life to live simply and love what he did." "He loved bicycling, the motion, the scenery going by. He used the bicycle to go places. And he was totally trustworthy. Steve was a Las Vegas drifter many years ago, but I would trust him with a bag of cash anytime."

The most special person in William's life is his soul mate and wife Patty Brasher. "He saved my life," says Patty. "Steve's plan was to retire at 50 and leave to travel. But then he settled down with me and adopted a household of dogs and cats. He taught me to live in the moment, to love life like it is, and to have courage to do things. I did not have to justify myself. I didn't have to change for him."

"The only thing I can take out of Steve's death is the hope it will help make a progressive change for safety like Josie Johnson's death. I hope our state changes from one of the worst for sharing the road and will become one of the best. I work with people who have nothing to do with the out of doors. They say they now see bicyclists all the time. It dawned on them there is a person on that bike. That could be someone's husband."

Another life lost. Another life sacrificed. Hopes now raised again all of us, motorists and bike riders alike, will find a safer and friendlier way to coexist.

of the year. He was the kind of rider who you felt lucky to be in a break with because he always pulled his weight and, as the finish drew closer, you would be cursing yourself because you knew that he wasn't going let you off with anything less than your best effort in the finale. He was ALWAYS gracious in both victory and defeat. On training rides he was a pleasure because conversation wasn't limited to the usual cycling banter and recently he loved nothing more than to tell you about his new edition to the family in his daughter, Odessa.

I know I'm going to miss Al particularly when the training season begins here in a few more weeks. Last year we started it off together on his favorite ride up

Immigration Canyon and to the top of Big Mt.

My heart goes out particularly to his team members on the Logan Race Club. I know these guys are as close-knit a group as you'll find anywhere and they just lost their Captain.

I just have one last thing to say. I know a lot of people like to say that God needed somebody "up there" more than we needed him "down here". I just want to state for the record that he was doing a fine job down here, thanks.

Burke Swindlehurst

Skinny Tire Events
presents

4 Days of Spectacular Road Cycling in Moab

MOAB Skinny Tire Festival

LANCE ARMSTRONG FOUNDATION PELOTON PROJECT 2006

March 3-6, 2006

WEAR YELLOW :: LIVESTRONG

Fully Supported - All cycling levels welcome

- \$80 registration fee plus \$100 minimum donation to LAF
- See website for Top Fundraising Benefits Package
- Hill Climb Time Trial Competition

- Silent Auction with Lance autographed items
- Daily ride options available

LIMITED RIDE - REGISTER EARLY

www.SkinnyTireFestival.com • 435-259-2698

ROAD RACING

Francis, Riley win Tempest LoToJa Classic



By David Bern and David Ward

When the LoToJa Classic was first conceived nearly 25 years ago, its founders wanted to give cyclists a racing experience that felt like a European road classic such as the Tour of Flanders or Paris-Roubaix.

This year's overall winners—Red Burrow Racing's David Francis of Las Vegas, NV at 9:42:40, and Teton Cycle Works' Amanda Riley of Jackson, Wyo. at 10:20:31—can tell you they felt the "experience" and more.

So too can the other 998 riders who left Logan's Sunrise Cyclery the early morning of Sept. 10 and pointed their handlebars north toward Teton Village at Jackson Hole. Because less than three hours after the start, the 23 separate pelotons of licensed and citi-

zen riders were shelled by cold rain and snow as they climbed to Strawberry Canyon's 7,420 foot-high summit.

Although rain had been forecasted the night before, many cyclists were caught unprepared by the unexpected and powerful cold front that overwhelmed them with 150 miles to go. The frigid, 18-mile descent from Strawberry Summit to Montpelier forced many to drop their bikes and search for a warm car to stave off hypothermia.

With the majority of support crews already at Feed Zone Three in Montpelier, scores of riders who abandoned on Strawberry Summit or on the descent were picked up by race officials, race volunteers and school buses dispatched from Montpelier.

Besides the challenging weather, the 2005 LoToJa featured



Above: David Francis (Red Burrow Racing) takes the win.
Left: Women's Winner Amanda Riley (Teton Cycle Works) suffers in the snow.

Photos: Joaquim Hailer See more photos at joaquinhailer.com.

approximately 8,000 feet of climbing with three major climbs: Strawberry Summit, Geneva Summit at 6,923 feet and Salt River Pass at 7,630 feet. The race also returned to Teton Village after a three-year absence due to road construction, creating a 206-mile course.

This was the first storm-lashed LoToJa in seven consecutive years of ideal conditions, but for David Francis and Amanda Riley, it was a great day for focused road racing and transcending mental and physical limitations to win.

Francis pulled up to the Cat. I-II start line at Sunrise Cyclery

without any teammates, but with a strong desire to enjoy victory. With five LoToJa's to his credit, the first one when he was only 14 years old, he knew that perseverance and patience are often stronger allies in this race than extra teammates with 10 miles to go.

"I knew I had my work cut out for me, because Healthy Choice had eight guys on the start line," said Francis during a post race interview. "By far, they had the numbers to control the race, and they did from the beginning.

"They sent off riders one after the other," he added, "and those

not associated with Healthy Choice were forced to chase. I knew that I could not cover everybody, so I picked three riders that I thought had a good chance of doing well, and I let everybody else go."

One of those three riders was the late Allan Butler (Healthy Choice) Salt Lake City, who Francis said got away with a teammate and another rider five miles outside of Logan.

"By the bottom of Strawberry they had a lead of 15 minutes on the field," he said. "I knew that if I was going to try and do something to eat into that gap, the climbs would be the place to do it.

Continued on page 12



To Those Who
Inspired Us, Helped Us,
& Supported Us,
Epic Events Thanks You!

Until next year...



WWW.LOTOJACLASSIC.COM

CACTUS HUGGER

CYCLING • FESTIVAL



St. George, Utah
March 31 -
April 2, 2006

A 3 day cycling festival featuring The Cactus Hugger Century, Cholla Challenge Mountain Bike Race, Friday Night Criterium, Kid's Events, Dinner and Entertainment. Guided rides thru the stunning high desert of Southwest Utah available, including Zion National Park and Gooseberry Mesa. Visit our website for more info.

Whether you come from near or far, plan to stay a week or a day, the St. George and Zion National Park area offer endless options to enjoy
Everything from A to Zion!



www.cactushugger.org
435-674-5376

ST. GEORGE
ZION NATIONAL PARK

For area info - 800.869.6635
or www.utahstgeorge.com

cycling utah 2005 AWARDS

Dave Zabriskie's Yellow Jersey Earns Rider of the Year Award

By Dave Iltis
Editor

Another year of cycling in Utah is drawing to a close. The cycling community is more vibrant and stronger than ever before. Events have had record turnouts. Advocacy efforts have coalesced and given rise to a new statewide group, the Utah Bicycle Coalition, local groups such as the Mooseknuckler Alliance in St. George, and the Bicycle Task Force in Cedar City, and have resulted in a new 3' for bikes law on Utah's roadways. The road and mountain racing calendars are full and healthy. We had three national events, the Park City Cycling Festival, and two NORBA Nationals in Deer Valley and Brian Head. We have more road racing here than areas with much larger populations. Where else can you race four to six days a week all season long? Belgium or Utah. Where else can you participate in so many touring events in so many beautiful places? Where else has such great mountain biking in your back yard, no matter where in Utah your yard is?

All of that riding leads to a lot of great riders. This year, one rider rose to heights never before reached by a Utah bicyclist. Dave Zabriskie won the stage 8 time trial in the Giro d'Italia and completed this grand tour. He took second in a stage in the Tour of Georgia and finished sixth overall. His team, CSC, is the number one team in the world. That would be an amazing season for any rider. Of course most of you know that



Dave Zabriskie in Yellow. Photo: Casey Gibson

he won the opening stage of the Tour de France, beating Lance Armstrong, and recording 54.7 kph, the fastest average speed in a

non-prologue time trial stage of the Tour. That performance gave him the yellow jersey, which he wore for three more days.

Zabriskie, Armstrong, and Greg LeMond are the only three Americans to wear yellow. For these fantastic accomplishments, Dave Zabriskie is **cycling utah's** Rider of the Year.

Allan Butler (Logan Race Club, Global Phone Sales/Healthy Choice Team) had a marvelous season, winning the overall at the Tour de Gap and Gate City Grind stage races along with a stage win in each event. Many other podium finishes and consistent racing throughout the season gave him the overall UCA point series crown. He also led his team to the top of the UCA team competition in the Men's 1-2 category. His teammates and fellow riders lauded his competitiveness, sportsmanship, and graciousness. We will miss you Allan. Allan Butler is our Male Road Racer of the Year.

Ina Yoko Teutenberg (T-

Mobile) has been in Park City, Utah for a while, but tends to stay out of the local limelight. However, she is one of the top women's racers in the world. 2005 was a banner year for her. She won the biggest one-day race in the U.S. - the Liberty Classic, a stage in the Tour of Holland, the Bank of America Invitational Criterium in Charlotte, the Rotterdam World Cup, two stages at Redlands, and fourteen other races. She is our Female Road Racer of the Year.

Eric Jones, Biogen-Idec, continued his consistent top level riding in 2005. He finished 18th in the NORBA Nationals Pro Short Track season standings and 19th in the Pro Cross Country rankings. He won all four Intermountain

Continued on Page 8

Lance runs.



Is this his secret weapon?

From his early days in triathlons Lance learned the benefits of off-season running. He knows running leans you up for a better power-to-weight ratio, makes you mentally tough for pulverizing the competition and most importantly keeps you aerobically fit when you can't bear the thought of another moment on the trainer.

Whether you've got big plans to drop the hammer on your competition next spring or maybe just to keep off those pesky holiday pounds, running can help. And so can we.

Cyclists also understand the importance of a good fit, and at Salt Lake Running Company we couldn't agree more. We've filled our store with knowledgeable staff to answer any question you may have; we use video, biomechanical analysis to match you with the perfect pair of shoes and take the time to obsess over the details.

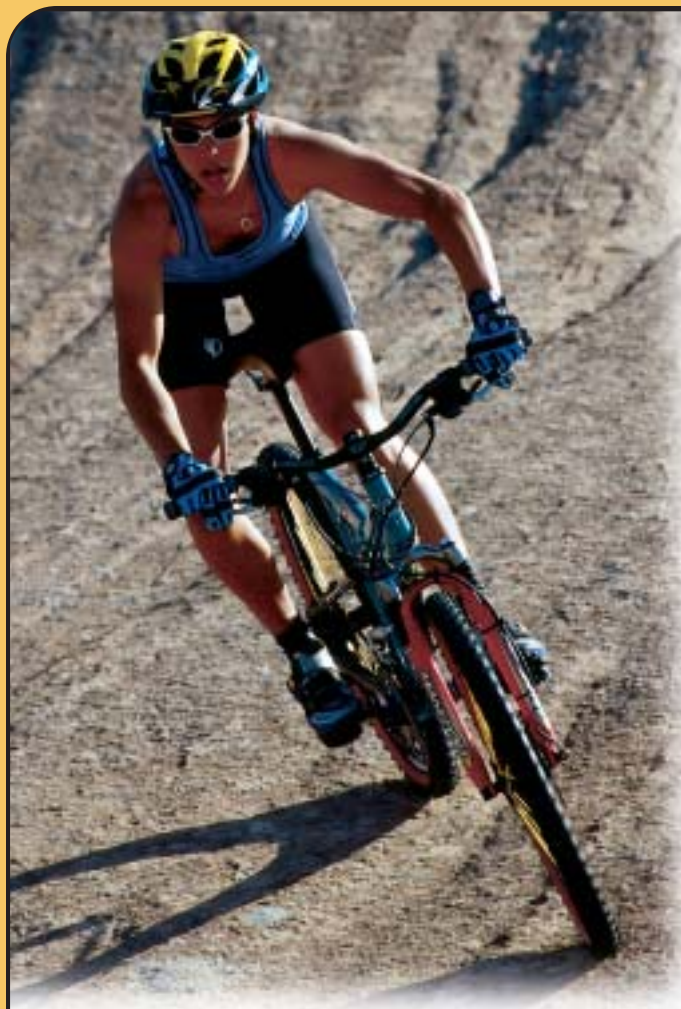
The bottom line is that a consistent winter training plan that includes running can save you more time on the bike come spring than that new carbon wheelset you've been eyeing.



RUN FOR YOUR LIFE.

484-9144

3142 S. HIGHLAND DRIVE
SALTLAKERUNNINGCO.COM



PEARL izumi
www.pearlizumi.com

Pearl Izumi Factory Store

6699 N. Landmark Drive
Unit K150

435.615.7800

Factory Stores at Park City

a complete line of
bike and fitness
apparel for your
next adventure

dressforsuccess

CYCLOCROSS PHOTO GALLERY
Utah Cyclocross Series
Race #6 - Wheeler Farm



Top: The future of bike racing. Jase Hoover feeds Paden Hoover. When asked, "What's the funnest thing about cyclocross?", Paden replied, "I getta get muddy without getting in trouble."
 Middle: Bart Gillespie (Biogen/Idec) on a roll and showing why he own's Utah Cyclocross.
 Bottom: Women's winner Heather Edwards flying.
 Photos: Dave Iltis. See your photo at cyclingutah.com's photo gallery. See results on page 17.



Riders on the Storm.

Photo: Joaquim Hailer. See more at joaquimhailer.com

Continued from page 10

So Mark Yap (Healthy Choice) and I escaped on Strawberry and over the next three climbs, we ate away at the deficit."

Francis noted that he felt Yap knew the break ahead was not going to be successful. Soon, he and Yap were joined by Tom Petzold of Birmingham, MI., and Norm Bryner (Healthy Choice), Salt Lake City. Shortly after, Yap lost contact and Francis, Petzold and Bryner worked together and passed Butler after Salt River Pass. Butler won the King of the Mountain prize.

"Norm, Tom and I worked really well together for the next 100 miles," said Francis. "With about two kilometers to go, Tom attacked and Norm and I were able to get on his wheel. Then Norm attacked and Tom and I were able to pull him in. Tom attacked again. I went with him, and then came around him and pulled away for the win."

Petzold took second place at 9:42:41 and Bryner followed in third with 9:42:52. Only three other riders from the Cat. I-II field finished, which began in Logan with 18 riders.

For Amanda Riley, this was her second consecutive LoToJa, and she used her second place Cat. IV finish from 2004 as a framework

to create even more success in the Women's Cat. I-III race.

She started with only three other riders in her field: Chellie Terry (Fitzgerald's Bicycles) of Victor, Id., Kit Deslauriers (Hoback Sports), Jackson, Wyo., and Kathy Robinson (WWCC/Otopexy Records USA) of Salt Lake City.

Of the four, only Riley and Terry crossed the finish line, with Terry coming in nearly two hours behind Riley at 12:09:34.

"It was almost like a race of attrition, because it was so brutal," said Riley about the weather conditions and the more challenging course. "I rode a vast majority of it by myself. I rode from the base of Salt River Pass to Alpine absolutely solo. I didn't see a soul until about a mile or two before the Teton.

"It was quite an experience, and I just tried to stay warm," she added. "I stopped for maybe 30 seconds at one of the feed zones, and that was it. It was just go, go, go."

Riley noted that the last time she saw another women racer from her field was at Strawberry Summit. And it was there that she made an important choice that resulted in her standing on the winner's podium the next day.

"I was riding with a group of 44-plus masters and there was group of them off the front, maybe 30 seconds ahead of me," she said. "When I got to the summit I was by myself. I knew that if I did not absolutely push it and catch some, I was going to be hurting myself. So quite possibly the scariest descent of my life, I went for it and laid it out, head down solo time trial, for the next five miles."

Riley said that part of the ride "saved her" because the intense effort kept her warm, and she bridged to some masters riders.

"Thank God I caught them because I would have just been by myself. But then I pulled into the feed zone and no one came out."

As she climbed to Geneva Summit alone, she was joined by some other masters riders. But after taking a bathroom break at the neutral feed zone before Salt River Pass, Riley was on her own again. "We all got split up and that was it. It was a long, lonely wet ride," she said.

Crossing the finish line at Teton Village as the top women's winner felt fantastic for Riley. "I am just really, really happy that the race came back to the Village," she said. "Jackson is such a great cycling community. We are small. It's hard because there aren't any races here. There is nothing locally; you have to travel for everything (races)."

Riley concluded that her love for riding bicycles regardless of weather contributed to her victory. It rains frequently in Jackson during springtime, but Riley said she doesn't let that stop her from training.

"I just love riding my bike," she said. "I don't care what kind of bike it is, where, conditions or whatever. I just love to ride, so I end up riding in the rain a lot here."

LoToJa Race Director Brent Chambers said this year's event was truly amazing. Despite the challenging weather, the positive response from riders, support crews, volunteers and communities along the race route has been remarkable.

"We've already started to work on next year's race," he said. "We've already had meetings with officials in Idaho, who felt that this year's course was a success despite the weather. Barring construction plans, we're hoping to use the same race route in 2006 because of its safety features and challenges for racers."

Chambers praised his staff and the over 300 volunteers who helped make this year's race a success. As for the 1,000 rider cap, he said that would continue for next year's race. Registration is scheduled to begin in early 2006.

LoToJa Race Trivia:

- Approximately 3,000 people were involved with the race, from riders and crews, to volunteers.
- At any give time there were over 300 volunteers on course.
- Approximately 55% of riders finished.
- About 48% of this year's riders were first-time competitors.
- Over 20% were riding LoToJa for their second consecutive year
- The average rider age was 39.35
- Approximately 200 prize bags were prepared for the Sunday morning awards ceremony at Teton Music Hall.
- One hundred seventy three women participated in this year's race, the majority of them in the relay team event.
- The last rider reportedly crossed the finish line at 1 a.m.
- The youngest rider to finish was 14 years old; the oldest was 67 years old.

See complete results on page 18.

LEMOND RACERS CYCLE SERVICE

Utah County's Independent Road and Mtn. Mechanic
 "Pro Team Experienced"

163 N University Ave.
 Provo (801)375-5873

MOUNTAIN BIKE RACING **Tanner, Hansen Repeat with Top Honors in 2005 Intermountain Cup Points Series**

By Ed Chauner

The grand finale event for the Intermountain Cup Race Series was held in Evanston, Wyoming on August 13. This was the 11th event in this regional series that started in St. George on March 5.

Todd Tanner (Revolution/Scott USA) and Cindi Hansen (mtbchick.com/Cannondale) repeated as champions in the Pro Men and Pro Women categories in the 2005 Intermountain Cup Series.

In the Pro Men category, Tanner was able to hold onto the lead while missing 3 of the 11 races. Tanner ended the season with 905 points. Eric Jones (Biogen-Idex) made a huge leap from 9th place overall to 2nd overall by finishing first in the final double-points race in Evanston. Kevin Day (Stein Erikson Sports) rounded out the top 3 by placing 3rd in Evanston and moving up from 7th overall.

The Pro Women once again saw Cindi Hansen (mtbchick.com/Cannondale) take the top honors followed by Sue Abbene (Biogen-Idex) in second and Kathy Sherwin (Biogen) ended up in third after a first place finish in Evanston.

Rhet Povey was also a repeat winner in the 10-12 year old category. Rhet scored points in every race concluding his season with seven first place finishes and 4 second place finishes. Merrick Taylor also scored points in all 11 races and ended up second place overall followed by Hunter Tolbert (Big Trace Racing) in third. Hunter, who is only 9 years old, moved himself up to the older category after 2 races and competed with the older children for the rest of the season. The top female racer in the 10-12 category was Camila Esposito (Logan Race Club).

The 9 & Under Category was dominated by Justin Griffin (UtahMountainBiking.com). Griffin had 7 first place finishes during the season. Sean Lyne (Logan Race Club) followed in 2nd place with 3 first place finishes and 4 second place finishes. Third place overall, and the first place female racer, went to Sabrina Esposito (Logan Race Club). Sabrina consistently scored points throughout the season and her strong 4th place finish in Evanston put her into third overall in a category that is open to boys and girls.

The Expert Men 16-18 category was won by Brock Olson (Binghams) who had a commanding lead going into the final event with 853 points. Olson was followed by Ryan Harrison (Revolution) and Chris Peterson (Balance Bar/Devo) in 2nd and 3rd respectively. Harrison ended the season with 797 points while Peterson had 689 points.

Taylor Foss (Bingham Cyclery) and Jake Pantone (Biker's

Edge/D.J. Ortho) have been battling it out all season for the top spot in the Expert Men 19-29 category. At the final bell it was Foss edging out Pantone by a mere 8 points, 1121 to 1113.

Congratulations to a battle well fought. Third place ended up being a 2-way tie between Matthew Sutton and Nate Stowers (Biker's Edge/D.J. Ortho). Ties are broken by the most current race result and since Nate was 3rd in Evanston he ended up taking 3rd place overall. This was the first tie in Intermountain Cup history.

Richard Abbott (Revolution Mtn. Sports) had consistent top 5 finishes throughout the season in the Expert Men 30-39 category. Abbott edged out Chad Wassmer (Cole Sport) by 72 points for the win in this very competitive category. Chris Holley (Mad Dog Cycles) finished third with very respectable results from St. George in March to Evanston.

The battle for the top spot in the Expert Men 40+ category raged on until the bitter end. The lead was juggled between Kenny Jones (Racer's Cycle Service), Robert Westermann (New Moon/Spin Cycle) and Curt Bates (X-Men). Bates 2nd place finish in Evanston was enough to shoot him into the final overall lead with 966 points. Jones ended up in 2nd place with 840 points and Westermann rounded out the top 3 with 779 points.

The Expert Women category saw many lead changes throughout the season. Coming into the final race the top 3 places were separated by only 19 points. In the end it was Roxanne Toly (Jans) coming in first with 1,124 points followed by Jennifer Hanks (mtbchick.com/Cannondale) with 1,114 points and in third was Kara Holley (Mad Dog Cycles) with 1,020 points. Holley moved up from the sport category after 4 races and gave the top experts a run for their money. Fourth and fifth places went to Amy Klepetar (Team Sugar/White Pine Touring) and Cyndi Schwandt (Team Sugar/WPT) respectively.

Janet Munro (Wild Mtn. Honey) led the Sport Women from start to finish though she did have to keep a close eye on Beth Neilson (Logan Race Club) and Linda Kopp (Ellsworth). Munro, Neilson and Kopp were within 2 or 3 places of each other at every race. In the end Munro finished first with 742 points followed by Neilson and Kopp with 688 and 618 points respectively.

The lead in the Clydesdale 210lb. Class came down to the final race in Evanston with the top 3 racers separated by only 14 points. Christopher Williams (UtahMountainBiking.com), Bryce Perkins (Team Putz) and Mark Ney (Highland Cyclery) knew that the winner in Evanston would be the overall series winner. In the end Perkins finished 2nd in

Evanston which put him on top for the overall with 651 points. Ney finished the season with 613 points and Williams ended with 573 points.

In the Men 50+ category there was a constant shuffling throughout the season. The competition in this category is fierce with so many racers attending so many races. One prime example is Bruce Argyle (UtahMountainBiking.com) that has finished every race in the series for the past 3 years. Unbelievable!! This year's results saw youngster Steve Wimmer (Wimmer's Ultimate Cycling) win with 631 points. Wimmer was followed by Dick Newsome (New Moon/Spin Cycle) with 535 points and in third place was Gary Kartchner (Golsan's) with 495 points. Fourth and fifth were taken by Brad Mullen (X-Men) and Bruce Argyle (UtahMountainBiking.com).

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. Ranae Poelman (Autoliv) led this category most of the season and ended up first overall with 479 points. Poelman was followed by Peggy Basdekas and Tina LaRocque in second and third. Fourth place overall went to Dorothy Parkinson.

The number of racers in the sport men categories was the largest of all the categories. In Sport Men 16-18, Brandon Johnson (Mad Dog Cycles) moved up to the number one position after good results in Evanston. Johnson was followed by Todd Graham (Desert Cyclery) in second and Alex Gordon (Young Riders) in third. Gordon moved up from 14th place to third place after his first place finish in Evanston.

The Sport Men 19-29 had a very tight finish with David Welsh taking first, Stephen Brown (Cutthroat/Spin Cycle) in second and a tie for third between Brandon Wilde (Dukes of Despair) and Derryl Spencer (Cutthroat Racing/Spin Cycle). Wilde and Spencer opted out of the tie breaker so they both ended up in third place.

The first and second place finishers in the Sport Men 30-39 category finished every race in the top 7 and came into the final event separated by only 43 points. Drew Nielson (Logan Race Club) won the double-points race in Evanston, which put him on top for the overall series. Mark Esplin ended the season in second place after finishing in the top 5 in 9 of 11 races. Chad Harris (Racers Cycle Service) rounded out the top 3 by hanging onto 3rd after moving to the expert category in early July. Harris also ended up in 4th place in Expert Men 30-39!

Scott Toly (New Moon/Spin Cycle) was the champion of Sport Men 40+. Scott had a handsome lead coming into the final event but the same cannot be said for second through fifth. The next four racers were all within 50 points so everything came down to

Revolution Dethrones Mad Dog by a Slim 50 Points in ICS Team Points Race

Revolution Mountain Sports clinched the overall team title of the Intermountain Cup Mountain Bike Racing Series by defeating 3-time champion Mad Dog Cycles by a slim margin of 50 points.

The victory came down to the final race in Evanston, Wyoming where Mad Dog rallied the troops and they showed up in force. Entering the race, Revolution was ahead of Mad Dog by 78 points but Mad Dog was up for the fight. As the final racers finished it was obvious that Mad Dog was going to have the most points in this race; but was it going to be enough? In the end Revolution had had a total 1,744 points compared to Mad Dog's 1,694 points. The victory was complete.

The competition was fierce during this 11-event, 6-month series with 16 teams battling it out for the coveted Intermountain Cup Trophy. Revolution started the season strong by winning 4 out of the first 5 races and losing only race number 2 to Mad Dog. Park City's Young Riders dominated race #6 in Deer Valley and the Logan Race Club endured torrential rain to win in Cedar City. By the State Championship race at Solitude Resort, Revolution was back to its winning ways by defeating its nearest competition by over 50 points. The Snowbird race saw the Young Riders once again clinch a victory while Mad Dog was victorious at both the Jackson and Evanston (double points) events.

Congratulations to Revolution Mountain Sports and to all the teams that competed in the 2005 Intermountain Cup Mountain Bike Racing Series.

The top 10 teams follow: 1. Revolution - 1,744 points, 2. Mad Dog - 1,694 points, 3. Young Riders - 1,134 points, 4. New Moon/Spin Cycle - 981 points, 5. Logan Race Club - 915 points, 6. UtahMountainBiking.com - 748 points, 7. Biker's Edge/D.J. Ortho - 702 points, 8. Racer's Cycle Service - 630 points, 9. Cutthroat/Spin Cycle - 492 points, 10. Team Sugar/White Pine Touring - 466 points.

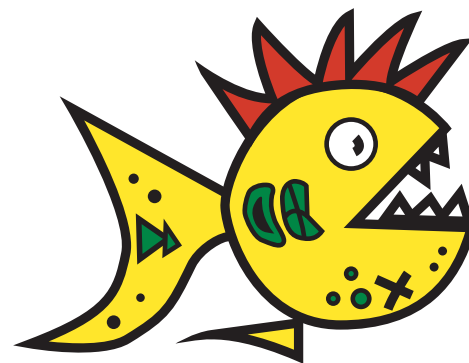
For complete results go to www.intermountaincup.com.
-Ed Chauner

the final race. Jim Harper (Peak Fastener), Kevin Nelson (X-Men), Thomas Henning and Doug Davis (New Moon/Spin Cycle) all battled it out for a podium spot. In the end, Harper's fourth place finish was enough to put him into second overall and Davis placed fifth, which put him into third place overall.

Congratulations to all the racers that competed in the series this year. The 2006 series will begin on March 4 in St. George, Utah. For all the information on the series as well as complete results check out www.intermountaincup.com.

Park City Cycling Festival Will Not Return in 2006

The Park City Cycling Festival will not return to Utah in 2006. The multi-day national championship event included junior, master, and elite national championships in 2005 and junior and masters in 2004. In a brief conversation on October 12, USA Cycling's event department confirmed this. The Cycling Festival will tentatively move to Pennsylvania in 2006. More details will be announced soon.



Fishlips

EVOLVED... NOT EXTINCT

FISHLIPSBICYCLES.COM

ORDER YOUR CUSTOM FISH TODAY.

801.699.4156

BOOK REVIEW

Just the Two of Us is a Good Introduction to Credit Card Touring

By Lou Melini

There are 2 primary ways to become knowledgeable about planning for a bicycle tour. One is to go out and do some short tours and learn from your success or mistakes. Another way to learn is to read about the experiences of other bike tourists. There are many books by people who have ridden for long distances; each may have a different focus. Some will read like a travelogue, heavy on "we saw this" or "we went here and..." while other books will have a spiritual testimonial slant "I was

enchanted by the...". Some books try to be a "how-to" book; "pack 2 pair of underwear cutting off all tags to save weight". All will give insight to bicycle touring, though in different ways and with varying amounts of usefulness.

Just The Two of Us is a blend of the above books. It is a story of the Nortons who decide to take 9 weeks off and ride across the United States. The book doesn't give a lot of detailed "How to" advice nor does it drone on with detailed descriptions of places they went to. There is a very good blend of travel talk, up-beat moti-



national statements, some "how-to" advice, especially planning, and brief descriptions of the people they meet. What I found to be the most useful advice for the novice tourist is to not trust the travel advice of non-cyclists.

These stories added a bit of entertainment to the book.

There are many "styles" to bike touring ranging from catered fully supported commercial tours to carry-it-all non-vehicle supported. The Nortons did what I call non-supported credit card touring, in other words they stayed in motels and ate all of their meals in restaurants. Given that they seemed to be financially well off, they stayed in country inns or bed and breakfast to sleep and ate dinner "only at the best restaurant in town". Wine was a necessary part of each meal. Mr. Norton was once upset, the wine being "too chilled" and to add insult to injury the wine came from a box. Bike touring does have cruel consequences.

I do not mean to be critical of their touring style. I am actually impressed and congratulatory of their ride. They were 56 years

young when they went on their 9 week trip, averaging 73 miles/day including rest days. They did a 103-mile day in Wyoming that included 7,200 feet of climbing and a 131-mile day in South Dakota. They crossed Iowa in 4 days, averaging 110-miles/day with temperatures and humidity >90. Their touring style suits them well.

For anyone who is planning a bike tour this would be a good choice. The anecdotes regarding the planning of the trip would be a great help to anyone planning a similar trip.

Just The Two of Us by Melissa Norton, 2001. Published by Chandler House Press, Inc. Worcester Mass 01602 Available on cyclingutah.com's road touring page (just scroll down).

Roll and Armstrong - Continued from page 2

Roll was an interesting contrast to Armstrong. Armstrong's speech was affable yet focused and intense, while Roll was extremely casual and entertaining. In fact, he was downright funny, and had everyone laughing for a good part of his speech.

The best part of Roll is his story-telling. On this night, he entertained with tales from the inaugural year of the 7-Eleven team, of which he was a member, in the Tour de France. He amused the audience with his explanation of Alex Stieda's calculated and successful plan, undisclosed to the team (though they later claimed to know of it all along), to take the yellow jersey in the morning stage of a two-stage day, after which he promptly lost it during the team time trial that afternoon, nearly getting eliminated for almost finishing outside the time cut.

Roll explained that Armstrong's flawlessness as a Tour rider was a direct result of watching the 7 Eleven team in their early years in the Tour. "He watched us, and learned everything he should not do." Roll was also certain that US Postal/Discovery Channel's obsession with and success in the team time trial was a direct result of how poorly 7-Eleven performed in that event.

He also told of his efforts to impress his teammates with his language skills by asking a French waiter for water. "De l'eau (pronounced 'du lo'), s'il vous plait." With typical French arrogance, the waiter pretended to not understand, frustrating Roll and embarrassing him in front of his teammates. His frustration was compounded when someone explained to the waiter what Roll wanted, to which the waiter, in mock recognition, stated, "Oh, de l'eau," pronouncing it the same as Roll had. Roll smiled, though, and exuded satisfaction in his ultimate revenge when, as a commentator for OLN, he intentionally and purposefully referred to France's premier race as the "Tour 'day' France," much to the consternation of the French. Thus the audience learned of the origins of Roll's verbal slaughter of the race's name.

Roll went on to say that it was easy to get down on the French because they are so persnickety. "But then, you think of cheese and wine . . ." and the French are not so bad.

He related how he was repeatedly asked what it is like to race in the Tour de France. His response? Suffering, and having to look at someone's lycra-clad buttocks for hours. He spoke of the fun in returning to the Tour as an OLN commentator and being able to "watch others suffer and talk about it."

Roll explained that he hoped he would be covering the Tour for years to come. He was certain he would outlast Phil Liggett, because he could "drink him under the table", explaining that he had done just that when Liggett lost his voice during this last year's coverage of the Tour. He also figured that Paul Sherwen would be around for a long time because he could hold his alcohol better than anyone else.

It was a very entertaining, and informative, evening of the life and times of Bob Roll. Unlike Armstrong, he did not come across as an icon you look up to and admire, but rather, and literally, a drinking buddy you sit down with to relate and share tales, and laugh the evening away.




Saturday Cycles

Finely Crafted Bicycles for Cyclotourists and Commuters

Bikes	Equipment
Rivendell	Arkel Over Designs Packs
Heron	Lone Peak Packs
Surly	Tubus Racks

2204 N 640 W, West Bountiful
298-1740
Open Saturdays 10-6

Route 211 - Continued from page 5

sell product to that dealer again. This increases workload and overhead for companies that may be very good manufacturers, and may not be good at distributing. But it is a good attempt to help their retail dealers maintain profitability.

Discount outlets circumvent the dealer direct policy by opening a "retail" store, sometimes in the front of their warehouse space. As a retailer, they can now obtain product. They then bend the dealer agreement to maintain suggested retail pricing by offering free items with the purchase of the retail item. For example, buy the Mavic wheelset at retail (holding to their agreement) get the tires, tubes and rim tape for free. Once again, the retail store cannot compete and still remain profitable.

After being involved at each level of the bicycle industry: manufacturing, retail, and mail order, I can attest that each has its unique challenges and each is hard pressed to create stability and profitability. Manufacturers are constantly having designs and products duplicated and made available at reduced costs. Mail order outlets seem to pop up daily, further stretching the limits of consumer demand, and sometimes diminishing the fragile customer trust and comfort that is the lifeblood of their part of the industry. Retailers have the challenge of facing customers directly, and having to explain why their retail pricing seems so much higher on some items than can be found online or in a catalog.

So, what's a retailer to do? The mantra has always been "compete by having outstanding customer service". That's just about the only winning formula available to retailers. Some mail order and online outlets do have outstanding customer service, but they are not there when you need to have your bike tuned, or your wheel trued the day before your big ride. But in order to have that available to you, the consumer has the communal obligation to ensure that the local bike shop remains viable and available.

Is there a bad guy here? No. Not really. Manufacturers who sell to mail order outlets have their own profitability to maintain. For instance, say a large outlet expresses interest in a huge quantity of product in a single order. That's hard for the manufacturer to turn away from. Sometimes, that single order may equal the orders of all the retail shops combined. One customer, one order to process and one check to collect. That's good for business. Some would say that the outlets simply have a better business model than the retailers. Same great product, faster and cheaper to the consumer. That fits our consumer needs in the 21st century. And your local bike shop is staffed with the guys you go riding with, or ask for trusted product advice before you surf the net for the best price. You trust them. You like them. And you want them there. You should also support them when you can.

Las Vegas Has Bike Map; Plans Improvements

The City of Las Vegas unveiled a 2006 Bicycle Map at the Regional Transportation Commission-sponsored Viva Bike Vegas. The glossy, color-coded map caps a lengthy review process to update the previous map published in 1999, RTC spokeswoman Shannon Stevens said.

The RTC estimates about \$50 million in sales tax funds will have been spent on a network of on-street bicycle paths by the end of 2016. Those improvements will include changes to existing roadways that already have room for bike lanes and reconfiguring those that don't to accommodate new lanes at a cost of roughly \$60,000 a mile. By then, the RTC expects there to be 634 miles of off-street paths, up from the 56 miles now in place. Another 809 miles of bicycle lanes are expected to be built or reconfigured, up from the 74 existing miles, according to the agency.

-League of American Bicyclists

Maps! = Adventure Cycling!

The maps you'll need in planning a bike vacation, TransAmerica, Great Divide & more. **FREE CATALOG (800) 721-8719**

Adventure Cycling Association
PO Box 8308-A5, Missoula, MT 59807
www.adventurecycling.org

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





THE DODO

GOOD FOOD IS NOT EXTINCT.

152 S 400 W
456-BIRD

The 2005 Desperado Dual

For riders who rode the first Desperado Dual 200 mile event in 2004, it would be hard to imagine how this ride could have been any better, but the 2005 edition managed to be just that. 235 registered riders from 7 states enjoyed almost perfect weather as they set off on their 100 or 200 mile routes. The Town of Panguitch played host to the riders while the quiet rural roads of Garfield County provided the scenic backdrop for the event. For many riders the highlight of the day was climbing up the bike path through the hoodoos of Red Canyon at the first light of day. Some thought that riding through the tall, cool pines alongside beautiful Panguitch Lake was it. For others, simply meeting the challenge of completing their first 200 mile event was their highlight. This year, there were 8 riders for whom the Desperado Dual was the first double century they had ever completed.

With all of the rain experienced by southern Utah this year, the scenery was more spectacular than ever. Lakes and rivers were full, the meadows were green and wildflowers were still abundant. On this weekend just before Labor Day, traffic was light on the local roads and August offers perfect temperatures for riding in Garfield County. Many riders



Photo by Eric Smith. See more at redbikephoto.com

commented on the friendly support staff and could not believe the great rest stops and sag support that were provided.

Some of the notable 200 mile finishers were:

Jose Garza (Nevada) and Eric Wilson (California), the first riders in at:

10 hrs 10 min

Shannon Cutting (Nevada), the first female rider in at: 10 hrs 57 min.

Joe Brown and Lynn Katano (California), the first tandem team in at:

11 hrs 56 min.

Tami Cromar (Utah) our toughest rider of the day, finishing at: 17 hrs 09 min.

The Desperado Dual is not a race and there are no winners or losers. It is designed to be an event where riders can test themselves at a 200 mile distance in one of the most spectacular settings anywhere. Timing is kept for 2 reasons. First, it is to manage the course, as there are time limits in place which riders must keep ahead of. Second, it is to give riders a sense of how they did in the event over consecutive years, to compare their personal results. Complete results are available at desperadodual.com

Next year's event is scheduled for August 26.

-Lonnie Wolff

Utah Cyclocross Series Race #6, Wheeler Farm, October 23, 2005

- Men A+ 9 Starters
1. Bart Gillespie Biogen
 2. Jon Gallagher Cole Sport
 3. Sam Krieg ICE
 4. Mitchell Peterson Revolution
 5. Eric Flynn
 6. Matt Karre Contender
 7. Dirk Cowley SBO
 8. Racer Gibson Racer's Cycle
- Men A 27 Starters
1. Chad Wassmer Cole Sport
 2. Nathan Kammerath SBO
 3. Sam Moore Canyon Sports
 4. Step-o-han Warsocki Bingham's
 5. Greg Freebairn Canyon Bicycles
 6. Sean Hoover New Moon
 7. Mathew Sutton Wasatch Touring
 8. Denny Kalar Cole Sport
 9. Linde Smith Biogen
 10. Dave Wood Guthrie's
 11. Reed Wycoff Contender
 12. Michael Burnside Autoliv
 13. Kathy Sherwin Biogen
 14. Chuck Collins ICE
 15. Craig Farnsworth
 16. John Iltis Team Novara
- Men B 23 Starters
1. Gary Dastrup Wattage
 2. Ted Tatos Revolution
 3. Darren Marshall Porcupine
 4. Kris Amott Pikes Peak Velo
 5. Ryan Miller Cutthroat
 6. John Rech Contender
 7. Sam Sloan Revolution
 8. Kent Carlson Team Joyride
 9. Alex Whitney U of U/Wattage
 10. Chris Sherwin Revolution
- Woman A 4 Starters
1. Heather Edwards Canyon Sports
 2. Amy Campbell
 3. Priya Noronha
 4. Maren Gibson Heartstrings
- Men C 9 Starters
1. Kelly Glenn
 2. James Glenn
 3. Stephen Brown Cutthroat
 4. Pat Putt X-Men
 5. Josh Gunter New Moon
 6. Warren Worsley Bikeman.com
 7. Chris Colgan
 8. Steven Sheffield Cutthroat
- Women B 5 Starters
1. Leslie Fredette New Moon
 2. Felicia Alvarez
 3. Julie Holmes
 4. Virginia Houston U of U
 5. Karen Nye Cutthroat
- Juniors 4 Starters
1. Tanner Putt X-Men
 2. Paden Hoover New Moon
 3. Jacob Layer
 4. Chelsea Layer

UDOT Bike Summit

On October 6, the Utah Department of Transportation (UDOT) invited bicycle advocates from around the state to a roundtable discussion to help update their Long Range Transportation Plan. At this 2-hour meeting, the idea of "complete streets" was brought up as a way to incorporate all the needs for safe travel by alternative modes. After the meeting Jason Bultman, along with UDOT Bicycle and Pedestrian Coordinator Sharon Briggs, met with UDOT Executive Director John Njord and hand delivered a letter asking for a complete streets policy. The idea of incorporating such a policy would ensure that bicycling is considered and accommodated in every road project, whether new or existing. Please consider writing a letter to Mr. Njord to tell him why establishing a policy for building complete streets is essential for bicyclists' safety and for the promotion of alternative transportation. You can write to him at the following address:

John Njord, Executive Director
Utah Department of Transportation
4501 S. 2700 W.
Salt Lake City, UT. 84114-3600

For information on other cities and states that have complete streets policies in place, visit thunderheadalliance.org.

-Jason Bultman

Family Heating and Cooling, Inc.

Maintenance • Service • Installation

Furnace Tune-Up

\$75

20 Point Cleaning and Tune-Up with
Free Green Sticker

Expires 12-25-05

523-3888



BICYCLE REPAIR SPECIALISTS

CHECK OUT OUR
NEW AND USED BIKE SELECTION
AT
www.CYCLESMITHSLC.com
-bikes updated daily-
We accept Trade-Ins!

250 SOUTH 1300 EAST • SALT LAKE CITY, UT 84102
801.582.9870 • WWW.CYCLESMITHSLC.COM

Fishlips Bicycles Returns

Fishlips Bicycles, a long-time Utah brand, has been revived. New owner Tom Denison will be selling stock and custom frames made from steel, aluminum, and titanium. Fishlips concentration will be on road and cyclocross, but mountain frames are also available. Steel frame options include lugs, tig welding, or fillet brazing. About the frames, Denison noted, "After being around bikes for so long and meeting so many people, I was able to carefully select the people who will build the frames. Some of the builders I am working with have been building bikes for 10-20 years. I don't want to say too much, but they have built bikes for riders that you have heard of in the past, and some of today's top riders."

Doug Rock and two partners started Fishlips approximately fifteen years ago.

Fishlips can be reached at (801) 699-4156 or on the web at fishlipsbicycles.com.

Letter to the Editor:

Racers Sacrifice Their Race to Help Another

The Grand Finale event of the Intermountain Cup Race Series in Evanston, Wyoming is one of the most important events of the entire series. This race is an important race to everyone because it is a double-points race and it is the final event. During the first lap of the race a racer took a bad fall on the backside of the course and a number of racers sacrificed their race to help out.

I would like to thank the following racers that stopped and stayed with the injured racer knowing they were giving up a good finish in the final event: Craig Povey, Mike Muir, Dutch Wiehe, Mike Voth, Brock Olson and Karl Vizmeg. All of you deserve a huge pat on the back.

- Ed Chauner

WE CAN'T PROMISE YOU THE SAME RESULTS
AS SOME OF OUR PROFESSIONAL CLIENTS.



JUST THE SAME FEELING.

World Class coaches delivering world class results
for recreational and professional athletes.

Coach Tommy Murphy
435-787-8556

Coach Darcie Murphy
435-787-8556

tmurphy@trainright.com dmurphy@trainright.com

To Benefit The



SALT LAKE CITY



BIKE TOUR

**2nd Annual
Salt Lake City
Bike Tour**

**Saturday, June 3, 2005
6:00 a.m. Start Time**

**Register now
saltlakecitymarathon.com
No day of registration**

**IMAGINE
No Cars - Just Bicycles for 25 miles.**

**For more info call
801-412-6060**



The Salt Lake Tribune



In partnership with

