

MOUNTAIN CYCLING JOURNAL

cycling utah

**DIRT
PAVEMENT
ADVOCACY
RACING
TOURING**

**UTAH AND
IDAHO EVENT
CALENDAR
INSIDE!**

**CELEBRATING OUR
15TH YEAR!!**

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ROAD RACING

Peterson takes Snowbird Hillclimb



Above: Fourth place finisher Alex Grant leads race winner Mitchell Peterson (Balance Bar/Devo) and Mark Santurbane (Team Bobs-Bicycles.com).

Right: 2007 Junior (13-14) National Time Trial Champion Jillian Gardiner (Canyon Bicycles) on her way up Little Cottonwood Canyon. See full results on page 20.

Photos: Joaquim Hailer. Find your photo on Zazoosh.com.



SafeTband is New Utah Company

Travis and Jen Ferland have launched SafeTband, a Sandy, Utah based company. Their product is a small pouch that attaches to a goggle strap or handlebar. The red pouch (with white first aid cross) contains identification information and medical information to inform emergency personnel in case of an accident or to facilitate lost kids finding their parents. Both skiers and bikers should find this product useful. They can be found on the web at safetband.com.

coffee garden

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SamWeller's
too!

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THINK OUTSIDE THE BLOCK!

Get A Grip

BICYCLE SAFETY COURSES

Is your significant other addicted to bikes? The "Get a Grip" course was designed to help give you the confidence you need to get out there and ride too.

Course covers bicycle safety checks, fixing a flat, on-bike skills, crash avoidance techniques and includes a student manual.

SALT LAKE CITY **BICYCLE COLLECTIVE**
Recycling Bicycles, Building Communities

www.slcbikecollective.org **801-FAT-BIKE**
info@slcbikecollective.org



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cycling utah at your
favorite bike shop!**

Cover Photo: The men's Pro/1/2 field rides through Parowan Gap in stage 3 of the Tour de Gap on August 18, 2007. See results on page 20.

The Parowan Gap is considered to be God's Own House by the Paiute Indians. The rock formation in the photo is 'Tobats', the main Paiute God. For more information, visit parowangap.org and scienceviews.com/indian/rushlake.html

Photo: Quinn Pratt.

UTAH NEWS

State Road Race Champion Santurbane Severely Injured

By Tom Noaker

On Sunday August 19 at approximately 10:20 am newly crowned Utah Category 1/2 Men's State Road Race Champion Mark Santurbane (Team Bobs-Bicycles. Com) was seriously injured when he was struck by a truck on SR32 in Oakley. I came upon the scene moments after the impact and remained until Mark was onboard Life Flight. This is what I discovered:

Mark was conscious and responsive but unable to move. He was lying on his right side in a fetal position in the entry to the LDS Church. A local Oakley EMT was attending to possible neck and back injuries. His left humerus was fractured badly (deformed but not compound), and he had a laceration above the left eye. He could move his fingers and toes but was overwhelmed with pain. His helmet had significant contact impressions consistent with his forehead laceration.

Plastic and glass from the truck that had hit him littered the area. Mark's Giant TCR was broken in half and rested another 15 feet to the east. The truck which had been traveling eastbound before turning in front of Mark (westbound) had sustained considerable damage to

the left front. The driver told me, "I didn't see him, I drove right into him!" Neighbors directly south of the Church said, "We heard him shout," no-No-NO," and then the impact."

Mark's SRM displayed 20.8mph, 206 watts and 86 rpm. He was 2 hours and 29 minutes into his ride when his season ended.

Life Flight was summoned due to probable multiple and severe injuries. His vitals remained strong throughout. It was nearly an hour until he was lifted but his pain was obviously not controlled even with an infusion of meds.

CAT scans at LDS Hospital revealed fractures of the scapula, clavical and tailbone. His humerus required surgery to repair. Individually any of these injuries would be painful. Collectively they must have been unbearable.

Mark will recover, but the raw reality is that we play our sport on a very dangerous field. When a driver fails to see or yield, unavoidable situations develop and cyclists will always be vulnerable. No failure-to-yield violation will assuage the grief.

Perhaps a split second of awareness triggered by the memory of this incident is the only protection between our lycra and tragedy.

UTAH NEWS

Josie Johnson Ride to Pay Tribute to Fallen Cyclists

By Jason Bultman

The 4th annual Josie Johnson Memorial Ride will happen this year on Saturday, September 29th at 10:30 a.m. in Sugarhouse Park in Salt Lake City. The purpose of the ride is to bring together bicyclists of all ages and interests for a free and easy ride for bicycle safety and awareness. The ride is in remembrance for those killed or hurt in car collisions while riding their bicycle and honors Josie Johnson, who was killed while riding up Big Cottonwood Canyon on September 18, 2004. Josie was an avid road and mountain biker, overall outdoor enthusiast, and aspiring doctoral student at the University of Utah.

Ride participants should meet at the south end terraces of Sugarhouse Park at 10:30am. Ride bibs with the names of the bicyclists that have been killed this year will be worn by riders as a symbol of remembrance. Bright-colored jerseys will be available with suggested donations of \$50 to benefit the Utah Bicycle Coalition, a nonprofit organization dedicated to bicycle safety. The final two Salt Lake City mayoral candidates will address the crowd with their plan for a bike-friendly City. Then the ride starts and follows a 10-mile police escort to

Mill Hollow Park, where a poster presentation of local activities in bicycle advocacy will be on display. Ken Johnson, Josie's brother, will lead in a moment of silence at noon. The event concludes at Mill Hollow Park, so riders can choose their own ride home afterwards.

Since Josie's tragic death, many local actions are resulting in more awareness and education to the public. The projects that will be showcased at Mill Hollow Park are an impressive summary of all the hard work from local bicycle advocacy organizations, public agencies, and individuals. This will be a great way for folks to learn how to get involved. This year, very special guest Marty Kesteler will be joining the event. Kesteler successfully fought for his life and has been in rehabilitation from severe injuries all summer after getting run down by a delivery truck on June 17. The bicycling community has come together in miraculous ways to support Marty and his wife Nicki.

For more information on the ride, visit josiejohnsonride.com.

Park City to Vote on \$15 Million "Walkable/Bikeable" Bond

By Lynn Ware Peek

Visitors will love it. Locals will be ecstatic. It's not only a great start – it's the first step towards a dream come true for those who have worked tirelessly in support of a walkable/bikeable community in Park City. Park City City Council overwhelmingly approved a \$15 million bond to be placed on the November ballot for making this community safer and more connected for pedestrians and cyclists.

Voters will answer "Heck Yea!" Or "Nay" to the approval of the bond that will mean taxpayers pay roughly (very roughly) \$100 a year more in taxes. A small price to pay to make this mountain town more connected and safe, say about 62% of residents polled recently. Currently, the "backcountry" around Park City boasts about 350 miles of stellar single track trails, but the urban area lacks crucial paths that connect, both to the trails and to places that locals and visitors want to ride/walk safely – schools, the grocery store, the local gathering places.

In the past Park City voters have enthusiastically supported

Continued on page 16

Josie Johnson Memorial Ride

Share the road

In memory of Josie Johnson and all cycling accident victims

Join us at Sugarhouse Park on Saturday, Sept 29th at 10:30 AM

and help raise awareness for Bicycle Safety

Ride from Sugarhouse Park to Mill Hollow Park in Holladay

No entry fee

Donations are encouraged

for course map and detailed information visit josiejohnsonride.com

Larry H. Miller CHARITIES

Utah Bicycle Coalition

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CALENDAR OF EVENTS

Calendar Guidelines:

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

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

Let us know about any corrections to existing listings!



Battle Bay BMX — (801) 796-8889

Rad Canyon BMX — (801) 824-0095

Deseret Peak BMX — deseretpeak-bmx.netfirms.com, Tooele

May - October — Rad Canyon BMX, Practice Tuesdays 6:30-8:30 pm, 9700 S. 5250 W., South Jordan, (801) 824-0095.

May - October — Rad Canyon BMX, Single Point Races Thursdays, Registration 6-7 pm, racing ASAP (7:30pm), 9700 S. 5250 W., South Jordan, (801) 824-0095.

For more BMX track info, visit cyclingutah.com



Advocacy Groups

Mayor's Bicycle Advisory Committee (MBAC) meeting. Second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7939 or (801) 487-6318.

Salt Lake County Bicycle Advisory

Calendar of Events sponsored by



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

705 W. Riverdale Rd.
Riverdale
(801) 621-4662
canyonsports.com

Home of the Bike and Wife Swap!

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

Weber County Pathways — Weber County's Advocacy Group, (801) 393-2304 or www.weberpathways.org

Provo Bike Committee — Meetings are the first Wednesday of each month, 5:00 p.m. in the City Council office, 351 West Center Street, Provo, Call the City Council offices at 801-852-6120 or email gilbert.bradshaw@gmail.com or duncanish@gmail.com

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

Mooseknuckler Alliance — St. George's Advocacy Group, www.mooseknuckleralliance.org

Mountain Trails Foundation — Park City's Trails Group, (435) 649-6839,

(435) 731-0975, carol@mountaintrails.org, www.mountaintrails.org

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

Utah Bicycle Coalition — Statewide advocacy group, utahbikes.org

Volunteer to help build the Bonneville Shoreline Trail (801) 485-6975 or visit www.bonneville-trail.org.

2007 Events

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

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

September 22 — World Car Free Day, www.worldcarfree.net/wcfd/



Tours and Festivals

August 18-19? — Mountain Bike Challenge for MS, Tamarack Resort, Idaho, jefflarsenboise@yahoo.com, (208) 938-9917

September 15-22 — Colorado Canyon Country, Grand Junction, Kokopelli Trail and more, dirt, 335 miles in the dirt, Southern Utah, Adv. Cycling Association, (800) 755-2453



General Info

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

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

2007 Utah MTB Races

September 2-3 — Sundance Showdown, DH and Super-D, Utah DH Series, Sundance, UT, (801) 375-3231

September 8-9? — CANCELLED 24 Hours of Soldier Hollow, noon to noon, Heber, UT, (801) 243-0704

September 8 — Sundance Super-D Downhill Race, 9 am, Sundance Resort, (801) 223-4849

September 15-16 — Silver Spur Fall Classic XC race, also Trail Run and climbing contest, Snowbird and Alta, UT, 801-933-2110

September 15 — Tour des Suds, 26th Annual, Park City, (435) 649-6839

September 15 — Utah Downhill Series Racer Appreciation Race, DH, Utah DH Series, Wolf Mountain, Eden, UT, go-ride.com, (801) 375-3231

September 22 — Widowmaker Hill Climb 10 AM, Ride to the top of the Tram, Snowbird Resort, (801) 583-6281

September 22 — 12 hours of Sundance, 7 am - 7 pm, Sundance Resort, (801) 223-4849

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

October 13-14 — 24 Hours of Moab, 12th Annual, (304) 259-5533

2007 Idaho and Regional MTB Races

September 14-16 — Boise to Bogus Banzai, 16.5 mile, 4100 vertical foot descent, also Super-D and DH, Wild Rockies Series #6, also NW NORBA Singlespeed Championship, plus music by the Beach Boys, Boise, ID, (208) 388-1971

September 15-16 — 24 Hours of Grand Targhee Mountain Bike Race, XC, Grand Targhee Ski and Summer Resort Alta, WY, 1-800-TARGHEE ext. 1309 or awilliams@grandtarghee.com, grandtarghee.com or Andy at (307) 353-2300 x-1309

September 23 — NW NORBA Collegiate MTB Conference

Race, Open to all riders, Knobby Tire Series, Boise, ID, (208) 338-1016

October 6 — Monument Divide Race, 50 miles road, 50 miles dirt, Grand Junction, CO, 970-243-2453, www.gjycling.com



General Info

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

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

Utah Weekly Race Series

Canyon Bicycles Rocky Mountain Raceways Criterium — Saturdays at 12 noon in March, Tuesdays in April - September, 6 pm, 6555 W. 2100 S., West Valley City, UT, Map, (801) 209-2479, utahcritseries.com April 3, 10, 17, 24, May 1, 8, 15, 22, 29, June 5, 12, 19, 26, July 3, 10, 17, 24, 31, August 7, 14, 21, 28, September 4, 11, 18, 25

Salt Air Time Trial — Every other Thursday April 13- September 28, I-80 Frontage Road West of the International Center, (801) 209-2479, utahcritseries.com April 12, 26, May 10, 24, June 7, 21, July 5, 19, August 2, 16, 30, September 13, 27

DMV Criterium — Wednesday's, Driver's Training Center, Where: 4700 S. 2780 W., West Valley City Times: A Flite - 6pm. B Flite - 7 pm., C/D Flite 7:45 pm, 801-651-8333, utahcritseries.com April 4, 11, 18, 25, May 2, 9, 16, 23, 30, June 6, 13, 20, 27, July 4, 11, 18, 25, August 1, 8, 15, 22, 29, September 5, 12, 19, 26

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

Canyon Sports Night Riders Criterium Series — Fridays, June 1, 22, July 13, 27, August 24, September 7, 21, A flite, B flite, C flite, 9 pm - 11 pm, signup at 8 pm, USCF permitted, qualifies for upgrade points, Rocky Mountain Raceways, 6555 W. 2100 S., West Valley City, UT, for more information, CanyonSports.com or (801) 942-3100.

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

2007 Utah Road Races

September 1 — Skull Valley TT, Skull Valley, UT, Crystal Chambers, teaminertia_cyclingclub@yahoo.com or (801) 446-8183 or golsancycles.com

September 8 — LOTOJA, 206 miles from Logan, UT to Jackson, WY, (801) 546-0090

September 15 — The Climber's Trophy, an individual time trial up the south side of Big Mountain from MM 3 to MM 9., first rider up at 11 AM, contact Jon Gallagher jonbear68@msn.com or teamcsr.org

September 15-17 — Hoodoo 500, 500 mile ultramarathon bike race in S. Utah, St. George, Hoodoo500.com

September 22 — Harvest Moon Historic 25th Street Criterium, downtown Ogden in the Municipal Park between 25th & 26th Streets, Ogden, UT, (801) 589-1716 or fefjhollo@msn.com or www.ogdenone.com

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



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Come ride in beautiful Southern Utah

🚴 October 20, 2007 🚴 100, 65, & 30 mile option

🚴 Fully supported with rest stops, lunch, and sag

🚴 8:00am @ the New St. George Town Square

🚴 Visit us online for complete route and registration info



www.tourdestgeorge.com

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

2007 Idaho and Regional Bicycle Road Races

September 8 — Race to the Angel, 22nd Annual, 3000' climb, Wells, NV, (775) 752-3540

September 27 — World Criterium Championships, part of the USA Crits Series, Mandalay Bay Resort, Las Vegas, NV, during Interbike, worldcriteriumchampionships.com, 706-549-6632

September 8 — Bogus Basin Hill Climb, Triple Crown #3, 35th Annual, Boise, ID, (208) 343-3782

October 6 — Monument Divide Race, 50 miles road, 50 miles dirt, Grand Junction, CO, 970-243-2453, www.gjycling.com

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



2007 Utah and Regional Road Tours

September 3 — Hooper Horizontal 100, BBTC Super Series Ride, self-supported century, State Agriculture Building to Hooper and Back, roadcaptain@bbtc.net or (801) 573-9970

September 8-10 — Sawtooth Bike Trek, fundraiser for American Lung Association of Idaho, Sun Valley, Galena area, sshepherd@alaw.org, (208) 345-5864

September 8 — Felt Tour de Park City, Fully Supported Century Road Ride starting and finishing at Park City. Enjoy a 100 mile ride through Northern Utah's beautiful mountain valleys, great aid stations, raffle for a 2008 Felt Road Bike and other prizes. Contact info@mountainraceworks.com for questions. Additional details can be found at www.tourdeparkcity.com or contact Riley at 970-819-6049.

September 9 — Tour de Tahoe, Bike Big Blue, 5th Annual, ride around Lake Tahoe on the shoreline, spectacular scenery, great food and support, 72 miles, Lake Tahoe, NV, (800) 565-2704

September 9-15 — Southern Utah National Parks Tour, 233 miles through Cedar City, Zion, Bryce Canyon, Cedar Breaks, (801) 596-8430

September 15? — Fall Colors Ride, BBTC Super Series Ride, self-supported century, location TBA, roadcaptain@bbtc.net or (801) 573-9970

September 15-16 — MS Idaho Bowtie Bike Tour, 100-200 miles, Boise, ID, (208) 336-0555

September 17-23 — LAGBRAU (Legacy Annual Great Bike Ride Across Utah), Blanding to Cedar City, 400 miles on scenic highways and through National Parks, fundraiser for young Native American education, (801) 654-1144

September 22 — Heber Valley Olympic Century, 25, 50, 62, 100 mile options. Also, Biathlon option! Enjoy scenic Heber Valley in its autumn finest during this fun and challenging ride that visits the Olympic venues, fundraiser for Huntsman Cancer Institute, Contact Bob @ 801.677.0134, bike2bike.org

September 22 — I Think I CANyons benefit ride for the Fourth Street Clinic, a nonprofit healthcare clinic in Salt Lake that provides free healthcare for the homeless, Little Cottonwood Canyon, Big Cottonwood, Millcreek, and Emigration, start and finish at the Olympus Hills Shopping Center located on Wasatch Blvd. near

3900 South. Start time 7 am; registration begins at 6:30 am., Joel Welch, Friends of Fourth Street, 801-631-7872, jjoelwelch@hotmail.com, www.ithinkicanyons.com

September 23-29 — OATBRAN, One Awesome Tour Bike Ride Across Nevada, 16th Annual, following the Legendary Pony Express Trail on U.S. Hwy. 50 - America's Loneliest Road, 5 days of riding, 420 miles from Lake Tahoe to Great Basin National Park, (800) 565-2704

September 29 — Fourth Annual Josie Johnson Memorial Ride, this memorial ride is being dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at Sugarhouse Park, ride will start at 10:30, will travel to mouth of Big Cottonwood Canyon and back. www.josiejohnsonride.com or call Jason at (801) 485-2906 or John Weis at (801) 278-3847

September 29 — Tour de Vins 4, Bike Tour and Wine-Tasting Event, 16.5, 32 and 60 mile options, Idaho State University, Pocatello, ID, more info: FSAlliance.org, Tera Letzring, 208-705-7716, tera.letzring@gmail.com

September 30 - October 6 — Monument Valley & 4 Corners Tour, Monticello, UT, (801) 556-3290

October 5-7 — Moab Century Tour, Moab to La Sals and back, 45, 65, 100 mile options, Tour benefits the Lance Armstrong Foundation, (435) 259-2698

October 6 — Yellowstone Fall Old Faithful Cycling Tour, West Yellowstone to Old Faithful and back, MT, (406) 646-7701

October 5-6 — Bikes for Kids with Dave Zabriskie, October 5th - dinner and silent auction, October 6 - metric century (62 miles) plus 4 and 25 mile options in Salt Lake City and Murray. We will be giving away 1,000 bikes, helmets and jerseys to disadvantaged children in the Salt Lake Valley. The start time is 7:00 am at the Costco in Murray and a bike safety and rodeo will be held at 11:00 for all kids. Contact Teresa at (801) 453-2296 or tmay@finsvcs.com.

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

October 20 — Las Vegas Century, 25, 50, 64 and 109 miles, Jim Little (702) 360-4751 or vegasbikeclub.org

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

December 31 - January 1 — New Year's Revolution, century each day, 50, 70, 100 mile options, Ride out the old year, Ride in the New Year, Benefiting Parkinson's Disease, 8 am, Phoenix, AZ, Contact Bob @ 801.677.0134, bike2bike.org



General Info

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

Utah Cyclocross

September 15-16 — Ridley Cyclocross Clinic, Cross skills/coaching for Beginner to Elite level riders; Mountain bikes welcome; the perfect primer for the upcoming Utah racing season! with Bart Gillespie (Mona Vie/Cannondale & 2006 Utah

Cyclocross Series Champion), Kathy Sherwin (Titus) and Ali Goulet (Ridley). Cross skills, bike set-up, training, racing tactics and other secrets of speed; www.myspace.com/BSGevents or Ali-801.560.6479

September 30 — Utah Cyclocross Series Race #1, Fort Buenaventura Ogden, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

October 6 — Utah Cyclocross Series Race #2, Heber, UT, utahcyclocross.com, 435-901-8872, utahcyclocross@msn.com

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

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

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

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

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

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

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

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

Idaho and Regional Cyclocross

September 26 — CrossVegas Cyclocross Race, UCI Cat II event, Elite Men and Elite Women only, Desert Breeze Soccer Complex, a Clark County facility in western Las Vegas 6 miles from the "Vegas Strip", during Interbike, 303-619-9419, crossvegas.com

September 30 — Sandy Point Beach Race #1 and Cross Clinic, Boise, ID, jkenedy@rmci.net

September 29, October 13, November 24, December 8 — Idaho Cyclocross Series, Eagle Island State Park, Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs, 208-323-2376, aerocyclos.com

October 6 — Bikes and Brews Cyclocross Festival, Tamarack Resort, Heather Thiry, 208-325-1035, www.tamarackidaho.com/events.php?eventid=518

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

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

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

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



September 8 — Camp Yuba Triathlon, Yuba State Park, UT, racetri.com, (801) 423-3321

September 15 — TriUtah Ogden Valley Triathlon, Pineview Reservoir, Huntsville, UT, Sprint and International distance open water swim triathlons, Sprint road: 750 Meter Swim/16mi Bike/5K Run, Olympic road: 1.5K Swim/32mi Bike/10K Run, www.triutah.com, info@triutah.com, 801-631-2614 or 801-631-2624

September 22 — Kokopelli Triathlon, Sand Hollow Reservoir, St. George UT, sgtrifecta.com, race@sgtri.com, (702) 401-6044

September 27-30 — Adventure Xstream Expedition Moab - 300 mile team race, kayak, trek, mountain bike legs, (970) 259-7771

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

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HEALTH

Breathe Right

By Erik Moen PT, CSCS

My brother-in-law always says there are two types when talking about a subset of people. Breathing has no exception. Either you are a stomach breather or a shoulder breather. But aren't you supposed to use your lungs? How can something so easy be made so difficult? Breathing shouldn't be so tough as it is something we have done for years. You could say that breathing is a necessary skill for life. It is not something we are necessarily supposed to think about. Effective breathing is a skill that makes the performance of endurance bicycling much easier.

Breathing is the act of respiration. Respiration is the process of oxygen uptake to the lungs and the venting of carbon dioxide and monoxide. Obviously we need oxygen to live. Carbon dioxide and monox-

ide are end products of burning fuel (sugar). Breathing allows the fine balance of taking in enough oxygen to burn the fuel and to effectively export the gaseous waste so that we can continue to burn fuel. Some measures of breathing that physiologists sometimes use include lung capacity and VO2Max. Lung capacity is how much gas volume your lungs will hold. Back in the day of Miguel Indurain, it was published that Miguel Indurain's lungs had a 7-liter capacity. Compare that to a soda bottle equivalent! VO2Max is how efficiently you take in oxygen and blow off carbon dioxide compared to your body mass.

Back to our two types of breathers. Active breathing requires muscular activation and the mobility of things such as your thoracic spine (middle back) and ribs. Your lungs are essentially negative pressure air bags. When you actively squish the

air out, there is an inherent ability for air to rush back into the lungs. The inward air-rush is then further enhanced by one's ability to expand the space that contains the lungs (aka your chest cavity). Shoulder breathers are "shallow". The act of shoulder breathing uses muscles considered secondary muscles of inspiration to drive the act of respiration. These are muscles that are typically connected to the shoulders and neck, such as the trapezii, levator scapulae, and the scalenes. Shoulder breathers do not typically utilize a large portion of lung capacity. In the short, less oxygen in means less carbon out which means slower on the bike. Stomach breathers are "deep". Stomach breathing utilizes the diaphragm, abdominals and intercostals (muscles between the ribs) to drive respiration. This primary muscle grouping allows for greater gas volume exchange. If we want to participate in an aerobic sport, this is the breathing style for us.

Maximal breathing includes components of shoulder and stomach breathing. Stomach breathing is the primary source, shoulder

breathing the secondary. Obviously the goal of breathing under exertion is to push as much carbon out and to suck as much oxygen in as you can. This process is accomplished by forced exhalation and intentional inhalation. This process requires good muscle strength and normal

mobility (flexibility) of the thoracic spine and ribs. Posture limitations, such as spine or rib immobility can limit your capacity for respiration. Not something you want when you are trying to tease out maximal function.

How can I get better at breathing? The best methods at improving at breathing while on the bicycle are the most simple.

Stretch: There are several stretches available to improve general breathing capability. A favorite stretch of mine is called a wall flattener. It looks simple, but for your average computer worker or chronic cyclist, this may be difficult. The stretch is performed as pictured, against a wall in a wall-sit position. Flatten your lowback, midback, shoulders and head to the wall. Bring your arms up and flat back to wall. Practice taking deep breathes from your diaphragm while in this position. You may find that it may be just a stretch to flatten your spine and head back to the wall.



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New Campers:
Monday, Oct. 1 @ 7:30 PM

#2 North Medical Drive, (SLC)

To register, call 801-581-0098, ext. 148
or E-mail Cari at cjunge@slcjcc.org
www.slcjcc.org

Sports Mall



Orientation & Registration

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Wed. Oct. 3 @ 6:30 PM

New Campers:
Wed. Oct. 3 @ 7:30 PM

5445 South 900 East, (Murray)

To register, call the Front Desk at 801-261-3426,
or E-mail Linda at lindacary@gmail.com
www.sportsmallgroup.com

Treehouse Athletic Club



Orientation & Registration

Returning Campers:
Tuesday, Oct. 2 @ 6:30 PM

New Campers:
Tuesday, Oct. 2 @ 7:30 PM

1101 E. Draper Parkway, (Draper)

To register, call the Activities Desk at 801-553-0123,
or E-mail Laura at laura@TacFitness.com
www.TacFitness.com

You must attend the orientation at the appropriate facility.

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Phase II: December 31 - February 10, 2008
Phase III: February 18 - March 22, 2008

www.jrsmithcoaching.com



Exercise: A good exercise to become more familiar with diaphragmatic breathing is to lie on the ground with knees up. Place an object of at least five pounds on your upper stomach. Forced diaphragmatic breathing will elevate your weighted object. Hold your inhalation for 3-5 seconds before slowly exhaling. Note that breathing should not originate from the shoulders. Repeat this exercise many times.

Visualization: Picture yourself in the Tour de France! Everyone watched the Tour didn't they? Next time you watch a professional rider doing what they do best, watch where they are breathing. Also notice the professional rider's relative relaxation of the upper body. A relaxed upper body has a much greater potential for being involved in maximal respiration. There is often times misspent energy in clenched handlebars (white knuckles) and locked arms. General clenching of the upper quadrant will limit your ability to breath with greatest economy. Visualize relaxation of your upper body on the bicycle, lessen your death-grip on the bars, improve the fit of your bicycle and improve your bicycle handling capabilities.

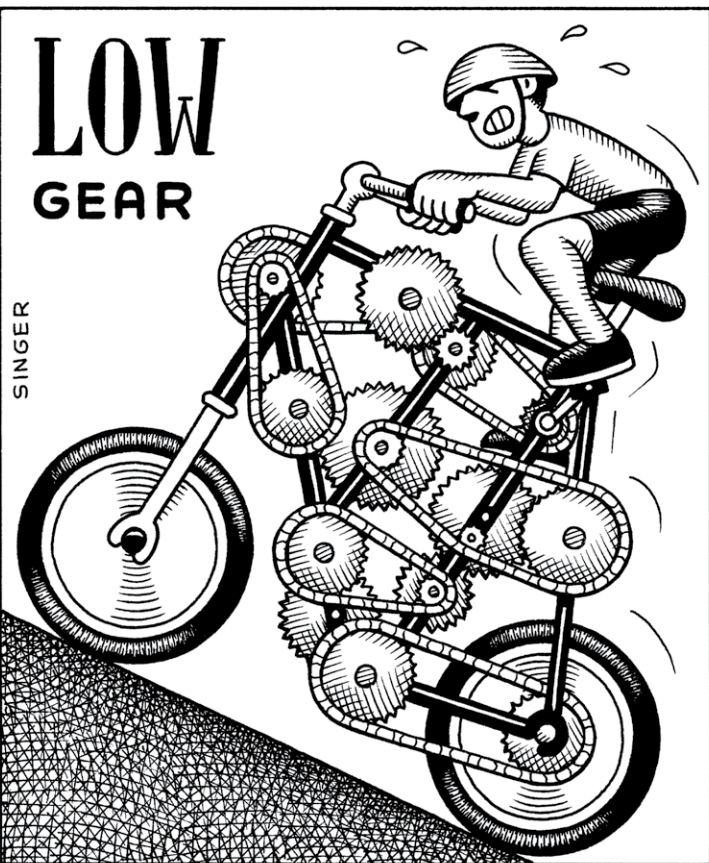
Bike fit: Yes, bike fit matters. Subtle changes in handlebar, brakehoods and saddle positions can set the stage for better breathing. Poor posturing on the bike will not allow for economical breathing. Improperly bike-postured muscles and skeletal elements will limit your ability to breath well.

Successful athletes find a way to breathe well...they have to in order to survive the rigors of their sport. Breathing function can be improved for the bicyclist by working on stretches, breathing techniques, specific strength, visualization and proper fit of the bicycle. Incorporation of these techniques to your bicycle training will make your experience much easier. Now, if I only had those 7-liter lungs,....

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

NO EXIT

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LETTERS TO THE EDITOR

Safety Article Right on Target

I would like to comment on the article that appeared in the June 2007 edition written by Susan Snyder. I have to say that it was right on target and much needed. As long as I have been riding bikes- we have had dialogue like this, but it never seems to sink in. If anything ever says "Safety" riders just glaze over and skip it. The point is that as much as we jump up and down about our right to the road, we can be our own worst enemy. As long as the cycling community lets riders get away with unacceptable behavior, we will never have any credibility. We need to police our own ranks instead of burying our heads in the sand. Susan has stepped up with her comments and is brave for doing so. I commend Cycling Utah for printing a piece that could help our cycling community.

Almost everyone that rides has a driver's license, so we know what the rules are. If you wouldn't do it in your car, don't do it on your bike! There are no "cyclist exempt" stop signs or red lights in Utah. If you break the law and get hit, you deserve no sympathy. This also includes proper lane choice, lights, and all other traffic laws.

After observing riders in our big rides like the "Little Red Riding Hood", and "ULCER", as well as attending other big event rides like "El Tour de Tucson", it is clear- that riders coming to our sport don't receive much guidance as to "How" to ride a bike. Most everyone thinks that they know how to already.

Most riders could benefit from knowing less about how much their bike weighs and what their heart rate is, and strive to become a "better" cyclist. We can often tell when a new rider joins us on a ride because they don't know the etiquette of the road. Most pick it up quickly if a good example is set, both how to handle traffic and how to ride in a group. I see far too many riders who have carbon wheels, but don't know which way to pull off in a closed pace line. Or they lead the group across a tricky intersection - yelling "Clear" without planning for the riders at the back. You learn this best through riding with good, experienced riders, who won't let others get away with doing stupid things. Please don't condone unacceptable behavior by those that you ride with.

Thanks Susan Snyder and Cycling Utah for the good work.

*-See you on the road soon-
John Andrew McCool
BBTC President*

Unacceptable Litter

I had a good time during the recent ULCER, and it appeared that most people did, despite being a little toasty. The entire event was well-organized and perfectly implemented. But...

Since when has it become acceptable to leave punctured inner tubes on the side of the road? And empty Gu packets?

Small wonder most people think cyclists are jerks.

*-Martin Neunzert
Ogden, Utah*

CENTURY NEWS

Ulcer Sees Record Turnout



Above: Team BBTC won the Cat. 5 race in the 111-mile Team Time Trial at the ULCER Century. See results on page 20. Photo:

The Bonneville Bicycle Touring Club's 23rd annual Utah Lake Century Epic Ride - better known as ULCER was held on August 11th and achieved three major milestones according to event organizers Jerry Bergosh and Bob Feldott of BBTC. A record 2,000 riders showed up at Thanksgiving Park, the new home of the start and finish line. This year's registration was 33% higher than the 2006 event. New this year was the Team Time Trial, a race of up to six team members working together against other corporate, club and race teams in 9 categories. A total of 85 teams with over 500 racers competed for 'Bragging Rights to

the Lake'. Teams competed over the gut wrenching 111 miles course that went all the way around Utah Lake.

Most important was the selection of the National Kidney Foundation of Utah and Idaho as the primary beneficiary of the ULCER 07 fund-raising effort. Last year over \$10,000 was raised and this year's amount is sure to exceed that based upon preliminary figures. This great organization provides critical services, education and support to the community concerning kidney disease and BBTC is proud to partner with the National Kidney Foundation of Utah and Idaho.

Bikes for Kids Utah to Again Give 1000 Bikes to Underprivileged Kids

SALT LAKE CITY - August 27, 2007 - Bikes for Kids Utah, a non-profit 501c3 organization, today announced details of its upcoming fundraiser, including the inaugural Yield to Life Dave Zabriskie Time Trial Challenge, with proceeds going to benefit underprivileged children in Utah and bicycle awareness advocacy.

On Saturday, October 6, Bikes for Kids Utah will provide new bicycles for 1,000 pre-qualified, underprivileged second graders from the Boys & Girls Club Boys in Salt Lake, Weber, Davis, Murray and Utah Counties. Also receiving bikes will be second graders from Heartland Elementary, Majestic Elementary, Guadalupe School and the Navajo Reservation in San Juan School district, as well as several other Utah elementary schools.

Along with the 1,000 bicycles, the children will also receive helmets, t-shirts and bike locks through proceeds accrued from sponsorships, a fundraising dinner (with silent auction), and bicycle rides, including a ride with Salt Lake City native Dave Zabriskie, the third American ever to wear the yellow jersey in the Tour de France and the current USA time trial champion.

Yield to Life Dave Zabriskie Time Trial Challenge

For cyclists who want to see how they match up against the current USA time trial champion, a \$25 donation enters them in a lottery to ride in a USA Cycling sanctioned individual time trial where their hand-capped time will be compared against Dave Zabriskie's time up the Salt Lake Valley's famed Traverse Ridge (on South Mountain). A lottery will determine the 200 participants. Prizes will be awarded for the top three in 11 age categories for both men and women.

The 3-mile time trial has an elevation gain of more than 1,300 feet with 10 percent to 12 percent grades in some locations. The time trial will take place Friday, October 5 at 10:00 a.m., beginning at the LDS Chapel at 272 E. Traverse Point Dr. in Draper, traveling up Traverse Ridge Road and finishing at Suncrest Market.

Pre-ride Dinner and Auction

The pre-ride dinner will be held at 07:00 p.m., Friday, October 5 at the Hidden Valley Country Club in Sandy.

Bike Presentation

The bicycles will be given away at the Intermountain Healthcare parking lot (201 East 5900 in Murray, Utah) starting at 10:30 a.m. on Saturday, October 6.

Rides

Concurrent to Saturday's bike giveaway, several fundraising rides will be held on Saturday, October 6, including a family ride (5K), metric half-century (50K), metric century (100K) and a Dave Zabriskie ride to help raise funds for the program. The rides begin at Intermountain Healthcare on Cottonwood St. in Murray at 8 a.m.

To enter the lottery to ride in the October 5 Time Trial against Dave Zabriskie or to register for the October 6 fundraising rides, or to volunteer please go to www.bikesforkidsutah.org or call 801-523-3730.

Hill Air Force Base to Host Cycling Event

The Utah Aerospace Education Foundation of the Air Force Association and Hill Air Force Base are pleased to invite cyclists and all interested people to ride their bikes at the inaugural Challenge The Hill (AFB) ~ 360° of Fun on October 13. This fund raising event, promoted and managed by Bike2Bike, will be a totally new kind of event; encompassing features of a scavenger hunt, adventure race, and bike ride. Major K. Workman, president, of the Aerospace Education Foundation (AEF) announced that: "The AEF is excited to be involved with an activity that will encourage the community to get involved in helping to support our service personnel and their dependents, and aerospace education throughout the state of Utah. The Challenge The Hill ~ 360° of Fun event will hopefully become a fun and successful annual event that will include a wide array of the community and introduce them to some of the features and the mission of Hill Air Force Base, as well as its personnel. It should be an incredibly fun and challenging day. We are indebted to the work and support of the 75th Air Base Wing Commander, Colonel Scott D. Chambers, and his staff, for helping to make this event take place."

This will be a 2-person team event and will have 3 different distances, 1, 3, or 5 laps of 11 -12 miles around the base. As the teams circumnavigate the base they will be required to stop and meet various challenges; such as the slow pitch batting cages, or the disc golf course, paint ball shooting, or a special fun and unique obstacle course. Each challenge is designed to be entertaining and test the skills of all participants.

Because the event will take place on an active military base, everyone must register prior to October 9 in order for a security check to be made in a timely fashion to allow the general public on base. Bob Kinney of Bike2Bike said: "The Challenge The Hill should appeal to everyone that is interested in having fun. Families, kids, as well as the racing and recreational cycling communities should all have a great and fun time. The challenges are all designed to be fun for everyone, yet still challenge those that wish to make a race of it." Additional information is available at www.Bike2Bike.org or at your local bike shop.

Training Camp

Dr. Massimo Testa and Dr. Eric Heiden will be holding a cycling training camp for Utah riders in Park City from September 25-30. Third place Tour de France finisher Levi Leipheimer will ride with attendees for three days of the camp. For more information, call (801) 314-2300 or email john.c.flint@gmail.com.

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CYCLOCROSS

An Introduction to Cyclocross

By Kathy Sherwin

Are you ready to develop your bike-handling skills, keep your fitness during winter, get some great power training and meet lots of great people, all while keeping yourself entertained?? Then check out cyclocross because the fun is just around the corner!

The History

Cyclocross is a very unique and fun discipline of cycling that originated in Europe after World War II. At that time road cyclists began riding in pastures and muddy fields to maintain their fitness and soon the sport became intended for road cyclists that were interested in training and racing during the winter off-season.

Cyclocross has a huge following in continental Europe. In countries like Belgium, France, Holland, Italy and Switzerland, it is very popular and is rapidly gaining popularity in the United States. So much so that it is currently the fastest growing cycling discipline in the US!

The Sport

Cyclocross takes place in the fall and winter, and is an on-road/off-road cycling discipline that is short, intense and technical.

A cyclocross race takes place on a 1-2 mile looped circuit and can last anywhere from 40 minutes to 60 minutes depending on the racers category. Course laps can be anywhere from 5-10 minutes making it something that the family and friends will enjoy watching! The intensity of cyclocross racing is

high. You can compare the intensity of cyclocross to a mountain bike short track race or to a road criterium.

During a cyclocross race you will find yourself riding on short, steep hills along with a variety of surfaces from asphalt, mud, gravel, pasture, sand, grass, mulch, dirt, and yes, even snow. Since cyclocross takes place in the fall and winter encountering rain, sleet, hail and cold temperatures is just part of the game!

Cyclocross regulations say a lap should consist of 90% riding and 10% running therefore each course will have several forced dismounts and running sections which is what sets it apart from other disciplines of cycling.

Dismounts are created with barriers that are 40cm high (almost 16 inches) and stretch across the course so that there is no going around, only over! Barriers can be placed in various locations throughout the course in sets of 2 to 4 at 4 meters apart (just over 13 feet). In order to get over these without losing a lot of time, riders need to approach the set of barriers at full speed, dismount and begin running while lifting their bikes and jumping over the barriers. Once through and still running, they set their bikes down and remount on the fly only to continue peddling towards the next obstacle.

Barriers can also be found at the base of a small hill called a 'run-up'. Run ups are usually too steep or too muddy to climb so when that is the case riders will dismount, shoulder their bike, run up the hill and remount breathlessly at the top.

The Bike

To look at a cyclocross bike for the first time you would think you are looking at a road bike but there are several differences between the two. First, on a cyclocross bike the frame and fork is built with more tire clearance to reduce build up of mud and snow and to accommodate for wider knobby tires. Second, some cyclocross bikes have a more relaxed geometry in order to improve off-road handling. Third, the brakes on cyclocross bikes are usually mountain bike style cantilevers which allow for mud clearance and better braking. Then there are, of course, the knobby skinny tires that are a must! All in all, the cyclocross bike is a mix of a road bike and a mountain bike.

If you are ready to try this sport and you don't have that special cyclocross bike yet, anything with knobby tires will do the trick. Though technically 700c bikes should be used for 'cross, mountain bikes are acceptable. If you do decide to use your mountain bike please remember to take off the bar ends! On the other end of the spectrum someone could also take on cyclocross with a road bike and the fattest knobbies that will fit.

Ready to go and don't know what to do next? Here are some sites to help you find races, clinics and practices to help you get on your way! Hope to see you out there!

See the complete schedule in cycling utah's calendar of events on page 4. Cyclocross Skills Clinic - www.myspace.com/BSGevents Utah Cyclocross Series - www.utah-cyclocross.com US Gran Prix of Cyclocross - www.usgpcyclocross.com

Low Cost Cyclocross for Kids

Canyon Bicycles and the Utah Cyclocross Series have teamed up to provide kids with a low cost way to try out cyclocross this Fall.

Canyon Bicycles in Draper will be providing free cross bikes for kids to use. These bikes will be at all the Utah 'Cross Series events. Bikes provided will be Redline 24" wheeled, for the small kids, and ranging in size all the way up to a 52cm frame with full size wheels for the older kids. (44cm, 48cm, and 52cm sizes.)

Junior registration fees will also be reduced to just \$5.00. Race times for Juniors 14 and under will start at 9:30 am, and juniors age 15 to 18 will begin at 11:45 am.

The first race of the season will be September 30th at Fort Buenaventura in Ogden, with other races to follow at Wheeler Farm, RMR, and a new venue in Heber. For more details on the bikes, contact Mike at Canyon Bicycles in Draper at 576-8844 or Canyonbicycles@comcast.net. For details on the race series, visit the Utah Cyclocross web site at www.utahcyclocross.com for exact dates and directions to the venues.

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HANDCYCLING**Handcycling: A Step Forward For Those With Disabilities**

Above: The TRAILS riders at the Central Utah Center for Independent Living's (CUCIL) 2007 fundraising event and race.

Right: Cody Sperandeo on course. Photo: George Schoemaker

By Lance Gamero

his new love.

SALT LAKE CITY—He storms down the road, teeth gritted from the intense effort he exudes. The strain, the intensity, the suffering, the burn...they're all there. But there's one thing different: his arms, not his legs, are doing all the work. He's on a handcycle, but not by choice. He lost the use of his legs in a mountain biking accident in 2004. Since then, Cody Sperandeo, a 26-year-old with paraplegia, has used handcycling as

"It's a step down from what I was doing before, but it's still fun," said Sperandeo. He owns his own handcycle and rides it regularly.

Handcycling is a fantastic alternative to upright or recumbent bikes, especially for those who have a spinal cord injury or disabling disease. They provide the aerobic exercise opportunity that is so much more difficult to obtain once someone's mobility is dependent on



a wheelchair. Although handcycling is available to able-bodied persons, handcycles provide great opportunities for people who have limited or no mobility of their legs to get on the road and pedal.

"It's good exercise," says Emily Christensen, a 30-year-old elementary school teacher who has been using a wheelchair for 14 years. An automobile accident took away her lower body mobility in high school. "It's hard to get good exercise when you're in a wheelchair. Handcycling does the job." Christensen also competed in her first handcycling event at the Deseret News 10K on the 24th of July. "I can't wait to do it again!" Christensen said.

Handcycling is also growing quickly throughout the world. It became a Paralympic sport at the 2004 Summer Paralympic Games in Athens and races exist in all areas of the country and world. The United States Handcycling Federation (USHF) was started in 1998 to promote integration of athletes with and without disabilities in cycling. The Evergreen, Colorado-based organization helps handcyclists know what is going on in the sport and where and when they can compete. Although handcycles are not as fast as upright bicycles, they have the ability to obtain and maintain quick speeds. According to the USHF, Paralympians can sustain speeds of over 20 miles per hour in a 25-mile course.

In Utah, the Therapeutic Recreation And Independent

Lifestyles (TRAILS), an outreach program for people with Spinal Cord Injury at the University of Utah Rehabilitation Center in the University Hospital, is one of the groups becoming more involved with handcycling. As part of their training regime, they spend a couple of nights per week dedicated to handcycling. In the spring and fall, they take the equipment to Liberty Park in Salt Lake City to do laps around the 1.5-mile track. Due to the fact that not all TRAILS participants own a handcycle, the handcyclists share them. During the summer and winter months, TRAILS heads indoors to train by spinning with their handcycles attached to trainers. A spinning instructor takes them through either a 30-minute or 60-minute workout. They love the opportunity to train and get stronger without having to go outside.

What helps TRAILS is the fact that many participants came from the University Hospital itself. Although other handcyclists participating with TRAILS come from other care centers, many of the participants were or are patients at the University Hospital.

Along with TRAILS, the National Ability Center (NAC) in Park City, Utah, also provides hand cycling opportunities. According to Kristen Caldwell, Cycling Program Manager at the NAC, the NAC provides more "Adaptive Cycling" opportunities, with all types of bicycles and tricycles for persons with many different types of disabilities, like brain injuries and sight problems. The NAC's paramount handcycling event is their handcycling camp in July, which coincides with their Adaptive Cycling Expo. This year the NAC brought in Matt Updike, current Paralympian in handcycling, and Seth Arseneau, former handcycling Paralympian, to be guest instructors at the camp, which brought in around ten handcyclists. The NAC has direct access to many trails and roads in Summit County including the Park City Rail Trail which is used for the more

beginner handcyclist.

Local handcyclists are looking for more opportunities to showcase their abilities. TRAILS has already sponsored a racing team which has competed in several local races. The Salt Lake Marathon is one of the goals the athletes are looking toward. Many of the athletes look for marathons and 10K's to compete in. Some organizers have a category in place for handcycling. If not, many of the racers themselves will contact the organization sponsoring the event to ask if a handcycling division could be offered. If it weren't for these cyclists asking for a division, many times no handcycling division would be offered at all.

But it doesn't stop at cyclists training for competition. There are many people with paraplegia and quadriplegia using hand cycling as a means to get fit. "What people don't understand is that even people with quadriplegia can do this," said Dr. Jeff Rosenbluth, rehabilitation physician at the University Hospital and physician for the TRAILS Program. Once someone's mobility is dependent on a wheelchair it becomes much more difficult to find opportunities and motivation to get fit. The result can be very dangerous, even deadly. Obesity, diabetes and a dependence on other people are some of the negative consequences of failing to find some type of aerobic exercise. Handcycling helps remedy that. Although the heart rate cannot get nearly as high as someone on an upright bike using their legs, it can still elevate significantly, thus providing muscle breakdown and a calorie burn which makes fat reduction and muscle growth possible.

Both the NAC and the TRAILS Programs are open to others throughout the community who have disabilities and would like to use handcycling as a method of exercise. The NAC can be contacted by telephone at (435) 649-3991 or on the web at www.discovernac.org. The TRAILS Program can be contacted at (801) 581-2526 or online at healthcare.utah.edu/rehab/community/trails.htm.

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COACH'S CORNER

Surviving the 24 Hours of Moab

By Adam Lisonbee

Since 1995 the 24 Hours of Moab has been a national attraction and a long-standing Utah tradition for mountain bikers. Simply put, it is a solo or team relay race that lasts a full 24 hours. One weekend in October from Saturday at noon to Sunday at noon, racers circle a challenging, but exciting course. During those 24 hours just about anything can, and usually does, happen. So, how do you prepare for, survive, and enjoy a 24-hour mountain bike race in the deserts of Moab?

Preparation

- Be prepared for all kinds of weather. From extremely hot days, torrential downpour, and freezing cold nights, Moab will offer up a variety of riding conditions. Bring spare clothing to ride in and to wear while your teammates are out on their laps.
- Bring spare parts for your bike, such as chain links, tubes, brake pads, lube, cleats, and anything else you might think you will need.
- You will want to eat between laps, so bring food and have a way to cook that food in the desert. Small gas grills are ideal, but camp fires are permitted as well.
- You will ride at least one lap in the dark. Select and test your lights well before the day of the race. Know how your lights work, how long they burn, and how long they need to charge. Install the helmet and bar mount for your lights before the race. This will save the hassle of trying to figure out a tricky mount during the middle of the night.
- Pack for the race a little each day in the week leading up to the event. Trying to pack everything the night before will be stressful, and you will probably forget important things.
- Before the race, meet with the members of your team and decide your goals and expectations for the event. Do you want to be competitive? Do you want to just ride for fun? Create a basic team strategy that everyone is happy and excited about.
- Bring cash to the race venue! It will cost \$10 per night per person to camp at the race venue.
- Arrange a way to charge your lights during the race. Gas-powered generators and car chargers are the most common methods used.
- As a team, it will save time and money to arrange for major meals to be shared. If everyone chips in you can eat quite well in the Moab desert.

Execution

- With close to 400 riders on course at any one time, there will be a lot of confusion at the beginning of such a large race. Make sure your lead rider is checked in, and prepared to ride in a crowd for his entire lap.
- The race begins with a massive Le Mans start. That means your lead rider will be running across the desert to a sea of bikes. Make sure he knows where his bike is, and can get to it quickly.
- If you are the next rider in line, warm up as you would for a cross-country race. Stay loose and be at the starter tent well in advance of when you think your teammate will be arriving.
- Don't lose the small baton. This is a relay race, so you will be required

- to hand off a baton to your teammate after every lap. Losing it will induce a time penalty. Find a safe place to store the baton, such as a zipper pocket. Solo riders may want to zip-tie the baton to their helmets.
- Twenty-four hours is a long time to race. A flat tire or other minor mechanical problem is nothing to panic over. Calmly fix the issue and continue onward.
- When you are not riding, help the on-deck rider get ready for his

- upcoming lap. Make sure he has bottles and food, lights, and any other items he may need.
- When the race starts to wind down, make sure everyone has done at least the minimum number of laps required. Each team member must do at least two laps.


The 24 Hours of Moab is an incredible mountain biking experience. Be prepared to see many famous faces, costumes, freaks,

and friends. The event is as much a festival as it is a race. There will be music, product demos, and thousands of people all there to race, relax, and enjoy a season-ending party. Take time to enjoy the spectacle for what it is. Stroll down "Solo Row" and witness the early morning carnage of a solo race, ride your team's final lap together with your teammates, wander among the many campsites, and meet new faces and old friends.

Once you experience the 24 Hours of Moab, it will be an event you will want to return to again and again. Hopefully, the above suggestions will help your experience go a

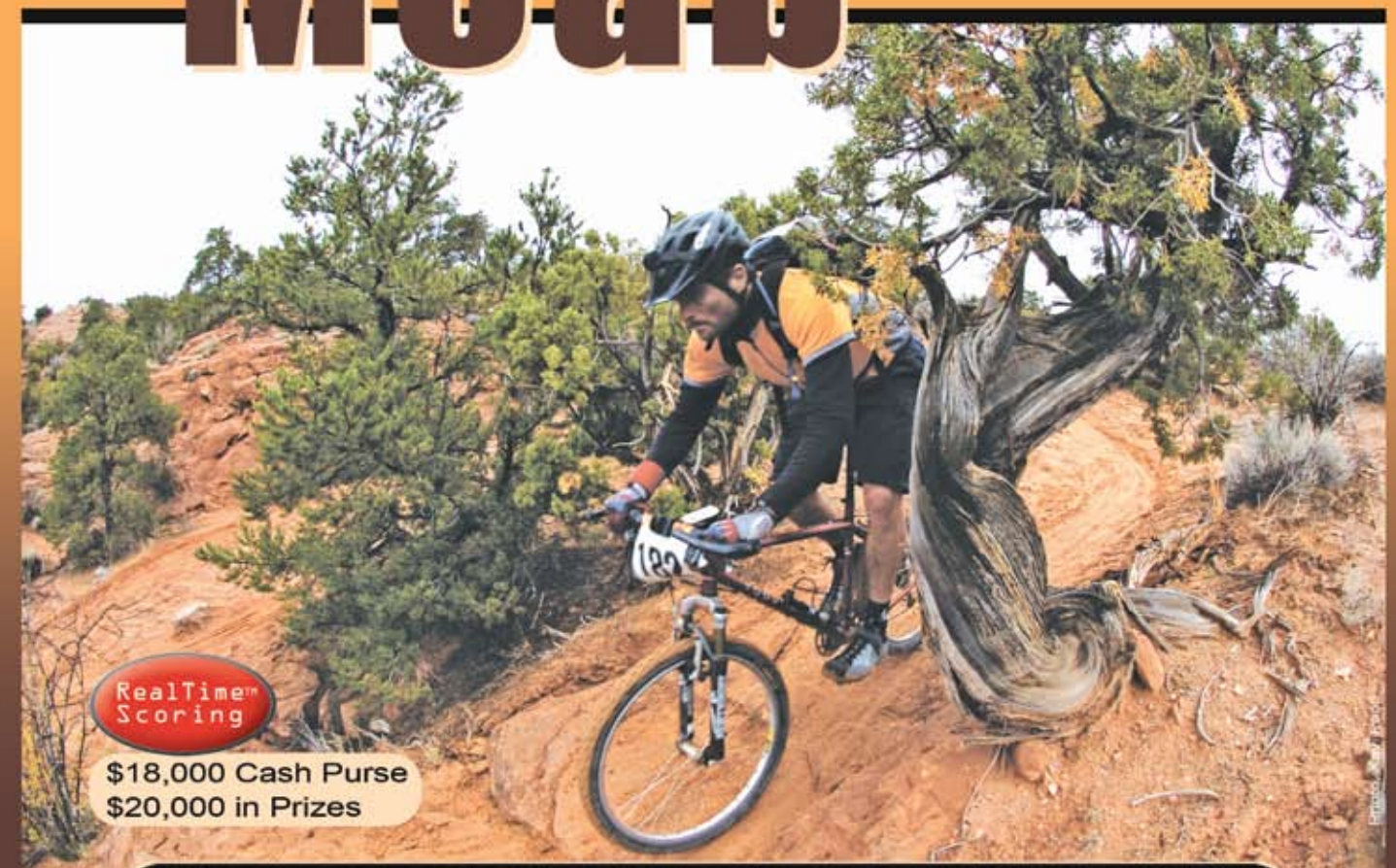
little smoother, and be a little more enjoyable.

- This year's race will be held on October 13-14th. For registration details, rules, and course information visit www.grannygear.com
- Riding solo? www.ride424.com has a wealth of knowledge for the first time Solo 24 hour rider.
- Another regional race is the 24 Hours of Grand Targhee Mountain Bike Race on September 15-16 at the Grand Targhee Ski and Summer Resort Alta, Wyoming. For information, visit grandtarghee.com or call Andy at (307) 353-2300 x-1309.



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MOUNTAIN BIKE RACING

Wolverine Ridge is a Grand Finale to Intermountain Cup



Autoliv team member Logan Phippin (220) of Ogden works hard climbing up a rocky part of the Wolverine Ridge course. Phippin won the Sport/Expert Men 13-15 category, covering the 21-mile trek in 1 hour, 50 minutes and 23 seconds and finished second in the overall series.

Story and photos by Steve Kodak

It's a sure bet that many of the competitors in the 2007 Wolverine Ridge XC Bike Race uttered some unprintable adjectives describing rocks during the event.

Some of the 200-plus competitors in the rugged mountain bike test suffered damage to their machines - including some unfortunate flat tires and other breakdowns - due mostly to the rocky race surface.

The 14th annual "Battle The Beast" race was held Saturday, Aug. 4 on a challenging course in the Uinta Mountains approximately 30 miles south of Evanston, Wyo. The course followed cross-country ski and ATV trails in the Lily Lake area east of Bear River Lodge in the Wasatch-Cache National Forest.

Alex Grant of Salt Lake City, riding for Team Titus/Pearl Izumi, avoided the rocks and any major damage to win the Pro Men category. The 27-year-old rider was timed in 2 hours, 2 minutes and 49 seconds over the 28-mile race. Grant beat Thomas Spannring of Park City and Team Monavie/Cannondale by

59 seconds.

"If I know I'm going to hit (a rock), maybe I can absorb a little bit of it," Grant said about surviving the obstacles on the course. "It's the ones you don't see that get you. I tried to keep it mellow."

"This course for me is tough because I ride a hard-tail, and there's a lot of rocks and a lot of roots and stuff that you have to hit while pedaling. So it's tough to really keep a good rhythm and to go fast over the terrain. It's different because it's all doubletrack (ATV trails). Some of the courses we ride are single track."

Grant's race victory wasn't enough to boost him in the Intermountain Cup final standings. Bart Gillespie (Cannondale) of Salt Lake City claimed the title with 1,100 points after finishing sixth at the Evanston race. Spannring was second in the series with 1,063 points, and Grant third at 1,011.

The 14-mile Wolverine Ridge layout featured rugged terrain and several steep climbs and descents. The start/finish line near the Lily Lake Ski Area parking lot on North Slope Road is approximately 8,300 feet. Elevation at the trail intersection at Deadman's Pass is nearly 9,100 feet. The Wolverine Trailhead elevation (about halfway through the circuit) is approximately 9,400 feet.

Entrants in the Pro Men and Women and Men's Expert divisions rode a total of 28 miles, or twice around the course. Sport Men and Women, Expert Women, Men 50-Over, Single Speed and Clydesdales rode a total of 21 miles, or one full lap plus a trip around a seven-mile condensed circuit.

Beginner's category entrants competed over the one-lap, 14-mile course.

Competitors ages 12 years and under also raced on four-mile and one-mile circuits over relatively flat terrain on the bench area at the start of the course.

Intermountain Cup Finale

The annual race is the culminating event in the Intermountain Cup Mountain Bike Racing Series. Double points were also awarded in the season finale. Series champions were crowned during awards ceremonies following the race at Depot Square in downtown Evanston.

The majority of the entries in the Wolverine Ridge competition hailed from Utah, although several racers listed hometowns from Illinois and Florida, plus several entries from Wyoming.

The Pro Men winner said the racecourse was in great shape, with no dust - no doubt helped by recent mountain rain showers.

"In the past few years I've done this race, it's been real dusty," Alex Grant said. "The course was buffed. It was fast and fun. That climb's tough coming up the ridge there. Coming off the backside, you get a little recovery."

"I just tried to stay consistent the whole time, and ride somewhat conservative on the downhill, not get any flat tires. Just kind of do a consistent race overall."

Ask Lucy Jordan (Revolution/Peak Fasteners) of Salt Lake City what she thinks about those rocks on the Wolverine Ridge course. Jordan suffered a flat rear tire on her bike

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Paz Ortiz (382) of Salt Lake City (Team Porcupine), Brock Cannon (391) of Midway, Utah (Cole Sport) and Susan Larson (350) of Wanship, Utah (Team Sugar/White Pine Touring) trek through a flat part of the course. Ortiz won the Expert Men's 30-39 division. Cannon was fourth in the Expert Men 19-29 group, and Larson finished first in Sport Women.

during a steep climb on the course. Lucy proclaimed that she was the "world's slowest tire changer," and she spent the better part of 10 minutes trying to replace her flattened tire tube. "That's the last time I race without tubeless tires," she said. The flat tire helped take Jordan out of a top-three finish in the Sport Women's race. After fixing the flat, she rallied and finished in fourth place with a time of 2 hours, 22 minutes and 18 seconds over her 21-mile course. Jordan finished about 16 min-

utes behind category winner Susan Larson (Team Sugar/White Pine Touring) of Wanship, Utah, and less than four minutes out of third. Kara Holley (Mad Dog/Subaru/Gary Fisher) of Spanish Fork, Utah won the Pro Women division with a time of 1 hour, 51 minutes, 19 seconds. Holley ran away with the Pro Women series title with 1,061 total points compared with 898 for runner-up Jennifer Hanks (Revolution/Peak Fasteners) of Salt Lake. Hanks finished third at the Evanston race. Bob Dawson (Cutthroat Racing/Spin Cycle) of Salt Lake City won

a close battle for the Men's 50-Plus season crown. Dawson finished with 527 points after his third-place finish (1:54:28 for 21 miles) at Wolverine Ridge. Mark Enders (Autoliv) of Pleasant View, Utah was second in the race (1:51:13), and he finished second in the series, just three points behind Dawson.

"The guy I was most worried about (Mark Enders) I had to come in one place behind him," Dawson said. "If I came in two places behind him I would have been in second. These are all good buddies of mine.

"So I took off and stayed right on his tail the whole race and tried to hang with him. But then I had a mechanical problem, I broke a spoke. I had to get off and do some work on that. But it worked out all right."

Tim Fisher (Team Momentum) of Alpine, Utah finished third in the Men's 50-Plus season standings with 514 points. Fisher was fourth at Evanston.

Dawson said the Wolverine Ridge event is a great, fun race venue

"It's rough - there's a lot of rocks and stuff out there," he said. "It's a fun course, and it's long, and I kind of like the longer courses."

Dawson, 51, said he has been racing for seven years, agreeing that he probably got a late start in the sport.

"I got hooked on it," Bob said. "I had some buddies, they said 'you should go try it,' and I was really afraid to try it. I did, and it turned out to be great. It's all about meeting

all these great people."

Dawson has another big reason to compete in the sport.

"The thing I'm most proud of - I'm a Type 1 diabetic," he said. "I got diagnosed two years ago. Four (insulin) shots a day.

"(Mountain biking) is the thing that keeps me in shape and keeps me going, and it's the best thing I can do. When I don't ride, my diabetes just gets the best of me, and my blood sugar is all over the place. When I go out and ride regularly and do my thing, it really helps me out a lot."

Double Duty

Justin Griffin (Utah Mountain Biking.com) of West Valley City, Utah pulled double duty at the Wolverine Ridge race.

Griffin, 11, won the 12-Under category early Saturday morning, as he covered the four-mile course in 24 minutes, 10 seconds. Griffin came back less than two hours later and hit the starting line in the Sport/Expert Men 13-15 division, where he finished sixth in 2:03:05 over 21 miles.

The Fox Hills Elementary sixth-grader said he was seven years old when he entered his first Wolverine Ridge race. The course is tougher than some of the others he has ridden, "but it's still pretty fun," Justin said.

He plans to start cross-country skiing and maybe even speed skating this winter in preparation for cycling competition next summer.

Evanston Rider Returns

John Knopf of Evanston finished 11th in the Men's Sport 40-Over division. Knopf covered the 21-mile course in 2 hours, 6 minutes and 24 minutes.

Knopf will turn 49 years old this October. He has been a regular mountain bike competitor in past year, but he had not entered the Wolverine Ridge event for several summers. John suffered a broken heel several years ago while riding a mountain bike for "fun" outside of race competition.

"I was a little bit nervous," Knopf said about entering this year's event. "I heard a voice in my head saying, 'Don't break anything.' The last thing my wife Karrie said before the race was, 'Don't break anything.'"

"But mountain bike racing is a unique experience. You spend two-plus hours with your heart in the red zone. Your lungs are searing, and you develop cramps in unique places. But when you cross the finish line, all that goes away."

John said he loves the camaraderie with his fellow racers and the challenge of finishing the tough test.

"It's an interesting way to spend a Saturday morning," he said. "You pay \$40 to get the hell beat out of you."

"It's a great sport. If you don't bleed out, you can stay relatively healthy."

The annual Wolverine Ridge event is promoted by the Evanston Cycling Club and the City of Evanston, Wyoming.

See results on page 20.

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TRAIL OF THE MONTH

Strawberry Narrows Trail: Singletrack that Begg to be Ridden



Strawberry Narrows Trail offers promising singletrack and great views. Photo: Gregg Bromka

By Gregg Bromka

Never heard of the Strawberry Narrows Trail? That's not surprising. Only the most up-to-date topographic maps show the trail, and unless you search in earnest you'll likely overlook the inconspicuous trailhead signs. Tucked away on the south shore of Strawberry Reservoir, this 12-mile-long, multi-use, non-motorized trail meanders through pristine timber and along the edge of the tranquil alpine reservoir. As its name suggests, much of the trail follows the "narrows," where a gooseneck waterway, measuring 5 miles long but only 500 feet wide at times, connects the reservoir's two main bays.

Creatures of nature are your constant companions: deer and rodents scamper through the woods, grey herons take to flight, and birds of prey swoop down from the skies to

pluck their catch from the reservoir. If you're a brave soul, then take a mid-ride plunge in the lake; it's the ultimate refresher during the dog days of summer. When the days grow shorter and the weather cools during autumn, the surrounding forest explodes with color as immense groves of aspens cast golden hues across the land.

The downside to the Narrows Trail is that it is underutilized, so give the Wasatch's overused trails a break for one weekend, and head out to Strawberry Reservoir. Better yet bring a car-load of your biker buddies too. This is one trail that could be destined for greatness, but only if it gets used. You'll go home happy and the Narrows Trail will thank you.

Details:

The Strawberry Narrows Trail is

technically a one-way or out-and-back trail between its Aspen Grove and Renegade Point trailheads. (You're best off starting from the Aspen Grove trailhead if that's your plan.) However, to make the Narrows Trail a bonafide cross-country adventure, try this loop version. After an initially hefty climb, you'll cruise effortlessly across rolling highlands and descend at breakneck speeds to Aspen Grove. There, you'll pick up the Narrows Trail and ride along the lake's edge for 10 miles back to the starting point. It's da' kine.

Start out from Big Springs, just past the Renegade Point trailhead, and begin by climbing Forest Road (FR) 109. After 3 miles of moderately steep grades, the road levels atop the undulating crest of the 9,000-foot-high ridge. A huge view greets you of the Strawberry Reservoir valley below and of the seemingly impenetrable Wasatch Range to the distant west. Go left on Forest Road 090 and head toward dispiriting

places like Devils Pass and Stinking Spring.

Shift from granny gear to high gear and zoom across the rolling ridge for several miles with that circumferential vista in your periphery. Your pace will quicken to near highway speeds as the road declines more noticeably. Brake prudently because the steep straightaway leads into two sharp curves laden with gravel, ruts, and washboards; then roll on pavement to the Aspen Grove Marina, where you can stock up on water and munchies at the general store. Hop onto the nearby dirt road and link to the Strawberry Narrows Trail, No. 304.

Initially, the trail rises moderately over Badger Point, but then it hugs the shoreline. The trail varies from baby-butt smooth to choppy rocks, as it weaves through stands of aspen and fir that are underlain with lush grasses and prickly thistle. Views are especially good where the trail exits the timber to sloping sage fields. Don't fret if you encounter a few dicey sections; they're short, and smooth trail will prevail.

About 4 miles out, the path takes you a couple hundred feet above the lake's level, to a magnificent viewpoint of the Narrows. You can trace the remainder of your route, as it winds into several bays created by the meandering waterway. This is a good lunch spot and turnaround point if you're only riding out-and-back from the Aspen Grove trailhead.

Continuing on, the trail gets pretty choppy through Broad Hollow, and you'll have to contend with several abrupt hills, so persevere. The trail flows more smoothly where it passes a sign for Strawberry River and Indian Creek Confluence. When you exit the aspens at Poison Ridge, you can see Renegade Point across the sagebrush flats, but you won't go there. After a gradual descent from Poison Ridge to the lake's edge, you fork left and climb steadily back to Big Spring to complete the loop.

Just the Facts:

Location: 38 miles southeast of Heber

Length: 21.4 miles, loop (12 miles, one-way)

Physically: Moderately strenuous (moderate dirt road climb; short rough, tough climbs on singletrack)

Technically: Moderate (good dirt roads; smooth singletrack with some choppy sections)

Gain: 2,400 feet for loop (800 feet if ridden one-way)

Trailhead Access:

From Heber, drive 22.7 miles south on US 40 to the turnoff for Strawberry Reservoir and Visitor Center. To reach the Renegade Point trailhead, take the Strawberry Reservoir Road (FR 131) 14 miles to the Renegade Point Day Use Area. To reach Big Springs (trailhead for the loop), continue past Renegade Point on FR 131 (gravel road) for 1.3 miles, and turn left on FR 109 (dirt road) for French Hollow. Go another mile to where the road enters the aspens at Big Spring. Park at one of several back-country campsites.

To reach the Aspen Grove trailhead, continue on US 40 past Strawberry Visitor Center for 11 miles, and then turn right on FR 090 for Aspen Grove and Soldier Creek Dam. Drive 5.3 miles to the marina and find the Narrows trailhead one-half mile past the boat dock down the dirt road. The Renegade Point and Aspen Grove marinas have outhouses, water taps, and small general stores stocked with basic munchies, drinks, and ice. Campgrounds are nearby. For more information contact the Heber Ranger District (435) 654-0470.

Excerpted from Mountain Biking Park City & Beyond, by Gregg Bromka

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Wealing, Whitmore Win XTERRA Mountain

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 – On a course that featured 3,000-feet of climbing on rugged off-road mountain bike trails Seth Wealing and Jamie Whitmore displayed an astonishing level of fitness and skill to win the XTERRA Mountain Championship off-road triathlon on August 18th.

More than 600 racers representing 26 states and six countries ascended upon Snowbasin - a venue famous for hosting the downhill and Super G events of the 2002 Winter Olympics. The race - the last of four regionals on the XTERRA America Tour - consisted of a 1.5-kilometer (0.93-mile) swim in Pineview Reservoir, a 30k (18.9-miles) mountain bike, and 8.5k (5.2-miles) trail run.

Race favorites Conrad Stoltz and last year's winner Mike Vine did not finish after mechanicals on the bike left them unable to continue. The top five pro men all hail from Colorado where they live and

train year-round at altitude close to what it is here in Northern Utah (4,600 at the swim start in Pineview Reservoir and 7,600 at the top of the bike course). Josiah Middaugh finished second, and Brian Smith (3rd), Greg Krause (4th) and first-year pro Cody Waite all posted their best career finishes.

On the women's side Jamie Whitmore caught and passed Melanie McQuaid just before the bike-to-run transition then had the fastest trail run split of the day to seal the victory. McQuaid held on for second, followed by Jennifer Smith, Dara Marks-Marion (also 4th in Temecula this year), and Shonny Vanlandingham.

Local Brian Stromberg from Ogden became the first and only Utah racer to win his age group (40-44) since the Mountain Championship moved to Snowbasin.

In the sport division, Utah racers took the top three places (1. Jake Pantone, 25 - 29, Huntsville., UT, 1:50:38; 2. Weston Woodward, 25 - 29, Layton, UT, 1:52:32; 3. Josh Mortensen, 30 - 34, Eden, UT, 1:53:57).

Salt Lake Collective News

School is back in session, artists are preparing for Burning Man, and we have been giving dozens of bikes away to refugees. This has left the Bicycle Collective lacking its namesake -- bicycles. If you have any bikes or parts that you would like to see go to a good cause please bring them to the Community Bike Shop on Monday, Tuesday or Thursday from 5-9pm. Spread the word! If you know of an Boy Scout looking for an Eagle Scout Project tell them to call 801-FAT-BIKE and ask about organizing a Bike Drive.

Aside from an overly successful redistribution of bicycles we have also sponsored an extension of the Bicycle Collective at the University of Utah in partnership with the Bennion Center. For more information on the UofU Bike Collective visit www.ubike.org.

On the note of students, we are accepting applications for Earn-a-Bike instructors -- these are paid part time positions. Like kids? Like bikes too? Share the love you discovered years ago and see the fire in a young ones eye when they fix their first flat. Call 801-FAT-BIKE for more details.

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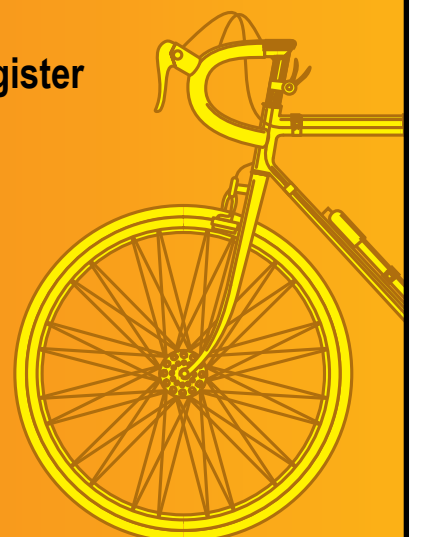
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Santurbane and Stone Win State Road Race Championships; Louder Rules the Day

The 2007 Utah State Road Race Championships drew the strongest field of the year with local professionals Dave Zabriskie (CSC), Jeff Louder (HealthNet Presented by Maxxis), and Burke Swindlehurst (Toyota-United) all representing. Beginning in the town of Woodland (elevation 7000'), up and over Wolf Creek Pass (9500'), down to Tabiona (6500') and back; meaning the championship would not likely go to someone afraid of hills. In an interesting ruling, the pros would be eligible for the race and for the prize money, but not for the championship title. The pace was on from the gun with a large contingent of local riders looking to put some time into the pros before the climbing began in earnest. Swindlehurst had the unfortunate luck to flat on the first climb with the neutral support car several minutes down the road. Using his superior climbing skills, Swindlehurst passed this reporter like a motorbike as he made his way back to the group and crested the top with local strongman Mark Santurbane (Bob's Bikes) shortly behind Zabriskie and Louder. There was some regrouping on the descent, but the final climb saw these four gain the time necessary to stay away to the finish with Louder taking the victory in front of Swindlehurst, Zabriskie, and newly crowned State Champ Santurbane.

The Women's 1-2-3 event featured a similar course, shortened slightly but featuring nearly the same amount of climbing. In the end, it was a Contender Bicycles 1-2 as Tana Stone and Nicole Wangsgard put on a show of climbing force. Laura Howat of Vanguard Media Group completed the podium. Other State Champions included Jason Asay (Hiro Energy Drink) in the Cat 3's, Kash Johnson (Canyon Bicycles) in the Cat. 4 event, and Jamie Leake (Blackbottoms) in the Women's Cat. 4's. Other race winners included Aaron Jordan (Porcupine/Specialized Racing) in the 35+, John McKone (CCB/Volkswagon) in 45+, Tom Noaker (Young Riders) in the 55+ (masters and juniors raced for state titles in the previous week's Chalk Creek Road Race). Congratulations to all these winners and all participants in the Utah State Road Race Championships!

-Ryan Barrett

See results on page 20. Find photos online at www.print-room.com/pro/slowpokebill

Kneller and Russell Tops at Tour de Gap

The 2007 Tour de Gap was held on August 18-19 in Parowan, Utah in conjunction with the Iron County Fair. The first stage's Mammoth Creek Loop is a mountainous course that separated the field. The lead group of six stayed together until the final climb through Cedar Breaks. These last high altitude climbs brought the lead down to three – Michael Grabinger (Successful Living.com P/B Parkpre), Ben Kneller (Rocky Mountain Chocolate Factory, Durango, CO), and Mark Aasmunsad (RIDECLEAN). A couple of "Contador" surges by Michael Grabinger almost proved successful, but the three stayed together for a sprint finish with Grabinger taking the win. The Gap Loop Road Race and the Criterium brought only minor changes within the GC. Ben Kneller eventually took the overall win through a superior time trial on the final stage.

In the Women's cat 1/2 a similar scenario unfolded as Marisa Russell (Bicycle Haus Racing, Arizona), having been out-climbed through the final part of the Mammoth Loop by Laura Howat (Vanguard Media Cycling), took home the win with an all out time trial. Nicole Evans (TEAM Lipton) won the first stage by several minutes, but had to drop out in stage three with a mechanical.

Although some last minute thunderstorms had organizers nervous before the start of the 4-stage Tour of de Gap, the event had a great turnout and plenty of hotly contested races. Look for the Tour de Gap to return in 2008.

See results on page 20.

-Lasse Bjerga and Dave Iltis

Utah Juniors Race Road Nationals; Gardiner wins National Title

Junior cyclists from Utah competed in the recent USA Cycling National Festival at Seven Springs, PA. (www.usacycling.org), held July 5-15th. Among those competing in various age group categories, against hundreds of the best cyclists in the United States were Utahns: Taylor (T.J.) Eisenhart, Jillian Gardner, Cameron Lasky, Connor O'Leary, Tanner Putt, and Cody Wignall. All did well in the three separate events which included a road race, criterium and individual Time Trial. Jillian Gardner was crowned National Champion in the Individual Time Trial. Results for each race are included below:

Road Race

TJ Eisenhart (Jr. Men 13-14) 7th Place; Jillian Gardner (Jr. Women 13-14) 2nd Place; Cameron Lasky (Jr. Men 17-18) 52nd Place; Connor O'Leary (Jr. Men 15-16) 6th Place; Tanner Putt (Jr. Men 15-16) Flatted; Cody Wignall (Jr. Men 15-16) 54th Place;

Criterium

Connor O'Leary (Jr. Men 15-16) 9th Place; Tanner Putt (Jr. Men 15-16) 24th Place; Cody Wignall (Jr. Men 15-16) 56th Place;

Individual Time Trial

Jillian Gardner (Jr. Women 13-14) 1st Place, National Champion; Cameron Lasky (Jr. Men 17-18) 42nd Place; Connor O'Leary (Jr. Men 15-16) 32nd Place; Tanner Putt (Jr. Men 15-16) 17th Place; Cody Wignall (Jr. Men 15-16) 58th Place; TJ Eisenhart (Jr. Men 13-14) 35th Place

-David O'Leary

Park City Bond - Continued from page 3

other "quality of life" bonds, but this one goes beyond quality of life. Key factors in the City's decision to place this bond on the ballot involve safety, especially the safety of children to ride and walk to school - seemingly a basic right, especially in a community that so heavily values health, recreation, and education.

Mountain Trails Foundation director, Carol Potter, along with a coalition of community activists are ready to launch an energetic and enthusiastic campaign in

which they will gather the creative focus and passion of supporters of this bond. "Getting the word out is important because we don't want to look at it as a slam-dunk," Carol notes. According to her estimation, "20% of the voters always vote 'yes' to bonds, 20% always vote 'no' - that leaves us 60% to reach out to."

Do your part by spreading the word to vote "YES" to the walkability bond in November. It will benefit all of us who like to live in and escape to this bustling little mountain town.


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COMMUTER OF THE MONTH

Jason Bultman: Changing Utah's Advocacy Community



Jason and daughter Ava. photo courtesy Jason Bultman

By Lou Melini

"Be The Change You That Wish to See in the World." -Gandhi

This month's commuter column features Jason Bultman, who arrived in Salt Lake City via Gainesville, Florida and Pittsburgh, Pennsylvania. In his relatively short time in SLC he has changed the small world of the Salt Lake City area bicycle advocacy community. He was instrumental in starting the Salt Lake City Bicycle Collective, the Salt Lake County Bicycle Advisory Committee and had a leading role in organizing the Josie Johnson Ride.

Jason has been married 10 years to Jessica and has 3 year-old Andrew and 1 year-old Ava at home. He is a biomedical engineer with Zevex designing devices for neonatal and kidney transplant patients.

Cycling Utah: Tell me about your length of time as a cyclist, your bike, where else have you lived and cycled and how was the cycling environment there compared to Salt Lake City.

Jason Bultman: I currently commute every day throughout the year. Overall I have commuted on my bike for the past 17 years. I normally commute on a steel cross bike with rear rack and panniers, with fenders and lights during the winter. (James Frames built by my brother in Boulder). Every week I take my road or mountain bike on a canyon climb on my way to work. I also use an electric cruiser when the air quality is bad. In my opinion, the ratio of bicyclists on the road compared to cars is a measure of the health of a community. I am currently writing from Boulder, Colorado, where there are bicyclists everywhere, bike lanes and off-road bike paths, parked bikes lining the streets, and friendly car traffic. Everyone here seems healthy and happy. Compared to Gainesville and Pittsburgh, Salt Lake has too few bicyclists and too many rude motorists. Salt Lake is

better than many places where traffic is worse, but it has the potential to be much better.

C.U.: How did the Salt Lake Bicycle Collective get started? Describe a few of the things that the collective does for the bicycling community.

J.B.: The Collective was born with the suggestion from Brenton Chu to build a community shop. A group of us including Jesse Ratzkin, Brian Price, Jonathan Morrison and Edward Whitney met weekly at coffee shops to figure out how to do it. We started out offering free bike parking at the downtown farmer's market and offering Earn-a-Bike courses through Youth City. Now we have a demand to offer the bike valet service at events, a much expand Earn-a-Bike course offering. The Bike Ed courses offered every Saturday, and an open community bike shop 3+ nights a week. We seem to keep growing! (Ed. note: The collective has parked between 90 and 250 bikes weekly at the Farmer's Market this year. For more information, to donate bikes and/or money or to volunteer, contact the collective at slcbikecollective.org or 801-FAT-BIKE. It is a 501-c3 non-profit)

C.U.: The collective gives Bike Education courses. Who should take these courses?

J.B.: Anyone who rides a bike and does not want to compromise their safety should take the course. Bike maintenance and repair are included, and if you've wanted to get your friend or significant other into bicycling, this is the perfect jump-start.

C.U.: What sparked you to start the county bicycle advisory committee (SLCBAC)?

J.B.: The city already had the MBAC, a fairly friendly environment for bicycling, and a strong advocate in city transportation engineer Dan Bergenthal. I live just south of the city where is significant room for improvement. We have

huge support from Mayor Corroon and Council member Jenny Wilson, but the county committee needs help from the cycling community. (Ed. note: contact Dan Fazzini at Chair@SLCBAC.org to become involved with the Salt Lake County Bicycle Advisory Committee).

C.U.: Should cyclists attend bicycle advisory committees or Community Council meetings? What are needed the most: education, infrastructure or enforcement to help bicyclists?

J.B.: A bicycle advisory committee generally has the support and ear of the city or county government, and that is fundamental to getting funding and extra resources for projects. Local community councils are very important as they provide the government with the voice of the community. A strong voice for supporting more bicycle and pedestrian friendly infrastructure is key to making it happen. Education has the most room for improvement. Many motorists do not understand that bikes belong on the road, and many bicyclists still ride against traffic. Law enforcement also needs to be continually educated on traffic law. The police can then help us educate motorists and bicyclists by citing them and/or handing out information brochures. Prosecuting attorneys can also help by charging motorists when the cause a crash as a result of their negligence.

C.U.: What effect does the Josie Johnson ride have on the cycling community and the community as a whole? Do you think that memorial rides reinforce the stereotype by the non-cycling public that cycling is dangerous?

J.B.: I doubt that memorial rides reinforce any negative perceptions of cycling. I do think that the Josie Ride is effective at educating the public. Raising awareness for safety as a unified body of bicyclists has been very effective because of the large participation and messages that get out through media coverage. The Josie ride involves the police and community leaders who are going to help us with enforcement and infrastructure improvements. The next Josie Johnson ride will be on September 29th, which will bring us all together and learn what is going on in the world of bicycle advocacy.

C.U.: What effects do cyclists running red lights/stop signs have on the ability of advocacy groups to improve the cycling environment?

J.B.: The main effect that cyclists have by ignoring the law is making motorists less inclined to respect us on the road. By running red lights, you are worsening the situation for me and all other bicyclists.

C.U.: Any last comments?

J.B.: One comment I would like to add is for the Cycling Utah readers: if you are an avid bicyclist but still rely on an automobile for commuting, you are the hope for our society. By starting to commute by bike, you will impress and influence your friends, neighbors and coworkers to possibly do the same. Also the more people commuting by bicycle, the safer the environment will become.

Quick Shot by Chad Nikolz

I'm getting old, so what?!! I'm riding this bike every day. It keeps me young. Keeps me moving at a million miles an hour. ...just ask my girlfriends.



-Eric Hughes
Master's Athlete



More cyclists improve the situation by creating critical mass to influence city planners and law enforcement to consider bicycling as a viable mode of transportation.

If you wish to be profiled in the column, have a commuter question you wish me to address, want to see your business' efforts to reduce car usage by your employees profiled, or other comments please send them to Lou@CyclingUtah.com.

Jason's top 5 tips for cyclists to stay safe:

- 1-2. Educate yourself. Sign up for the Road I course at slcbikecollective.org or call FAT-BIKE.
3. Ride prominently to be visible. Do not hug the curb and stay away from parallel-parked cars.
4. Keep peripheral alertness for turning cars. I've avoided many accidents by expecting the unexpected.
5. Keep your brakes in top working order. Don't put off fixing or maintaining your brakes.

Editor's note: Jason was **cycling utah's** 2006 Bike Advocate of the Year.

UTA Commuter Challenge

The next UTA commuter challenge will be held Sept 17th-30th. During the challenge employers compete within their size category to get the highest number of employees using a sustainable mode of transportation. Contact PDierks@rideuta.com or visit utarideshare.com for more information about the commuter challenge.

1st annual Going Out of Business sale!

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We are overflowing our meager quarters and need to clean house. Please help out?

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Brian Head, UT 84719
(435) 677-3101
brianhead.com

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Cedar Cycle
38 E. 200 S.
Cedar City, UT 84720
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Moab

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Moab, UT 84532
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chilebikes.com

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(435) 259-1134
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slickrockcycles.com

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St. George, UT 84770
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sunset-cycles.com

Springdale

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P.O. Box 624
Springdale, UT 84767
(435) 772-0400
zioncycles.com

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(435) 753-7175
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(435) 753-3294
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canyonbicycles.com

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canyonsports.com

Spin Cycle

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spincycleut.com

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cyclesmithslc.com

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guthriebike.com

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(801) 467-0914
steve@hylandcyclery.com

REI

(Recreational Equipment Inc.)
3285 E. 3300 S.
Salt Lake City, UT 84109
(801) 486-2100
rei.com

SLC Bicycle Collective

2312 S. West Temple
South Salt Lake, UT 84115
(801) 328-BIKE
slcbikecollective.org

The Bike Guy

1555 So. 900 E.
Salt Lake City, UT 84105
801-860-1528
thebikeguyslc.com

Wasatch Touring

702 East 100 South
Salt Lake City, UT 84102
(801) 359-9361
wasatchtouring.com

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wildrosesports.com

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Draper, UT 84020
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canyonbicyclesdraper.com

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(801) 446-8183
golsancycles.com

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(801) 523-8268
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Sandy, UT 84070
(801) 501-0850
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Staats Bike Shop

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staatsbikes.com

UTAH COUNTY

American Fork/Lehi

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(801) 768-0660
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Trek Bicycles of American Fork
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American Fork, UT 84003
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trekAF.com

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36 W. Utah Ave
Payson, UT 84651
(801) 465-8881
downhillcyclery.com

Provo/Orem

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(801) 374-9890
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maddogcycles.com

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936 E. 450 N.
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(801) 356-7025
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644 North State St.
Orem, UT 84057
(801) 225-0227
parksportsman.com

Racer's Cycle Service

159 W. 500 N.
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(801) 375-5873
racerscycle.net

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Blayn's Cycling
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Springville, UT 84663
(801) 489-5106
blaynscycling.com

WEBER COUNTY

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Diamond Peak Mountain Sports
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Eden, UT 84310
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peakstuff.com

Ogden

The Bike Shoppe
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Ogden, UT 84403
(801) 476-1600
thebikeshoppe.com

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(801) 394-7700
skylinecyclery.com

BOOK REVIEW

The Art of Cycling Should be Required Reading

Review By Lou Melini

There are 2 cycling books that I hope publish sometime in my life. Robert Hurst beat me to one of them with an excellent guide to bicycling in the 21st century. Mr. Hurst is a bicycle messenger and urban cyclist with 150,000 miles (15,000 hours and 80,000 deliveries) in heavy traffic. You can tell that Mr. Hurst is an experienced cyclist by the depth of his writing. The League of American Bicyclists reviewed this book by saying "This book goes beyond the basics and the tips to explore in greater depth the issues and situations that explain why good bicycling is an art more than a science". I couldn't agree more. I am surprised the LAB would write this as they promote Effective Cycling by John Forrester, which has little of the art or and only some of the depth that Mr. Hurst provides.

I should just refer you to the Foreword of the book written by Marla Streb. She does a better job than I to describe why all cyclists that wish to ride safer should read this book. Ms. Streb's endorsement is legitimate as she is a daily bike commuter, not just a professional downhiller, as most cyclists know her. She states, "Sharing the road is more a concept than a reality. Hurst shares his strategic and tactical lessons for riding safer through the urban landscape, sometimes even skirting the edges of the law as a practical measure. And I applaud" She summarizes her praise for the book by saying "Robert Hurst reminds us that if we cyclists don't skillfully exercise our right to the road, we lose our right to the road."

Mr. Hurst starts his book with nearly 40 pages of history that will enlighten all readers. In chapter two he moves on to discussing pavement, or the surface that you ride on with focusing on all of the blemishes. How to ride in traffic takes up nearly 100 pages. His last 4 chapters deal with statistics, air pollution, punctures, and bike equipment in general.

What I like most about Mr. Hurst's book is the discussion of safety. He states, "The cyclist's primary goal should be, first and foremost, to avoid serious injury. This is the cyclist's bottom line." By taking the collective wisdom of his fellow messengers he teaches the reader the extremes of bike riding from the ultra-predictability of vehicular cycling or to the other extreme, the take-no-chances invisible style. He then discusses an infinite number of combinations and thought processes between these two styles, depending on the moment at hand. When asking experienced riders how they react to certain situations in traffic, they can't give you a straight answer, because everything depends on the environment at that moment, hence the art of cycling. "Next to the absentminded anarchy practiced by many novices, the vehicular-cycling principle is a stellar guideline. Vehicular cycling is a great starting point for beginners. Just by obeying traditional traffic-law principles and riding predictably, a bicyclist will eliminate a large portion of the danger of cycling. However, the vehicular-cycling principle has a big hole in it: The strict vehicular cyclist who has eliminated many of his or her own mistakes by riding lawfully will still remain quite vulnerable to the mistakes of others." I couldn't agree more.

Mr. Hurst discusses his "Art" in fine detail. He has 37 sub-chapters in Chapter 3: "In Traffic", with subtitles such as "Beyond Vehicular Cycling", Vigilance, Route Choice, Road Position and Location, The Invisible Cyclist, Seeing without Looking and The Myth of Lane Ownership". For example, in his subchapter "Blame vs. Responsibility he states "The most effective way for a cyclist to stay out of trouble on city streets is to forget entirely about the possibility of blaming other, and to take on full responsibility for his or her own safety."

For those that know me, I am not fully enamored by the teachings in the Road I course given by League (of American Bicyclists) Cycling Instructors, though I encourage everyone to take the course. Actually "course" is not the proper term, as the current League Road I course is more a long lecture. A course would include the required reading of Robert Hurst's book, The Art of Cycling. I found my copy at REI.

The Art of Cycling, by Robert Hurst, Falcon Guide, Morris Book Publishing; 2007; Guilford Conn. Previously published in 2004 as The Art of Urban Cycling

BOOK REVIEW

Tour de Life Recounts Raisin's Recovery



By David Ward

Tour de Life: From Coma to Competition is the latest book written by local bicycling author Dave Shields, in collaboration with Saul Raisin. Raisin, an American born and raised in Georgia, is a professional cyclist and a member of the Pro Tour team, CrÉdit Agricole. On April 4, 2006, he was involved in

an accident while racing the Circuit de la Sarthe. In addition to other injuries, he suffered severe trauma to the head leaving him in a coma and, was initially, expected to die.

Tour de Life is a compelling book about the hours, days, weeks and months following that accident. The first half of the book is entitled "Into the Fog", a metaphor describing the lack of ability and clarity in Saul's thinking and life following his injury. It is written from the perspective of his parents, Bill and Yvonne Raisin, from the moment his mother felt something was not right until they were finally able to bring Saul home from France. From the emotional turmoil created in their lives to the frustrations they experienced trying to deal with medical professionals in France, their tale is a nightmarish story that any parent can empathize with and pray to never experience. As a father myself, it wrung my emotions. I could hardly put the book down.

Despite this, the reader is moved by the care, concern and kindly acts of Roger Legeay, the general manager and directeur sportif of CrÉdit Agricole, Lionel Marie (who offered

Saul his first professional contract and even, on one occasion, saved his life), and the many others in France who cared for Saul and assisted and comforted his parents.

The second half of the book, "Believe It Or Not It Is Me, Saul", is written from Saul's eyes as he progresses in his recovery and emerges from "the fog". It is extremely interesting to read how he has to rehabilitate himself not only physically, but mentally and emotionally as well. Essentially, though a grown man in appearance, he has to retrain his sense of perception, proportion and propriety, and relearn technical, social and life skills as though he were starting out as a child. The descriptions of his experiences in so doing, and so doing in a matter of months, create vivid images of Saul's successes and setbacks.

For an ardent cyclist, the role that cycling plays in Saul's motivation and recovery is very uplifting. He describes his emotions at each success, from when he first crawls on a stationary bike to when he attends

Continued on page 21

Lots of Knots?

\$35

Knot So Kneady
(30 minute session)

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ROUTE 211

A Conversation with Eric Heiden: Olympic Medalist, Doctor, Cyclist

By Greg Overton

People have goals in life. People dream of being a doctor or maybe an Olympic athlete. Readers of *Cycling Utah* may dream of being a professional cyclist, the US Pro Champion, or even riding in the Tour de France. Eric Heiden has done all of those and more. Go ahead and throw in nine World Championship victories for good measure.

Heiden is the only Olympic athlete to capture gold in five individual events, setting a new speed-skating Olympic or World record in each during the 1980 Winter Games at Lake Placid, New York. After his Olympic career, he became a professional cyclist, riding for the 7-11 team, the first team from America to compete in the European race calendar, including the Grand Tours of France and Italy. While still in his cycling career, Heiden began medical school at Stanford University, earning an MD as an orthopedic surgeon. Now living in Utah with his wife and two children, Heiden is on staff at The Orthopedic and Specialties Hospital, TOSH, in Murray. I was fortunate to spend some time with him recently, and found him to be thoughtful, humble and fun to reminisce with.

Cycling Utah: You've had some wonderful athletic accomplishments, but how does it feel to be the only person to win a gold in the 10,000 meters on two hours sleep and three slices of bread?

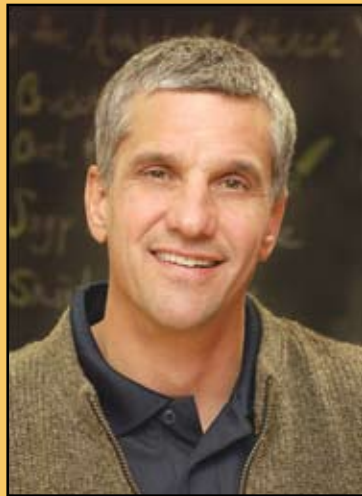
Eric Heiden: Ha! You know, I look back at my career, special races that stand out and that's definitely one of them. I was considered one of the best skaters for the 10,000 because you had to have all the tools, you had to have trained hard, and you had to have good technique. And you had to have terrific preparation. But the Olympic race, my preparation the day before was not up to snuff. I had gone to the USA vs. Russia hockey game the night before (the Miracle on Ice, USA defeated Russia to move on to the gold medal game. ed) and stayed out late celebrating. I basically slept through my alarm the next morning, after only a couple hours' sleep. I had a two-hour routine before every race, a ritual pretty much, and I woke up with the coach knocking on my door an hour and a half before the race. I gathered my gear, ran by the cafeteria and grabbed a couple slices of bread and got to the venue. In retrospect, I think it may have been good for me. I shortened everything up in my warm up, but got in my rhythm after about seven or eight laps, didn't have time to get nervous or anything, and I ended up skating a World Record, which I never expected. It was like icing on the cake. Thick icing, you know!

CU: You're a Wisconsin boy and a big hockey fan, but were you kicking yourself for staying out and celebrating like that?

EH: (Laughing) Not after my race. I don't want to think about the alternative outcomes.

CU: Do you enjoy reminiscing about those times, or does it ever get far enough away that it's all in the attic somewhere now?

EH: You know, I don't mind remi-



Eric Heiden.
Photo: Printed with permission of TOSH

niscing about them, but I don't think about it often. I never really bring it up, but it's fun to talk about at times when someone else does. But you're right, there's a lot of other things that I feel like I've accomplished in life. A lot of other things that take up my time and that I'm very proud of, but it's...it's a good story, you know, and I'm very proud of what I did as a skater and as an athlete, the time and effort that I put into it. The farther out it gets from that point in time, the more I realize how incredible it was for one person, whom-ever it might have been, to win all of those events, from the sprints to the 10,000 meters.

CU: Has anyone else come close to doing that?

EH: Not really. But it's evolved into a specialized sport and no one tries everything like that anymore. Sprinters are trained and coached differently than the distance skaters, and it's really hard to cover all the aspects from one end to the other.

CU: Do you still skate?

EH: I skate a little bit. I take care of the USA speed skating team, and when I'm with them I will occasionally bring my skates, but that's becoming fewer and farther between. I think the last time I really skated on speed skates was maybe six years ago, in Innsbruck, leading up to one of the World Cups. I got the chance to get on a pair of the new (then) clap skates, and that was pretty special to get on a pair of those. Now, there's a short track team in Park City, and I'll go up there with my kids. I try to support the team, and it gives my kids a chance to learn to skate. I don't have any expectations of them, but I think it would be nice if they just learn how to skate. Whether or not they decide to pursue skating, at least they will have the exposure to it, and it'll be another thing they know how to do.

CU: Let's fill in the picture here and talk about your family and your move to Utah.

EH: Sure. I'm married for twelve years with two kids. My wife is an orthopedic surgeon as well, a hand surgeon. We met at the University of California at Davis, while she was teaching hand surgery and I taught sports medicine and arthroscopy. We moved here a year ago and it's been great for our family. We feel it's a great opportunity for a family, where kids are pretty safe and they have a lot of opportunities to explore their

interests.

CU: You've acclimated to Utah then?

EH: Yeah (laughing) it took a while before I could carry my kids upstairs without having to catch my breath from the altitude, but that's better now. We're having a lot of fun with the change of seasons, the winter sports that we didn't have in California and that I missed. We're realizing that you can have a lot of fun with the snow. Growing up in Wisconsin, I think I missed the winter sports more than I realized until we came here. Last year we took our kids skiing, downhill and cross-country. Near our home there's a guy who has a pond we can sweep off and skate. It's great, it reminds me of home.

CU: Interesting image, perhaps the world's greatest speed skater ever, skating on a small pond in a field somewhere.

EH: (Laughing) that's what it comes to, man.

CU: Let's move on to cycling. You were the US Professional Champion on the bike.

EH: Yep, 1985, the first US Pro race in Philadelphia. Ha, I rode up the Manayunk Wall, basically nine and half times in ten laps. I was riding for 7-11, and we had just come back from the Tour of Italy, so we were in very good shape. The distance at the US Pro was a lot longer than most riders in the States were used to, and I ended up in a break with four riders, two Danish guys that I had seen for the last two weeks at the Giro, my teammate Tom Shuler and Tom Broznowski. I was sprinting very well at the time, but the last time up the wall I lost the group along with Jesper Worre. He didn't want to pull because he had seen that I was riding well at the Giro, sprinting well. But we caught back on, and in the sprint, I did well, but Tom Shuler was a bit unlucky. His shoe fell apart in the sprint and he came off his pedal.

CU: What was your toughest challenge as a rider?

EH: Any time the road went uphill. That's it. That was my toughest challenge. I'm not built like the typical cyclist that you'll see at the Tour de France. I am a good 25 pounds heavier than those guys. That created a huge challenge for me. Another one was that I had to learn how to train properly for cycling. In skating, every day we were given a workout and we knew what to do. In cycling at that time, it was a matter of just riding long miles every day. Once Max Testa (see *Cycling Utah* August 2007 issue for Testa interview) joined our team as the doctor and coach, he designed specific structured training for us, and my performance started to get better. I found that I could do very well in long flat or rolling stages, especially with a sprint finish. And we tried to get me better at getting over the mountains. Also, a challenge for me was the relationships of professional cyclists compared to the sport of skating. In cycling, it seemed to be more a tough professional business, and some of the camaraderie that was present in skating among competitors was not there in the professional peloton. In skating,

you would see your competitors at practice, everyone used the same facilities, there are only so many, leading up to an event, you stayed in the same hotels weekly throughout the season and you got to know the racers. In cycling, everyone would show up for the races, but then everyone scatters or returns home to train, or they stay in a different town between races, and you never got to know them all that well. So I missed those friendships.

CU: Do you still have friendships with your former 7-11 teammates?

EH: Yes. Davis Phinney, Bob Roll I see every now and then. Jonathan Boyer is still a really good friend of mine. Andy Hampsten comes and visits. I still see some of the mechanics and team personnel. Among the 7-11 team, we are all still very good friends. We went through a tough process together, and became great friends. It's a good core group of friends that I can count on, you know? I think they feel the same way about me. If any of them needs help, Eric Heiden is available. All those guys, Phinney, Ron Keifel, Andy, Steve Bauer, Ron Hayman, Alex Steida. We grew up together, went through some hard times, you know? That creates a bond.

CU: You all were the foundation for a generation of riders that we are still watching succeed today. Ten years of Americans on the podium at the Tour.

EH: Yeah, I think we sort of paved the way for some of the cyclists, not just racers, that we see today. Maybe some of their motivations now can be traced back to that 7-11 team and Greg LeMond. I think the thought of that legacy or that beginning is part of what motivated Jim Ochowitz to put together an American team like that. It was really hard to go to Europe and try to compete on their terms. That's why I think some of the friendships are so close.

CU: You guys were not treated all that well, not treated with the same respect as other teams.

EH: Oh yeah, from the fans, organizations, and even in the peloton. I remember days when the riders on our team would come up to me, because I was one of the biggest guys, the biggest on our team, and they'd say, 'Hey, this guy is giving me a hard time, or something, and all of a sudden (laughing), Eric Heiden was the enforcer, you know? But yeah, Och had to go door to door and knock on doors to get accommodations for us, to get proper food for us. Quite a contrast to today's riders. We slept in school gyms and basements, oh man.

CU: Were other teams dealing with that? It's hard for me to imagine Bernard Hinault sleeping on a cot in a high school gym.

EH: (laughing) No, absolutely not. If you had top riders or were a powerful team, you were treated really well. Bernard Hinault was always treated really well.

CU: How closely do you keep abreast of current cycling?

EH: I keep up pretty well. I read the online magazines and try to stay well informed with what's happening.

CU: You're still interested then.

EH: Oh yeah, I love to see what's happening and how different riders are doing.

CU: Is that for the sporting aspect or for the professional aspect, your position as doctor to some of the riders perhaps.

EH: Both. I still love the sport, and professionally I do need to stay abreast of what's happening in the sport for my job here at TOSH.

CU: Well, then we've got to get into doping in sport. Do you have thoughts on that, and in cycling in particular?

EH: Well, I think it's very unfortunate, the situation we're in. I think it's been around for years, for generations in sport. The anti-dopers are trying to do their best to clean it up, but the dopers are always half-wheeling them it seems. Always a little bit ahead. I'm glad that cycling right now is trying to get on top of things. My attitude is changing a little bit. I mean, I'll tell you right now, I think that doping is cheating and a disservice to the competitors, and I think that anyone who does it, when they leave the sport and have a chance to reflect on it, they will have a hard time feeling satisfied with their results and their participation in the sport.

CU: Bjarne Riis

EH: Exactly. Hindsight being 20-20, that's one thing I am very proud of. I can look myself in the mirror and know that anything I accomplished was truly me and my own abilities. But I think that in the last twenty years or so, when EPO showed up, I think that if you were a professional cyclist or considered yourself to be a potential professional cyclist, and were going to make your living at it, I don't think that you had really much choice between doping and not doping. I think you had to at least consider stepping over the line in order to compete, to level the playing field. If you put yourself in the shoes of some of these riders and consider the options for them, I mean, in America, I think there are a lot of other options, you know? Some are not as financially rewarding, but the opportunity to go beyond your circumstances is there. Now if you talk with some of these other riders, from other parts of the world, Eastern Europe for example, the options of becoming a professional cyclist, or a lifetime of physical labor or mining or farming, the line can become blurred. It might be an easy choice to make. Maybe you can support your entire family, maybe get your father out of the coal mine. The risk is more justifiable.

CU: Were you ever presented with that choice to make as a cyclist?

EH: No, not myself. I think because of my background as an athlete, as a speed skater, having had some success; my sense of personal satisfaction and accomplishment was fulfilled. Now, if I had not had that previous accomplishment, if I had just come into cycling and had high aspirations, I kinda wonder what my motivation would have been, if I would have been tempted. I mean, you'd see it going on around, and you'd see guys doping and all of

a sudden the speed of races would be going up, so you knew that it worked. But I just never did it. I was always concerned about stepping over the line. I mean, sure, I wonder what it would be like to ride with hematacrit of 50, you know? What would your limits have been? How much faster would you have been?

CU: Everyone at that level is an elite athlete, so if you can take something that will turn that up a notch, just a notch, it may be the difference between, say, Jan Ullrich staying with Lance Armstrong on a climb or not.

EH: Exactly. So you see the motivational aspect that can blur the line. If he can do just that little bit better, and not get caught, his whole life becomes so much different, maybe his entire family, and the next generation. You can see where the decision is tough, especially if you believe your competition may be doing it. So I look back, you know, just personally speculating, what it would have been like to ride with some of that high-octane gas that's out there. But reflecting on my results, I feel comfortable and satisfied with my accomplishments, and I am so happy that I never participated.

CU: Staying with unpleasanties for a moment. You suffered a terrible crash in the '86 Tour de France.

EH: It was a mountain descent. Hard shell helmets were just coming out. I tell ya, I think I was literally the first guy to wear a hard shell helmet in the pro peloton. It was heavy and bulky and had poor ventilation, this Darth Vader looking thing. I was wearing that. Being a medical student, I knew about the dangers of head injuries, so I wanted to protect myself to the extent that I could. Because of its weight and poor ventilation, on the climbs when we were going slow, I would hook it on the handlebar and then put it on for the descents. I think it was the 18th stage, the Col du Galibier or Glandon in the Alps, climbing up, I hit a bump and the helmet fell off. I couldn't stop to pick it up. At the summit, there was some gravel on the road and myself along with several others riders got flat tires. I got a wheel, but had some chasing to do. I didn't really know the descent, but it was all these 50 mph chicanes, no sharp turns, so you didn't really need to touch the brakes. Then one of these chicanes became a 180-degree turn, and I was going way too fast. I went over the guardrail and down about a 30-foot embankment, and hit my head. Apparently I climbed back up to the road and was waiting there with my bike, which was broken when my team car arrived. So they got me back on the road, and I kept riding for another twenty or thirty minutes with the car following me. Max was in the car, and they pulled alongside after watching me for this time, and he asked me if I knew what I was doing, where I was, and I really had no clue. For them it was scary. For me, I had no idea. My only memory is waking up in the back of an ambulance with the siren blowing, looking up and realizing where I was and thinking, 'this can't be good, I wonder how I got here; what happened.' I had suffered internal head injuries and spent several days in the hospital.

CU: Did you race after that season?

EH: I became a full time medical student, and I still raced when I had breaks in my schedule that would allow it, but it was time to concen-

trate more on that, on the next phase of my life. I worked with Max, covering the medical needs for the team, and I raced the Tour of Denmark that year, which is dead flat, thank goodness!

CU: Many athletes cannot let go of their glory days and they lose their identity when the competition ends.

EH: I think I'm one of those people who doesn't reflect a lot, or live on past accomplishments, but I look at the present and the future and find new challenges and motivations there. I know athletes who try to hang on to their glory days and who do speaking engagements about their trials and tribulations as an athlete, and some of those people never get the chance to grow personally beyond that, and I think it's a struggle. For me it's a struggle to do the speaking engagements. For one, I can't imagine people would want to hear me speak, but I also have a hard time putting something together to say, to stand up there and pontificate about my own glory days, what a terrific athlete I was or something like that. I don't look at those accomplishments as all that spectacular or that I was the only one who could have done those things. There's a sort of natural progression in life. You start out as a young kid doing city races, then state and regional races, national or wherever it takes you. And hopefully, life will never stop taking you to new places. Life keeps moving on and there are new challenges, you know?

CU: Did you have a sense of your accomplishments at that time? The Olympics, for example, after your first or second victory, did you think to yourself, 'Hey I'm on top right now, I'm having a great Olympics'? Or did you compartmentalize and focus on each race separately?

EH: I was very good at compartmentalizing things. As soon as one race was done, I would do the press conference, then go back to my room and start getting ready for the next one, except for that 10,000! I never really had a chance or took the time to catch my breath. I was there to race and that's what I thought about. I didn't want to jeopardize all of the time and effort I had put in to get to the Games, so I didn't really go out and socialize or go in public and enjoy, um, the celebrity, I guess you'd call it. Skating is very popular in Europe and I had been exposed to the celebrity for several years there prior to the Olympics, and I didn't really enjoy the notoriety really. After the Olympics were finished, I think I was mentally exhausted. I think I could have physically competed the rest of the season and the World Championships, but mentally I just could not focus anymore.

CU: What motivates you now?

EH: Orthopedic surgery is challenging, and I think that's why I enjoy it. Every case is different and parameters change. There's always something new, so you have to stay educated. When I was working with residents, it was very challenging because you're working with new physicians and they're always interested in the latest methods and information, and they're looking to you to provide that, so you have to stay on top of everything and make sure they are very well prepared. It's a challenge to find time to do other things. I still enjoy riding my bike to stay in shape, and it's a challenge to find that time. Raising children is a challenge, making sure they get plenty of your time. You can't just drop them off and have someone

else raise them. The parents have to be present and attentive to their needs, so that's a tremendous motivation now for me as well.

CU: What brought you and TOSH together?

EH: Max and I would come here to TOSH to work with the USA Speedskating Team, so were becoming very familiar with TOSH and loved the facility and what they do. We were very happy to be presented with the opportunity to join the facility. We had put together, for about five years, a sports medicine program that paints with a bit broader brush than is typical in America, which is, historically and primarily, muscular-skeletal injuries. Working in Europe and with the athletes we've been fortunate to work with, we realized that sports medicine is much more than that, more than just injuries. We developed a clinic that looked at the biomechanics of your sport, the demands of a particular sport, and if you did suffer an injury, we could deal with that as well. The clinic here and the people here have similar views, and the staff is one of the best in the world.

CU: Are you here to attend to elite athletes only?

EH: Not at all. We deal with athletes and non-athletes. Some may have parameters, diabetes, injuries, whatever, and we look for ways for those people to reach their goals.

But we also deal with anyone; maybe someone who works in a physical environment, someone who does a lot of shoveling, for example, may end up with shoulder injuries. That person needs to be well and have mobility to do his job. We help with that here. Those guys are motivated just like athletes to get back to their job. Again, surgery is the last resort, and we have expertise to try other treatments before we perform or recommend surgery.

CU: You have worked with many elite athletes, though, and still do.

EH: Yes. I've worked with professional cyclists along with Max, of course. In Sacramento, I was the team doctor for the NBA Sacramento Kings and their WNBA team, the Monarchs. We handle the skate team, of course, and we are the medical directors for USA Cycling. We recently ran a clinic here for the under-23 National Cycling Team, and we travel with the teams to various competitions and World Championships. I was just up in Victoria, British Columbia, for the BMX World Championships (BMX is now an Olympic sport). I cover Taylorsville football. I go out to the school and work with the team trainers, and go out on Friday nights and watch high school football.

CU: There has been movement toward relocating USA Cycling here from Colorado and for the construc-

tion of a velodrome in the area. Are you involved in those projects?

EH: Yes, to some extent. I am part of the Utah Sports Commission, and I do what I can to help make contacts and facilitate forward movement. The Sports Commission is now involved in the velodrome possibility. I think USA Cycling is doing its due diligence, going through the process of determining that it's not necessarily beneficial to have all of the sports located in one spot, and I think Utah is very attractive as a home for that program. There's a lot of momentum here, not just with national sports programs, but with sports industries as well. I think a lot of those people are realizing that Utah has a lot to offer.

CU: I see a lot of similarities between Utah now and Colorado, say twenty years ago, when there were a lot of top athletes living there and doing great things in their sport. Combine that with a few great events, there it was the Coors Classic for example, and the momentum builds and grows. So it will be a great boost if we can bring the national teams here, and a velodrome to the area, and hopefully that great anchor event here will be the return of Tour of Utah in 2008.

EH: It's going to be the Tour of Utah!



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ALLEYCAT RACING

Alleycat Racing Tests Speed and Street Smarts

By Lacey Gaechter

At first glance, a person could have confused it for any other bike race--a group of cyclists huddled, anticipating with elevated heart rates the traditional "ready, set, go!" meant to unleash their pent up energy onto the road. When those words arrived, however, it became clear that this event carried with it a different flavor than the average cycling competition; no one started pedaling. Instead, riders in this alleycat started reading. Further examination of the scene revealed an additional oddity; participating bikes ranged from BMX to time trial, with a particular proclivity for fixed gears and cruisers. There was also a noticeable lack of appropriate biking apparel.

This was the Marty Cat alleycat race, hosted to raise money for

the unwittingly famous cyclist, Marty Kasteler. Kasteler was hit by a vehicle on June 17th, 2007. The unusual circumstances of the incident, namely that the delivery truck involved chased Kasteler over a curb and through a guard rail before hitting him, combined with the high regard Kasteler carries among Utah's cyclists lead to an admirable fund raising effort over the past several weeks (www.helpmarty.org). The August 4th Marty Cat was a part of this effort.

Alleycats are races designed to test not only a rider's speed, but also his or her knowledge of and maneuverability on local streets. Participants do not know what the course will be before the race begins. Only when they hear "Go!" at the start-line can they open their "manifests" to read the details they need in order to complete the event. The manifest outlines what is

Left: A different type of start for a bike race.

Above: Manifest in hand, this rider just finished counting the number of signs in the window. Photos: Dave Iltis

basically a scavenger hunt; it instructs riders to visit certain addresses and to collect proof of having completed an assigned task at each stop.

Originally an exclusive undertaking of bike messengers, alleycats are designed to mimic and challenge the rigors of the job: maintaining high speed and efficiency through traffic while making stops throughout a city (messmedia.org, alleycatracing.com). One of Salt Lake's bike messengers described his inaugural alleycat as follows: "I stopped at the first red light, and everyone else rolled through. It was my first lesson on riding like a messenger."

Instead of delivering packages, however, participants in the Marty

Cat were collecting proof. A successful finish for this alleycat required creating a "get well" card for Kasteler, counting beer signs at a local watering hole, recording the license plate numbers displayed in a record store, learning to "Ride More, Work Less" from a favorite bike shop, and, of course, pilfering a piece of equipment from the community bike shop (to be returned by race organizers after the event). Riders took from thirty-six minutes fifty seconds to over an hour to complete the course. The length of the race varied depending upon chosen route.

Aaron Campbell, a sometimes alleycat planner himself, set the lowest finish time, winning the over-all

event. When asked what the highlight of this race was, Campbell applauded the dominant involvement of casual riders saying, "I'm a racer, and I'm surprised I won this race. Commuters are fast, and they know the city." Despite his modesty, Campbell clearly had both speed and street savvy on his side.

Sharing these traits is Tamara Artz, the winner of the female category, with a time of 38:11. "Experience and training," says Artz are all you need to gain those qualities needed to win an alleycat. She has participated in three previous cats, races time trials and triathlons, and rides casually on a regular basis. In a testament to the "make your own adventure" style of racing employed in alleycats, Campbell and Artz chose different routes to set their records along the way.

An anonymous cyclist remarked that his favorite experience during the Marty Cat was seeing a racer stop to help a competitor with a flat tire. It probably is a fair generalization to say that alleycats, at least in Salt Lake, tend to be more about camaraderie than competition. In this case, as in many others, camaraderie extends outside the circle of racers as well. Since his accident in June, Kasteler has received over \$11,000 in donations collected from individuals and through various events, reports Michael Wise, treasurer for the Salt Lake City Bicycle Collective (the non-profit accepting contributions on Kasteler's behalf). Thanks to volunteer event planners and party hosts, \$250 from the Marty Cat will toward helping offset Kasteler's medical bills. Next time, as Artz noted, we look forward to having Marty race with us again.

See results on page 21.

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