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FREE

FALL/WINTER 2009-2010

MOUNTAIN WEST CYCLING JOURNAL

# cycling utah

**RIDER OF THE  
YEAR AWARDS!**

**2009-2010  
UTAH, IDAHO, &  
REGIONAL EVENT  
CALENDAR INSIDE!**

**DIRT  
PAVEMENT  
ADVOCACY  
RACING  
TOURING  
TRIATHLON  
COMMUTING**



## SPEAKING OF SPOKES

### Amsterdam Has Me Thinking...



**The Culture of Cycling.**  
**Above: Everyone rides in Amsterdam.**  
**Right: An Amsterdam bike parking lot.**  
**Below right: Transporting a canine friend.**

**By David Ward**  
**Publisher**

Like everyone, I had read and heard of the wonderful cycling city of Amsterdam. Still, I was unprepared for the experience of observing Amsterdam and cycling firsthand. Its impact on me was even more surprising as I was not there to cycle or for any cycling related purpose. I was on vacation with my wife and daughter, and cycling did not figure into the

picture.

My impressions, therefore, result not from what I was seeking to observe, but rather what I could not help but observe. Cycling in Amsterdam jumps out at you the minute you set foot from the station onto the street.

First, my observations. In Amsterdam, cycling is everywhere. It seems almost absurd to refer to "cyclists" as some identifiable group or cycling as an activity. Here, it



is simply a mode of transportation, along with trolleys, buses and feet. The only identifiable minority is

those who drive, and a small minority they are. That cycling is mostly a transportation matter is confirmed by the tens of thousands, if not hundreds of thousands, of bikes that I saw, with every single one, with one exception, being a heavy, steel-framed, upright journeyman machine.

I saw cargo bikes, used both for carrying cargo and kids. I saw bikes parked all along the canals and streets and in huge bicycle parking lots. I saw parents carrying one, two and three kids on their bikes. I saw people carrying others on rear racks. I saw men in suits and women in business and dress outfits riding bikes. There were bikes, and people riding bikes, everywhere.

One thing I did not see, with one exception, was anyone wearing a helmet. I also did not see, again with only one exception, any recreational cyclists. The source for all the above-referenced exceptions? One man on a "racing" bike wearing a helmet.

All this started me thinking about cycling, not as a sport, but as an integral part of life. I found myself wishing it could be like this at home, where a large percentage of people would embrace cycling as a means of transportation. I would really like that. (Personal resolve: Never drive if my destination is less than a mile.) But I had to acknowledge that I was only observing a very small geographical area of central Amsterdam and that it was all flat, the only exception being the bridges over the canals that had maybe a five foot rise to them.

In response to myself, I countered that downtown Salt Lake, equally small and almost as flat, could easily be nearly identical in embracing cycling. Further, though I did not have the opportunity to observe this, I suspect that this pervasiveness of cycling has a widening impact



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**Cover:** Chris Canfield (front) and Mike Bailey riding in Snowbasin this fall.

**Photo:** John Shafer. See more of John's photos at [flickr.com/photos/photo-john](http://flickr.com/photos/photo-john)

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I AM SPECIALIZED

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## cycling utah AWARDS

## Dave Zabriskie is our Rider of the Year!



Above: Dave Zabriskie (Garmin-Slipstream) gives it his all in the Tour of Utah prologue stage.  
Photo: Dave Iltis

By Dave Iltis

Editor

2009 was another great year for Utah cycling with tons of great events, rides, clubs, and fantastic people. Each year, Cycling Utah recognizes those who have made a difference in our community both on and off the bike with our annual awards.

Terry McGinnis had a long list of accomplishments in the Utah cycling community. He was a race organizer, coach and mentor to many riders, and racer for over twenty years, ending his career as a category one. Most recently, he spearheaded the growth

and organization of the Tour of Utah, leaving it as one of the top races in the country. We award Terry our first ever Cycling Utah Lifetime Achievement Award.

Dave Zabriskie (Garmin-Slipstream) had his best year ever. Captain America, as he is known, started the season with second overall at the Tour of California. He went on to finish both the Giro and the Tour de France. He finished the season by winning his fourth consecutive USA Cycling Professional Time Trial Championship, then followed that up with the overall win at the Tour of Missouri. This gave him

enough points to capture the season long USA Cycling Professional Tour series. Dave Z is our Overall Rider of the Year.

Chase Pinkham (Canyon Bicycles-Sienna Development 12K Dream Team) had a great season in 2009. He won the overall at the Capitol Reef Classic Stage Race, the overall Cat 2 field in the Valley of the Sun Stage Race, was the youngest rider to finish the Tour of Utah, won a pro/am crit by lapping the field solo and stood on the podium of another in France, and was second overall in the Utah Cycling Association Points Competition in the Pro/1/2 group. He has also been picked up by the US National Team and Trek/Livestrong for 2010. Oh yeah, and he's only 18. Look out for this rising star in the near future. Chase Pinkham is our Utah Male Road Racer of the Year.

Alisha Welsh (PCIM) had a breakout year. She won Tax Day Circuit Race, Garden Creek Gap, and the Porcupine Hillclimb on her way to winning the overall UCA points series in the 1-3 women's field. She also placed well in several national races including a third at the Iron Horse Classic and 14th overall at the Tour of the Gila. She will be riding on a yet unnamed national team next season. Alisha is our Female Road Racer of the Year.

Bart Gillespie (Monavie-Cannondale), 'nuf said. He triumphed in the 2008 Utah Cyclocross Series yet again by winning numerous races locally in addition to several top ten finishes in national level events. Bart is our Male Cyclocross Racer of the Year (2008 season).

Erika Powers (Revolution-Peak Fasteners) won three of ten races and the overall in the 2008 Utah Cyclocross Series. Erika is our Female Cyclocross Racer of the Year (2008 season).

Canyon Bicycles of Draper swept the team standings in the Utah Crit Series A and B flites. They also took the top spot in the Utah Cycling Association's Overall Team Points Competition in dominating fashion. Canyon Bicycles of Draper is our Road Team of the Year.

UtahMountainBiking.com continues its run of winning the team points competition in the Intermountain Cup Series. They also put in hundreds of hours of trail work. They are again our Mountain Bike Team of the Year.

The Bad Ass Coffee Team has over 400 riders and several organized rides per week. Their inclusive 'leave no rider behind' policy is inviting. Their main accomplishment this year however was raising over \$100,000 for charity in the Bike MS Bike Tour (top fundraising club) and the Tour de Cure (second fundraising club). The Bad Ass Coffee Team is our Touring Club of the Year.

Alex Grant (Monavie-Cannondale) placed first in five races in the Intermountain Cup Series on his way to winning the overall title. He also won the Park City Point 2 Point and a stage of El Reto De Los Misioneros in Peru. Alex is our Male Mountain Bike Racer of the Year.

KC Holley (Mad Dog/Subaru/Gary Fisher) won the Intermountain Cup Series in the Pro Women's Category, taking three firsts in the process. She also helped her team to victory in the Co-Ed Pro-Am race at the 24 Hours of Moab. KC is our Female Mountain Bike Racer of the Year.

Mitch Ropelato (Café Rio/Canfield Bros.) won numerous races around the country this season, including the Junior National Downhill Championship, the Pro Mountain Cross National Championship, the Pro Men's 4X Gravity Tour season points series, and second in his first ever Pro Men's 4X World Cup (in Bromont, Canada). All this and he's only 17! Mitch is our Male Downhill of the Year.

Addie Stewart (Go-Ride/Hayes/Maxxis/Amy's/661) won two races in the Utah Downhill Series on her way to the overall women's pro title. She is our Female Downhill of the Year.

The Utah Cyclocross Series keeps growing and growing. With turnouts consistently over 200 riders, well run races, great prizes for all, and an inviting and low key atmosphere that brings out the kids and the faster older 'kids' (the adults), Matt Ohran's series is gem. The Utah Cyclocross Series is our Event of the Year.

There are a large number of folks who work to better cycling conditions around the state. They are our unsung heroes. They write grants, review proposals, come up with new

ideas to make cycling better, deal with government bureaucracy; all as part of their jobs. People like Shaina Quinn and Pat Dierks of UTA who are working on the bike station in Salt Lake City and help organize Bike Month activities; Dan Bergenthal of Salt Lake City who is the driving force for making Salt Lake City the best cycling city in Utah and one of the best in the U.S.; Sharon Briggs of UDOT who keeps an eye UDOT projects throughout the state and does her best to make sure that they are bike friendly; Scott Hess of Davis County who is pushing forward with trails and bike projects throughout the county; Josh Jones of Ogden who is working towards making Ogden more bike friendly; and many many more government employees that need to be recognized. All of you share in Cycling Utah's Bike Advocate of the Year Award.

There were many notable performances in 2009 by Utah riders. Mitchell Peterson won the Omnium at the 2009 Collegiate Mountain Bike

Continued on page 7

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## UTAH CYCLING COMMUNITY

### Terry McGinnis; The Passing of a Champion

By Tyler Servoss

What does it take to run one of the largest bicycle races in America? Imagine how much blood sweat and tears are poured into making an event like the Tour of Utah happen. Now, compound that effort with the will power it takes to fight a life threatening disease. Terry McGinnis not only pulled off an incredible event, he did it while suffering from incredible health challenges.

Terry is a hero. Not just because he put on a great bike race. Not just because he was a great coach and mentor to so many, not just because he was a great father and husband; but for his unflinching courage, spirit and fight. Few people knew just how ill Terry was or how difficult things were—he never complained, he never slackened his commitment.

On October 24th, after a several year battle with colon cancer, Terry McGinnis passed away at



Terry McGinnis at the end of the Snowbird stage of the 2009 Tour of Utah. He always had a smile for you. photo: Dave Iltis

home surrounded by his friends and family. He is survived by his wife Cindy and his two children Margaret and Nicholas.

When asked for his thoughts about Terry, his close friend Jeff Clawson said, "Terry never complained one time. That's a fact. He never complained once. He was dealt a pretty bad hand physically. He never said why me, and he never complained. It's pretty amazing."

"The strength of his spirit really didn't care what the body was doing. He was living his life and what was happening physically be damned. He was going to get that Tour done. He was affable, he loved that job, it was his dream

job, and he was going to finish that thing. And he really didn't notice or care what was happening to himself physically. The strength of his spirit, it really kind of surmounted (that,) the weakness of his physicality."

Another of Terry's close friends Dave Harward said "Nearly three years ago when he was diagnosed and he wasn't able to ride a whole lot, he found a way to stay involved in cycling; both through coaching and then eventually getting tied in with the Tour of Utah, really making that one of the premier events in the country. Last year when he pulled off such an awesome race as the director, I think honestly that's what kept him going this year, to

do it again."

"Anybody who raced or was part of the Tour of Utah this year, that saw Terry, they may have thought he looked a little bit tired and worn down, from the kind of work load he was putting into it, you'd just think well he's working hard, and trying to get the job done. And just barely more than 2 months after the race is over he's gone. It just shows you the will power that he exercised to put together a successful event. He felt like that was something that he could leave behind. He wanted to push through and make sure that it went tip top. It is so characteristic of him that he would do whatever he had to do to get it done."

Terry has been part of the local cycling community for over twenty years as a racer, race promoter, coach, mentor, and most recently as executive director of the Tour of Utah. He raced with a number of teams throughout the years, including Mi Duole, Canyon Squadra Elite, X-Men, Ski Utah, and Vanguard Media. He competed both locally and nationally, most recently as a category 1 rider.

Terry was with the Tour of Utah for four years in different capacities. In 2006 he was a radio commentator, in 2007 he served as a consultant to Chairman Greg Miller, and in 2008-09 he held the executive director position.

As executive director, he hired key personnel, designed the course,

acted as liaison with USA Cycling, secured sponsors and merchandise partners, selected teams to invite, and oversaw marketing and public relations efforts.

"Terry was the heart and soul of the Tour and will be missed. His passion for the race was a deciding factor in the success of the event," said Miller. "All of us on the staff as well as friends of the race will miss him dearly and will do all that we can to continue the event in his honor and make him proud," said Steve Miller, President of the Larry H. Miller Tour of Utah.

How are great men defined? By their character, the lives they touch and the loved ones they leave behind. Cycling is incidental. The Tour of Utah is inconsequential compared to that legacy.

The cycling community in Utah and throughout the United States will sorely miss this man and his tremendous contributions to the sport that he was so passionate about. Our thoughts and prayers are with his family and friends.

For more about Terry McGinnis and his contributions to Utah cycling please see Cycling Utah's September 2008 issue (<http://www.cyclingutah.com/sept/September2008Issue.pdf>).

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### Ironman St. George 2010 Update

The highly anticipated Ironman St. George triathlon is scheduled to take place on May 1, 2010. Ironman St. George is the latest edition to the seven US based Ironman race series, and a qualifier for the Ironman World Championship in Kailua-Kona, Hawaii.

Pro triathletes will compete for a share of the \$50,000 prize purse. There are also 65 qualifying slots to the Ironman World Championship available to top age group finishers.

The race opened for registration in late March 2009 and was

sold out by June 22nd with a cap of 2500 competitors from throughout the world. A limited number of "Community Fund" slots, to benefit the Ironman Foundation, are still available at \$1100.00 per entry. These entries are tax deductible and allow participants to raise funds for designated charities.

According to Kevin Lewis, Sports & Events Director for the St. George Convention & Tourism Office, California has the highest percentage of entries with 662, followed by Utah with 427, Arizona with 227, Texas with 205 and Colorado with 145. Many other states are represented as well as

entries from Puerto Rico, the United Kingdom and Mexico.

St. George area hotels are filling up quickly for the week leading up to this event. For more information visit [www.ironmanstgeorge.com](http://www.ironmanstgeorge.com).

-Scott Kelly is a personal trainer specializing in the sport of triathlon. He is the Head Coach and founder of Team Fast Lane, a USA Triathlon sanctioned club based in Salt Lake City. For more information visit [www.teamfastlane.com](http://www.teamfastlane.com).

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## World Human Powered Speed Challenge Records Fall in Battle Mountain, NV

(Battle Mountain, NV) – The Tenth Annual World Human Powered Speed Challenge generated three new world records, highlighting a historic week of human powered speed racing presented by the International Human Powered Vehicle Association and HYDRIVE Energy Drinks.

Under perfect conditions Friday evening (Sept. 18, 2009), Barbara Buatois riding the Varna Diablo III recumbent bicycle, pedaled to a European record of 75.458 mph/121.437 kph. The 32 year-old from Draveil, France eclipsed American Lisa Vetterlein's 2005 women's world record by nearly 9 mph to become the fourth fastest human in the world under IHPVA sanction.

Canadian Paralympic athlete Greg Westlake continued rewriting the record books by setting his fourth world mark of the week with a hand-powered world record of 43.673 mph/68.11 KPH in the three-wheeled Avos Arrow. The 22 year-old is a member of the Canadian Sledge Hockey team, which took gold in the 2006 Torino Games. The Oakville, Ontario resident shattered the 1995 hand-powered record of 32.60 mph/52.47 KPH set by Jacob Heilveil of Longmont, Colorado.

Sam Whittingham, of British Columbia, Canada the reigning king of the speed challenge, did not disappoint on Friday as he pedaled to a new men's world record of 82.819



Above: Yannick Lutz in Altair II. Photo: Mark Mueller.

mph/ (133.284 kph), in the new Varna Tempest speedbike designed by George Georgiev.

Nearly two-dozen cyclists from around the world gathered in September on SR305 outside of Battle Mountain, Nevada to race on one of the straightest, flattest, and smoothest surfaces in the world. Riders, mostly in recumbent-style bikes are squeezed into an aerodynamic shell that is designed to produce the least amount of wind resistance. The 4,619ft (1,408m) altitude road allows riders an acceleration zone of 5 miles, enabling them to reach their maximum velocity before being timed over a 200-meter distance.

"Battle Mountain is the Indianapolis for our sport," said Co-Race Director Al Krause. "The newly paved road gave us dramatic improvements in this year's speeds. Interest and participation in this sport is growing each year. We are also very pleased about our first year of sponsorship with

HYDRIVE Energy."

The section of the road being used was newly refinished this year with a smooth surface specially prepared for this event by the Nevada Department of Transportation and Frehner Construction Co.

"The human powered racers have been very pleased with this road surface final product," said Kim Nelson, Executive Director of the Lander County Convention and Tourism Authority. "It was a community effort to work with the state to get the road race ready." The \$3.8 million project – made possible through federal and a small amount of stimulus money -- would not only satisfy transportation needs, but also assist with economic development, tourism and marketing in the town of Battle Mountain.

For more information about the IHPVA and the World Human Powered Speed Challenge: [www.ihpva.org](http://www.ihpva.org) or [www.whpsc.org](http://www.whpsc.org)

## QBP Selects Site for New Distribution Center in Ogden, Utah

Quality Bicycle Products (QBP), a leading distributor to the cycling and outdoor industry based in Bloomington, MN, has signed a "memo of understanding" with the city of Ogden and the State of Utah to purchase land and build a new distribution center in Ogden. The company has selected a site and anticipates signing a formal purchase agreement in November. QBP, which serves more than 5,000 independent bike dealers across the United States, has a large customer base in the southwestern and Pacific states. From Ogden, it will be able to provide ground-based shipping to most of the western region within two days or less.

"Ogden provides a great location for serving our western customers," said Steve Flagg, president of QBP. "The city attracted us with its core group of recreational industries and its strong commitment to bikes for commuting and recreation. We're really excited about getting to know the people of Ogden and being an active member of the community."

While building the new facility, QBP will lease a building in the Ogden area and hire 40 people to begin operations in Spring 2010. The company plans to hire additional employees once the new distribution center is completed. Committed to environmental stewardship, QBP will build the 85,000-square-foot building according to standards set by Leadership in Energy and Environmental Design (LEED).

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4390 Washington Blvd.  
Ogden, UT 84403  
(801) 476-1600  
thebikeshoppe.com

### Bingham Cyclery

1895 S. Washington Blvd.  
Ogden, UT 84401  
(801) 399-4981  
binghamcyclery.com

### Canyon Sports Outlet

699 W. Riverdale Road  
Riverdale, UT 84405  
(801) 436-2018  
canyonsports.com

### Skyline Cycle

834 Washington Blvd.  
Ogden, UT 84401  
(801) 394-7700  
skylinecyclery.com

## DAVIS COUNTY

### The Biker's Edge

232 N. Main Street  
Kaysville, UT 84037  
(801) 544-5300  
bebikes.com

### Bingham Cyclery

2317 North Main  
Sunset, UT 84015  
(801) 825-8632  
binghamcyclery.com

### Bountiful Bicycle Center

2482 S. Hwy 89  
Bountiful, UT 84010  
(801) 295-6711  
bountifulbicycle.com

### Masherz

1187 S. Redwood Road  
Woods Cross, UT 84087  
(801) 683-7556  
masherz.com

### Saturday Cycles

2204 N. 640 W.  
West Bountiful, UT 84010  
(801) 298-1740  
saturdaycycles.com

## SALT LAKE COUNTY

### Central Valley

#### Canyon Bicycles of Millcreek (soon to be Millcreek Bicycles)

3969 Wasatch Blvd.  
(Olympus Hills Mall)  
Salt Lake City, UT 84124  
(801) 278-1500  
canyonbicycles.com

### Cottonwood Cyclery

2594 Bengal Blvd  
Cottonwood Heights, UT 84121  
(801) 942-1015  
cottonwoodcyclery.com

### Spin Cycle

4233 S. Highland Drive  
Holladay, UT 84117  
(801) 277-2626  
(888) 277-SPIN  
spincycleut.com

### Salt Lake City

#### Bicycle Center

2200 S. 700 E.  
Salt Lake City, UT 84106  
(801) 484-5275  
bicyclecenter.com

### Cyclesmith

250 S. 1300 E.  
Salt Lake City, UT 84102  
(801) 582-9870  
cyclesmithslc.com

### Bingham Cyclery

336 W. Broadway (300 S)  
Salt Lake City, UT 84101  
(801) 583-1940  
binghamcyclery.com

### Contender Bicycles

875 East 900 South  
Salt Lake City, UT 84105  
(801) 364-0344  
contenderbicycles.com

### Fishers Cyclery

2175 South 900 East  
Salt Lake City, UT 84106  
(801) 466-3971  
fisherscyclery.com

### Go-Ride Mountain Bikes

3232 S. 400 E., #300  
Salt Lake City, UT 84115  
(801) 474-0081  
go-ride.com

### Guthrie Bicycle

803 East 2100 South  
Salt Lake City, UT 84106  
(801) 484-0404  
guthriebike.com

### Hyland Cyclery

3040 S. Highland Drive  
Salt Lake City, UT 84106  
(801) 467-0914  
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  
Salt Lake City, UT 84115  
(801) 328-BIKE  
slcbikecollective.org

### Salt Lake City Bicycle Company

177 E. 200 S.  
Salt Lake City, UT 84111  
(801) 746-8366  
slcbike.com

### 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

### Wild Rose Sports

702 3rd Avenue  
Salt Lake City, UT 84103  
(801) 533-8671  
wildrosesports.com

### South Valley

#### Axis Sports

12300 S 107 E  
Draper, UT 84020  
(801) 495-4455  
axissports@digis.net

### Bingham Cyclery

1300 E. 10510 S. (106th S.)  
Sandy, UT 84092  
(801) 571-4480  
binghamcyclery.com

### Canyon Bicycles

762 E. 12300 South  
Draper, UT 84020  
(801) 576-8844  
canyonbicyclesdraper.com

### Canyon Sports

1844 E. Ft. Union Blvd. (7000 S.)  
Salt Lake City, UT 84121  
(801) 942-3100  
canyonsports.com

### Golsan Cycles

10445 S. Redwood Road  
South Jordan, UT 84095  
(801) 446-8183  
golsancycles.com

### Infinite Cycles

3818 W. 13400 S. #600  
Riverton, UT 84065  
(801) 523-8268  
infinitecycles.com

### Lake Town Bicycles

1520 W. 9000 S.  
West Jordan, UT 84088  
(801) 432-2995  
laketownbicycles.com

### REI

#### (Recreational Equipment Inc.)

230 W. 10600 S.  
Sandy, UT 84070  
(801) 501-0850  
rei.com

### Revolution Bicycles

8714 S. 700 E.  
Sandy, UT 84070  
(801) 233-1400  
revolutionutah.com

### Staats Bike Shop

2063 E. 9400 S.  
Sandy, UT 84093  
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staatsbikes.com

### Taylor's Bike Shop

2600 W. 12600 S.  
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(801) 253-1881  
taylorsbikeshop.com

### Taylor's Bike Shop

3269 W. 5400 S.  
Taylorsville, UT 84118  
(801) 969-4995  
taylorsbikeshop.com

## UTAH COUNTY

### American Fork/Lehi/Pleasant Grove

#### Bike Barn

201 E. State St.  
Lehi, UT 84043  
(801) 768-0660  
bikebarn@hotmail.com

#### Bike Peddler

24 East Main  
American Fork, UT 84003  
801-756-5014

### Recumbent Cycles of Utah

Old Towne Square  
456 E State St.  
American Fork, Utah 84003  
801-763-0757  
www.rcutah.com

### Timpanogos Cyclery

665 West State St.  
Pleasant Grove, UT 84062  
801-796-7500

### Trek Bicycles of American Fork

Meadows Shopping Center  
356 N 750 W, #D-11  
American Fork, UT 84003  
(801) 763-1222  
trekAF.com

### Payson

#### Downhill Cyclery

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

### Provo/Orem

#### Bingham Cyclery

187 West Center  
Provo, UT 84601  
(801) 374-9890  
binghamcyclery.com

### Mad Dog Cycles

360 E. 800 S.  
Orem, UT 84097  
(801) 222-9577  
maddogcycles.com

### Mad Dog Cycles

936 E. 450 N.  
Provo, UT 84606  
(801) 356-7025  
maddogcycles.com

### Park's Sportsman

644 North State St.  
Orem, UT 84057  
(801) 225-0227  
parkssportsman.com

### Racer's Cycle Service

159 W. 500 N.  
Provo, UT 84601  
(801) 375-5873  
racerscycle.net

### SBR Sports

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Orem, UT 84057  
(801) 225-0076  
sbrutah.com

### Taylor's Bike Shop

1520 N. Freedom Blvd.  
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335 E. University Parkway  
Orem, UT 84058  
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www.urbandownfall.com

### Saratoga Springs

#### Epic Biking

1284 Redwood Road  
Saratoga Springs, UT 84045  
(801) 653-2039  
epicbiking.com

### Springville

#### Blayn's Cycling

284 S. Main Street  
Springville, UT 84663  
(801) 489-5106  
blaynscycling.com

## ADVOCACY

### The Economic Impact of Bicycling

By Charles Pekow

How about a bicycle economic stimulus? Bicycling is not only a partial solution to the energy, environmental and obesity epidemics: it's a darn right major economic powerhouse, if you believe a report from the League of American Bicyclists (LAB). And how much stimulus or bailout money did it get? Some to be sure from roadway paving projects, but a sliver compared to what the banks and insurance companies who created the economic mess got.

The bicycling industry adds about \$133 billion annually to the U.S. economy, supports more than a million jobs, pays \$17.7 billion in taxes and accounts for \$46.9 billion in tourism spending on bike trips; so says The Economic Benefits of Bicycle Transportation Infrastructure, LAB's recent report.

LAB cites examples of states that benefit economically. The Colorado Department of Transportation did a survey in 2000 that said half of the summer visitors to the state's ski resorts rode a bicycle – and most came from out of state and that cycling contributed \$1 billion to Colorado's economy. The bicycling industry in Wisconsin contributes \$556 million and 3,418 jobs to the state economy. Even Maine has gotten \$66 million a year in bike tourism since it initiated a policy of widening shoulders and creating shared-use paths.

North Carolina invested \$6.7 million on bicycle infrastructure on the Outer Banks and reaped \$60 million from bicycle tourism. And get this: north of the border in Quebec, bicycle tourists were found to spend \$83 a day on average, while other tourists only spent \$66. Who says bicyclists are cheap?

And jurisdictions don't have to cater to tourists: Portland, OR, developed a bicycle-friendly infrastructure which saves residents \$2.6 billion a year in transportation and related costs.

The study offers reams of data bicycle advocates can use to persuade policy makers that building bicycle infrastructure provides a sound investment. Figures from California, for instance, indicate that it cost \$75 million to repave three miles of Interstate in Los Angeles, while the city of Roseville could sign and stripe a bike lane that far for \$180,000. And that's on the expensive side. LAB says it can cost as little as \$5,000 per mile to create a bike lane. And remember that bicycles don't cause nearly the wear on pavement that motor vehicles do.

And, bicycle infrastructure can help business, as "many business dis-

tricts are discovering that attracting customers requires more than plentiful parking." One study in Toronto found that people who walked or biked to a commercial district spent more on average than those who drove.

Don't forget the impact on residential real estate too. "By mapping real estate transactions, researchers have been able to show that bike facilities can have positive, statistically significant impacts on home values," the report says. "A study of home values near the Monon Trail in Indianapolis measured the impact of the trail on property values. Given two identical houses with the same number of square feet, bathrooms, bedrooms and comparable garages and porches – one within a half mile of the Monon Trail and another further away – the home closer to the Monon Trail would sell for an average of 11 percent more."

And some economic benefits are hard to quantify, such as the value of reduced congestion, energy and air pollution. A study from the Victoria Transport Policy Institute of British Columbia estimated that each auto trip converted to a bike trip saves riders and society \$2.73 per mile. "The benefits would be enormous if even a small fraction of the more than 200 billion miles Americans drive each month -- nearly three trillion a year -- were shifted to bike," LAB says.

The paper cites research done elsewhere -- LAB didn't do its own fact finding. Find it at [http://www.bikeleague.org/resources/reports/pdfs/economic\\_benefits\\_bicycle\\_infrastructure\\_report.pdf](http://www.bikeleague.org/resources/reports/pdfs/economic_benefits_bicycle_infrastructure_report.pdf).

**Editor's Note:** To my knowledge, there has never been a study on the economic impact of bicycling in Utah. With our near 100 bike shops, multitude of manufacturers, thriving race and touring community, and high level of cyclotourism, the impact is certainly at least \$100,000,000, but probably many times that. The only study that I have found is one on the economic benefit of mountain biking on Moab (Fix, Peter and John Loomis (1997); The economic benefits of mountain biking at one of its Meccas: an application of the travel cost method to mountain biking in Moab, Utah. Journal of Leisure Research, 29, 3: 342-352. Available online at [http://www.imba.com/resources/science/economic\\_moab.html](http://www.imba.com/resources/science/economic_moab.html)). The study reports that in mountain biking contributes \$8.5 million to Moab's economy (and that was in 1997). To continue to grow cycling in Utah, the State of Utah should commission an economic impact study similar to what Colorado has done.

title in the 45-49 Kilo. Darren Lill (Team Type 1) had a phenomenal ride to win the Mt. Nebo stage of the Tour of Utah. Logan Binggeli (KHS Bicycles) won the pro 4X at the Kenda Cup in Windham, NY. And, Karen Appleby-Krieg (Ice/Rocky Mountain Surgery) won the 30-34 National Championship in the Time Trial.

Cycling Utah would like to thank all of our readers for supporting cycling utah and for making our cycling community a vibrant and dynamic one. Ride safe, have fun, and see you next spring!

# JAMIS

## Introducing the game-changing Jamis Dakar Sixfifty B2 trailbike.



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SixFifty builds on the trail-killing success of our XCT Trail Bike, with an mp3 multi-link suspension that's optimized for 650B wheels. Why 650B? You get the lightweight flickability and snappy acceleration of smaller 26" hoops, but you'll also enjoy the relentless roll-over-everything trail ownage of 29'ers without their extra height and heft, so why not?

SixFifty is all-mountain control, in a cross-country package. We gave it everything needed to put you in the driver's seat, building that perfect interface between you and the trail, from our new no-slip, dual-density Lock-On grips to the White Brothers Fluid 650B-130 fork with its open oil bath and 20mm thru-axle that positively locks you onto that perfect line.

Out back there's our supple-riding mp3 suspension with 10mm hardware and smooth-and-made-to-last cartridge bearing pivots that keep the rear tire planted for climbing power and stick-to-the-trail descending traction that keeps you in control, uphill or down.

SixFifty. It's everything you need, except the mountain.

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[www.jamisbikes.com](http://www.jamisbikes.com)

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Canyon Sports  
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Cottonwood, UT 84121  
(800) 736-8754

Canyon Sports  
705 West Riverdale Road  
Riverdale, UT 84405  
(801) 621-4662

Cottonwood Cyclery  
2594 East Bengal Blvd  
Cottonwood Heights, UT 84121  
(801) 942-5293

Desert Cyclery Inc.  
514 North Bluff  
St George, UT 84770  
(435) 313-1200

Highlander Bike Shop  
3333 Highland Drive  
Salt Lake City, UT 84106  
(801) 487-3508

Masherz  
1187 S Redwood Rd  
Woods Cross, UT 84087  
(801) 683-7556

Out 'N' Back  
1797 South State  
Orem, UT 84097  
(801) 224-0454

Wild Rose  
702 3rd Avenue  
Salt Lake City, UT 84103  
(801) 533-8671

Wimmer's Ultimate Bicycles  
745 North Main  
Logan, UT 84321  
(435) 752-2326

**WYOMING**  
Fine Edge Ski & Cycle Shop  
1660 North 4th Street  
Laramie, WY 82070  
(307) 745-4499

Fitzgerald's  
245 West Hansen  
Jackson, WY 83002  
(307) 734-6886

Rock On Wheels  
3151 Nationway K-5  
Cheyenne, WY 82001  
(307) 631-0011

#### WESTERN COLORADO

Bicycle Outfitters  
431 Colorado Avenue  
Grand Junction, CO 81501  
(970) 245-2699

Cycles of Life  
309A Harrison Ave  
Leadville, CO 80461  
(719) 486-5533

Durango Cycle  
143 E. 13th St  
Durango, CO 81301  
(970) 247-0747

Single Tracks  
150 South Park Square  
Fruita, CO 81521  
(970) 858-3917

Peak To Peak  
540 Sherman Street  
Ridgeway, CO 81432  
(970) 626-3177

Sub Culture Cyclery  
246 1/2 East First St  
Salida, CO 81201  
(719) 539-5329

Ute City Cycles  
2847 East Fork Road  
Aspen, CO 81612  
(970) 963-2500

#### IDAHO

Barrie's Ski & Sport  
699 Yellowstone Avenue  
Pocatello, ID 83201  
(208) 232-8996

Bikes 2 Boards  
3525 W. State Street  
Boise, ID 83703  
(208) 343-0208

Idaho Mountain Trading Co  
474 Shoup Avenue  
Idaho Falls, ID 83402  
(208) 523-6679

Meridian Cycles  
830 E. Main Street  
Meridian, ID 83642  
(208) 884-1613

Mountain View Cyclery  
9521 N. Government Way  
Hayden, ID 83835  
(208) 762-9253

Peaked Sports (Big Hole)  
65 South Main Street  
Driggs, ID 83422  
(208) 354-2354

Rexburg Bike and Ace  
618 N. 2nd E.  
Rexburg, ID 83440  
(208) 221-4484

### Awards - Continued from 3

National Championships, despite breaking his collarbone. Nikki Wangsgard (Colavita/Sutter Homes) won three stages and the overall title at the International Cycling Classic in July. Sam Krieg (Krieg Cycling) won two stages at the Tour of the Gila in the Cat 2 field. Kris Walker took home the 2008 45-49 National Cyclocross Championship and the 2009 45-49 National Time Trial Championship. Christopher Best (Ski Utah) won the national



## SPEAKING OF SPOKES

### Amsterdam (from page 2)

throughout the rest of the country, with cycling being a primary mode of transportation for any shorter and relatively flat distance.

Through this inner dialogue I stumbled on to the realization that what Amsterdam has is a well-developed, fully-embraced culture of cycling. That is what Salt Lake, the United States and a large part of the world, does not have. And until we do, we will never be anything like Amsterdam.

I wish I could say I have answers, or even any good ideas, for how to create such a pervasive culture. But I don't. In the end, I suspect economics will be the driving force leading to such a culture if it ever comes about. In the meantime, all I can do is strive to create a little bit of Amsterdam in my life and encourage it in those around me.

Thinking in another vein, I was surprised at the absence of helmets. In my mind, I suppose I have subconsciously envisioned cycling, both as sport and transportation, as the result of a degree of enlightenment. I know that sounds egotistical and vain, but I would protest that such is the language of many who seek to impose ideas of what is good on others. And perhaps I have subconsciously fallen victim to that in my perceptions of cycling as something that everyone should embrace.

So the lack of helmets also set me thinking. Generally speaking, I am of the opinion that American society has become entirely too litigious (this from one who makes his living as a litigation attorney). We seek to settle blame on someone else when something goes wrong in our lives, rather than taking responsibility for our actions or accepting that "life happens" and striving to surmount the resulting difficulties. An unfortunate consequence of that is the appearance and influence of those who think they have answers, programs and laws for all that ails us.

I am somewhat persuaded that

such is the case with helmets. We have all heard the anecdotal and statistical evidence of why we should wear them. I refuse to support anything because of stories. They mean little in the wider scope of understanding. And I am becoming more and more skeptical of statistical evidence as it seems there are always conflicting statistics and studies.

What I did observe in Amsterdam is that no one wears helmets. And I have not read or heard anything to suggest that such failure is considered a problem, or that efforts are afoot to change that. Admittedly, with little motorized traffic, the risk of auto/bicycle accidents is greatly reduced. Still, accidents do happen, and any resulting head injuries can be serious.

So why the neglect of helmets? Could it be because the Dutch culture is more accepting of such accidents and injuries as a part of life? That they are more fatalistic about life? I don't know. But it has made me wonder if, as Americans, we have become so focused on eliminating risk and injury that we go to extremes in controlling risk and imposing restrictions.

On my last day there, I rented one of these journeyman bikes and spent the day riding it around Amsterdam to take pictures and visit sites. You don't exactly zip around on these machines, but it was a pleasure to just sit upright, relax and enjoy a moderate pace as I toiled around the city. I went nowhere fast, nor did I wear a helmet getting there. I enjoyed not donning any cycling garb, wearing cycling shoes or following a regimen when preparing to ride my bike. I just got on and rode and enjoyed the breeze in my hair.

Amsterdam was a memorable and fun experience. I found its relaxed and tolerant atmosphere satisfying. And I was pleasantly surprised by the unsought yet satisfying and thought-provoking dose of Amsterdam's cycling culture.

## MECHANIC'S CORNER

### The Home Workshop

By Tom Jow

As the summer riding season comes to a close, now is a good time to think about taking care of some of those nagging problems with the bike. Maybe that creaking sound each time you pedal is too loud to go on any longer. Wouldn't it be nice to have a smooth operating shifting system? Perhaps the chain is so black your fingers get dirty just looking at it. While your local shop is easily capable of addressing these repairs and others, many can just as easily be accomplished at home.

Easy enough, if you have the tools necessary for the job. Fortunately, the modern bicycle requires few tools for basic maintenance. They need little more than a metric hex wrench set and a couple screwdrivers. Below you will find a list of tools, in simple, non-specific terms, categorized in three levels. Depending on the budget, space or desire, each tool category builds upon the previous set in terms of skills and knowledge required.

However, this list is not the be all to end all. Each brand of bicycle and component has tools designed specifically for some of their products. Before embarking upon any repairs, be sure that you have all the tools and parts necessary for the job. Doing this will help keep those simple maintenance tasks from becoming evil repair chores. Have fun!

#### The Basic Kit

- Wash Kit
- Floor Pump
- Tire Levers
- Hex Wrenches 2-8 mm
- T-25 Torx Wrench (MTB)
- Suspension Air Pump (MTB)

#### The Tune Up Kit

- Workstand
- 13-17 mm Cone Wrenches
- Chain Wear Gauge
- Chain Tool
- Chain Whip and Cassette Tools
- Needle Nose Pliers
- Cable Cutters
- Diagonal Side Cutters
- Park Tool Hydraulic Piston Press
- #1, #2 Phillips Screwdrivers
- 1/8", 1/4" Flat Blade Screwdrivers

#### The Complete Service Kit

- Bottom Bracket Tools
- Spoke Wrenches
- Truing Stand
- Brake Bleed Kit

Got a bike question? Email Tom at [1tomjow@gmail.com](mailto:1tomjow@gmail.com).

### Quick Shot by Chad Nikolz



Feedback? Issues? Comments? Send letters to the editor to [dave@cyclingutah.com](mailto:dave@cyclingutah.com)

#### Salt Lake County Interactive Bike Map

Salt Lake County has a new interactive bicycle, pedestrian, and transit map online. The map can be found at <http://gis.rbf.com/slco> (or [www.slco.org](http://www.slco.org) and follow the Cooperative County Plan links). You can produce a custom map for your locale with bike routes shown and measure your commute. The map shows all of the bike routes in the county, although it does not distinguish yet between routes, lanes, and paths. If you have questions, please contact Elli Cosky at [ecosky@slco.org](mailto:ecosky@slco.org).

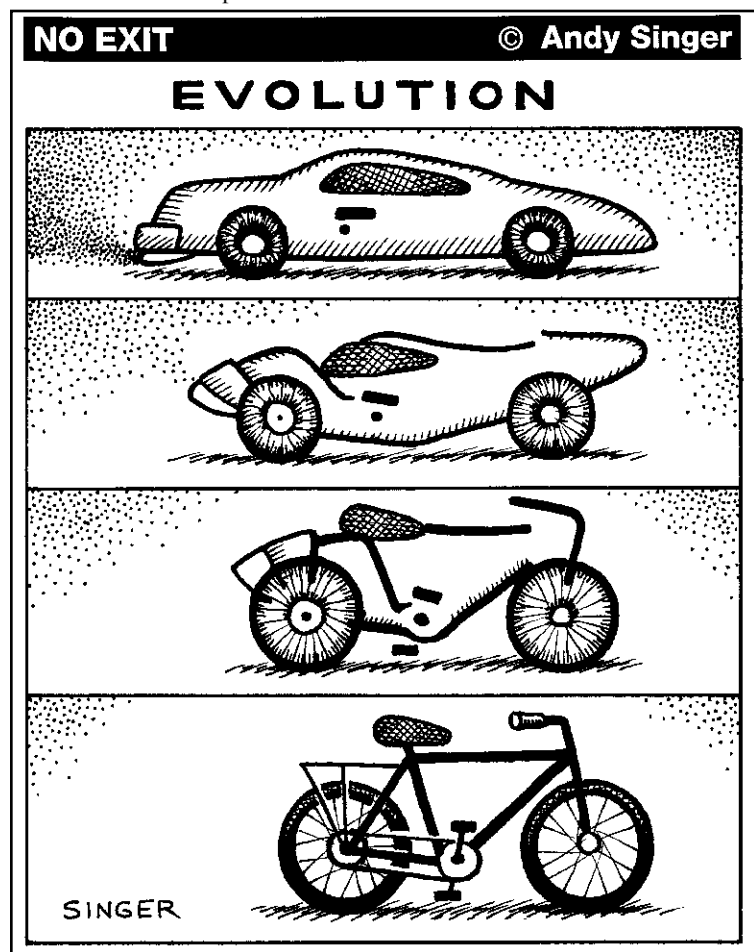


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## MOUNTAIN BIKE RACING

### Park City Point to Point is Sadistic and Diabolical!



Above: Women's winner Pua Sawicki (Team Mata) leads the entire field heading into Round Valley.

Right: Bart Gillespie (Monavie/Cannondale) leads race winner and teammate Alex Grant.

Photos: Jay Burke

By Brad Keyes

Sadistic and diabolical were just two of the words used by racers to describe the Inaugural Park City Point 2 Point race that took place on Saturday September 5th. Fantastic, fun and amazing were other words I heard as well. Either the organizers did an award-winning job or there's been a lot of pent up demand for a local endurance race or more likely it was a healthy combination of both but the level of enthusiasm and participation for a first year event was off the charts. The whole thing came together without a hitch and bore resemblance to an event that has been around for a decade.

The 75-mile course covered the best trails and singletrack the Park City area has to offer, from Round Valley through Deer Valley and Park City with the finish at the Canyons. All that mileage didn't happen without a price; over 14,000 feet of climbing would need to be tackled in order to finish. And just when you thought it was over and you could even hear the music and see the finish line the sadistic race organizers sent you back up the hill for another 1,000 feet of climbing. You know, just in case you had anything left they wanted to make sure you left it all on the course.

Professional mountain bike racers from around the country as well as the best local talent made for an amazing competition. In the Pro Women category Pua Sawicki (Team Mata) finished in an incredible time of 7:34, the fastest time for the women and 5th fastest time overall. Amanda Carey (Team Kenda) came in 40 minutes later for 2nd place with a time of 8:14 and local Pro KC Holley (Team Subaru-Gary Fisher) rounded out the top 3 with a time of 8:51. Sonya Looney, riding for Topeak-Ergon, had to settle for 4th after a hard crash. After the race Sawicki said, "The course was incredible and it should be on everybody's calendar next year, it's going to be huge."

The men's field was stacked with all the fastest local racers as well as several out of state pros. The locals

prevailed in fine fashion taking the top 5 slots overall. Adding another notch in his belt with 1st place was local fast man, Alex Grant (Monavie-Cannondale) blazing to a 7:04 finish time. He and Bart Gillespie (also Monavie-Cannondale) rode together for much of the race before the stronger Grant would begin to pull away on the hills leaving Gillespie to finish in 2nd place with a time of 7:12. "Alex is just on fire right now and I knew it would be near impossible to hang with him on the climbs," Gillespie said after the race.

The closest race of the day took place in the Single Speed class with only 7 minutes separating the top 3. Kenny Jones won with a time of 8:13 with Mike Barklow 2nd and a time of 8:18 and yours truly Brad Keyes in 3rd with a time of 8:20.

When the time comes next year to register for the PCPP I recommend doing the first chance you get. With the all the tight singletrack and many resort areas along with some privately owned sections of trail I wouldn't be surprised to see a cap of 250-300 entrants. My hats off to Jay Burke and Shannon Bofelli for putting together a world class race on their first attempt.

#### Other notable finishing times:

Under 29 Men: Ryan Krusemark 1st place 8:17, Sam Sweetser 2nd 8:38 and Jeff Caldwell 3rd 8:39.

30-39 Men: Isaac Wilson 1st 7:40, Ryan Ashbridge 2nd 8:06 and Von Edwards 3rd 8:12.

40+ Men: Todd Cully 1st 8:38, Todd Henneman 2nd 8:39 and Rich Kendall 3rd 8:57

40+ Women: Lynn Ware Pack 1st 10:46, Heather Gilbert 2nd 11:42

Coed Duo: Gasiewski-Johnson 1st 8:39:09, Swenson-Swenson 2nd 8:39:37 (closest finishing times within same category all day) Fox-Lythgoe 3rd 9:39

Male Duo: Swenson-Cottle 1st 7:28, Hansen-Saffel 2nd 8:01

Female Duo: Holmes-Kendall 1st 8:41

For results, see page 20.



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## MOUNTAIN BIKE RACING

### Tour des Suds is a Costume Filled Adventure



Above: Tanya Swenson, Lynn Ware-Peek, and Carolyn Frankenburg in full riding costume.

By Lynn Ware-Peek

Every so often, you've gotta have a downright fun race. The kind where the only concern is whether your Tarzan cape is going to get caught in the spokes or if the life-size whoopee cushion is going to beat you. Yes, a life-size whoopee cushion was at the start line of the 29th annual Tour des Suds race in Park City on September 18. It's a tradition, and mountain bikers along the Wasatch Back love this tradition, especially because it means dressing in costume.

The Tour des Suds is a surprisingly difficult course, and it becomes quite competitive as many racers try to beat their personal best from last year, or – heck, from 15 years ago. It's been around that long. A sizable portion of racers make this race their only one all year. It celebrates the phenomenal trail system in Park City and the end of yet another stellar biking season in the Wasatch.

The race begins at City Park and climbs up Main Street until the racers disappear into Daly Canyon, by this time hypoxic in their prom dresses and wigs. This year I found myself chasing down a woman with leaves covering her body and a man in an Elvis costume. I can't help but think I passed him because his pants were restricting his blood flow.

The course continues up through some of Park City's classic trails: the Mid Mountain, Tour des Suds, Team Big Bear. 1,700 feet of climbing and seven miles later racers cross the uphill finish line to the hoots and hollers of friends and family who agree this is the best spectator race in Utah, hands down.

The thing I find so amusing about this race is the camaraderie and fun offset by our competitive nature that seeps in as much as we attempt to deny it. After I finished this year, I was doubled over with laughter watching the scene at the finish line. "And here comes Corky the Clown closing in on – who's this – Sweet Transvestite?" In the final push and with grimaces on their made-up faces, it's hard to take them seriously, although when Sweet Transvestite overtakes Corky, the smile fades from his face until the finish line. Then he's all smiles again.

Racers hang around the finish

at Guardsman Pass before coasting back down to Park City for the party and lunch at the end. Everyone gets a beer ticket, listens to live music, shares smiles and stories and lingers longer than at any other post-race feed.

Over the years the awards ceremony has included varied categories, but typically the focus is away from the fastest and onto the more meaningful categories like: "Heaviest Bike," "Oldest Tour des Suds T-shirt," and of course, "Best Costume." This year the costume category was so competitive, racers created performance art to accompany their bid and inspire more applause from the crowd. I'm proud to say my bike broke the scale one year as my son and I weighed our tandem that we'd negotiated up the many switchbacks. We won for heaviest bike and haven't seen that scale since.

So next year, grab your go-go boots and your tu-tu and bring a happy face to join Park City's most beloved race.

For more information: <http://www.mountaintrails.org/2009/03/tour-des-suds-september-20/> or check out the video link: <http://www.youtube.com/watch?v=qMsmciAt7Jk>

Lynn Ware Peek is a Park City local who vows to race the Tour des Suds every year it's not snowing.

## UTAH CYCLING INDUSTRY PROFILE

### Utah's Madsen Cycles: Revolutionary Cargo Bikes



Jared Madsen and the KG271 at Interbike. photo: Dave Iltis

By Tyler Servoss

Madsen Cycles is the biggest name in cargo bikes that you have likely never heard of. Founded by Jared Madsen of Salt Lake City, the idea for the bikes, and indeed the company, began with a trip to Holland in 2006. Dutch Princess Maxima had just been presented with a type of cargo bike called a Bakfiets. The bike has a passenger compartment ahead of the rider, and the queen mugged for the cameras with her children riding the bike with her. Sales of the Bak Fiets sky rocketed after the media exposure. Jared and his wife were on a bicycle tour of Holland that same summer and saw these bikes everywhere. "... (W) e had already built this (prototype cargo bike) with this whole other idea, this would be cool with third world countries, it was a hobby, you know it was nothing, and I started thinking about it more and more.

I (thought here's) a market that no one knows about yet in the US with Mom's using the bike the same way. In Holland, the mom's had just taken over the whole market. They put their kids in it, they go grocery shopping, they can do it all with this one bike," said Madsen.

Jared Madsen has been passionate about bicycles for a long time. His industry experience began with his first job as a 15 year old at bicycle shops Hyland Schwinn and the now defunct Stout Cycles. Jared then spent time in construction, real estate development and the bicycle industry. While working as a consultant for gas powered scooter company Mosquito, Madsen focused on product development. This work took him to Asia and led to interactions with suppliers and manufactures. "A lot of our parts were bicycle parts, just because that's how I designed everything, because I was really familiar with the bike industry. So that was my introduction

to the manufacturing over in Asia. We started in Korea, and then moved to China, and Taiwan." Madsen then had the opportunity to work with Lizard Skins, also with manufacturing and Asian contacts and then on to Apache motors, working with larger vehicles like ATV's.

"I have always been playing with bikes, and I've always had a fabrication shop. I had this idea for cargo bikes; all because I started reading a whole bunch about shanty towns and squatter villages in developing countries and seeing how they would use the bikes. It's amazing. They stack fire wood on a bike (so high), you can't even ride it. They can barely roll it down the road; they'll be on tires that are made out of garden hoses. It's just amazing what they do. I just kept thinking, why don't they just have a bike. It's like using a Volkswagen bug as a pick-up. Why don't they just have a pick-up? And there are not many options out there, so that is where we started."

The euro-esque moniker bikes are aptly named KG271 for their ability to haul 271 Kilograms or 600 LBS. They consist of a low slung drive train, a 26 inch front wheel, a 20 inch rear wheel with a long wheel base. The rear end can be fitted with a rack (KG271/RACK \$1099 MSRP) or the signature plastic bucket (KG271/BUCKET \$1299 MSRP). The bucket can handle large amounts of cargo, or up to 4 small children with the included bench seats.

Uses for the bikes have been broad and varied. From the Mom running to the grocery store with a few kids, to long distance touring, to commercial uses. Salt Lake City pedicab company Stick Dog uses a small fleet of Madsen KG271's to provide free lunch delivery to the clientele from a growing list of downtown Salt Lake City restaurants. The possible uses are endless. The domestic market is growing as more people look to eliminate car trips when possible and save gas and money.

After rolling out the first bikes at the Interbike trade show in 2008, the company was at capacity working to fill the subsequent orders throughout 2009. The 2009 show was a similar success and the demand for bikes continues to climb. The bikes have sold in a very organic way. Advertising has been minimal and most bikes have been sold via the buzz and word of mouth generated by KG271 bike owners. Blogging moms have played a large role as they have written about the bikes and their readers have made subsequent purchases. The bikes are available through Madsen's ever broadening dealer network, or via [www.madsen-cycles.com](http://www.madsen-cycles.com) where a local dealer is not available.

In the near future Madsen's business goals include signing a deal with a European distributor to develop a presence there, and expanding the domestic dealer base. On the philanthropic side, Madsen is refining a "world bike" that is simple and easy to maintain, to be donated to third world countries via the World Bicycle Relief Fund. The design incorporates a cargo basket made from woven recycled packing strips, a coaster brake and bombproof components.

To learn more about Madsen Cycles see their website [www.madsen-cycles.com](http://www.madsen-cycles.com) or stop by the shop at 2349 S. West Temple in Salt Lake City.

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## COMMUTER COLUMN

# Cargo Bikes — Josh Staley Thinks Salt Lake City is Ready for Them



Josh Staley and his Yuba Mundo.

By Lou Melini

The commuter column for this issue of Cycling Utah features Josh Staley. I did a double-take when I saw his cargo bike and rode after him to do this column. Josh rides a Yuba Mundo bike which translates to “One for the world”.

Cycling Utah: I’ve seen many cargo/work bikes on internet sites and on the pages of some bike commuter magazines, but never in Salt Lake. Tell me about the bike!

Josh Staley: The Yuba Mundo is a cargo utility bike. The company was formed in 2006 to provide affordable transportation to poverty stricken regions. The mission statement also states that the bikes are eco-friendly, affordable and durable to promote health, environmental and the lifestyle benefits of bicycle riding for transportation. It’s not light, that’s for sure. According to the website the bike has 33.3 cu-ft of carrying capacity and a 200 kg (440 lb) weight capacity. The wheels have 48 spokes and specially reinforced dropouts.

C.U.: How did you come across this bike and what other bikes did you consider? There seems to be more and more ads for utility bikes coming out of Europe.

J.S.: I first found out about the Mundo while searching for cargo bike options on the internet. For some reason the Mundo seems to get last billing when listing cargo bike options. It seems everyone dreams of having a Bakfiets bike from Holland but ends up with an Xtracycle. I would love to have a couple cargo bikes, something like the Mundo for heavy-duty work and

something like the Madsen Cycle for the simple grocery run or trip to the park with a picnic basket and the kid. The Mundo requires a bit of ingenuity to get everything strapped on and secure especially with smaller loads. But the upside is it can carry just about anything you can think of not limited to the size of the cargo area. I first thought about an Xtracycle attachment but then I would need a “donor” bike so the cost adds up pretty quickly. Cost was the biggest driver toward the Mundo. Bakfiets are very cool, but upwards of \$2,000. Recently a Utah company [Madsen Cycles, 2349 S. West Temple or available through Bicycles Unlimited in St. George] has introduced the Madsen that has a molded plastic cargo box in the back, a decent capacity and a very reasonable price. Very cool, hauls up to 4 kids or a kid and groceries.

C.U.: How do you use the Mundo? What’s the ride like? What have others thought of it?

J.S.: I use the Mundo for most of my shopping, going to the park, hauling the kid. As a 60 lb. bike, there are obviously a few things that can’t be done easily with it such as a long bike tour. Occasionally I ride it to work, but mostly I ride a hybrid mountain bike due to the distance to work — Taylorsville to downtown SLC. I would say the Mundo is like an old pickup truck, not the prettiest thing around, but very utilitarian. I built a child seat on the cargo deck to carry my son around. I once carried 200 lbs of compost and peat moss from the hardware store. Between the cargo and I, I tested the carrying limits of the bike! I get a surprisingly small number of queries as to what type of bike it is. If I rode downtown a bit more where people are used to seeing and thinking of bikes as having a utilitarian purpose I would get more questions. Where I generally ride most people are in cars and seem to be slightly confused to see a person on a bike.

C.U.: So does the Mundo make you car-free?

J.S.: No, I’m more car-lite, though I haven’t driven my car in so long, the

battery is now bad in it and I haven’t bothered to fix it. We are lucky enough, perhaps due to planning, to live within 2 miles of a grocery store, dining, and a few parks. Car-free is the ultimate goal, although a long ways off logistically. Salt Lake’s recent foray into car sharing is encouraging. If that expands, car-free could be a reality.

C.U.: Are we ready for European style utilitarian bikes here in Salt Lake City? Why are cyclists choosing limited-capacity bikes vs. utilitarian bikes?

J.S.: To the second question, is there such a thing as an impractical bike? While some bikes may not work for going to the hardware store to get something large, they may still be great for getting a coffee at the nearest café or dinner at the nearest restaurant.

On first brush when asked if SLC or Utah is ready for European style utilitarian bikes I would have said no. But in further thinking, I believe the answer is a simple why not? Toting yourself around in a steel coffin to get a soda from the corner store is silly and no more safe than pedaling a Bakfiets bike to the grocery store. Ready or not, we are going to have to get used to the idea of removing ourselves and our identities from our cars and start to develop more sustainable ideas around transportation. Unlike our Governor, I believe the world is headed for a perilous future if we don’t start limiting carbon emissions. One of the simplest ways we can reduce emissions is to park your car.

As to why do cyclists choose one over the other, I think can be summed up with availability. How many cyclists have seen or heard of a Bakfiets, Mundo, Madsen, or Xtracycle? How many stores in the valley sell them? Until recently a walk into a bike shop would have yielded you walls full of the newest, lightest, fastest carbon fiber available. But the market seems to be changing. So-called city bikes are now the norm in shops some of which at least have a basket and other accessories for errands.

Infrastructure could be another component to the lack of utility cycling. Most cyclists in it for utility are newer and not so road savvy. While I’m not a proponent of bike lanes (the studies I have read state they are not much safer than taking a lane), they do seem to give users the perception of safety. More bike lanes, better education of drivers would make it safer for everyone.

And finally, most people I know view bikes as purpose built to race/ride fast. Getting bikes viewed as transportation or used for utility purposes would be a good start. It is interesting that when we were little, our BMX bikes could transport us to our friends’ homes, the store, to the park, but as we aged the car took over that role, even if the distance did not increase.

C.U.: Do you know many other people who do heavy-duty family grocery shopping on their bike? How is it to shop on your bike? Would stores better accommodate bikes if more

people shopped on bikes or should stores be lobbied to accommodate bikes so more would shop by bike?

J.S.: I do not know anyone else who shops by bike (other than you, Lou) or by walking. Shopping by bike is pure pleasure. While everyone around me is driving around looking for the nearest parking spot to the door, I have already parked my bike next to the door. On my mountain bike I have folding baskets that accommodate a reusable shopping bag perfectly. I can easily fit 3 loaded bags. With the Mundo I can shop at Costco and buy \$300 worth of stuff, including a case of beer with no problem. Shopping by bike has the added benefit of forcing you to exclude some purchases and stick to the things on my list that I know I can fit on the bike. Not buying all sorts of unneeded junk has not led to the end of the world. It has made me a better consumer and a happier person.

As for the last question about stores accommodating bikes; not gonna happen. My track record is zero for many in convincing stores to install bike racks. The responses range from “It’s the landlord’s problem” to flat out no. In one store I got lecture and then she started in with excuses for 5 minutes only ending when I asked if they were just going to continue with excuses or do something about it (still no bike accommodations in the entire strip mall) In one example I thought the store would accommodate bikes in exchange for a membership “upgrade” which I thought was the deal. There is still no fix to bike accommodation and no upgrade. I’m sorry to say it but the almighty dollar controls everything, until the bottom line is affected or the government forces stores to better facilitate alternative transportation it’s not going to happen.

C.U.: What advice would you give to others considering commuting to work or shopping on their bike?

J.S.: To borrow a phrase- Just do it! There really is no excuse to drive your car every time you go to a store that is less than 2 miles away. TRAX is a great way to get around with your bike for longer distances. Time is a big excuse I hear from people but how much time does one really save

if the store is less than 2 miles away? Get on your bike, wave to your neighbors, stop and chat with people, enjoy the sounds and smells of the city (though not always pleasant), and become a happier person.

C.U.: To wrap things up, How is commuting around Taylorsville? What are some of your favorite roads?

J.S.: Bike commuting and Taylorsville together generally are not words used in the same sentence. Wide arterials, minimal crossings, no shoulders, fast travel speeds and no grid system. That pretty much sums up commuting in my part of Taylorsville. Overall commuting in the middle part of the valley can be a bit of a challenge. You have freeways splitting east and west, (both I-15 and 215), not to mention Van Winkle messing things up. Ever try finding a route from the east side of I-215 to the west side without going on a 45 mph road without a shoulder? Father toward downtown there is a grid system that is a dream to cycle in.

My favorite spots to ride are the Jordan River Parkway and on weekends, industrial strip malls where I can do a bit of dumpster diving with the Mundo. My favorite way to ride is to pick a destination about 10-15 miles away and take the most convoluted back way there. It’s great fun to explore neighborhoods I would never see by car, while finding out-of-the-way things and places. For example, did you know there is a log cabin in the middle of the old Sharon Steel tailings piles? Me neither! My commute takes me east on 4800 South, through Taylorsville and Murray to Main. From Main I go all the way into town. I sometimes move to 300 East onto the bike lane to go into Salt Lake City.

C.U.: Thanks Josh for your time.

If you have a suggestion for a commuter profile, have a commuter question you wish me to address, or other comments, please send them to [lou@cyclingutah.com](mailto:lou@cyclingutah.com).

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**CYCLOCROSS****Sherwin and Gillespie Win Utah Cyclocross Series Race #4 in Draper**

Above: Kathy Sherwin (Velo Bella/Ellsworth) led the Women's A race from the gun.

Middle: Mackenzie Nielsen topped the Junior Girls 10-14 race.



Above: Sam Moore (Canyon Bicycles Draper) leads 35+ A race winner Art O'Conner (Church of the Big Ring) and John McKone (Cole Sport) on the muddy run up.

Middle: Bart Gillespie (Monavie/Cannondale) excelled in the rain and mud in winning the Men's A race.

See Results on page 20.

Photos: Dave Iltis

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**MOUNTAIN BIKE RACING****Utah Riders Place Well in  
24 Hours of Moab**

Above: David Harris (Desert Cyclery) won the Men's Solo Singlespeed category and a National Championship jersey.

Right: Adam Lisonbee (Mad Dog #5/K9s on 29s) helped his team win the Men's Expert Team competition.

Photo: MoabActionShots.com Find your photo on their website.

By Adam Lisonbee

Each year, the 24 Hours of Moab takes on a different character, a different mask, and becomes an entirely different experience than the last. And every year it seems that the weather determines the experience. In 2009, the weather sat back idly and decided not to interfere with the intensity and focus of the racing. If 2008 was "the wind year" and 2006 was "the flood year," then 2009 was "the perfect year." Mild temperatures

during the day, and a clear, still, starry night made for a fast course and happy riders.

Added to the normal drama and excitement of the 24 Hours of Moab was that this year's event doubled as the USA Cycling National Championships. Josh Tostado (Bach Builders) was back in the desert to defend his solo victory at Moab in 2008, and to pursue his first Stars and Stripes jersey. Kelly Magelky (Trek), Ernesto Marenchin (Speedgoat), and



several other 24-hour solo racers had their sights set on the coveted red, white, and blue shirt. The strong field promised an exciting race, and those

riders did not disappoint. Throughout the day, Kelly Magelky and Josh Tostado traded punches, starting the race off at an unfathomable pace,

something both riders would later admit to being a poor choice. Tostado recalled after the race, "I like to go out hard, but Kelly set a pace that I think destroyed us both." Both riders had to pull back as night fell over the venue. But as the race wore on, Tostado was able to recover from the hot start and hang on for an inspiring victory. "It's the hardest 24-hour course I've ever done."

In the Women's Solo field Eszter Horanyi (Waltworks) rode to an upset victory, claiming the Stars and Stripes jersey over heavily favored three-time national champion, Pua Sawicki (Ellsworth). Sarah Kaufmann (Titus) finished second and Spring Clegg (Specialized) finished in third place. "I've thought about getting to wear the jersey of a national champion quite a bit. I hadn't really believed it was possible," Eszter said. "I feel an incredible sense of happiness—not because I won a bike race, but because I got to spend a very special weekend with amazingly fun and supportive people. I couldn't have done it without them."

The racing was equally inspiring in the team events. And, just like the presence of sand on the course, Utah racers played a prominent role in the drama that unfolded. This year I had a first-person view of that drama, as

Continued on page 16

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## ROAD RACING

**Hoffman Wins LoToJa Again with New Course Record****Jackson's Jill Damman Powerfully Solos 100 miles to Women's Victory**

Above: Cameron Hoffman (Biker's Edge) leads Nate Page (Contender) and David Francis (Red Burro Racing) in Snake River Canyon.  
 Right: Jill Damman (Fitzgerald's/IBEX - in orange and green) at the front of the women's field at the top of Strawberry.  
 Photo Above: Brett Pelletier. Photo right: Carolyn Eslinger  
 Find your photo at Zazoosh.com.



By David Bern

Despite decisively winning the past two consecutive years, Cameron Hoffman didn't feel confident about his prospects as he rolled toward the start line for the 27th Annual LoToJa Classic on Sept. 12.

His summer training and racing program hadn't progressed as planned. Plus, when he awoke that LoToJa morning, his legs were uncharacteristically swollen. The lack of miles—a lack of wins—and now odd body sensations, fueled negative thoughts that drained energy and belief to competitively race 206 miles from Logan, Utah to the iconic Grand Tetons.

In fact, he even considered the unthinkable might occur: somewhere on course, he'd have to dismount and catch a ride to see the finish line at Jackson Hole Mountain Resort.

Yet, although he struggled throughout the day, and his break-away companions of David Francis

(Red Burro Racing) and Nate Page (Contender) dropped him twice on ascents, Hoffman (Bikers Edge) sprinted away from both riders to take his third consecutive Cat. I, II, III victory at 9:02:52—a new LoToJa course record by nearly four minutes.

"At the start line, Dave asked me if I wanted to go for the record," said Hoffman, "but I gave him a pessimistic response," a response that perhaps tried to conceal more of how he felt than anyone else.

"I'd love to," he told Francis. "But I don't think the group will be willing to keep a constant, hard pace. Most of the riders here are only hoping to survive, and won't be willing to maintain a strong tempo all day."

Despite not feeling on top of his game, Hoffman dug deep to contribute to a strong tempo that produced a new course record. But his amazing winning ride wasn't the only display of strength and courage for the day. Jackson's Jill Damman (Fitzgerald's/IBEX) rode a stunning, powerful flyer for nearly 100 miles to take the Women's Cat. I, II, III race with a time of 10:23:28.

"When I came in, I was just screaming," said Damman about how she felt when she crossed the finish line. "I was so overwhelmed. I couldn't believe that I didn't get caught. I really thought they were going to catch me."

At second and third place respec-

tively over seven minutes behind were Tayler Wiles (Park City Iron Man) with a time of 10:30:38, followed seconds later by Jamie Leake-Jenkins (Bountiful Mazda) at 10:30:42.

Damman unexpectedly found herself riding alone while climbing Salt River Pass (7,630 ft). On the descent into Star Valley, this experienced endurance rider grabbed the hooks and made a life-defining commitment to ride all the way to the finish—alone.

For the fourth straight year, riders had a rainless and comfortably warm day, with mercury in the mid-70s, and frequent tailwinds. The only deterrents, other than nearly 10,000 feet of climbing, were mild to stiff headwinds near Strawberry Summit (7,424 ft.), from Afton to Alpine Junction in Star Valley (34 miles), and from Hoback Junction to Wilson (19 miles).

The temperature even exceeded 50 degrees for the six waves of enthusiastic "Fun Ride" cyclists who started to leave Sunrise Cyclery in pre-dawn darkness at 5:45 a.m.

Such early-morning warmth was welcomed by Hoffman and the rest of his field as it headed toward Preston at 6:25 a.m. Only a few miles out of Logan, attacks began to pop off of the front. But nothing stuck until Kirk Eck (Logan Race Club) and Tommy Murphy (USU-Sunrise Cyclery) made a move 20 miles away from Preston.

Although Eck has won the LoToJa in the past more than once, the 35-man peloton let him and Murphy go. By Preston, the two had a five-minute gap on the field, which included Hoffman and his teammate, Mark Deterline (Biker's Edge). But with more than 175 miles to go, Hoffman thought the attack by Eck and Murphy wouldn't succeed.

He was right. While climbing Strawberry Canyon, Hoffman, Francis, Page and a few other riders, went to the front and accelerated.

"Our pace was very brisk with about six miles to the top," he said. "I knew that at the speed we were going, it would put some serious distance between us and any chasers."

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Above: Runner-up Steve Albrecht (right - Garner Jensen Insurance) leads James Crawford (Simply Mac) and Men's Cat 4 winner Joel Rackham (Simply Mac) on the climb up Strawberry. Photo: Matt Graham. Find your photo at Zazoosh.com.

After a couple of miles, it was just Francis, Page and Hoffman storming to the top. The threesome caught Eck and Murphy before the descent, "but our pace was so high, we blew past them. I wanted to slow down and wait for them," to give the group more top end for the 150 miles ahead. But Eck and Murphy were left behind to be absorbed by the field.

After the long descent toward Ovid, Hoffman, Francis and Page learned they had more than three and a half minutes on the peloton. With such a large gap, "we decided to keep our strong pace," said Hoffman. Meantime, his teammate, Deterline, was back in the bunch, covering moves and riding at the front without pulling through.

Even though the stage was set for the trio to ride clear to the finish, Hoffman struggled with his inner voice.

"My pessimistic mindset continued. I thought our pace was too strong so early in the race," he said. "I usually have the mindset that I'm there to win, not go for the course record. My legs were swollen, my new saddle was tipped upwards too much, and my neck and back hurt."

Nevertheless, Hoffman chose to join Francis and Page in a quest to stay free. But after the second feed zone at Montpelier (80 miles), Hoffman watched painfully as his breakaway brothers flew without him to Geneva Summit (6,923 ft.). But after topping out, Francis and Page chose to wait for Hoffman. They knew they needed his power on the flats to remain clear and have a chance at setting a new record.

"As soon as I rolled up to them, I said: 'Sorry. I'm having a Cadel Evan's day,'" noted Hoffman. "My legs were still swollen and already fatigued. I wasn't recovering from each hard effort very well. My climbing legs were not kicking in. More and more, I felt like I couldn't even finish the race."

But on the descent from Geneva Summit, the trio settled into a strong flight that pushed their gap beyond a couple of minutes. Less than 20 miles later at the base of Salt River Pass, their lead was up to an astonishing eight minutes. However, on the day's final major climb that included the King of the Mountain crown, Hoffman again watched Francis and Page drop him like a stone.

Although Francis was chasing the KOM title, which he justly earned at a staggering clip of approximately 17 mph, he knew that Hoffman was needed to keep the break clear. After reaching the summit, he and Page again stilled their pedals so Hoffman could join them on the descent into Star Valley.

"We rolled over the pass, and the tailwind made me feel like I had a sail on my back," said Hoffman. "I

thought, if this tailwind continues, we're going to blaze our way to Snake River. We could crush the record time!"

Despite such positive thinking, he still struggled with doubtful thoughts as the trio blew into the Afton feed zone (125 miles). Hoffman noticed that the swelling in his legs had disappeared, but he still felt tired and his neck was wracked with pain.

"Self massage was only providing temporary relief," he said. "I felt like my cycling technique was completely off. I was pedaling in squares with my head hunched over. I fixated on my competitor's wheel in front of me."

Just before the final feed zone at Alpine Junction (159 miles), Hoffman, Francis and Page learned that the time gap had grown to 15 minutes. The news emboldened them to keep riding as fast as they could together.

"We were all showing major signs of fatigue, but we were determined to make it to Jackson in record time," said Hoffman. To do so, they would have to ride an average speed of 23 mph for the remaining 46 miles to Hoback Junction, Wilson, and on to the finish at Jackson Hole Mountain Resort.

Despite a slight headwind along the breathtaking Snake River to Hoback, the threesome put their heads down and rode an efficient rotation that Hoffman described as "smooth as butter."

While tearing along South Loop Road with the Grand Teton in view, Hoffman began to feel better. He tried to loosen his legs, and for the first time that day, felt confident they were still good enough for the final 10 miles to the finish.

"I knew I had the strength to make or counter final moves, but no more than a couple," he said. "I checked my clock again and we had about 25 minutes before the nine-hour mark. I thought we might just be able to beat the course record."

After turning onto Village Road, the trio remained intact. As the final miles clicked by, Hoffman expected Francis or Page to attack. He knew that they knew he wasn't having a stellar day. But neither made an explosive move. He thought they were certain his fatigue would be enough to let either of them beat him in a sprint.

With about a mile to go, Page was at the front, followed by Hoffman and Francis. As Page charged for the line, Hoffman focused on Francis' shadow. With 200 meters to go, Hoffman passed Page.

"While sprinting, I watched David's shadow move left and creep toward me," he said. "I dropped it down another gear and stomped harder. Greeted by cheers of my family, I looked up with 25 meters to go,

knowing that I had the win!"

Hoffman noted that his day in the saddle was a painful one, with a full range of thoughts from "I can't go the distance and should quit," to "I think I can win this." He stressed that Francis and Page's motivation throughout the race was crucial to establishing a new winning time.

"I share this new course record with them," he said.

Francis' finishing time was the same as Hoffman's at 9:02:52. Page came in five seconds later at 9:02:57. However, a few days later, Page's third place finish was erased as he was disqualified by LoToJa Chief Referee Harry Lam and Race Director Brent Chambers for alleged improper registration. The matter is presently under review by USA Cycling.

With Page's disqualification, Curtis Doman (Spin Cycling) moved from fourth place to third. His finish time was 9:15:49, nearly 13 minutes back from Hoffman and Francis.

In the Women's Cat. I, II, III race there were no DQs, and the day truly belonged to Jill Damman. Last year's woman winner of the 536-mile Race Across Oregon (which featured 43,000 feet of climbing), Damman had previously ridden the LoToJa four times, the last time in 2006 to a sixth place finish. In 2007 she had knee surgery, and in 2008 she focused on 24-hour endurance events.

What she did in 2008 she continued into 2009, doing about 15 mountain bike races, most of which were ultra endurance events. Besides this year's LoToJa, the only other road event Damman entered was the Tour of Bozeman in July—which she won on GC.

All of that hard, long racing proved to be excellent preparation for this year's LoToJa. But as Damman and approximately 40 other women racers departed Logan at 6:58 a.m., she hadn't made any do-or-die goals for the day.

"I try not to put that kind of pressure on myself," she said. "I just try to finish with the lead pack, and try to podium if I can."

Throughout Cache Valley, the combined peloton of Cat. I, II, III and IV women stayed together. But that quickly changed during the 20-mile climb to Strawberry Summit. Rolling over the top, Damman noted that the group had dropped from 40 down to 15.

After the Montpelier feed zone, and climbing to Geneva Summit, the group thinned even more. Going over the top were only two riders: Damman and Jamie Leake-Jenkins (Bountiful Mazda).

On the fast descent two riders bridged to Damman and Leake-Jenkins, and the foursome rode together to the base of Salt River Pass. After that, it was all Damman.

"I wasn't trying to win the Queen of the Mountain," she said. "I just rode tempo. I wasn't maxed out and I wasn't trying to drop people. I told Jamie to stay on my wheel and I'd take her wheel on the descent."

About half way up the challenging climb, Damman heard heavy breathing behind her—but it wasn't Leake-Jenkins. It was a male rider who had taken her wheel.

As she crested the summit, and not seeing Leake-Jenkins or any other women behind her, Damman decided to put all of her endurance event skills to work. She put her head down, and after descending into Smoot, she had extended her lead to several minutes.

At Alpine the chase group was over three minutes back, a lead Damman strongly maintained to Hoback Junction and beyond.

"On the Village Road, I felt the chase group was going to catch me,"

she said. "I gave it everything I had. I emptied the tank and came in on fumes."

By emptying the tank, Damman had extended her lead over the chase group to an impressive seven minutes. Coming across the finish line, she screamed with delight and disbelief over what she had accomplished.

"When I won the Race Across Oregon, I was so dead after 43 hours of riding, I couldn't celebrate. I just laid down and went to sleep," she said. "But winning LoToJa was such an elation... Yes, I plan on coming back next year!"

According to Race Director Brent Chambers, this year's LoToJa was particularly successful. Thanks to fantastic weather conditions, the finishing rate of licensed, citizen and fun riders averaged just below 90%. Furthermore, this year's event featured an even broader diversity of rider skills, from Cat. Ones to first-year fun riders.

"The real success of the LoToJa Classic is the different people it helps bring to the sport of cycling," said Chambers, who has directed the event since 1998. "I enjoy the diversity. It's not just about the Cat. One, Two's. Everybody gets their day."

He added that work will continue to make the LoToJa safer and more competitive for next year. He stressed there is always room for improvement, and his organization refuses to rest on its laurels. The 2010 LoToJa is scheduled for Saturday Sept. 11. On-line registration will likely be held in late March or early April.

#### 2009 LoToJa factoids:

- At 206 miles, LoToJa is the longest one-day, U.S.C.F.-sanctioned bicycle race in the United States.
- 1,056 competitive cyclists (individual and relays) crossed the finish line this year. Of these, 117 were relay team cyclists.
- LoToJa featured 33 competitive categories this year
- 88% of competitive individual cyclists crossed the finish line
- 84% of non-competitive individual cyclists successfully finished
- 96% of Relay Teams completed the course successfully
- The oldest riders were 79 (for relay category) and 71 (for individual category)
- The youngest riders were 13 (for relay category) and 15 (for individual category)

- Average participant age was 40.5 years old
- Cyclists traveled from 40 U.S. States and five countries
- 33% were first-time participants
- Almost 400 course and neutral support volunteers helped on race day
- A new men's course record was set this year by Cameron Hoffman, Clearfield, UT at 9:02:52. The previous men's record was set in 2007 by Mark Zimbelman at 9:06:44.
- The women's course record was set in 2006 by Tiffany Mainor, Las Vegas, NV at 9:55:06.
- King of Mountain: David Francis, Red Burro Racing, Las Vegas, NV – 14:05.380 (base to top of Salt River Pass). KoM Record: David Francis, 2008, 13:35.70
- Queen of Mountain: Tayler Wiles, Bluffdale, UT – 16:52.931 (base to top of Salt River Pass). QoM Record: This is a new best time for women.

#### Miscellaneous Trivia:

- It's estimated 10,000 calories are burned per racing cyclist
- Since 1983, 2.3 million miles have been pedaled by cyclists racing LoToJa
- LoToJa features almost 9,738 feet of climbing. Most of this is in the first 110 miles (total elevation loss is 7,916 feet)
- 2009 Fundraising:
  - LoToJa raised over \$140,000 for the Huntsman Cancer Foundation.
  - LoToJa raised almost \$4,000 for Autism Spectrum Disorder Connections (or ASD Connections). ASD Connections is a non-profit organization focused on helping families of children with autism. ASDC offers a range of services from a one-time consultation on a specific issue to tutoring and therapy sessions several times a week.
  - Winners of the three Drawings for Charity:
    - Ski Vacation: Roger Ivey from St. George, UT (Sponsored by Jackson Hole Mountain Resort and Rendezvous Mountain Rentals)
    - Madsen Cargo Bike: Rob Lang, Salt Lake City, UT (Sponsored by Madsen Cycles)
    - Gary Fisher RIG Bike: Carla Taylor, Ogden, UT (Sponsored by Autoliv and The Bike Shoppe)

For results, see page 20.

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## 24 Hours of Moab - Continued from page 13

I found myself and my team right in the thick of it. Racing for the K9's on 29's team in the Men's Expert field, my teammates and I—Tim Hodnett (Provo, UT), Jesse Sorenson (Payson, UT), and Aaron Smith (Orem, UT)—knew that we'd need to execute a near perfect race in the competitive field if we wanted to achieve our podium aspirations. Once the dust and the chaos of the first few laps started to settle, we realized that we had a small lead. We tried to focus on clean, trouble-free laps throughout the night. Racing clean laps is as important as racing fast laps in a 24-hour relay. It never hurts to ride clean and fast laps either, which is what we got from Tim, who anchored our team throughout the race. When it was all over, we stood atop the podium, exhausted and happy.

Sharing those same aspirations was Team Fatty, racing in the Rigid/Singlespeed field—Elden Nelson (Alpine, UT), Kenny Jones (Provo, UT) Rick Sunderledge (Draper, UT), and Nick Rico (Draper, UT). "Everyone kept looking at us like we were nuts when we said we were racing in the Singlespeed/Rigid category," Nelson recalled. The rugged, technical nature of the course becomes even more pronounced on a bike with no suspension and only one gear. Elden continued, "There's lots of sand. There are some serious ledges—some you've got to climb, some you've got to descend." Team Fatty raced consistently, with each rider turning impressive laps, despite the lack of technological enhancements on their bikes (unless you count all that carbon fiber). In the end, they completed 18 laps, good enough for a spot on the Singlespeed/Rigid podium. That's 268 miles and nearly 25,000 feet of elevation gain, in just 24 hours.

Chris Holley and his wife K.C. (Spanish Fork, UT) are no strangers to the podium in Moab. They teamed up with 24-hour veterans Josh Wolfe (Orem, UT) and Chucky Gibson (Provo, UT) in the Coed Pro-Am field. The foursome had aspirations to win the overall race, an unofficial recognition affording well-deserved bragging rights to the riders that accomplish the feat. With over 350 teams competing, this Subaru/Gary Fisher team finished fourth overall with 20 laps, winning the Coed Pro-Am class in the process. Afterward, K.C. remarked, "first overall would have been great, but there were some really quick teams out here this year. But we are happy with the class victory." It ought to be noted that the three teams that finished ahead of Team Subaru/Gary Fisher also completed 20 laps. Together, the four teams were the only ones to finish that many laps (nearly 300 miles of racing and over 27,000 feet of elevation) on the difficult course.

Team racing in a 24-hour event is an odd mix of forced leisure, anxiety, and intensity. There is simply no down time, physical or mental. If you are not racing, then you are preparing to race. It makes for 24 hours of walking on eggshells, especially if your team is fighting for a spot on the podium. However, the slow drip anxiety and pressure is one of the reasons 24-hour racing is so popular. It provides a unique challenge, unlike any other available in mountain bik-



Above: The scene at the start of the 24 Hours of Moab.  
Photo: MoabActionShots.com Find your photo on their website.

ing.

In between laps you try to relax. You eat. You clean and lube bike parts, charge the batteries for your lights, and monitor the ongoing results of the race. If you are lucky, you might get an hour or so of sleep in the middle of the night, but it's never all that restful. As lap after lap ticks by, the time to race looms closer and closer. And then, you find yourself in the timing tent, watching number after number and rider after rider come and go, anxiously awaiting your teammate and your turn. All manner of scenarios play out in your mind in those few minutes of waiting. "Will my teammate be on time?" "Has he flatted or crashed?" "Is he stranded on course with a broken chain?" When he does finally arrive—usually right on schedule—the apprehension of waiting melts away as your focus turns to the task at hand—riding as fast and as hard as you can.

At the 24 Hours of Moab, that means navigating cleanly through jagged fins of rock, ledges that make jeepers squirm in their seats, and energy-sapping sand traps. The course is technical and demanding. A contouring serpentine of white-knuckle riding and big-ring hammering makes it a classic mountain bike course and an excellent offering of Moab style racing. Karl Vizmeg (Draper, UT), racing for Mad Dog Cycles in the Men's Veteran class, pointed out that "our character is tested by the course, and respect is earned when we accomplish the challenge we have set out before us." And every rider that glides into the timing tent with another successful lap completed on the tumultuous course is greeted as a conquering hero.

Along with that respect, two Utah riders earned national championship jerseys at the 2009 24 Hours of

Moab. St. George residents and ultra-endurance gurus Dave Harris and Lynda Wallenfels each earned victories in the Men's and Women's Solo Singlespeed race. The pair had set their sights on those jerseys several months ago, and an entire season of training and racing led up to the penultimate day. The training partners spent countless hours planning and tinkering. "We looked at what gear ratio to run, what strategy to use, what fuel, tires, and pit setup to use, and of course, what training to do," Dave Harris said. "As Moab loomed closer, anticipation and excitement rose along with fitness. Layers of fatigue melted away, a new snap came into the legs, and power began to rocket upwards in a hurry." Indeed, the results could not have been sweeter. The pair is the first national solo 24-hour Singlespeed champions to be awarded that prestigious honor. After the race, Dave was exuberant. "We've earned jerseys together in races before, but by far the highlight is earning the stars and bars together with my dream girl."

And so, another year of racing has passed. The 24 Hours of Moab, as it tends to do, closed the book on months of training, singletrack, alpine meadows, and desert mesas. The winter season will move in and the aspirations that became reality in 2009 will once again become ethereal possibilities—awaiting that chance, that day, and that race in which they will become concrete, hard-earned accomplishments.

For many that day will be the 24 Hours of Moab. Just as it always seems to be.

For more information and results visit [www.grannygear.com](http://www.grannygear.com)

## Salt Lake Bike Collective News

If you like what the Salt Lake City Bicycle Collective does, they could use your financial support. In addition to support for their programs, they are collecting money for Emiliano "Emilio" Hidago, a dedicated volunteer who sustained a serious head injury and who's family is now in need of financial support. Donations are accepted online.

The winter doesn't stop the Collective, they are always in need of bicycles and volunteers for all of their rewarding programs. Their Earn a Bike program, where kids learn to take apart and rebuild a bike that they get to keep, are still going strong, and they need mentors to teach kids how to work on bikes and/or ride! If you have a bike to donate, the Collective can use it, whether it is currently functional or not.

The mission of the Salt Lake City Bicycle Collective is to promote cycling as an effective and sustainable form of transportation and as a cornerstone of a cleaner, healthier, and safer society. For more information, including crank addiction, visit [www.slcbikecollective.org](http://www.slcbikecollective.org) or call 801-FAT-BIKE.

## Bicycle Advocacy: Share the Road License Plate is Here!



Ken Johnson (right) and family with their new Share the Road license plates. Ken was instrumental in getting the bill passed authorizing the new plates. Funds raised from plate sales will go towards bicycle advocacy.

On October 1st, 2009, vehicle owners descended upon the Department of Motor Vehicles Office in Salt Lake City to line up for the new release of the "Share the Road" special group license plate. The license plate is now available at all DMV offices throughout the state. The license plate has an annual fee of \$25 that goes to bicycle advocacy. Vehicle owners can switch over to this special group license plate at anytime even if their vehicle's registration is still current.

Utah is the 17th state to adopt a "Share the Road" license plate. Other states include Washington, Oregon, Texas, Colorado, Oklahoma, Florida, Georgia, Indiana, Iowa, Ohio, Kentucky, North Carolina, South Carolina, Virginia, Mississippi, and Maryland.

Moneys raised will fund activities to promote education, trail and road accommodations, law enforcement, legal resources, commercial development, and cycling as a part of a healthy lifestyle. Funds will also ensure that "Share the Road" license plates will remain available at DMVs throughout Utah. The license plate is a great way for Utah vehicle owners to encourage motorists and cyclists to share the road.

For more information on the plates, visit: <http://dmv.utah.gov/licensespecialplates.html#sharetheroad>

For more information on the Utah Bicycle Coalition, visit [UtahBikes.org](http://UtahBikes.org).

-Ken Johnson, President, Utah Bicycle Coalition

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## Coach's Corner

### Off Season? Is There Such a Thing?

By Nate Thomas

"Mere change is not growth. Growth is the synthesis of change and continuity, and where there is no continuity there is no growth."

~ C.S. Lewis

As fall draws to a close and winter begins to get closer, I personally like to take some time to reflect over the past season. Most often I have an overwhelming thought of, "I can't believe how fast this year went!"

I wanted to take a few paragraphs and try to offer a new perspective on the 'Off Season' notion. Training seasons are a revolving set of phases or cycles. Spring is the time we get out and put in the base miles, summer is the time we build by adding more hill climbs and events, fall is the wind down of the summer, with perhaps a few events and the slow transition to winter. Winter becomes the scary part of the year where we all try to maintain our fitness until spring when we can start the cycle all over again!

Hopefully, each season builds on the last like the spiraling staircase that reaches forever upward. Many people experience a few steps down in the winter prior to continuing up, while others seem to be in a flat circle not climbing or descending, and unfortunately some find themselves in a descending spiral downward due to overtraining or injury. I want to discuss my opinion of a few techniques that will help you stay on the upward spiraling staircase from season to season.

#### Self Inquiry

Unfortunately, far too often I have seen people leave endurance sports due to mis-balancing true capacity with training stimulation, or in other words for the particular athletes ability they overtrain. Overtraining does not solely relate to 'on the bike' stress; life is a giant balancing act which means some seasons we can handle more training than others, based on what is going on in our lives! This point makes us (the general population) a little different than a professional or Olympic athlete; our job (unfortunately) is not to live, eat, breathe, and sleep the sport.

Self inquiry is the opportunity we all have to evaluate this season, last season, and all previous seasons with an objective eye. We can ask ourselves the 'would of's', the 'should of's', and the 'I will change for next year' analysis questions. It is always helpful to review training logs, notes on health, and general life events while evaluating the season. It is also helpful to get a neutral third party perspective; this third party can often pick up on things we individually will miss.

#### Time

Time is a valuable tool we can use to our benefit. Time is also the one thing we seem to never have enough of! I am a strong believer that it is important to take some time off from sport specific training. NOTE: I did not say time off to spend on the couch chowing down on Doritos.

Time away from specific sport training can give a needed physical and psychological break. This break helps re-motivate, rejuvenate, and jumpstart an athletes readiness to prepare for next season. I love when an athlete 'had' to take some time off, and because they did, they came back more excited and more ready for the

season. Just as a child waits anxiously for Christmas to arrive, we too should be awaiting the season. A month or two away from specific regimented sport specific training can often be the needed prescription for new excitement in the sport. If you do not feel giddy as a schoolgirl to get that bike out...chances are you need a break!

#### Planning

Planning pays off in all stages of the training process. The better your plan, the better chance you have of succeeding in achieving your goals. I like to think of each season like building a house; how effective of a builder can you be without a set of blueprints?

The winter season, or off season can be a vital part of your upcoming year. Through the proper planning of this often scary time, you can be better prepared to meet your goals than ever before. Planning your next few months will enable you to begin next year at the top of your game! Just like utilizing a set of blueprints the daunting task building a house becomes a step by step process, each step accomplishing a vital part to bring about the desired end product or structure.

#### Action Plan

What are the major areas of focus for the off season? This time of year gives a perfect opportunity to focus on weight modification, muscle strength, crosstraining, and mental preparation.

The worst part of not being able to get out on the bike daily is the reduced energy expenditure. This reduction requires an immediate modification to caloric consumption. Through crosstraining and strength training we can maintain a high caloric utilization, but most of us need to slightly modify our daily caloric consumption. I am not a Dietician and this is as far as I go in this subject, but I know a lot of great RD's so let me know if you need further help in this area.

Strength and conditioning opportunities increase during the winter months, mainly because we have to spend more time indoors. It is suggested we get 2-3 sessions of strength training in a week (ACSM). As we get older the importance of strength training increases. We think that strength training is one of the most effective ways to maintain type II muscle fibers. As a good friend of mine says, "strength training is the fountain of youth" ~ Libba Shannonhouse.

We want to utilize the theory of periodization with strength training just as we do with our season planning. Use the off season to strengthen the weak areas, further develop strength in the major muscle groups for cycling, and work on the supporting muscle groups that often get neglected (such as core, back, traps, lats, and stabilizers). As the season approaches you will want to modify strength program to become more sports specific and explosive. It is also important to continue through the season performing a maintenance set.

Cardiovascular fitness goals are to maintain or improve our capacity through the winter. We have an ability to increase our actual aerobic capacity off the bike. If you take up cross country skiing, snow shoeing, or speed skating you have a big potential to actually increase your capacity to utilize oxygen. Your fitness could actually increase during the off season. The key to the puzzle is then to realize the new improved fitness needs to be re-adapted to sport specific applica-

## Action Plan Suggestions

#### November

- Begin Strength Training, General Adaptive Phase
- Flexibility Training
- Cardiovascular Training, continue to maintain fitness, begin crosstraining, at least 30 min, 5 times/week
- Modify nutritional intake, time to worry about body composition modifications
- Meditate, review the season and plan next year

#### December

- Strength Training, Hypertrophy Phase
- Flexibility Training
- Continue cardiovascular training, have fun try something new, at least 30 min, 5 times/week
- Maintain nutritional needs, continue focusing on body composition modification
- Next season should be planned with specific goals and objectives

#### January

- Strength Training, Plyometrics, Sport Specific
- Flexibility Training
- Cardiovascular training, begin to implement some cycling back into the routine (if you desire), continue to enjoy crosstraining, at least 30 min 5 times/week
- Nutrition goals, may start to change, do not want to modify body composition if serious training has begun
- Logistics for season, take care of your license, trade out equipment (bike, saddle, etc.)

tion...cycling. If we can increase our overall fitness level that should translate to improved cycling performance. The re-adaptation period is usually the first portion of the base training phase or cycle.

Finally, there is mental preparation. During the few months when our focus of training is on other tasks, we can begin visualizing next season. As we build a positive season, creating realistic goals and steps to reach those goals, we will be more ready to achieve them when the time comes.

"Champions do not become champions when they win the event, but in the hours, weeks, months and years they spend preparing for it. The victorious performance itself is merely the demonstration of their championship character." ~ Lance Armstrong

In conclusion I hope you enjoy this time of year. Make it a time of reflection, a time of change, and a time to get excited about next season!

We all have different goals and aspirations on the bike, as we reach our goals we become champions. Some are planning on their first century next season, while others are ready to race at a new level. As we each progress, remember to look at the road you have traveled and I promise you will see great things you have accomplished along the way.

Train, train smart, train to have fun, and train to become a little bit better! Be safe out there!

Nate Thomas is a USA Cycling certified coach and exercise physiologist with Hakenya.com. You can reach him at nate@hakenya.com.

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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: [calendar@cyclingutah.com](mailto:calendar@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!



## Bicycle Motocross

**Rad Canyon BMX** — (801) 824-0095

**Deseret Peak BMX** — [www.deseret-peakcomplex.com](http://www.deseret-peakcomplex.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.



## Cycling Events

### Advocacy Groups

**Salt Lake City 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) 535-7931 or (801) 328-2066.

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

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

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

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

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

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

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

**Volunteer** to help build the Bonneville Shoreline Trail (801)

### Calendar of Events sponsored by



1844 E. Ft. Union Blvd.  
(7000 S.), Salt Lake City  
(801) 942-3100

699 W. Riverdale Rd.  
Riverdale  
(801) 436-2018  
[canyonsports.com](http://canyonsports.com)

### Jamis Triathlon Bike Rentals!

485-6975 or visit [www.bonneville-trail.org](http://www.bonneville-trail.org).

### 2009-2010 Cycling Events

**Salt Lake Critical Mass** — Salt Lake City, UT, 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, send an e-mail., [slccriticalmass.org](mailto:slccriticalmass.org)

**Bike Polo League** — Salt Lake City, UT, Tuesdays at 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., Scott Brown, 801-870-9292, [sbrown@redrocks.com](mailto:sbrown@redrocks.com),

**January 18-April 17 — Hakenya Endurance Camps**, Logan to St. George, UT, A camp series for cyclists, runners, and triathletes. The camp is a 14 week training program that is founded on periodization and latest science in training adaptation. Participants will receive; scientific testing analysis (VO2, lactate, power, body comp), technique training, strength training, workout design and descriptions, nutrition, sports nutrition, injury prevention, sports psychology, physiology seminars, and training design seminars. The camp series is designed by the leading experts in coaching and science in the community., Nate Thomas, 801-302-9549, 801-232-0497, [nate@hakenya.com](mailto:nate@hakenya.com), [hakenya.com](http://hakenya.com)

**February 25-28 — Boise Bike Swap**, Boise, ID, 7th Annual Boise Bike Swap, the Treasure Valley's only bicycle swap, on February 26 from 5:30pm to 9:30pm and February 27 from 10:00am to 4:00pm located at Cole Village Shopping Center on the corner of Ustick and ColeRoads. Admission is \$1 at the door (13 and under free). Buyers can only use cash or credit card when purchasing items. The Boise Bike Swap provides a venue for individuals to sell new and used bicycles, cycling equipment, and accessories., 208-343-3782, [boisebikeswap@cableone.net](mailto:boisebikeswap@cableone.net), [boisebikeswap.com](http://boisebikeswap.com)

**March 6 — Sports Am 17th Annual Bike Swap and Show**, Salt Lake City, UT, Utah State Fairpark, 10th W and N. Temple, Grand Building, 10 am., Check in on Friday, Swap on Saturday. Used and new bikes. \$5 admission., 801-583-6281, [sports@sports-am.com](mailto:sports@sports-am.com), [sports-am.com](http://sports-am.com)

**May 8 — Salt Lake Challenge**, Cycle Salt Lake Week, Salt Lake City, UT, Urban Team Challenge event, a challenge on wheels with jousting, ball carry, clues on short and long courses, to raise money for Bike Education and Youth Cycling., Bob Kinney, 801-677-0134, [bob@bike2bike.org](mailto:bob@bike2bike.org), [bike2bike.org](http://bike2bike.org)



## Mountain Bike

### Tours and Festivals

**October 30-November 1 — Moab Ho-Down Bike Festival**, Moab, UT, MTB festival includes townie tour and movie premiere, group rides, Super D race, DH Race, Dirt Jump Contest, Halloween Costume Party, prize giveaways and just an all around good time., Tracy Reed, 435-259-4688, [info@chilebikes.com](mailto:info@chilebikes.com), [chilebikes.com/moabhodown](http://chilebikes.com/moabhodown)

**February 13-14 — Thaw 2010 Mountain Bike Festival**, Moab, UT, Fun weekend with Free Demo bikes, Friday night party, and guided group rides on Amas Back and the Sovereign Trail Saturday and Sunday., Poison Spider Bicycles, 435-259-7882, [shop@poisonspiderbicycles.com](mailto:shop@poisonspiderbicycles.com), [poisonspiderbicycles.com](http://poisonspiderbicycles.com)

**March 12 — Poison Spider Hill Climb**, Moab, UT, Starts at Red Rock Elementary School, 685 Mill Creek Dr. Course runs from the school up Sand Flats Road 6 miles through the narrows over the top of the hill to the top of the next incline - 1100 foot climb. Registration Thursday at Archway Inn or Friday at the PSB table., Poison Spider Bicycles, 435-259-7882, [shop@poisonspiderbicycles.com](mailto:shop@poisonspiderbicycles.com), [poisonspiderbicycles.com](http://poisonspiderbicycles.com)

**April 29-May 2 — New Belgium Brewing Company Fruita Fat Tire Festival**, Fruita, CO, 15th Anniversary of the kickoff to Mtn bike season in CO, World renowned trails, expo, Clunker Crit, Prizes, and live music in downtown Fruita., Event Marketing Group LLC, 970-858-7220, [emgmh@emgcolorado.com](mailto:emgmh@emgcolorado.com), [fruitamountainbike.com](http://fruitamountainbike.com), [emgcolorado.com](http://emgcolorado.com),



## Mountain Bike Racing

### General Info

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

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

### 2009 Utah and Regional MTB Races

**October 31-November 1 — 25 Hours of Frog Hollow**, Hurricane, UT, 25 hour event is from SAT 10am to SUN 10 am with the bonus double midnight lap. Costume contest is from Sat 11 am to Sat 5 pm- contest and awards at 6 PM, Other fun Halloween fun TBA, Cimarron Chacon, 970-759-3048, [info@gropromotions.com](mailto:info@gropromotions.com), [GROpromotions.com](http://GROpromotions.com)

**November 7 — Dryland Dog Race Bikejoring**, Park City, UT, Bikejoring (Canicross) race (bikes and bike-dogs) at Round Valley, 3.45 mile course, Maren Gibson, 801-376-6217, [denaliphotography@mac.com](mailto:denaliphotography@mac.com), [utahpawpower.com](http://utahpawpower.com)

**January 16-17 — Dam Cold DH Pro-Am**, Boulder City, NV, Super-D and Downhill race at Bootleg Canyon. Inaugural Dam Cold Downhill, where local talent and top north amateurs from around the U.S challenge the world's fastest DH professionals for a piece of the \$20,000 cash prize., David Collins, 714-222-8064, [crashinnovations@cox.net](mailto:crashinnovations@cox.net), [bootlegcanyon.org](http://bootlegcanyon.org), [crashinnovations.net](http://crashinnovations.net),

**February 6 — 8th Annual Frozen Hog**, Alpine, UT, 2010 Winter Mountain Bike Race at Lambert Park, T-shirt, Prizes, Swag, Fun in the snow and crazy-biker bragging rights. Funds raised go towards trail development. 9 a.m., Lambert Park., The Bike Peddler, 801-756-5014,

**February 13-14 — New Mob in the Mojave**, Boulder City, NV, Super-D and Downhill., David Collins, 714-222-8064, [crashinnovations@cox.net](mailto:crashinnovations@cox.net), [bootlegcanyon.org](http://bootlegcanyon.org), [crashinnovations.net](http://crashinnovations.net),

**March 6 — Red Rock Desert Rampage**, Intermountain Cup, St. George, UT, ICS #1, At the BLM Competition Area: race over classic desert terrain, including Key Hole Wash, Cow Pond single-track, and Rampage Wash. Beginner start at 10:00am. Pro/Expert/Sport start at noon., Kayleen Ames, 435-757-4310, [icupracing@yahoo.com](mailto:icupracing@yahoo.com), [intermountaincup.com](http://intermountaincup.com), [amespromoting.com](http://amespromoting.com),

**March 13-14 — Brent Thompson St. Patty's Day Feast**, Bootleg Canyon, NV, Super-D and Downhill., David Collins, 714-222-8064, [crashinnovations@cox.net](mailto:crashinnovations@cox.net), [bootlegcanyon.org](http://bootlegcanyon.org), [crashinnovations.net](http://crashinnovations.net),

**April 3 — Cholla Challenge**, Intermountain Cup, Hurricane, UT, ICS #2, 12-mile loop, a mixture of slickrock and single-track, with challenging short climbs and descents. First race starts at 11:00am., Jerry Simmons, 435-674-3185, [icupracing@yahoo.com](mailto:icupracing@yahoo.com), [intermountaincup.com](http://intermountaincup.com)

**April 10 — Barking Spider Bash**, Wild Rockies Regional Championship Series, Nampa, ID, Less than 1000 vertical ft per lap-- elevation gain for hillclimbs. A new 2-3 hr XC course and 1 hour trail run, includes roller coaster single track and wide open fire road. Lots of fun all day, awards ceremony, food and beverages, looking at having a live band at the finish area., Darren Lightfield, 208-388-1971, [wildrockiesemail@yahoo.com](mailto:wildrockiesemail@yahoo.com), [wildrockies.com](http://wildrockies.com)

**May 1 — Showdown at Five Mile Pass**, Intermountain Cup, Lehi, UT, 16th Annual, ICS #3, XC.Fun XC course, 11-mile loop with rolling hills, First start at 9:00am for U12, others at 10am., Ed Chauner, 801-942-3498, [icupracing@yahoo.com](mailto:icupracing@yahoo.com), [intermountaincup.com](http://intermountaincup.com)

**May 15 — Sundance Spin**,

Intermountain Cup, Sundance Resort, UT, Utah State Open Championship, ICS #4, XC, 2 loops: a 7.1-mile topping out at 7100 ft, and the small 0.5-mile lowest part of Archies Loop, First race starts at 8 am for U9, 8:30am for U12, others 9:30am., Ed Chauner, 801-942-3498, [icupracing@yahoo.com](mailto:icupracing@yahoo.com), [intermountaincup.com](http://intermountaincup.com)



## Road Racing

### General Info

**Utah Road Racing** - USCF, Utah Cycling Association - James Ferguson, 801-476-9476, [utahcycling.com](http://utahcycling.com)

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

### Utah Weekly Race Series

**Cyclesmith Rocky Mountain Raceways Criterium** — West Valley City, UT, Saturdays at 12 noon in March, Tuesdays in April - September, 6 pm, 6555 W. 2100 S. March 6,13,20,27 April 6,13,20,27, May 4,11,18,25, June 1,8,15,22,29, July 6,13,20,27, August 3,10,17,24,31, September 7,14,21,28., Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**Salt Air Time Trial** — Salt Lake City, UT, Every other Thursday April - August, I-80 Frontage Road West of the International Center; Dates TBA., Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**DMV Criterium** — West Valley City, UT, Weekly Training Crit at the Driver's Training Center, 4700 S. 2780 W., A Lite - 6pm. B Lite - 6:55 pm. (April - September), Dates TBA., Clint Carter, 801-651-8333, [cdcarter44@msn.com](mailto:cdcarter44@msn.com), [utahcritseries.com](http://utahcritseries.com)

**Royal Street/Emigration Canyon Hillclimb** — Park City/Salt Lake City, UT, Every other Thursday, Dates TBA, 900 ft. elevation gain, Royal Street and Deer Valley Drive, Alternating with Emigration Canyon TT, Dates TBA., Marek Shon, 801-209-2479, [utcritseries@gmail.com](mailto:utcritseries@gmail.com), [utahcritseries.com](http://utahcritseries.com)

**YEA Indoor Time Trial series** — Logan, SLC, Utah County, UT, Come participate in the state of the art indoor virtual reality race series. The series consists of 7 races with a final championship competition (8 races total). Each race will be a different course ranging from 10 to 20 k with the championship competition a 40K distance time trial. Prizes for fastest 3 men and women at each race. A grand prize will be given to the overall 3 fastest men and women. LoganJan. 5,19,26, Feb. 2,16, March 2,16, Championship 4/3, Dates for SLC Jan. 9,23,30, Feb. 6,20, Mar. 6,20, Championship April 10, Doug Powell, 801-302-9549, 801-641-7696, [doug@hakenya.com](mailto:doug@hakenya.com), [hakenya.com](http://hakenya.com)

**Logan Race Club Time Trial Series** — Logan, UT, Thursdays, 6:30 p.m., 435-787-2534, [jke@cookmartin.com](mailto:jke@cookmartin.com), [loganraceclub.org](http://loganraceclub.org)

### Utah and Regional Road Races

**February 12-14 — Valley of the Sun Stage Race**, Tentative, Phoenix, AZ, 480-703-9150, [wmrc.org](http://wmrc.org)

**February 25-28 — Calville Bay Classic Southern Nevada Stage Race**, Las Vegas/Lake Mead, NV, Short Uphill TT, Rolling Hills RR, Calville Bay Resort Marina, (near Boulder City). Start.Finish.Eat... Rest....and Fun! All in ONE Spot! Pro 1/2, Master 35+ categories on the 25th, all other categories 26th and later., Mike Olsen, 702-927-4069, [mike@vegاسبikeracing.com](mailto:mike@vegاسبikeracing.com), [CalvilleBayClassic.com](http://CalvilleBayClassic.com)

**March 14 — Slammer Road Race**



(BCC Spring Series #2) , Boise, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**March 20 — Jason Broome ITT (BCC Spring Series #1)** , Boise, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**March 21 — Birds of Prey Road Race (BCC Spring Series #3)** , Kuna, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**March 27-28 — Tour del Sol** , UCA Series, St. George, UT, Stage race, time trial, road race, criterium, Tim Tabor, 435-674-3185, timbosplace@msn.com, tourdelsol.com

**April 3 — Hell of the North Road Race** , UCA Series, Salt Lake City, UT, Just north of the Salt Lake Int'l Airport, 5 mile circuit. includes 1.75 mile stretch of dirt road. Bring your 53x12. , Christian Johnson, 801-867-5331, skinnytires@gmail.com, hellothenorth.com

**April 10-11 — Tour of the Depot** , UCA Series, Tooele, UT, 3 Stage Stage Race: Anaconda Road TT (Sat), Pine Canyon Circuit Race (Sat), Tour of the Depot RR (Sun). All stages Start and Finish in Tooele., Jeremy Smith, 801-558-7215, knowitall@tourofthedepot.com, tourofthedepot.com

**April 11 — Chicken Dinner Road Race (BCC Spring Series #4)** , Nampa, ID, Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**April 16-18 — Tour of Walla Walla Stage Race** , Walla Walla, WA, Stage race - 2 RRs, crit, TT. Eight fields in 2010, 5 for men and 3 for women- Men Pro-1-2, 3, 4, 5, Mstrs 40+ cats 1-4; Wom 1-2, 3, 4., Steve Rapp, 509-520-9779, steve@allegrocyclery.com, tofww.org

**April 17 — Tax Day Road Race** , UCA Series, Pocatello, ID, The course is in the town of Inkom, which is on I-15, 12 miles south of Pocatello. The race starts from Inkom Elementary School with a 1.2-mile neutral roll out of town, followed by a 4.5-mile, rolling climb to the circuit, which is 7.3 miles long. Riders will do a specified number of laps, followed by another half lap to finish at the top of the climb. Total climbing per lap is 750 feet. Riders will ride back to Inkom after finishing (9 miles; all downhill). Bring a jacket for the ride back. Pavement is good to excellent, but there are two cattle guards. Descent is FAST!, David Hachey, 208-241-0034, dmhachey@gmail.com, idahocycling.com

**April 24 — East Canyon Road Race** , UCA Series, East Canyon Resort, UT, 10 AM, From East Canyon Resorts to Lost Creek Reservoir and back, East Canyon Resort, Sign up at Canyon Bicycles 3969 S. Wasatch Blvd., James Zwick, 801-583-6281, sports@sports-am.com, sports-am.com

**April 25 — Emmett-Roubaix Road Race (BCC Spring Series #5)** , Emmett, ID, Spring RR #5., Mike Cooley, 208-343-3782, mcooley@georgescycles.com, georgescycles.com

**May 1 — Garden Creek Gap Road Race** , UCA Series, Pocatello, ID, This is a rider's course: 25-mile lap with an incredible 3-mile climb through Garden Creek Gap (5-9%) grade. All classes will do the number of full laps listed above up the climb for a mountain top finish., Sam Krieg, 208-233-0951, sam@kriegcycling.com, idahocycling.com



**Road  
Tours**

**2009-2010 Utah and Regional Road Tours**

**December 31-January 1 — New Year's Revolution** , Goodyear, AZ, Join us on this special occasion to celebrate the end of one year and the beginning of the new year as we Ride out the Old and Ride in the New Year. What bet-

ter way to celebrate than on your bike. Two different routes in warm & sunny Arizona. Escape the cold. Three distances each day (100, 70, 50) as we ride and enjoy the warmth., 801-677-0134, Bob@Bike2Bike.org, Bike2Bike.org

**January 1 — New Year's Day Ride (Noon)** , Boise, ID, mcooley@georgescycles.com, georgescycles.com

**February 27 — Zion Country Century** , Zion National Park, UT, Recreational Bike Ride, Enjoy the awesome beauty of southern Utah during this pre-spring ride. Leave the spinning rooms and the cold of winter behind and escape with us to Utah's scenic Dixie land. Get an early start on the season in the warmth of the south. Join us as we ride to the gates of Zion National Park on a leisurely rote that will allow you to get out on the road, test your legs, relax and enjoy your first organized ride of the season. Benefiting Spina Bifida., Start time 8:00 am. 100 mi, 65 mi, 50 mi, 25 mi options, fully supported, starting from Bloomington Park., 801-677-0134, Bob@Bike2Bike.org, Bike2Bike.org

**March 13-16 — The Moab Skinny Tire Festival** , Moab, UT, Celebrating life and the sport of cycling! Benefiting cancer survivorship and research programs. Four days of road cycling and events in Arches National Park, Canyonlands National Park, and the Colorado River Corridor. Rider check in 3/12. Top Fundraiser Incentives and Excitement, Cycling Celebrities, Event Expo, Silent Auction., Beth Logan, 435-259-2698, 435-260-8889, info@skinnytireevents.com, skinnytireevents.com

**March 20 — TOTS Tour of Three States Winter Escape** , Mesquite, NV, 8:00 AM start on self-supported 100 from OASIS Casino parking lot in Mesquite NV to St George via Utah Hill to Sunset/Bluff St. and back, Shorter leg options of 30 and 50 miles., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**March 26-April 16 — Yellowstone Cycle Days** , Tentative dates, Yellowstone National Park, MT, Ride free in Yellowstone National Park with no cars or traffic., Sara Hoovler, 406-646-7701, tour@cycleyellowstone.com, cycleyellowstone.com, nps.gov/yell/planyourvisit/springbike.htm,

**March 27 — Tour de St. George Spring Century** , St. George, UT, All new 100 mile & 65 mile route, starts in St. George, to Hurricane, Ivins, Springdale, St. George., Tim Tabor, 435-674-3185, timbosplace@msn.com, tourdest-george.com

**April 10 — Willard Bay 100** , BCC SuperSeries, Centerville, UT, BCC SuperSeries #1 self-supported 100 from Centerville JHS to Willard Bay, Shorter leg options of 30 and 75 miles., Don Williams, 801-641-4020, roadcaptain@bbtc.net, bccutah.org

**April 10 — Spokes for Hope Women's Ride** , St. George, UT, All women's century ride, multiple ride options, 435-674-3185, rgurr@redrockbicycle.com, redrockbicycle.com

**April 10 — Tour de Cure** , Henderson, NV, Enjoy views of Lake Mead and walled canyons in this fully supported cycling fundraiser to Stop Diabetes! Routes include 100mi, 100k, 50k, and 25k., Mary Stokes, 702-369-9995 x7484, mstokes@diabetes.org,

**April 17 — Zion Canyon 200K** , 2010 Southern Utah Brevet Series, St. George, UT, Brevets are self support, timed distance cycling events, route begins in St. George, continues to Zion and returns via Toquerville and Leeds., Lonnie Wolff, 435-559-0895, info@subrevet.org, subrevet.org, rusa.org,

**April 17 — Salt Lake City Marathon Bike Tour** , Salt Lake City, UT, 25 miles without stoplights through the streets of Salt Lake on the SLC Marathon course, start: 6:00 a.m. at the Olympic Legacy Bridge near the Fort Douglas TRAX stop., Scott Kerr, 801-718-5565, Skerr@DevineSports.com, saltlakecity-marathon.com

**April 24-25 — Cactus Hugger Cycling Festival 2009** , St. George, UT, With our 10th annual Cactus Hugger Century or criterium races, local introductory bike rides, "Helmets for Kids" giveaway and bike swap., Dave Poffenberger, 435-652-8424, dpoff@yahoo.com, cactushuggers.org

**May 1 — Ghost Town Century** , Tooele, UT, Recreational Bike Ride, Join us on a fun ride through some of Utah's historical Ghost Towns of Yesteryear. Few hills, mostly flat country, little traffic, the Pony Express trail, and awe inspiring vistas. Benefiting Valley Mental Health, Start time 7:30 am. 100 mi, 65 mi, 50 mi, options, fully supported, starting from Deseret Peaks., Bob Kinney, 801-677-0134, Bob@Bike2Bike.org, bike2bike.org

**May 1-2 — Gran Fondo Moab** , Moab, UT, A classic Italian-style timed road bicycle event. 64 miles, 5000' of climbing on the La Sal Loop Road. Rolling hills, flats, and beautiful climbs and scenery. A Gran Fondo event is not a race, but is timed so that riders may compare times with others after. Start and finish in Moab., Poison Spider Bicycles , 435-259-7882, shop@poisonspiderbicycles.com, poisonspiderbicycles.com

**May 15 — Cycle Salt Lake Century Ride** , Salt Lake City, UT, Salt Lake to Antelope Island and back, 37, 67, or 100 mile options. Utah State Fair Park, 155 N. 1000 W., SLC. 7:30 AM Mass start time. Registration opens at 6:00 AM., Jon Smith, 801-596-8430, 801-322-5056, cscentury@mac.com, cyclesaltlakecentury.com

**May 22-June 6 — BRA SU** , St. George, UT, Bike Ride Across Scenic Utah Tour, 3 states, 3 National Monuments, 7 National Parks, 5 Nations, Start in St. George., 801-677-0134, bob@bike2bike.org, bike2bike.org



**Multi-  
Sport  
Races**

**October 31 — Rocktober Triathlon** , Alpine, UT, Travis , 801-465-4318, salemsspringtri@hotmail.com, racefri.com

**November 7 — Telos Turkey Triathlon** , Orem, UT, Orem Fitness Center, Splash, Swim: 350 M, Run: 5k , Bike 12 miles., 801-678-4032, shaun@t3triathlon.com, t3triathlon.com

**November 8 — 5th Annual Nevada Silverman Full and Half Triathlon** , Henderson, NV, Full and Half Distances, Lake Mead., Frank Lowery, 702-914-7852, info@silvermannv.com, silvermannv.com

**January 16 — Battle at Soldier Hollow Winter Triathlon** , Midway, UT, USAT Winter Triathlon National Championships. Triathlon involves running, Mt biking, and nordic skiing. Other events include a sprint ski race and snow shoe run., Rob Leishman, 801-450-8477, info@wasatchracing.com, bash-wintertri.com

**March 6 — Blue Mountain Triathlon** , Monticello, UT, 4 mile ski, 18 mile mountain bike ride, 5 mile run., Eddie Allred, 435-587-2029, eddie@monticelloutah.org, monticelloutah.org

**March 20 — Icebreaker Triathlon** , American Fork, UT, Sprint distance and kids race, American Fork Rec Center, 9 am., Levi Cress, 208-631-0040, levicress@hotmail.com, timptriclub.com



**Cyclo-  
cross**

## General Info

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

## Utah and Regional Cyclocross Races

**October 31 — Utah Cyclocross Series Race #5** , Utah Cyclocross Series, Salt Lake City, UT, Wheeler Farm, Halloween Double Cross Weekend, utahcyclocross@msn.com, utahcyclocross.com

**November 1 — Utah Cyclocross Series Race #6** , Utah Cyclocross Series, Salt Lake City, UT, Wheeler Farm, Halloween Double Cross Weekend, utahcyclocross@msn.com, utahcyclocross.com

**November 1-December 6 — Fall Cyclocross Series** , Ketchum, ID, Elkhorn and Hailey, Sunday mornings, 10 am, until the lifts open, Billy Olson, 208-788-9184, billy@mobilecyclerepair.net, power-housefitstudio.com

**November 7 — Utah Cyclocross Series Race #7** , Utah Cyclocross Series, Ogden, UT, Weber County Fairgrounds, , utahcyclocross@msn.com, utahcyclocross.com

**November 7 — The Cube Cyclocross Series** , Rexburg, ID, November 7, 14, 21 at the Nature Park, 9 am, Ben Eaton, 208-359-3020, races@rexburg.org, rexburg.org/play/races/thecube.aspx

**November 7-8 — Southern Idaho Cyclocross Series** , Southern Idaho Cyclocross Series, Eagle Island State Park, ID, Idaho Cyclocross Series, Eagle Island State Park, Eight miles west of Boise. Take US 20/26 to Linder Road and follow the signs., Brad Streeter, 208-866-3384, brad@aerospecialties.com, idahocyclocross.com, sixxseries.blogspot.com,

**November 8 — Cutthroat 'Cross** , West Valley City, UT, Hunter Park, 3600 South 6000 West, West Valley City (Parking on 3500 South side of park). Directions: Highway 201 Westbound, left on 56th West, right on 3500 South, Hunter Park on the left, 10:30 AM, Dan Roper, 970-274-6455, miller@endomas-terdr@gmail.com, cutthroatcross.blogspot.com

**November 14-15 — Sandy Point Beach Race Weekend #1** , Southern Idaho Cyclocross Series, Boise, ID, 208-871-6189, cxer@cablene.net, idahocyclocross.com, sixxseries.blogspot.com,

**November 21 — Utah Cyclocross Series Race #8** , Utah Cyclocross Series, Heber, UT, Heber (State Championships), Heber Fairgrounds 590 South 600 West, utahcyclocross@msn.com, utahcyclocross.com

**November 21-22 — Sandy Point Beach Race Weekend #2** , Southern Idaho Cyclocross Series, Boise, ID, 208-871-6189, cxer@cablene.net, idahocyclocross.com, sixxseries.blogspot.com,

**November 22 — Utah Cyclocross Series Race #9** , Utah Cyclocross Series, Salt Lake City, UT, Wheeler Farm, utahcyclocross@msn.com, utahcyclocross.com

**November 28 — Utah Cyclocross Series Race #10** , Utah Cyclocross Series, Draper, UT, Andy Ballard Equestrian Center, 1600 East Highland Dr. (13675 South), Draper, UT, utahcyclocross@msn.com, utahcyclocross.com

**December 5 — Utah Cyclocross Series Race #11** , Utah Cyclocross Series, Ogden, UT, Fort Buenaventura, Ogden, 2450 A Avenue, Double Points, utahcyclocross@msn.com, utahcyclocross.com

**December 10-13 — US National Cyclocross Championships** , Bend, OR, 719-866-4581, tvinson@usacycling.org, usacycling.org/cx

**January 2 — Last Call CX (Non-Series Event) & Awards Party** , Utah Cyclocross Series, Salt Lake City, UT, CX race and End of Season Party at Wheeler Farm, utahcyclocross@msn.com, utahcyclocross.com



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## RACE RESULTS


**Mountain  
Bike  
Racing**
**Park City Point 2 Point, September 5, 2009, Park City, Utah**
**Male Open**

- Grant Alex 7:04:00
- Gillespie Bart 7:12:33
- Holley Chris 7:24:21
- Day Kevin 7:28:43
- Firth Brandon 7:45:14

**Female Open**

- Sawicki Pua 7:34:15
- Garey Amanda 8:14:06
- Holley KC 8:51:29
- Looney Sonya 9:05:29

**18-29 Male Solo**

- Krusemark Ryan 8:17:27
- Sweetser Sam 8:38:24
- Caldwell Jeff 8:59:40
- Klamer Gabe 9:09:54
- Zivizdin Daniel 9:37:41

**30-39 Male Solo**

- Wilson Isaac 7:40:41
- Ashbridge Ryan 8:06:18
- Edwards Von 8:12:43
- Phillips Aaron 8:24:15
- Johnson Robert 8:28:07

**30-39 Female Solo**

- Martinez Tina 12:31:30
- Derrick Carlos; Red Rock 124

**40+ Male Solo**

- Todd Cully 8:33:47
- Henneman Todd 8:39:18
- Kendall Rich 8:57:31
- Nichols Scott 8:58:28
- Piker Michael 9:09:53

**40+ FEMALE SOLO**

- Ware Peak Lynn 10:46:36
- Gilbert Heather 11:42:57

**Singlespeed**

- Jones Kenny 8:13:38
- Barklow Mike 8:18:53
- Keyes Brad 8:20:25
- Boschen Tor 9:10:36
- Batley Derrick 9:12:55

**Duo Men**

- Swenson-Cottle 7:28:30
- Hansen-Saffell 8:01:14
- Vandlarcom 9:09:54
- March-Muehlhaus 9:17:28
- Bacus-Fink 10:17:16
- Holmes-Kendall 8:41:05
- Duo Coed
- Gasiewski-Johnson 8:39:10
- Swenson-Swenson 8:39:38
- Fox-Lythgoe 9:39:25
- Jordan-Jordan 10:04:38
- Wodraska-Wagner 10:43:38

**Intermountain Cup Racing Series -**
**Final 2009 Point Standings**
**Pro Men**

- Alex Grant; Monavie/ Cannondale 1181
- David Welsh; KUHL/Scott 1108
- Chris Holley; Mad Dog/Subaru/ GaryFisher 1041
- Bart Gillespie; Monavie/Cannondale 905
- Ryan Ashbridge; Revolution/ PeakFasteners 592
- Heather Holmes; Kenda/Titus/Hayes 715
- Jennifer Hanks; Revolution/ PeakFasteners 592
- Roxanne Toly; Jans 479
- Amanda Carey; KendaTomaHayes 445
- Kathy Sherwin; Kenda/Toma/Hayes 273
- Sarah Kaufmann; TitusCycles/ RoamingM. 220
- Lynda Wallenfels; LW Coaching 149
- DJ Morissette; Over The Edge Sports 146

**Sport Men 19-29**

- Brian Tolbert; KUHL/Scott 1319
- Tanner Cottle; Porcupine/Specialized 809
- Eric Ellis; UtahMountainBiking.com 803
- Ryan Krusemark; KUHL/Scott 761
- Kevin Wilde; Porcupine/Specialized 659
- Ryan Blaney; KUHL/Scott 600
- Reed Abbott; Mad Dog Cycles 598
- Daniel Nelson; Racer's Cycle Service 559
- Stewart Goodwin; Euclid Outdoors/ GoodwinMedia 370
- Brock Cannon; KUHL/Scott 279
- Expert Men 30-39
- Brent Pontius; Biker's Edge/Destination Homes 1033
- Timothy Hodnett; Mad Dog 876
- Ryan Ashbridge; Revolution/ PeakFasteners 663
- Russ Holley; JoyrideBike/Ekcessories 612
- Chad Davis; KUHL/Scott 581
- Derek Ransom; UMB.com 577
- Carson Chynoweth; Mad Dog Cycles 569
- Jon Rose; Revolution/ Peak 502
- Joel Zenger; Racer's Cycle Service 495
- Justin Wilson; Revolution/ PeakFasteners 419
- Expert Men 40+
- Bob Saffell; Revolution/ PeakFasteners 1235
- Samuel Moore; Canyon Bicycles 1056
- Brad Keyes 1012
- Tim White; Bikeman.com 912

- Chris Bingham; Roosters 889
- Karl Vizmeg; Mad Dog 876
- John Higgins 541
- Rich Caramadre; RMCC/Cycle Smith 428
- Daren Cottle; Porcupine/Specialized 359
- Mike Driver; Faster Donkeys 299

**Expert Women**

- Kelsey Bingham; Roosters 939
- Margaret Harris; Racers Cycle Service 879
- Jenelle Kremer; Revolution/ PeakFasteners 622
- Lisa White; KUHL/Scott 611
- Meg Plank; KUHL/Scott 566
- Whitney Pogue; Revolution/ PeakFasteners 536
- Joanna Chourmos; KUHL/Scott 404
- Jennie Wade; Revolution/Peak 341
- Mary Wilcox; KUHL/Scott 340
- Roxanne Toly; Jans 295

**Single Speed**

- Chris Cole 681
- Scott Billings; Mad Dog Cycles 507
- Von Edwards; Spin Cycle 419
- Shane Horton; UtahMountainBiking.com 408
- Rick Sunderlage; Omniture 238
- Heather Gilbert; Cutthroat Racing 188
- Gary Smith; Hoback Sports/PowerBar 159
- Sam Clark; Revolution/PeakFasteners 147
- Derrick Carlos; Red Rock 124
- Dylan Cirulis; Contender 122

**Sport/Expert 13-15**

- Hunter Tolbert; KUHL/Scott 721
- Griffin Park; Jolley Circle Racing 605
- Larsson Johnson - Autoliv 475
- Aren Burkemo; Brothers Bikes 302
- Ethan Fedor; Young Riders 249
- Dylan Noaker; Young Riders 196
- Dylan Anderson; Autoliv 186
- Russell Davis; Autoliv 165
- Noah Talley 161
- Gabe Hargett; Jolley Circle 137

**Sport/Expert 16-18**

- Justin Griffin; UtahMountainBiking.com 785
- Joseph Moffitt; Mad Dog Cycles 758
- Danny VanWagoner; KUHL/Scott 562
- Merrick Taylor; KUHL/Scott 548
- Connor Smith; Autoliv 339
- Zane Enders; Autoliv 324
- Joshua Elston; Autoliv 267
- Noah Talley; Racers Cycle Service 238
- Parker DeGray; Young Riders 230
- Blake Wiehe; Young Riders 143

**Sport Men 19-29**

- Jeffrey Heal; Wimmers; MOVED UP 537
- Stephen Brown; UMB.com 422
- Daniel Harper; Revolution/Peak Fasteners 376
- Timothy Rude; Porcupine 322
- Daniel Zivizdin-LC Landscape Design 264
- Jake Carroll 220
- Frank Zgoda 190
- Christopher Workman; NRL Racing 184
- Trevor Marsh; KUHL/Scott 179
- Kameron Perry; Skull Candy 164

**Sport Men 30-34**

- Derek Ransom; UtahMountainBiking MOVED UP 508
- Matt Burre; Revolution/Peak Fasteners 455
- Russ Holley; JoyrideBikes/ EkcessoriesMOVEDUP 451
- Mitchell Peterson; Monavie/Cannondale 435
- Kevin Day; KUHL/Scott 411
- Pro Women
- Kara Holley; Mad Dog/Subaru/ GaryFisher 1380
- Erika Powers; Revolution/PeakFasteners 1068
- Heather Holmes; Kenda/Titus/Hayes 715
- Jennifer Hanks; Revolution/ PeakFasteners 592
- Roxanne Toly; Jans 479
- Amanda Carey; KendaTomaHayes 445
- Kathy Sherwin; Kenda/Toma/Hayes 273
- Sarah Kaufmann; TitusCycles/ RoamingM. 220
- Lynda Wallenfels; LW Coaching 149
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**Sport Men 19-29**

- Brian Tolbert; KUHL/Scott 1319
- Tanner Cottle; Porcupine/Specialized 809
- Eric Ellis; UtahMountainBiking.com 803
- Ryan Krusemark; KUHL/Scott 761
- Kevin Wilde; Porcupine/Specialized 659
- Ryan Blaney; KUHL/Scott 600
- Reed Abbott; Mad Dog Cycles 598
- Daniel Nelson; Racer's Cycle Service 559
- Stewart Goodwin; Euclid Outdoors/ GoodwinMedia 370
- Brock Cannon; KUHL/Scott 279
- Expert Men 30-39
- Brent Pontius; Biker's Edge/Destination Homes 1033
- Timothy Hodnett; Mad Dog 876
- Ryan Ashbridge; Revolution/ PeakFasteners 663
- Russ Holley; JoyrideBike/Ekcessories 612
- Chad Davis; KUHL/Scott 581
- Derek Ransom; UMB.com 577
- Carson Chynoweth; Mad Dog Cycles 569
- Jon Rose; Revolution/ Peak 502
- Joel Zenger; Racer's Cycle Service 495
- Justin Wilson; Revolution/ PeakFasteners 419
- Expert Men 40+
- Bob Saffell; Revolution/ PeakFasteners 1235
- Samuel Moore; Canyon Bicycles 1056
- Brad Keyes 1012
- Tim White; Bikeman.com 912

- Mark Enders; Autoliv 421
- Tom Noaker; Young Riders 388
- Jeff Kingsford; UtahMountainBiking.com 346
- Philip Benson; Mad Dog 235
- Roger Gillespie; Mona Vie/Cannondale 204
- Craig Williams; Cutthroat Racing 173
- Kevin Johansen; Racers Cycle Service 159

**Men 57+**

- Jim Westonskow; Roosters 690
- Joel Quinn; UtahMountainBiking.com 629
- Bruce Argyle; UtahMountainBiking.com 598
- Lewis Rollins; Contender 517
- Brad Mullen; Mad Dog 355
- Gene Poncellet 346
- Louis Wilson 336
- Dwight Hibdon 317
- Bill Dark; Mad Dog Cycles 119
- Bob Almy 62

**Clydesdale(220)**

- Greg Johnson; Mad Dog Cycles 710
- Aaron Mullins; Racers Cycles Service 617
- Ryan Payme; UtahMountainBiking.com 579
- Michael Stark; Revolution/PeakFastener 189
- Eric Rose; Revolution/Peak Fasteners 143
- Chris Douglass; Logan Race Club 124
- Mike Ball; UtahMountainBiking.com 120
- Weston Voth; Logan Race Club 115
- Karl Parkinson; UtahMountainBiking.com 84
- Eric Johnson; UtahMountainBiking.com 79

**Sport Women**

- Dot Verbugge; Mad Dog Cycles 709
- Kelsey Bingham; Roosters; MOVED UP 518
- Catherine Reay; UtahMountainBiking.com 437
- Margret Harris; Racers Cycle Service-MOVED 398
- Meg Plank; KUHL/Scott-MOVED UP 371

**Women 40-49**

25. Swenson, Tanya 59:06.6
32. Goodwin, Asley 1:01:30.2
34. Peak, Lynn 1:04:32.1
72. Carden, Andrea 1:11:42.5
87. Barnhart, Connie 1:15:34.2
- Women 50-59
20. Howart, Laura 58:03.3
67. Benson, Joan 1:10:51.5
82. Frankenburg, Carolyn 1:14:11.8
99. Schwandt, Cyndi 1:01:30.2
114. Thayer, Kathy Thayer 1:22:12.5

**Women 60 and over**

147. Berge, Melinda 1:29:08.6
186. Detamble, Nancy 1:48:33.2

46. Spika, Devon 1:04:44.4
- Men 30-39
1. Gibson, Charlie 46:45.4
2. Wassmer, Chad 48:52.5
3. Ziesler, Sebe 51:46.9
13. Eresuma, Adam 53:58.2
15. Nishikawa, payton 54:36.0

**Men 40-49**

6. Best, Wayne 51:31.6
10. Palmer-Leger, Ron 52:18.6
12. Kanarowski, Stan 53:57.7
14. Hunt, Jesse 54:13.0
16. Adams, Bart 46:40.0

**Men 50-59**

8. Swenson, Jordon 51:37.4
11. Lyman, Bruce 52:38.3
27. Williams SR., Hunt 59:21.1
28. Williams, Craig 1:00:03.4
31. Henney, Tim 1:01:28.0

**Men 60 and over**

64. Iarsen, pete 1:09:33.2
70. hegerfeld, steve 1:11:20.5
96. Poncellet, Gene 1:02:08.2
159. Anderson, Richard 1:36:03.3
187. Warman, Robert 1:48:35.4

**Women 1-17**

83. Egan, Brenna 1:14:13.3
105. Burton, Ellie 1:20:42.7
131. Frankenburg, Sophia 1:25:23.9
180. Egan, Annaka 1:45:32.3
183. Bruschke, Madiso 1:46:17.4

**Women 18-29**

36. Cieslewicz, Rachel 1:02:40.1
55. Larsen, Marta 1:06:20.6
58. roy, zoe 1:07:05.5
90. Talkington, Maddie 1:16:42.2
119. Greenwell, Ashley 1:23:03.3

**Women 30-39**

43. Edwards, Heather 1:04:19.7
79. Wagner, Wendy 1:13:38.9
89. Doshier, Elizabeth 1:15:53.8
104. Yeary, Allison 1:20:42.5
125. Ritter, Jennifer 1:24:15.6

**Women 40-49**

25. Swenson, Tanya 59:06.6
32. Goodwin, Asley 1:01:30.2
34. Peak, Lynn 1:04:32.1
72. Carden, Andrea 1:11:42.5
87. Barnhart, Connie 1:15:34.2

**Women 50-59**

20. Howart, Laura 58:03.3
67. Benson, Joan 1:10:51.5
82. Frankenburg, Carolyn 1:14:11.8
99. Schwandt, Cyndi 1:01:30.2
114. Thayer, Kathy Thayer 1:22:12.5

**Women 60 and over**

147. Berge, Melinda 1:29:08.6
186. Detamble, Nancy 1:48:33.2

**2009 Widow Maker Hill Climb, September 19, 2009, Snowbird, Utah**
**MALE 14 AND UNDER**

- Griffin, Justin 55:51:00
- Bradshaw, Taylor 2:11:43

**MALE 20 TO 29**

- Sheehan, J 1:06:35
- Ellis, Eric 1:00:30
- Mahak, Nima 1:09:25
- Monson, Brandon P: 1:12:47
- Clowes, David 1:21:52

**MALE 30 TO 39**

- Pack, Nate 58:09:00
- Colter, Delin 1:07:50
- Sackley, Michael 1:14:37
- Orr, Shaun 1:18:02
- Peterson, Brett 1:18:28

**MALE 40 TO 49**

- Battaglia, J 1:06:35
- Battaglia, Nuno 1:08:44
- Colgan, Gary 1:21:16
- Larisch, Danny 1:22:45

**MALE 50 +**

- Griffin, Jay 1:03:24
- Storrud, Shannon 1:17:26

**WOMENS RESULTS**

- Holmes, Heather 1:04:23
- Arbogast, Jessica 1:05:30
- Hovatt, Laura 1:06:38
- Nickisch, Cheryl 1:25:22

**2009 Utah State Downhill Series Final**
**Point Standings**
**Downhill Standings**
**Pro Men**

- Chris Gantfield 341
- Ben Graner 331
- Matt Johnston 324
- Von Williams 292
- David Beeson 169
- Naish Ulmer 161
- Andrew Pierce 118
- Corey Bellingier 116
- Dustin Malley 98
- KUHL/Scott 618

**Cat 1 Men 13-18**

- Nic Hadley 300
- Chris Geaslin 260
- Parker DeGray 240
- Taylor Sparks 93
- MITch Ropelato 92
- Hayden Smith 81
- Daniel Rodosky 46
- Will Schwabacher 43
- Christon Wright 39
- Jack Bowen 35

**Cat 1 Men 19-29**

- Chris Hadley 293
- Kade Salisbury 226
- Ryan Leadbeater 163
- Robbie Bangartner 163
- Chris Gintzon 150
- Erik Bachman 139
- Ben McClelland 113

- Sean Gollub 101
- Nathan Avery 92

**Cat 1 Men 30-39**

- David Clark 289
- Chad Bryce 281
- Scott Neison 171
- Rick Wieloh 141
- Aaron Kruger 99
- Dave Mosher 97
- Clint DeMill 87
- Lee McGuffey 89
- Jason Ebert 89
- Graham Wagner 62

**Cat 1 Men 40+**

- Damon Kirchmeier 296
- Craig Skinner 214
- Christopher Boudreaux 139
- Justin Alvey 127
- Kurt Borlich 96
- Scott Crabill 93
- Steve Parrish 92

**Open Men 50+**

- Blayne Corwin 150
- Randy Earle 120
- Dwight Utz 96
- Rolf Hebenstreit 86
- Kirk Meyer 46
- Bobby Boundurant 46

**Pro Women**

- Addie Stewart 120
- Julie Olsen 60
- Jacqueline Harmony 60

**Cat 1 Women**

- Ana Rodriguez 100
- Joy Sather 46

**Cat 2 Men 13-18**

- Cody Butler 182
- Max Herran 151
- John Lemich 128
- Mitchell Rucker 84
- Dylan Johnson 80
- Max Dolar 60
- Galen Carter 60
- Quinn Schumacher 50
- Jeremy Hottinger 50
- Morgan Judd 33

**Cat 2 Men 19-29**

- LandonWeight 141
- Spenser Mehr 124
- James Comas 117
- Ryan Mehr 65
- Jeremy Kough 60
- Johnny Muldoon 56
- Norman Adams 50
- Gameron Ciccone 45
- Matt Lemons 45
- Skyler Hixon 43

**Cat 2 Men 30-39**

- Garth Hare 138
- Michael Clark 121
- Mat Derrick 111
- Clinton Woodward 108
- Brandon Barber 82
- Chad Richards 71
- Gabe Monroe 60
- Josh Rhea 51
- Joshua Jensen 38
- Nathan Isak 32

**Cat 2 Men 40+**

- Wayne Belles 158
- Kent Woodfield 143
- Gary Uzzell 118
- Clint Bullock 102
- Douglas Cheney 102
- Jay Migliore 90
- Michael Woodruff 49
- Dyron Dehlinger 30
- Sam Hull 26

**Super D Standings**
**Pro Men**

- Gibson Greg
- Jason Sager
- Naish Ulmer

**Pro Women**

- Sarah Kaufmann
- Addie Stewart
- Kimber Gabrysak

**Cat 1 Men 13-18**

- Parker DeGray
- Cat 1 Men 19-29
- Chris Gintzon
- Scott Johnson
- Cat 1 Men 30-39
- Ryan Simmons
- Josh Rhea

**Cat 1 Men 40+**

- Craig Skinner
- Tim Morris
- Samuel Moore

**Cat 2 Men 19-29**

- David Rupp
- Gerald Hicks
- Scott Townes
- John Maxwell
- Tim Schaffer
- Glenn Wilson
- Adam Elsmore

**Cat 2 Men 30-39**

- Mike Oliver
- Daniel Roper
- Mike Holder
- Ross Copperman
- Ryan Meeboer
- Nathan Morgan
- Jess Fowler

**Open Men 50+**

- Jeff Herran
- Blayne Corwin

**Cat 2 Men 40+**

- Douglas Cheney
- Jay Migliore
- Sam Hull



9:53:12.701  
 2. Gary Simmons; Bountiful Mazda 10:06:12.105  
 3. Ralph Schmook; Tri Cities Road Club-tennessee 10:09:07.416  
 4. Bruce Runnels; Velo One Cycling 10:56:34.362  
 5. John Shirley; Skull Candy/Jsa Architects 11:12:14.165  
 6. William Harvell; Richmond Ut Usa 11:12:42.508  
 7. Roger Hansen; Logan Race Club 11:20:27.392  
 8. Gary Powers; Spin Cycle Racing 11:30:05.220  
 9. Robert Osborne; Wilson Wy Usa 12:13:55.893

**Lic Men Cat 1-2-3**

1. Cameron Hoffman; Bikers Edge 9:02:52.168  
 2. David Francis; Red Burro Racing 9:02:52.327  
 3. Curtis Doman; Spin Cycle Racing 9:15:49.892  
 4. Jon Baddley; Contender Bicycles 9:15:50.173  
 5. Kent Carlson; Logan Race Club/penlee Drilling 9:15:50.891  
 6. Elliott Smith; Spin Cycle Racing 9:15:52.565  
 7. Andrew Neilson; Logan Race Club 9:15:55.519  
 8. David Botchek; Twin Peaks Racing 9:15:58.341  
 9. Eric Thompson; Ski Utah Cycling Team 9:16:06.291  
 10. Robert Sorenson; Canyon Bicycles Slcc 9:19:08.024

**Lic Men Cat 3-4**

1. Justin Wilson; Spin Cycle Racing 9:28:48.016  
 2. Jason Smith; Spin Cycle Racing 9:28:48.188  
 3. Jonny Hintze; Bikers Edge/destination Homes 9:28:48.304

4. Quinten Bingham; Bikers Edge/destination Homes 9:28:48.713

5. Tyler Kirk; Skull Candy/Jsa Architects 9:28:48.846  
 6. Will Hanson; Spin Cycle Racing 9:28:48.996  
 7. Gordon Walker; Fast Friday 9:28:53.572  
 8. Lance Anderson; Spin Cycle Racing 9:28:56.613  
 9. Robert Werner; Webcor/alto Velo 9:46:29.062  
 10. David Cole; Skull Candy/Jsa Architects 9:46:38.728

**Lic Men Cat 4**

1. Joel Rackham; Simply Mac 9:37:46.937  
 2. Steve Albrecht; Garner Jensen Insurance Group/dna Cycling 9:37:47.271  
 3. Casey Marker; Simply Mac 9:37:47.493  
 4. Courtney Wood; Sunset Racing 9:37:47.746  
 5. Steve Hadley; Porcupine Cycling 9:37:48.256  
 6. Justin Bingham; Simply Mac 9:37:48.640  
 7. James Crawford; Simply Mac 9:37:49.195  
 8. Brad Duncan; University of Utah 9:37:49.466  
 9. Tony Anstine; Logan Race Club 9:37:49.530  
 10. Travis Howard; S Valley Velo/ Missoula 9:37:50.832

**Lic Men Cat 5 (\$100 Race)**

1. Alex Archibald; Echelon Cycling 9:34:41.797  
 2. Brad Gilson; Wasatch Canyon 9:34:42.028  
 3. Lars Morris; Wasatch Canyon 9:34:53.324  
 4. Richie Harris; Murray Ut Usa 9:34:54.229  
 5. Tyler Smith; Evo Racing 9:34:56.593  
 6. Zane Morris; Wasatch Canyon 10:00:37.560  
 7. Peter McMullin; Wasatch Canyon 10:00:37.582  
 8. Chad Slade; Red Burro Racing 10:00:41.256  
 9. Brandon Burtenshaw; Logan Race Club 10:07:14.607  
 10. Chris Clyde; Evo Racing 10:09:24.388

**Lic Men Cat 5 (\$200 Race)**

1. Michael Nielsen; Red Dog Riders 11:37:15.660  
 1. Ryan Ottley; Providence Ut Usa 9:33:17.324  
 2. Tyler Matson; Weber State University 9:33:17.500  
 3. Darrell Byerly; Team Byerly 9:40:39.661  
 4. Jared Prince; Team CF 9:44:07.981  
 5. Michael Scheuller; Red Dog Riders 9:44:08.687  
 6. Brent Williams; Bcc Racing 9:44:09.082  
 7. Adam Taylor; Bcc Racing 9:44:11.493  
 8. Alan Griffey; Roy Ut Usa 9:44:12.958  
 9. Rex Shupe; Red Dog Riders 9:44:20.834  
 10. Jeffrey Wood; Wheeler 9:57:35.903

**Lic Men Cat 5 (\$300 Race)**

1. Kyle Nelson; Spider Bait Cycling 9:21:20.295  
 2. Ryan Wilcock; Spider Bait Cycling 9:21:20.327  
 3. Andrew Earl; Iron Eagles 9:26:03.156  
 4. Brandon Perry; Revolution Bicycles 9:26:03.192  
 5. Todd Earl; Iron Eagles 9:26:03.215  
 6. Joshua Bond; Bikers Edge 9:26:07.357  
 7. Steve Caldwell; Bikers Edge & Roosters 9:26:08.410  
 8. Ben Wallace; Bikers Edge & Roosters 9:26:08.820  
 9. John Emmett; Nordas 9:41:08.412  
 10. Jason Speirs; Ice 9:41:09.500

**Lic Men Cat 5 (\$400 Race)**

1. Steve Wilson; Salt Lake City Ut Usa 9:38:08.168  
 2. Mark Esplin; Bountiful Mazda 9:38:08.845  
 3. Jonathan Liddell; Spin Cycle Racing 9:38:09.886  
 4. Bill Murray; Spin Cycle Racing 9:42:35.219  
 5. Dave Bell; Bountiful Mazda Cycling Club 9:51:34.447  
 6. Parker Conroy; University of Utah 9:51:35.856  
 7. Shane Hohman; Utah State University Cycling 9:56:09.090  
 8. Allan Johnson; Bountiful Mazda 10:02:52.933  
 9. Rick Sunderlage; Omniture 10:04:26.108  
 10. Shane Watt; Eagle Rock Cycling Club 10:09:01.401

**Lic Tandem**

1. Thomas & Jeanne Petzold; Petzold And Petzold 9:49:39.639  
 2. Miller, Joanna Muller-landau, Clemens; Clemjem 9:55:18.050  
 3. Brown, Gardner Liffert, Brian; Bikers Edge 9:55:20.199  
 4. John & Alison Lauck; Bountiful Mazda 10:43:07.739  
 5. Kauffman, Rebecca Waugh, Tim; Durango Co Usa 10:44:06.479  
 6. Haroldsen, Cody Hayden, Candace; Ski Utah Cycling/utah Premier 11:27:18.378

**Lic Women Cat 1-2-3**

1. Jill Damman; Fitzgeralds/ibex 10:23:28.213  
 2. Tayler Wiles; Pcm 10:30:38.541  
 3. Jamie Leake-jenkins; Bountiful Mazda 10:30:42.162  
 4. Breanne Nalder; Utah Premier Cycling/ Ski Utah 10:30:42.202  
 5. Ellen Guthrie; Spin Cycle Racing 10:30:45.471  
 6. Diana Hassel; Team Rio Grande 10:38:25.506  
 7. Maria Osborne; Title Nine Sports 10:38:25.913  
 8. Joie Campbell; Team Rio Grande 10:38:26.366

**Lic Women Cat 4**

1. Kandice Lund; Holladay Ut Usa 10:30:41.962  
 2. Tiffany Mainer; Red Burro Racing 10:30:42.092  
 3. Brook Mickelson; Wasatch Women Cycling 10:30:46.941  
 4. Heather Fisher; Las Vegas Cycery 10:38:25.787  
 5. Beth Mcmaster; Mapleton Ut Usa 10:38:26.124  
 6. Lara Sparhawk; Lactic Acid Cycling 10:38:29.836  
 7. Andrea Slighting; The Fan Cycling 10:47:54.593  
 8. Penny Fife; Red Burro Racing 11:21:18.177  
 9. Cris Kiser; Spin Cycle Racing 11:30:24.722  
 10. Paige Bell; Roosters 11:31:19.176

**Cit Relay Team - 2 Person Team**

1. Team Bacon; Jason Travis, Inge Travis 9:16:43.242  
 2. Butt, Sweat And Gears/cole Sport; Cris Williams, Bill Johnson 9:16:44.594  
 3. Mr. & Mrs. Schofield / Bikers Edge; Jon Schofield, Leslie Schofield 9:21:15.340  
 4. Ski Utah Cycling Team B; Alison Frye, Norman Frye 9:21:15.381  
 5. P.c. Puckers; Tim Briley, Steve Briley 9:25:34.999  
 6. Nydamgentry; Dale Gentry, Aaron Nydam 9:27:22.383  
 7. Blazing Saddle Sores; Jake Malloy, Greg Miller 9:31:39.090  
 8. H-squared; Jesse Hunt, Thomas Higgins 9:42:15.914  
 9. Wasatch Road Runners Ii; Michael Gregg, Matthew Snyder 9:45:32.034  
 10. Logan Race Club; Jamie Swink, Tracy Mikesell

9:46:55.040

**Cit Relay Team - 3 to 5 Person Team**

1. Butt, Sweat And Gears; Connor Oleary, Tanner Putt, Andrew Putt, Bobby Cannon, Peter Johnson 9:13:43.364  
 2. Salt Lake City Cycling; Rob Harris, Curtis Sneddon, Travis Mickelson 9:24:19.681  
 3. The Bike Shoppe Dnf; Nate Messerly, Erik Steele, Nathaniel Foulger, Matt Howard, Cody Rasmussen 9:24:21.051  
 4. Green Gecko 3; Kevin Larsen, Jay Meyer, Wes Hortin, Clayton Stucki, Cody Hunter 9:25:13.428  
 5. Health For Life Chiropractic; Jason Peterson, Trent Olsen, Daren Peterson, Derrick Stanbridge, Bryan Peterson 9:46:34.433  
 6. Team Excelsior P/b Pinnacle Auto; Ben Towery, Kevan Steed, Targhee Child, Cory Price, Tim Clark 9:56:35.224  
 7. Rusty Cranks; Dean Lyons, Steve Moss, Dale Hadley, Tim Fisher, Terry Hickman 9:57:54.666  
 8. Space Invaders; Rich Patch, Brian Wolsey, Scott Leaver, Danny Booth, Joshua Stanley 9:58:02.282  
 9. Luigis Bakery; Edward Brown, Steve Bernien, Dallen Larson 10:07:48.062  
 10. Muddy Waters/ Mountains Edge Team; Aaron Papa, David Morgan, Brent Phillips, Bryan Johnson, Todd Christensen 10:08:43.510

**City Creek Bike Sprint, October 10, 2009, City Creek Canyon, Salt Lake City, Utah**

NEW COURSE RECORD

FEMALE Alisha Welsh 00:22:59.91

MEN Chase Pinkham 00:20:40.48

**MALE BY AGE GROUPS****Age 15 To 19**

1. RD-Chase Pinkham 00:20:40.48  
 2. RD-STEVE IPSEN JR. 00:27:21.32

**Age 20 To 29**

1. RD-David Welsh 00:20:48.00  
 2. RD-Spencer Tingey 00:24:12.97  
 3. RD-Tim Mulvihill 00:25:28.38  
 4. RD-Mark Jessup 00:26:05.92  
 5. RD-AUSTIN JENSEN 00:26:32.20

**Age 30 To 39**

1. RD-Cris Pereira 00:22:52.97  
 2. RD-Payton Nishikawa 00:24:24.82  
 3. RD-ROD BOYNTON 00:24:49.48  
 4. MT-Phil Keding 00:29:27.85  
 5. RD-Thaddeus May 00:29:30.52

**Age 40 To 49**

1. D-Dallen Larson 00:25:22.53  
 2. RD-Dave Larson 00:26:39.70  
 3. RD-Alex Kim 00:26:58.85  
 4. RD-REED TOPHAM 00:27:29.71  
 5. MT-Jim Harper 00:27:45.38

**Age 50 To 59**

1. RD-EARL XAIZ 00:25:43.36  
 2. RD-Llewellyn Humphreys 00:26:41.72  
 3. RD-Michael Peterson 00:28:40.62  
 4. RD-Richard Picot 00:28:58.25  
 5. RD-Dave Alley 00:30:00.63

**Age 60 To 97**

1. RD-Richard Rahme 00:29:50.56  
 2. RD-Fred Crawford 00:33:51.78

**Clydesdale**

1. RD-STEVE IPSEN 00:33:26.28  
 2. SHAW DEVER 00:34:30.30  
 3. RD-Andrew Anderton 00:35:07.05

**Age 99 To 99**

1. TT TT 00:25:32.22

**FEMALE BY AGE GROUPS****Age 01 To 14**

1. RD-MICAH ALLGOOD 00:32:59.28

**Age 20 To 29**

1. RD-Alisha Welsh 00:22:59.91  
 2. RD-SARAH WHITE 00:29:18.58  
 3. RD-Emily Heider 00:37:10.98

**Age 30 To 39**

1. RD-Cathy Fegan-Kim 00:32:56.19  
 2. ANNETTE BAIRD 00:46:24.71

**Age 40 To 49**

1. RD-MELONIE WHITE 00:32:54.64  
 2. MT-DINA HANNAH 00:33:15.03  
 3. RD-Nicole Anderton 00:36:44.77

**Age 50 To 59**

1. RD-Molly O'Gorman-Picot 00:30:05.55  
 2. RD-Brigid McGarry 00:43:37.38

**Utah Critterium Series 2009 Overall Points****A Flite**

1. David Harward; Porcupine/Specialized Racing  
 2. Andre Gonzalez; Canyon Bicycles Draper  
 3. Rodney Smith; Contender Bicycles  
 4. Billy Allen; FFKR/SportsBaseOnline.Com 9:49:39.639  
 5. Alex Rock; Mi Duole/Barbacoa  
 6. Michael Booth; Canyon Bicycles Draper  
 7. Chase Pinkham; Canyon Bicycles Draper  
 8. David Clinger; Cole Sport  
 9. Michael Sohm; Porcupine/Specialized Racing  
 10. Curtis Doman; Spin Cycle Racing

**B Flite**

1. Casey Ruff; Canyon Bicycles Draper  
 2. Zack Butterfield; Canyon Bicycles Draper  
 3. Justin Wilson; Spin Cycle Racing  
 4. Dave Sharp; Cyclesmith/RMCC  
 5. Alex Whitney; Canyon Bicycles Draper  
 6. Drew Purdy; Canyon Bicycles Draper  
 7. Steve Ferguson; Morgan Stanley  
 8. Carl Majors Cyclesmith/RMCC  
 9. Marek Shon; Cyclesmith/RMCC  
 10. Norman Frye; Ski Utah

**C Flite**

1. Alex Kim; Spin Cycle Racing  
 2. Mike Hales; Mi Duole/Barbacoa  
 3. Shannon Storrud; Porcupine  
 4. Adam Peterson  
 5. Chaz Boutsikaris  
 6. Chad Vansolkema; Bicycle Center  
 7. Jared Eborn; Porcupine  
 8. Ronald Peterson; BBTC  
 9. Phil Pattison; Team Inertia  
 10. Alex Izykowski

**D Flite**

1. Gianni Kennard  
 2. John Moss  
 3. Ronald Peterson; BBTC  
 4. Kelly Powers; Spin Cycle Racing  
 5. John Spencer; Harmons Grocery  
 6. Byron Johnson; Harmons Grocery  
 7. Michael Cronin  
 8. Phil Pattison; Team Inertia

**Utah Cyclocross, Race #1 - Saturday, Oct. 3, 2009, Weber Fairgrounds, Ogden, Utah****Men A**

1. Bart Gillespie; Monavie/cannondale

2. Eric Rasmussen; Porcupine/specialized  
 3. Reed Wycoff; Contender Bicycles  
 4. Thomas Bender; Kuhl-scott  
 5. Alex Grant; Monavie/cannondale

**Women A**

1. Kris Walker; Church of the Big Ring  
 2. Erika Powers; Revolution-peak Fasteners  
 3. 118  
 4. Dayna Deuter  
 5. Chantel Olsen; Pcm  
**Master Men35+ A**  
 1. Art O'connor; Church of the Big Ring  
 2. John Mckone; Cole Sport  
 3. David Wood  
 4. Bo Pitkin; White Pine  
 5. John Iltis; Midoule/barbacoa

**Masters 45+**

1. Jeffrey Johnson; Revolution-peak Fasteners  
 2. Steve Briley; Jans  
 3. Bob Walker; Church of the Big Ring  
 4. Jay Griffin; Umb Cross Team  
 5. Kris Walker; Church of the Big Ring

**Masters 55+**

1. Doug Cottle; Porcupine/specialized  
 2. Bob Walker; Church of the Big Ring  
 3. Lewis Rollins; Contender Bicycles  
 4. Louis Melini; Millcreek Bicycles  
 5. Dennis McCormick; Wild Rose

**Single Speed**

1. Jason Sager; Jamis  
 2. Daniel Nelson; Racer's Cycle Service  
 3. Patrick Ramirez; Contender Bicycles  
 4. John Burton; Joyride Bikes/ek Ekcessories  
 5. 618

**Men B**

1. Taylor Foss; Kuhl-scott  
 2. Jeremy Collins; Body Sync Racing  
 3. Guy Perry; Salt Lake Running Co  
 4. Ryan Krusemark; Kuhl-scott  
 5. Nick Anderson

**Women B**

2. Stephanie Skoreyko; University of Utah Cycling  
 3. Meg Plank; Kuhl-scott  
 4. Alison Vrem; Rmcc/cyclesmith  
 5. Beth Ross; Joyride Bikes/ek Ekcessories

**Master Men35+ B**

1. Tim Matthews  
 2. Peter Archambault; Rmcc/cyclesmith  
 3. Rob Rowley; Biker's Edge  
 4. Robert Johnson  
 5. Denny Kalar; Cole Sport

**Men C**

1. Isaac Pantone; Biker's Edge/destination Homes  
 2. Jeff Bauer  
 3. Nate Vorwallier; Fitzgerald's  
 4. Eric Martin; Skull Candy  
 5. Graham Greenlee; Contender Bicycles

**Women C**

1. Shannon O'grady; Church of the Big Ring  
 2. Rosie Gillespie; Monavie/cannondale  
 3. Virginia Clark  
 4. Amber Hatfield; Umb Cross Team  
 5. Candace Rickard; Bingham Northshore

**Master Men35+ C**

1. RD-STEVE IPSEN 00:33:26.28  
 2. Eric Martin; Skull Candy  
 3. Jason Sparks; Umb Cross Team  
 4. Jon Argyle; Bountiful Bikes  
 5. Jamie Kent; Staats Bike Shop

**Junior Men 10-14**

1. Cade Perry  
 2. Cameron Hooyer  
 3. San Weil; Roosters  
 4. Joel Roberts  
 5. Connor Letendree; Roosters

**Junior Women 10-14**

1. Aiden Keenan  
 2. Emily Bilodeau  
**Junior Men 9 & under**  
 1. Griffin Rossberg; Skull Candy  
 2. Brinton Magee  
 3. Conor Smith  
 4. Peter Stack  
 5. Bannon Weaver

**Junior Women 9 & under**

1. Lupine Cramer  
 2. Cole

**Race #2 - Saturday, Oct. 10, 2009, Weber Fairgrounds, Ogden, Utah****Men A**

1. Ali Goulet; Church of the Big Ring  
 2. Bart Gillespie; Monavie/cannondale  
 3. Reed Wycoff; Contender Bicycles  
 5. Alex Rock; Mi Duole/Barbacoa  
 6. Michael Booth; Canyon Bicycles Draper  
 7. Chase Pinkham; Canyon Bicycles Draper  
 8. David Clinger; Cole Sport  
 9. Michael Sohm; Porcupine/Specialized Racing  
 10. Curtis Doman; Spin Cycle Racing

**B Flite**

1. Casey Ruff; Canyon Bicycles Draper  
 2. Zack Butterfield; Canyon Bicycles Draper  
 3. Justin Wilson; Spin Cycle Racing  
 4. Dave Sharp; Cyclesmith/RMCC  
 5. Alex Whitney; Canyon Bicycles Draper  
 6. Drew Purdy; Canyon Bicycles Draper  
 7. Steve Ferguson; Morgan Stanley  
 8. Carl Majors Cyclesmith/RMCC  
 9. Marek Shon; Cyclesmith/RMCC  
 10. Norman Frye; Ski Utah

**C Flite**

1. Alex Kim; Spin Cycle Racing  
 2. Mike Hales; Mi Duole/Barbacoa  
 3. Shannon Storrud; Porcupine  
 4. Adam Peterson  
 5. Chaz Boutsikaris  
 6. Chad Vansolkema; Bicycle Center  
 7. Jared Eborn; Porcupine  
 8. Ronald Peterson; BBTC  
 9. Phil Pattison; Team Inertia  
 10. Alex Izykowski

**D Flite**

1. Gianni Kennard  
 2. John Moss  
 3. Ronald Peterson; BBTC  
 4. Kelly Powers; Spin Cycle Racing  
 5. John Spencer; Harmons Grocery  
 6. Byron Johnson; Harmons Grocery  
 7. Michael Cronin  
 8. Phil Pattison; Team Inertia

**Men B**

1. Nick Anderson  
 2. Trevor Greenwood  
 3. Jeremy Collins; Body Sync Racing  
 4. Taylor Foss; Kuhl/scott  
 5. Guy Perry; Salt Lake Running Co

**Women B**

1. Alison Vrem; Rmcc/cyclesmith  
 2. Kelsy Bingham  
 3. Solana Kline  
 4. Meg Plank; Kuhl/scott  
 5. Jessica Morris; Canyon Bicycles - Draper

**Master Men35+ B**

1. Peter Archambault; Rmcc/cyclesmith

2. David Leikam; Bikeman.com  
 3. Rob Rowley; Biker's Edge  
 4. Jason Rich; Bountiful Bikes  
 5. Darren Marshall; Contender Bicycles

**Men C**

1. Dusty Powers; Revolution-peak Fasteners  
 2. John Thomas; Church of the Big Ring  
 3. Graham Greenlee; Contender Bicycles  
 4. Ross Greenlee  
 5. Nic Sells; Biker's Edge/Destination Homes  
**Women C**  
 1. Brooke Vincent  
 2. Rosie Gillespie; Monavie/cannondale  
 3. Virginia Clark; Church of the Big Ring  
 4. Melanie Gladding  
 5. Hillary Kirkman

**Master Men35+ C**

1. Jon Argyle; Bountiful Bikes  
 2. Joe Finlayson  
 3. Matthew Davis; Staats Bike Shop  
 4. Jason Sparks; Umb Cross Team  
 5. Jamie Kent; Staats Bike Shop

**Junior Men 10-14**

1. Cade Perry  
 2. Connor Letendree; Roosters  
 3. Greyson Gyllenskog  
 4. Cameron Hooyer  
 5. Joel Roberts

**Junior Women 10-14**

1. Charissa Boniface  
 2. Emily Bilodeau  
**Junior Men 9 & under**  
 1. Thomas Zenger  
 2. Collin Vannook; Ski Utah  
 3. Evan Flick; Rmcc/cyclesmith  
 4. Jackson Higley  
 5. Griffin Rossberg; Skull Candy P/b Jsa Architects

**Junior Women 9 & under**

1. Alexia Shumway  
**Race #3 - Saturday, Oct. 17, 2009, Heber County Fairgrounds, Heber, Utah**

**Men A**

1. Eric Rasmussen; Porcupine/specialized  
 2. Ali Goulet; Church of the Big Ring  
 3. Thomas Bender; Kuhl/scott  
 4. Bryson Perry; Cole Sport  
 5. Nathan Miller

**Women A**

1. Kathy Sherwin; Velo Bella - Ellsworth  
 2. Dayna Deuter; Church of the Big Ring  
 3. Jen Hanks; Revolution



## TOURING

*The Utah Leg of the Western Express Route*

Top left: Neil Spencer and Mel Bashore on the road to Hite on the north-east end of Lake Powell. Right: Mel Bashore stops for a photo during his descent down the Hogsback on Highway 12.

**By Mel Bashore**

In the 1970s the American Association of State Highway Transportation Officials became interested in developing a national bicycle route system to support long-distance bicycle travel. Although work on the U.S. Bicycle Route System (USBRs) is still ongoing, only one route through Utah has been officially recognized. It is a part of a larger system of routes linking many states for trans-continental bicycle touring. The Utah leg is part of a system known as the Western Express Route. It goes from Pueblo, Colorado to San Francisco. The Utah leg travels on a number of state highways through such towns as Monticello, Escalante, Panguitch, Cedar City, and Milford. It drops down to a low elevation of 3600 feet at Hite on Lake Powell to a high of over 10,000 feet at Cedar Breaks. There are a lot of ups and downs and

beautiful rides for bike tourers.

I traveled on the Utah route in fall 2008, having begun in the middle of Kansas in mid-September and finishing in San Francisco in late October. I went to keep company with my friend, Neil Spencer, age 59. I was 62 years old. He rode a recumbent with a BOB trailer and I rode a new Surly Long Haul Trucker. We got a late start because I didn't heal from a broken wrist until after Labor Day. We saw very few other long distance tourers that late in the season. We didn't meet any who were headed in our direction. We were defying conventional wisdom which posited that the prevailing winds would produce headwinds for our east-to-west trip. Mother Nature was kind. We may have only had a part of one day when we had to buck headwinds. That happened on our ride into Cedar City. Let me tell you about our late-season ride on Utah's only recognized route on the USBRS.

Two weeks after departing from the plains of Kansas, Neil and I had crossed the Rockies and were taking each other's pictures in front of the "Entering Utah" sign on Highway 491 on the Colorado-Utah border. After a few miles of pedaling, we could see Monticello off in the distance. It was deceptive. Unlike the grain silos of Kansas that got progressively closer with each biking mile, Monticello seemed to never get any closer no matter how hard we pedaled. That became worrisome as the sun dipped behind Blue Mountain, but finally we reached town at dusk.

We were excited to be in our home state, doubly so because Neil's family was going to meet us at

Monticello. His sons were bike riders and wanted to experience a little of this cross-country tour. We had been keeping our families abreast of our daily tramp with phone calls, e-mails, and Neil's wife had recorded all our progress, photos, and stories in a blog ([http://neilandbecky.blogspot.com/2008\\_09\\_01\\_archive.html](http://neilandbecky.blogspot.com/2008_09_01_archive.html)). We were gaining an ever-growing following on the blog. Hundreds of people, many total strangers to us, were following our pedal path. That was incomprehensible to us. Why would anyone be interested in the daily drivel of two old guys pedaling bikes? Neil said, "Don't these people have a life?" One of my sons explained it to me. He said that many people, who would never dream of

doing what we were doing, shared in our adventure vicariously, in our words and photos. He said it left a great void when our journey ended. They so looked forward to reading what had happened to us each day. Several people afterward told me the same thing. Amazing.

After a good night's rest in Monticello, Neil's sons joined us in our crazy adventure. One son, Nate, even rigged up some panniers, putting heavy stuff in them to try to simulate what we were doing. What did Neil and I do? We off-loaded all our weight into their car. We'd been hauling sixty-plus pounds of gear long enough. We experienced the new freedom—almost akin to weightlessness—of riding a bike without all that heavy weight. It felt like we were really flying on a downhill run from Monticello to Blanding. Were it not for the accompaniment of Neil's family, this stretch of road would have been one of our toughest rides: an eighty-mile waterless killer between Blanding and Lake Powell. Not only did we use their trailer to haul our gear, we also used it on this tough day to haul our bikes and sorry butts. Yeah. We cheated. We justified (OK, we rationalized) hauling our bikes in the trailer for a particularly tough uphill stretch because we had started our day's ride in Monticello, not Blanding. Monticello added another twenty miles to that day's ride. Neil and I normally rode about sixty to seventy miles a day—not 100 miles. Why kill ourselves when we didn't need to? Faced with a hundred mile ride with some serious uphill grinds, we cheated and hitched a ride in the Spencer sag wagon for about thirty miles that day. In retrospect, maybe we can chalk it up to the change in weather we were experiencing. Only

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Above: Mel Bashore stops in front of a road sign at the top of the Hogsback on Highway 12. Some of the grades were a thrilling 12 percent.

two days before, we were in bracingly cool autumn air at 11,000 feet in the Rockies. Neil and I were in shell shock with this warm southeastern Utah weather. As Neil was about to say at such moments, "What's up with this?" That was his standard line when pavement turned rough, when road shoulders narrowed to nothing, when we lost a good tailwind, when blasted road engineers couldn't devise something different than a steep uphill, etc. I just know that my memories of that day would be a lot less pleasant had we not hitched a ride for those thirty miles. I just know it.

We spent that night on the banks of Lake Powell. The next morning we shoved off, crossing Hite Bridge high above the water, then up through the red rock with occasional views back toward Lake Powell. As we made our way through the canyon formations on our way to Hanksville, two oncoming eastbound riders approached. It was visiting time. We never passed up a chance to visit with other bike tourers. These two were from Wales. They were traveling real light, staying in motels, and knocking off one hundred plus miles per day. We wondered how they would fare in the Rockies if weather turned nasty. They seemed to literally be traveling with little more than the clothes on their backs on lightweight road bikes and little

water. After running through the usual litany of questions, they had some advice for us. They told us to stay clear of Panguitch. If possible, we should spend a night in any other place but Panguitch. "They're fascists," they warned. After freshening up in a Panguitch motel, they had gone out to find a pub. There was not a bar to be found. When a local bloke told them, with a hint of civic pride, that the last bar had been run out of town recently (and the tattoo parlor, too), they told us that we had best avoid Panguitch. When they asked us where we were from, I told them I was from Salt Lake, but that Neil was the head of the Chamber of Commerce of Panguitch. Whoops! Time for them to go! Lots of laughs all around. Then we pushed off on our separate ways, with us wondering for some time how they would fare in the days ahead, our wheels pointed for Hanksville.

We took the preferred approach into Hanksville—a downhill coast with a tail wind. After a good rest, we left the next morning with a breeze at our backs. The Spencer boys were bringing us good luck. More than any other state we went through, Utah offered such a wide variety of scenery. Sometimes it seemed like you could get a change in the landscape at every bend in the road. The ride out of Hanksville was like that, a phalanx of gray putty bluffs to our

right and the Fremont River to our left. The Fremont would mostly keep us company all the way to Torrey. Then in the middle of nowhere, but right on schedule (to fit Neil's need at 10 AM for a pastry and a Diet Coke), popped up a little river-side farming settlement with a place of refreshment—Randy's Bakery. Neil was beside himself with joy. The proprietor of this fine little establishment with a brick bake oven was "Randy the Legend," we were so informed by another patron. A bike ride in Utah's remote places didn't require suffering with characters like "The Legend" setting up shop along the way. But I was antsy to push on to Capitol Reef, a place I'd never seen. And what a way to see it, biking through it for my first visit! To me it seemed like a junior version of Zion. As we began our meander through the park, we stopped to watch a herd of half a dozen bighorn sheep grazing along the river. A park ranger later told us she had worked in Capitol Reef for ten years and had yet to see what we had seen that morning. We stopped to pick some apples in the orchards of Fruita, then picnicked at a shady oasis near the park visitor center. Then it was off to Torrey on an uphill grunt out of the park. Neil's boys, with their young legs, distancing the old men.

The boys were enjoying this bike jaunt. They were looking forward to the ride up over Boulder Mountain the next day. It was not to be. It was now October. It went from sunny and warm to freezing and wet in the bat of an eye. At Torrey we awoke to cold temperatures and a sleety snow. The forecast brought nothing but bad news. A winter snow storm halted us in our tracks at Torrey for two days. We holed up. The boys, disappointed in fickle fate, headed home. Neil's wife, Becky, stayed behind to commiserate with us. To try to perk up our spirits, we drove to the Sunglow Café in Bicknell to have a pickle pie. That was some consolation, but the hours cooped up dragged for us. When the weather finally moderated, Becky said goodbye. Enough of this sitting around. We wiped the frost off our bike seats and pushed off. The gray beards (er, white beards) were back in the saddle. On the way up the 2,500-foot climb up Boulder Mountain, we stopped to investigate the pine nuts in the piñons lining the road. The road was snow-free, but remnants of the storm still lined the shady places up to the summit. Up ahead lay our anticipated descent down the Hogsback ridge ride on Highway 12. We loved the road sign at the top—"This Is Not Highway 89." The mecca for hundreds of motorcyclists, the Hogsback was a downhill thrill ride for us. We were laying on the brakes pretty good when the next grade sign registered an eye-popping 14 percent. But all good things must come to an end, and for us, that was just after hitting bottom at Calf Creek. But the uphill to Escalante was at least not as tough had we been headed the other direc-

tion. Got to look at the positive.

The next day took us through some Grand Staircase country, the establishment of which had really pepped up what I remember as the old sleepy town of Tropic. As we climbed up the road through Bryce Canyon, the weather turned colder. It was time to layer up. Extra jerseys and long bike pants were donned. We wanted to camp in Red Canyon, but the clock was ticking as the sun dipped downward. We were on the lookout for the bike trail which Neil knew would take us safely off the busy highway. Fortunately we found it as evening approached and we bicycled into the campground at dusk. Bryce gets cold even in summer. Here it was October. We had logged 1,000 miles of riding into our tour sometime during the day. Halfway into our 2,000-mile ride after three weeks. The next morning we awoke in our brightly colored canyon. We hurried to get our gear packed so we could be on our way. We hoped that we could warm up by getting out on the road pedaling. The downhill coast didn't do it. We had frosty faces and shaky fingers for more than an hour before the sun warmed things up. And Panguitch, the dreaded fascist town, lay directly in our path. We reached it in mid-morning.

For the Welsh guys, Panguitch was a bit too dry. For us, Panguitch was the beginning of a bad decision. Neil met some old guy on the street who claimed to be bike-savvy about all the local roads. We were facing a big climb up to Cedar Breaks. This old timer (maybe one of the alleged fascists) persuaded Neil that we'd do much better to veer off to Mammoth Creek rather than go all the way to Cedar Breaks. Within the first minute of following that noodlehead's great idea by taking that road, Neil had a bad feeling that this wasn't going to turn out well. We dropped a thousand feet of hard-won elevation gain in that first minute. For the next twenty miles, Neil kept begging me to just give him a swift kick in the rear. Nothing to be gained by that, so we just kept plodding ahead. A hard lesson to learn: always follow the map. However we ended up making a pretty good evening of the debacle. We had a really good camp at the closed-for-the-season campground at Duck Creek. Don't tell the rangers.

The next morning, we climbed up to the brink of Cedar Canyon in anticipation of the 4,000-foot drop on Highway 14 down the canyon to Cedar. Swirling strong winds changed what would have been a fun run down the canyon into a very dangerous ride. Winds in the canyon would change direction on a whim. At times near the bottom, the head winds were so strong as to make rid-

ing impossible and both of us were forced to walk our bikes downhill. That's right—downhill! Upon reaching Cedar, we weighed our options and elected to call it a day. That wind could have easily pushed us in the next stage of our trip to the Nevada border (an exaggeration), but we decided to stop and do a little clothes-washing before heading out into a more remote part of Utah.

The next day we reached Minersville on Highway 130 before noon on an enjoyable ride—made more so by meeting up with my wife and a son, Karen and Will. They had come down to see the old gray beards. One of the things that hit me hardest on this long distance ride was the absence from family. Sure, I had Neil for company, but the separation from family was tough emotionally. After sharing a relaxing lunch with them at a gas 'n go in Minersville, Will joined us on his road bike for a spin to Milford. He quickly tired of our steady, slow pace, and pulled out ahead. That evening we learned what all that ferocious wind was trying to tell us—Mother Nature was bringing us some more bad weather. The next morning we awoke to impossible riding weather. The snow (more like pelletized rain) was screaming horizontally, smacking us with great force as we loaded the bikes on the car. We were going to cheat again. We left Milford, forced by weather to go the rest of the way by car on Highway 21 to the Utah-Nevada border. In fact, we ended up cheating for a few hundred miles—all the way to Eureka, Nevada. It was fortuitous because hadn't we had a car to transport us, Neil and I would have to stare at the walls of some fleabag motel for days until the record low temperatures and storm abated. As it was, when we finally left Eureka it was a frosty 12 degrees. The old gray beards had frosty white beards that morning.

Even though we cheated for quite a distance, it proved to be for the best. Had we not done so, Neil would have gotten home after his 94-year-old father died. As it was, he was able to spend three days with him to tell him all about our bike trip adventures.

About three weeks later, our wives met us in San Francisco. Both of them had been a great help to us on our big bike adventure and during some challenging moments on the Utah leg of the Western Express Route.

Note: Maps of the Western Express Route are available from AdventureCycling.org.



**The Nov & Dec meetings will be devoted to reorganizing the board and mission statement**  
**Get involved and make a difference!**

Monday Nov 9th & Dec 14th @ 5:00  
Salt Lake County Government Center  
21st & State, Room 4006N (North Building)  
**more info: chair@slcbac.org**



County Bike Maps Available  
See our Website for Details  
Public Meetings: 2<sup>nd</sup> Monday of each Month  
Visitors Welcome, Visit [www.slcbac.org](http://www.slcbac.org)



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