

VOLUME 12 NUMBER 8

FREE

FALL/WINTER 2004

# cycling utah

## IT'S CYCLOCROSS SEASON!

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## SPEAKING OF SPOKES

# What Happens Next?

By Dave Ward  
Publisher

On September 18, Josie Johnson was tragically killed in a bicycling/automobile accident near Solitude Ski Resort in Big Cottonwood Canyon, east of Salt Lake City. This accident, and Ms. Johnson's death, have shocked the cycling community and prompted an outcry against the perceived failure of appropriate action against the driver of the vehicle which struck Ms. Johnson.

Ms. Johnson was riding her bicycle up Big Cottonwood Canyon. She was approximately two miles from the top of the canyon when struck from behind by a person driving an SUV. Except for the initial report of the Salt Lake County Sheriff's deputy responding to the accident, no further details are available or have been released. The matter is still under investigation. More on that later.

Preliminarily, it is appropriate to clear up some confusion regarding the legal aspects of this accident. An accident of this nature raises two possible legal proceedings. First, there is the criminal matter of whether or not the driver of the vehicle is to be charged and prosecuted with violating the law. The word "criminal" may seem harsh to some, as it is likely that



there was no intent on the part of the driver to hit Ms. Johnson. However, any violation of the law is technically a crime, and prosecution for any moving violation while operating a motor vehicle is a criminal prosecution, though moving violations are rarely referred to as such.

Part of the public outcry arising from this accident is the belief that the driver was not "cited" with a moving violation. However, not all citations need to be, nor are they, issued at the scene. Rather, the involved law enforcement agency has the authority to file charges well after an incident has occurred. In this case, a call to the Salt Lake County Sheriff's office revealed that this matter is still under investigation. Blood tests of the driver are being conducted, and results are still being awaited. The results of those tests will certainly influence the charges that may be brought against the driver. For that reason, the Salt Lake

County Sheriff's office is awaiting the test results before proceeding further.

When those test results are received, all of the facts and circumstances surrounding this accident will be reviewed with the Salt Lake District Attorney's office to determine what, if any, charges are to be filed against the driver of the vehicle. It is important to understand that the District Attorney has the discretion whether or not to file charges and prosecute. Even if there is a violation of the law, the District Attorney may decide to not prosecute. Several factors contribute to the ultimate decision whether or not to prosecute. Among these factors are the circumstances surrounding the case, the insistence of the victims on prosecution, how egregious the incident is, the ability to obtain a conviction, and the interests of the public to be protected. But ultimately, it is the District Attorney's office, not the family or anyone else, who will decide if the driver will be prosecuted.

Cyclists believe, and rightfully so, that despite laws to the contrary, they are viewed and treated by many, including law enforcement officials, as second-rate citizens on the roadways. This terrible incident makes it clear that the laws protecting cyclists need to be enforced. Until those injuring, maiming and killing cyclists are prosecuted for violating these laws, this indifference and inattention of drivers will not be abated.

The circumstances surrounding Ms. Johnson's death are compelling. It is hard to imagine how, having been struck from behind, she could in any way be at fault. She had the right to be on the road, and it seems readily apparent that the driver was, at a minimum, inattentive. That, plus the important public policy of protecting all persons, including cyclists, who have a right to be on the roads, would appear to require prosecution of one or more moving violations against the driver who struck Ms. Johnson.

That being said, successful prosecution is not going to result in compensation for Ms. Johnson's family. It would result, most likely, in a serious fine and probation and maybe some type of driving improvement class for the driver. However, a successful prosecution would send a message that cyclists have rights to the road, and that drivers must be aware of and accord those rights to cyclists. If they do not, they may face citation and prosecution. It would also serve the purpose of assuaging those angered by this tragic incident and Ms. Johnson's resulting death.

But compensation to Ms. Johnson's family comes about primarily through the second type of proceeding, a "civil" (as opposed to criminal) lawsuit against the driver by those entitled to bring such an action. In Ms. Johnson's case, this would most likely be her family. While they do not determine if the driver will be prosecuted by Salt Lake County for any

moving violations, they do have the right to file a lawsuit for injuries and damages resulting from Ms. Johnson's death.

In such a lawsuit, two things must be proven. First, that the driver is at fault. This would appear to be fairly obvious in this matter. Second, the amount of compensation that should be awarded to the victims. Obviously, no amount of money can compensate Ms. Johnson's family for their loss, but it is the only remedy available. Thus, a judge or jury in such a case has to determine the amount to be paid if fault on the part of the driver is found.

Such a lawsuit may or may not be filed. If compensation is sought, a settlement on that may be reached before such a lawsuit is filed. If a lawsuit is filed, it will

take time to be resolved, and most of us will never know the result of that. While court proceedings are public, settlements can be, and often are, private and not disclosed. If a matter does go to trial, it is so far removed in time from the accident that it is seldom reported in the news, and most people have long since lost the ambition to follow the case and the result.

But we may never know the result of any civil claim or proceeding, we can, and have the right, to know if the driver of the vehicle will be prosecuted and, if so, its ultimate outcome. We should be extremely interested in this, because it will tell us if our

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**Coffee Garden**

**Cover Photo: Bart Gillespie flying through the barriers at Wheeler Farm in the Utah Cyclocross Series Opener on October 3, 2004.**  
Photo: Dave Iltis  
See more photos from the Utah Cyclocross Series in **cyclingutah.com's** photo gallery.

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## UTAH NEWS

# Josie Johnson Dies After Being Struck By Car in Big Cottonwood

By Jason Bultman

On a windy afternoon on September 18th, 25-year old Josie Johnson was hammering away on her favorite climb – Big Cottonwood Canyon – on her squeaky road bike. Her head was down and hands in the drops, body wavering back and forth with each pedal stroke, nearing the top of the canyon. Only a few minutes before her goal at the top would be accomplished, a Jeep Cherokee slammed into her from behind. The owner of nearby Bottom Line Snowboards, Mike Czaja, ran to the scene minutes after the collision and held Josie, knowing full well she had only a few seconds left. He later tried to describe how he felt her spirit pass through him.

Feeling Josie's spirit was quite common, as she touched lives at school, at her ward, in her family, and even as she shared her enthusiasm with bicyclists passing by. Josie was "a hard charger" according to her brother Ken Johnson, who shared his own passion riding the Wasatch canyons with his younger sister. "She was great to have around on a mountain excursion of any type. She was



Josie Johnson, 1979-2004

experienced, strong, and had a great personality. In her quiet, kind sort of way, she would always challenge all of us to go the extra mile." Once when Ken and Josie rode Big Cottonwood together and approached Solitude Resort, Ken suggested they finish there and turn back. Not on Josie's watch. She very much enjoyed riding her bike in the canyons along the Wasatch Front and would ride them between experiments in her laboratory.

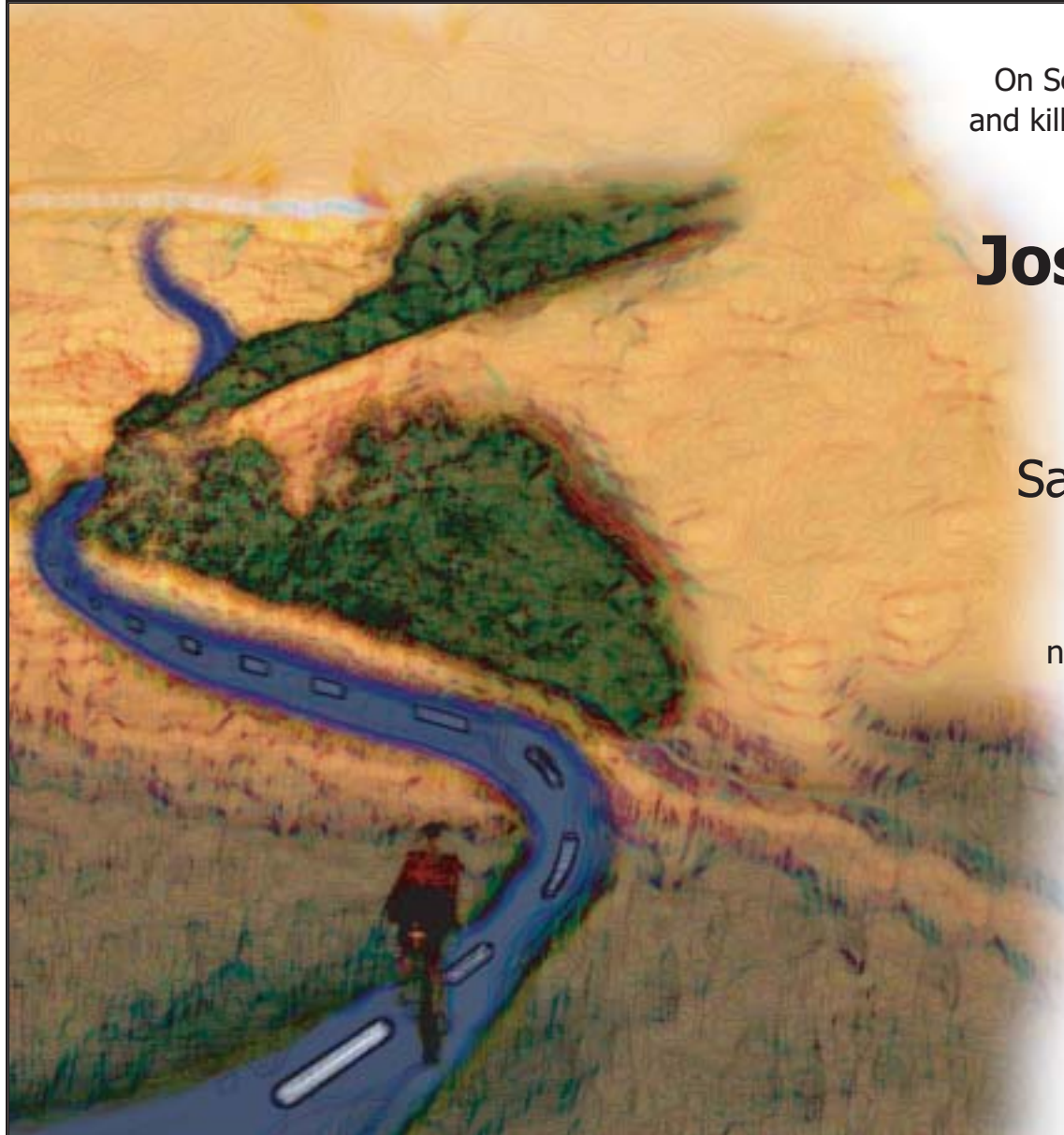
Josie was a graduate student at the University of Utah, studying under esteemed professor Dr. Dale Abel in a lab associated with the Departments of Medicine and Biochemistry in the Eccles Institute of Human Genetics building. Her position was highly competitive, and she excelled. She was in her second year of graduate studies working towards her PhD. Her research focus was determining effects of diabetes on cardiovascular function by characterizing cell differentiation and insulin signaling. John Weis, the Director of the Molecular Biology Department, called Josie "a real gem", and knew her to be one of their brightest students.

Apparently, Josie was also

part fish. She swam competitively throughout high school and continued to swim recreationally during her college and graduate school training. She would enter into the swimming race across Lake Tahoe (cold water) where no wet suits are allowed. She would search out water wherever she could, especially up in the mountains. In addition to swimming and cycling, Josie loved to ski, backpack, and go hiking in her spare time. She served as a counselor at "Navajo Trails" in central Utah, where she would guide teenagers into the mountains on week-long backpacking or horseback trips. She was on her way to hiking all the major peaks along the Wasatch Front.

So what happened? On that fateful August day, Josie was riding within two feet of the fog line, in the right-hand lane of two travel lanes on the straight section approaching Solitude Ski Resort. She was wearing a brand new blue and white cycling jersey and a camelback. The time was 4:09 pm. While that particular day was extremely windy, the investigation deter-

Continued on page 4



On September 18, 2004 Josie Johnson was hit by a car and killed while riding her bike up Big Cottonwood Canyon

## Join us for the Josie Johnson Memorial Bicycle Ride

to raise awareness for bicycle safety

Saturday, October 30 at 11:30 am

Ride from the parking lot  
at 645 South Guardsman Way (1580 East)  
north of the Steiner Aquatic Center to the mouth  
of Big Cottonwood Canyon and back

No entry fee - Donations to the Josie Johnson  
Memorial Fund are encouraged

For more information about  
Josie and the Ride visit our website  
[www.slcbac.org](http://www.slcbac.org)  
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## ESSAY

## Sadness Amidst Solitude

By Chad Ambrose

We are definitely a bi product of all the meticulous inputs that get pushed upon us in our lives. The day comes as the dawn breaks over our shoulders crying for the commencement of another moment to triumph. Some days the time to be happy is far too heavily replaced by sadness, sorrows and heartbreaks. Yesterday I was riding my road bike just trying to escape the weight of the splintered laden cross of life that we all sometimes seem to be carrying alone, and flying as fast as I could up Big Cottonwood Canyon. While pushing my pains and sorrows of the world aside, pounding the pedals as the cares of life began falling away, I came across a wonderful person. I don't even know her but I can tell you she is wonderful. This physically strong and willful woman who too was trying to carve a new line in her sculpture of life was riding her squeaky old road bike up just below the "S" curve. There is an instant bond between cyclists trying to achieve the same goal. As I came up and began to pass her I asked, "how's it going?" "Things are excellent!" she responded, "how bout' you man?" "I'm good!" I replied.

As I rode away from her, for some reason I thought about her and her reply of "Things are Excellent!" -Amidst the physical stress she was experiencing. Of the hundreds of cyclists I have passed, I have never felt so strongly the happiness this one was feeling even though the body was tiring. To this most happy person, the sun was shining, the heavy wind seemed to be her friend, and the heat was

nothing but encouragement to arrive at the top of the canyon. She was obviously ever so content to be among the beauties of nature while battling the will to continue up that arduous line of asphalt. Little did that young woman know that she who was filled with a fire and zest for life, even an unbridled passion to be alive and dwell in the cathedral of the mountains, would be killed one hour later by a motorist. I feel that a part of me has died, that one of my own has perished, even a sister of adventure. I was the last person to speak with this special creation. If I could have just known what the next hour would have brought, if she could have just decided to ride her bike an hour later, if she could have just stayed home because of the annoying relentless wind. No, instead her will to challenge herself and escape the cruelties of the world among the mountains drove her once again upwards. No, instead the crossroads clashed and in the middle was a disaster, leaving alone a lifeless destroyed steel horse without its well-accustomed rider who had pushed it day after day up the "canyon" of the world. Things in life never seem to make sense among the gray lines of pain. For the past several hours I have been concerned, hoping that I was a source of encouragement, however now, most importantly I know that she was ever so encouraging to me and forever will be up those painful canyon roads of life. I was the recipient of her brilliant happiness and shining rays of hope that I feel now as the sun is esconded by the clouds of rain.

-September 19, 2004

## Josie Johnson Memorial Ride

Bicyclists of all interests and abilities are coming together on October 30, 2004 to ride and remember Josie Johnson, who was killed after being struck by a car from behind while riding up Big Cottonwood Canyon on September 18, 2004. Josie was an avid road and mountain biker, strong swimmer, skier, overall outdoor enthusiast, and aspiring doctoral student at the University of Utah. Those who knew Josie were inspired by her zest for life. Salt Lake area bicycle advocates, who have also been deeply affected by her loss, dedicate a memorial ride in Josie's honor to bring the community together to raise awareness for the safety of all bicyclists.

On Saturday, October 30th, the Josie Johnson Memorial Ride will meet at the parking lot at the corner of 500 South and Guardsman's Way by the University of Utah at 11:30 am. We will ride to the mouth of Big Cottonwood Canyon for a moment of silence around 1:30 pm, and return along beautiful Wasatch Drive back to the University. On this day, the name and life of Josie will be in our hearts, as well as all other bicyclists that have been killed or injured in car/bike collisions. In their memory, we will work together for more safe and enjoyable riding.

For more information, visit [www.slebac.org](http://www.slebac.org)Josie Johnson -  
Continued from page 3

mined that wind was not a factor in the accident. The jeep hit her at its center, leaving a large hole in the middle of the windshield. While the bike was flattened and went underneath the vehicle, Josie was tossed a good distance from the point of impact. There were no skid marks. And while it wasn't enough to protect her, she was wearing a helmet.

The investigation determined that the driver was going the speed limit, 45 mph. As of the time of this writing, the investigation was pending autopsy and blood test results. In my discussions with the investigating officer, Randall Thomas, the charges would be from

"manslaughter to negligent homicide, depending on the toxicology report." At the time of this writing, an independent reconstruction firm hired by the driver was investigating the original police report.

Salt Lake area bicycle advocates will always remember Josie. As we dedicate a memorial ride in Josie's honor to join the community together and raise awareness for bicycling, it is becoming clear that her tragic death will save many lives. Thank you for sharing your zest for life with us, Josie. When we are riding in the beautiful Wasatch canyons, winding through quaking Aspens and along Cottonwoods, among intense autumn color and clear, fresh, mountain air, we know that you are with us.

## Kryptonite Offers Replacement Locks

Following the reports of round-key locks vulnerability to being opened with the end of a plastic pen, Kryptonite is offering to exchange locks for new ones. Kryptonite's website states, "If you currently own a Kryptonite tubular cylinder lock and are concerned about the security of this lock, Kryptonite will exchange this lock for you with a comparable non-tubular cylinder lock." Exchange instructions and forms are available at [www.kryptonitelock.com](http://www.kryptonitelock.com).

-Bicycle Colorado

## Fatal Car/Bike Collisions in Utah, 2004

By Jason Bultman

On August 12, cyclist William Fails was hit from behind and killed while riding east on SR-21, one mile east of Minersville, Utah. The 26-year old pickup driver reported that Fails drifted into the travel lane as he approached the bicycle from behind, and he sideswiped it. It was 9:30 in the morning, and the sun was not a factor. The driver was the only witness, and there was no other traffic on the road. William was wearing a bright orange vest, so he should have been plenty visible. And as of October 11, no charges are being filed against the driver, according to Trooper Charles Collings. The case is pending review by the Beaver County attorney, Von Christenson, who can be reached at 435-438-6441.

William Fails was an elderly, avid cyclist. He traveled along this same route so frequently that most Minersville residents were used to passing him, including Smith. William loved to ride this route, it was his health insurance. May William rest in peace.

On August 16 in North Ogden, 56-year old Robert Hirschi was killed as he was riding south on Mountain Road when a north-bound high-profile GMC truck turned left in front of him onto Fruitland Drive.

Earlier in the year, as reported in Cycling Utah, Samuel Hall, 33, was killed when he collided head-on with a truck that was driving up the Tour of Canyonlands race course in Moab. Josie Johnson was hit and killed on September 18 in Big Cottonwood Canyon. And two kids, eighth-grader Kade Rosemann and 13-year old Joey Mahana, were killed when they rode into the paths of a bus near Crescent View Middle School and a UTA bus heading west on 5700 South at 900 East, respectively.

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## TRAIL OF THE MONTH

## Black Dragon Canyon - South to the Swell

By Gregg Bromka

Life as a new father and first-time homeowner can really put the whammy on what was once a free-spirited lifestyle. (I never thought mountain biking would slip to nearly the bottom of my priority list.) Fall has arrived all too quickly this year and has effectively cheated me out of an entire summer of biking. Although I'm looking forward to some choice powder days at Alta this winter and to skinning up Mill Creek Canyon with daughter in tow, I'm going to make one last ditch effort to salvage the cycling season and eat some well-deserved dirt. Moab and St. George are the logical destinations, but this October I'm heading to the San Rafael Swell for a little R and R: recreation and restitution.

No festival, no crowds, no motels, no bike shops, no beer on tap, no nothing; only chilly star-speckled nights, coyotes howling in the distance, and waking to ruddy stone irradiated by the rising sun. That faded anthropomorph, which hasn't budged a mutated limb for over 1000 years, will try once again to sweeten my cowboy coffee with a dash of Navajo Sandstone. Silly humanoid.

As its name suggests, the San Rafael Swell is neither a mountain nor a plateau, but a colossal geologic blister on the earth's surface. Most stunning is the San Rafael's eastern perimeter, which is marked by a formidable, sawtooth ridge of protracted strata that juts abruptly from the surrounding desert plains. The "Reef" as it is called is not a cliff or a straight crest, "... but a row of cusps like a battery of shark's teeth on a large scale," as described by geologist C. E. Dutton in the 1880s. Seemingly impenetrable from afar, the Reef is actually breached by sinuous canyons, or "narrows." Some of these slots constrict to less than shoulder width and block all but a mere sliver of sky above.

Black Dragon Canyon is a 14.5-mile trip through one of the Reef's sandstone hallways. It's perfect for intermediate bikers or for novice riders who have mastered basic off-road biking skills. The route begins up high in Sinbad Country where low rising mesas mingle with high desert prairies. Fast-paced sand and rock



Engulfed by Black Dragon Canyon.

Photo by Gregg Bromka

doubletracks draw you quickly toward the Reef's menacing cusps until you are swallowed whole by Black Dragon Canyon. Although this passageway does not pinch to claustrophobic widths (you can drive a car up it), it is bound by vertical walls nearly 1000 feet tall.

Fremont Indian rock art adorns the canyon, including the elusive "black dragon" pictograph. In a cave along the way, you'll see hand prints and drawings that resemble necklaces, plus what appears to be a primitive form of accounting, a Fremont-age abacus of sorts.

**Notes on the trail:**

From the top at Sinkhole Flats, ride the doubletrack eastward across the prairie to a wire gate and cattle guard. One-half mile farther fork left on a good dirt road at a Y-junction. Ride like the wind for 2.6 miles to an unsigned but prominent Y-junction. Fork

the inclined sandstone ramp (say slickrock) and gaze into the 1000 foot gash you just rode through. Keep in mind that there are no painted-on dashes to guide you nor "fried eggs" to warn you of impending doom like on Moab's version. Prerequisite are solid legs and low gears for the ride up and unfaltering brakes for the descent.

**Distance:** 14.5 miles**Tread:** Packed dirt and sandy doubletracks with intermittent rocky sections.**Difficulty:** Easy to moderate. The ride is mostly downhill. What hills you climb are tame.

Elevation gain: A couple hundred feet at most. Elevation loss, on the other hand, is about 2,100 feet. Gotta like those numbers.

Finding the trail: From Green River, travel west on I-70 and pass Exit 147 for UT 24 and Hanksville. One-half mile past the San Rafael River, look for a dirt road leaving the edge of the freeway between mileposts 145 and 144. (There is no exit ramp.) Pass through a wire gate (close it behind you) and drive the light-duty dirt road about 1 mile to the mouth of Black Dragon Canyon. Leave a vehicle here. If the road is impassable, park at your discretion near the highway or at the freeway rest area 1 mile west at the edge of the Reef.

In your shuttle vehicle, drive west on I-70 up Spotted Wolf Canyon and take Exit 129 signed for Ranch Exit. Double back to the east on the frontage road (gravel) and then travel north for 6 miles to a doubletrack signed for Sinkhole Flats and Jackass Benches. Park and embark.

Excerpted from Mountain Biking Utah. For other Utah trails, get a copy of Mountain Biking Utah by Gregg Bromka at your favorite bike shop or at [cyclingutah.com](http://cyclingutah.com).

### USCF Road Nationals and NORBA NCS Return to Park City in 2005

PARK CITY, UT-- Cycling on the trails and roads of Park City is returning to this Rocky Mountain resort community bigger and better than ever before with full two weeks of all-out racing, featuring mountain biking and road cycling June 17-July 2, 2005.

Following a four-year absence from Deer Valley Resort's mountain bike trails, the National Mountain Bike Race Series will once again visit the Resort's famed trails, June 17-19, with the Deer Valley NCS.

Also bigger and better, the second annual Park City Cycling Festival, presented by USA Cycling, features all of the thrills and excitement of last year's road, crit and time trial National Championships, but with the addition of cycling's top guns, the Elite category cyclists. This is the first time ever that each of the three disciplines of road cycling will be contested for each level (Junior, Espoir, Elite and Master) in a single location. The Park City Cycling Festival immediately follows the Deer Valley NCS, running June 20-July 2, truly bringing Park City into the limelight of both mountain biking and road cycling.

So whether you ride knobby, fat tires or slick, narrow ones, make plans to be in Park City June 17-July 2, 2005.

For more info, visit [www.parkcitycyclingfest.com](http://www.parkcitycyclingfest.com)

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## COMMUTER OF THE MONTH

# This Girl Just Wants to Have Fun!!

By Lou Melini

This month's featured bicycle commuter is Amy Dwyer, office manager for KRCL 90.9 FM, a community radio station. She has been in Salt Lake City for 3 years, Moab 6 and prior to that, Milwaukee.

Cycling Utah: What is your motivation for commuting to work on your bicycle?

A.D: It's fun! I love human-powered transport. When I am in a car, wherever I am going becomes a chore. I feel much better when I ride.

C.U: As a community radio, could KRCL become connected with the bicycling community?

A.D: We have fun with both, riding and with the radio station. A few of the staff at KRCL ride to work including one from Sandy, with a little help from Trax. Recently, with the help of Salt Lake City's Bicycle Advisory Committee, we were able to purchase and install a bike rack at KRCL.

C.U: Would KRCL do something like report on the daily progress of a long distance bike ride, give race results or report on any other interesting bike tidbits?

A.D: I do not make programming decisions as our D.J.'s and volunteers are given quite a lot of freedom. Perhaps one would get interested in a bicycle cause.

C.U: You have a family. How does this affect your commuting?

A.D: I ride when my schedule allows. I may ride every day of one week but not at all the next. It depends on my schedule with the family, work, and also the weather.

C.U: Your work location is more on the west side of town. I do not have much experience riding there during weekdays. What is it like?

A.D.: I ride 2-8 miles depending on the route I take. I try to avoid the main routes, which is the shorter way. I find that drivers are not very respectful. My long route takes me to the best and worst of Salt Lake. I ride through the streets of my neighborhood and onto the Jordan River trail. On a typical day I pass neighbors watering their gardens, then while on the trail I may see beavers and of course lots of birds along the way. Once off the trail I pass some smelly factories and get stopped by trains.

C.U: You have commuted in several localities. How do they compare?

A.D: It has been some time since I was in Milwaukee. As a child, I could bike from the edge of town to the county parks or the beaches of Lake Michigan on designated connecting bike trails. One could get around the city easily. In Moab, as most of the readers know, there is a lot of places to ride from town. The overall attitude is very bike friendly, which is from the high biker-per-capita ratio. I could pull my bike trailer anywhere I needed to go. Here in Salt Lake, I have ditched the trailer with my boys, though fortunately they are older, and ride on their own bikes. We ride the Jordan River trail. Moab is definitely more bicycle-friendly.

C.U: What can be done to get more people commuting here in Salt Lake?

A.D: People have to realize that riding is fun. The pedal pass program is very good, though it needs to be advertised more to cyclists who do not ride on a regular basis. Obviously more needs to be done to improve safety on the roads, as it would encourage a lot more casual riders like myself. The laws that exist need to be enforced and education programs installed aimed at aggressive drivers. I also think we need to think about how traffic flows, that is large yields to small. Large cars should yield to compact cars, small cars to motorcycle, motorcycle to bicycles, and bicycles to pedestrians.

C.U: Anything else?

A.D: Be safe, and have fun! If you wish, put KRCL, 90.9, your community radio station on your listening agenda.

This column profiles bicycle commuters of all stripes, those who ride once a week in good weather to those who ride every day of the year. If you know of someone, send an e-mail to me, Melini@xmission.com. If I have your name, be patient as I hope to contact you soon. I am looking for anyone outside of the Salt Lake County area to add some variety to the column.

Editor's note: You can download a free copy of the pedal pass at cyclingutah.com on our links page.

## COACH'S CORNER

# Cyclocross Mounts and Dismounts

By Greg Steele

Getting off is the easy part.

Doing in gracefully is an entirely different matter.

As the season comes to a close for most, cyclocross presents itself. 'Cross is a great way to put a little "upper end" before the dead of winter (and mind-deadening indoor workouts) come into full swing.

And 'cross can be the great equalizer. It isn't always the fittest rider that wins, but someone with good fitness AND good technique. Bike handling plays a big part in the 'cross game, and that is something that is learned in time.

But dismounting and mounting can be a huge factor as well. Someone who is proficient at the dismounts can easily make up 10-15 seconds on each set of barriers. Figure that most courses have 2 sets of barriers or run-ups, and that can easily be 30 seconds PER LAP. This can be done to either to get ahead of the field or be able to recover for the next hard riding effort.

**Dismounting**

So let's start with a flat level dismount. There are two key elements to this that beginners often miss.

1) Put the right leg between the left leg (still clipped in) and the bike frame

and

2) Put the right hand on the back of the bike (either on the seat, or the top tube, close to the seat cluster).

These two elements will make your dismount.

And here is why... by placing the right leg between the frame and the left leg, you can't "ride away" from your foot plant. Even if that were to happen, the right leg will force the left to unclip. If you were to cross the right leg behind the left, you could easily plant the right onto the ground, and ride right past it, ending up in the splits. very uncomfortable!

After the right leg is correctly positioned, move your right hand from the handlebars (brake hoods, bar tops or drops) to the top of the seat or the top tube, close to the seat cluster. This has two effects, first you have better control of the bike both still attached to it via the pedals, and especially after you fully unclip. If you just have the handlebars in your hands, it becomes very difficult to control the rear of the bike.

Secondly, it "pre-places" you to pick the bike up, to either run the barriers or shoulder the bike, thus speeding up that process.

This is also why dedicated 'crossers swap the front and rear brakes... if your hand is in the correct position, when the brakes are swapped, you can still apply the rear brake to adjust speed. Again, the correct hand position keeps the weight centered on the bike such that applying the rear brake doesn't make the bike unstable.

These two techniques are very easy to practice to make it second nature. You don't need to be off road to practice the sequence, heck, you don't even need to be on your cross bike. I have been even known to do this on road group rides (with people I trust) to show beginners how it works.

**Remounting**

If you have this down, let's talk about the remount. This is another crucial time that can become a time saver. Again, there are two things to focus on.

1) Set the bike down gently

and

2) Use both hands on the bars before jumping onto the saddle.

First, with the right hand on the saddle or the top-tube, don't drop the bike to the ground, gently set it back down. If you dump it down, it will bounce around, the chain will slap around (and/or bounce off) and you will have to wait longer to get it under control before you can jump back onto the bike.

And second, after the bike is on the ground, move your right hand to the bars. These two techniques will keep everything together. Many beginners try to jump back onto the bike from too far back. This is easy to do if you throw the bike down and let go of the saddle/top-tube too early. By setting the bike down gently and holding onto the bike until it is settled on the ground, you prevent the bike from "running ahead" of you and hence having to jump onto it from behind the saddle. If

you set the bike down, move your hands to the bars, then your core should be positioned at about the bottom bracket of the frame and you won't be chasing the bike trying to jump on.

In practicing mounts and dismounts, it is important to worry first about the technique, then begin to worry about how much time on the ground you spend. If you watch tapes of the worlds best, you begin to notice that they may take 2 steps on the ground before jumping and only one step on the ground after the last barrier. And you can too, with practice. But first get the ideas discussed above worked out first.

Practice first in an empty field or city park or your front lawn. Strive for fluidity in getting on and off the bike. Then practice with imaginary lines as barriers. This will let you make mistakes without hurting yourself when you smack into a barrier (not a fun endeavor). When you feel confident about jumping the lines, move up to real barriers, but don't be worried about getting off too early and running 3-5 steps into the barriers, worry about being fluid in the dismount and run. The rest will come with time.

Enjoy, and get muddy!

Greg is a USAC Expert Level coach and co-owner with Michael Sherman of wattagetraining.com, a coaching company based in Salt Lake City Utah that specializes in coaching cyclists using power. To find out more about Greg and his company visit wattagetraining.com or drop him a line at greg@wattagetraining.com.

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Sat. Nov. 6th - Ft. Buenaventura, Ogden	
Sun. Nov. 7th - Wheeler Farm	11:15 am Start for A Women & B Men
Sun. Nov. 14th - Wheeler Farm	
Sat. Nov. 20th - Wheeler Farm	
Sat. Nov. 27th - Wheeler Farm	12:30 pm Start for A+ & A Men
Sat. Dec. 4th - Ft. Buenaventura, Ogden	

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## ROUTE 211

# Will The Real Jeff Keller Please Stand Up

By Greg Overton

I sat down to interview Jeff Keller for this month's Route 211, and things went pretty much as planned. I had my questions prepared, had portions of the story already composed and was proudly self assured when we settled into his office at Sunrise Cyclery in Logan, Utah. That's where my structured interview ended.

Three hours of non-stop conversation and idea bouncing later, I had not opened my notebook or pen to write a single note, although Jeff borrowed them once to illustrate a concept he was trying to get across to me. Meet Jeff Keller, owner of Sunrise Cyclery, designer of bicycle products, adventurer, artist, godfather of the Logan to Jackson race, and all around renaissance man.

A conversation with Jeff can be like watching fireworks. An idea will flash brightly, and countless more will be spawned. The challenge is in choosing which one to follow back to earth. Few are duds, and most leave you saying to yourself, "wow, that's cool". The topics can easily stretch from a bicycle crank to the North Pole, all six of them, whether magnetic, true North or Celestial North Pole. The North Pole topic can lead to Utah's air quality, and before you know it, you're back to bicycle components.

Keller has been a community fixture in Logan since the early eighties. He opened Sunrise in 1980, in the basement of a clothing store one block from its current location. A year later he moved the store into



the ground floor of his historic home, which was built in 1895, and it's been there ever since. A few years after moving the store in, Jeff spent 17 months hand-digging the basement to create additional storage for the bike shop. This is a good time to make note of his high energy level - he removed the dirt with two five gallon buckets as he dug his basement.

In 1982, friend and customer David Bern approached Jeff with the need to create a goal for himself. One that would keep him motivated to ride his bike more consistently in order to build his fitness. As Keller recalls, "David had an idea that a race from Logan to Jackson, Wyoming, might be just the goal he needed." Soon, the Logan to Jackson (LotoJa) bike race, a 208 mile one day race, was born. "That first year, we had nine riders. Now it's over one thousand," Keller told me. "It's the only race of its kind in the U.S., and more than any other event, until maybe Ride the Rockies in Colorado, it gets people on their bikes close to year round because

they love to train for it. It's a wonderful accomplishment to finish it, but it takes training. That gets them on their bikes."

"The funniest story I remember about LotoJa is an episode back in the eighties, one of those inclement days when it would alternate rain, sleet, wind, sunny and hot, then back to rain and cold; a day when things are just kind of out of the ordinary. Near the town of Freedom, Wyoming, we came upon a herd of sheep in the road, spread all across the road, and so thick that we couldn't ride through them, so we had to get off our bikes and wait. A couple in a white Lincoln automobile was trying to maneuver through the herd slowly, when something spooked the sheep. The sheep began climbing all over this pretty white car to get away. It was a funny scene as the racers, the sheep herder and the car's occupants could do nothing but watch as these sheep jumped all over this car", he chuckled. "That's just one of many highlights of the race over the years."

Keller's first product design was sketched on an airplane napkin during a cross country flight with his young son. He was reading a magazine article detailing the liability issues surrounding bolt failures on bicycle seatposts. "I was thinking, 'wouldn't it be great if the post did not have bolts at all.'" Jeff designed a clamp mechanism that creates the seatpost as a large bolt, and the clamp is threaded onto the top of the post like a large nut, clamping the saddle rails while tightening on the post. The design requires no tools



Jeff Keller

and works by utilizing the saddle as a lever to tighten the integrated clamp. It's a simple and ingenious design that is very lightweight and almost infinitely adjustable, and prevents the clamp from loosening, which is the most common cause of seatpost bolt failure.

The post was patented, and initially marketed by Keller under the name NADS (not another darn seatpost). The design was soon licensed by component manufacturer Cane Creek, which was a division of Dia Compe, and was also the owner of Onza, another bicycle component brand. Jeff sold the patent rights to Onza, but before the new post was fully brought to market, Cane Creek allowed the troubled Onza brand to fade from the marketplace, taking with it Keller's seatpost. He later regained control of the design.

By that time, though, Jeff had moved on to a crank design, and an adjustable handlebar stem. Both of these were created with better bike fit, another of his passions, in mind. He also designed a bike mirror that would allow the rider to view the road ahead while pedaling head-down, and also a derailleur with

overly large, for their time, pulley wheels for quicker shifting. The latter design concept would be incorporated into most current-day rear derailleurs from Shimano Sram and Campagnolo.

There are also kitchen and restaurant products, a new cycling related product by Jeff's latest venture, Huge Innovations Corp., unveiled at this year's Interbike trade show, that involves recycling old bike rims and spokes into clothing hangers and bike shop display fixtures. Tool and accessory company Topeak will unveil consumer versions of these as well, using Keller's designs. And there are more new products in the works from Jeff and Huge Innovations. Currently, Jeff has three new patents in process.

Keller has been a busy man, indeed. Not so busy that he couldn't plan and attempt a bicycle ride to the North pole, though. He and Coloradan Bob Guthrie fulfilled a prediction by Jeff upon their first meeting a few years before that, "Someday, you and I are going to do a trip together." Guthrie is an accomplished adventurer and climber who has summited six of the famed "Seven Summits" with only Everest still to climb. What better partner for heading north across the Arctic on bikes? The Polar Roll was planned as a 550 mile ride from Resolute Bay, Northwest Territories, to the North pole. As Keller explained, "...in the late eighties, I read a book by

Continued on page 14



## Sports Mall Cycling Camp 2004-2005



This four-month training program's function is to train athletes in the "off-season" and for those wanting to develop strong outdoor cycling skills as well as improve their fitness level. The Sports Mall offers a top-notch program with the best and latest training techniques designed by our elite USA Cycling Coach, JR Smith, and offers 12+ classes per week to meet various busy schedules. The camp will follow a periodization schedule over three six-week phases. A VO2 or Max Watt Test, an educational seminar with JR Smith, and weight training schedules are part of this complete package!

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Phase III—February 14, 2005 - March 24, 2005



## Letter to the Editor

Racing for me is not about money or ribbons but personal satisfaction. I have collected many medals and ribbons over the years but those material milestones are not what racing is about.

Sometimes you win prizes and sometimes you race well but don't win jack. You can race at 100% and place 7th but know that is all you had and the placing was irrelevant. The real value is in the lessons and limits you learn about yourself. If one is caught up in the money, prizes or ego challenges I say you need a new perspective on life - what is really important.

I write this in response to last month's column regarding a junior who quit racing. After a season of suffering, chasing ribbons and prizes, it was impossible for him to have fun.

I read the story and felt bad for the kid. I don't know him. Of course you need to pursue hobbies for fun and not because you want to win so bad you throw up on the side of the trail.

I remember when I was a junior racing constantly and never had thoughts of quitting. I always wanted to ride and race everyday. Over time I realized to do well and be consistent takes

daily steps to be successful. Staying up late at night with friends and eating candy for dinner is not the way to go, especially if you are racing. Proper training rides, rest and diet are steps in the right direction but without passion and love for the sport all else is useless.

I say take some time off and ride for fun, maybe you put too much pressure on yourself and lost sight of why you ride and race. It's just mountain biking, not world war 3.

My first race was in 1988 as a junior and I have raced nearly 50 starts per year at the local, national and world level year until 2003. I have learned both physical and mental tricks over the years but mostly common sense that is useful on and off the race course.

The ultimate lesson is, DON'T BE AFRAID TO MAKE MISTAKES! My motto is if you didn't screw anything up today you didn't try hard enough.

I am a mess-making machine.

Cris Fox (aka Sly)

## CYCLOTOON

BY NEAL SKORPEN



## FITNESS

# Weight Training

By Tommy Murphy

So you've finally finished a long season of training and racing. For many this means time off and for others it is the beginning of their training for next year. With this in mind, many turn to resistance (weight) training. Weight training is a hot topic and one of the most heavily debated subjects in the coaching and training world, but we'll leave that for another day.

Recently published studies have shown that strength training can increase leg strength and time-to-exhaustion during cycling without change to maximal oxygen consumption. There is also evidence that increased strength can reduce endurance athletes' incidence of injury. A group of researchers from the University of Maryland recently found a 12% increase in lactate threshold and 33% increase in cycling time-to-exhaustion among those who participated in a 12 week resistance training program.

When designing a resistance training program, the principles of periodization, specificity, and overload must be considered. This periodized training cycle allows athletes to include progression in a training program while also providing them adequate recovery time for adaptation and strength gains to occur. The overload principle is the foundation of strength training and the basis for all improvement. The overload principle states that a muscle will get stronger and more fatigue-resistant when it is called upon to lift more weight than it is normally accustomed to lifting. If the muscle is given the proper amount of overload and rest, the muscle will increase in

strength.

The goals of a cyclist are not those of a body-builder or power-lifter. The athlete should focus on the primary movers involved in cycling. This will entail the development of lower extremity muscular power. In addition, it is essential the cyclist include exercises that enhance the strength and muscular endurance of the upper extremities and trunk. A strong mid-section is essential for peak performance. The torso serves a variety of functions including maintaining good upper body position while riding, absorbing shock, and bracing the arms and the shoulders as they pull against the handlebars. The muscles of the lower back are the primary muscles used in the torso during cycling. It is also necessary to include abdominal work as these muscles work as stabilizers for the lumbar region. Weak abdominal muscles create imbalances in strength and flexibility that can lead to poor performance on the bike and a tendency to fatigue more quickly during longer rides.

Providing variety during the workout is essential for success and optimum development. The athlete should alternate the method of performing exercises that allow the use of dumbbells, barbells, and weight machines. Each method offers specific benefits while keeping the workout fresh and continuously providing muscular stimulation. The cyclist should use exercises that work numerous joints and muscles whenever possible. Each workout session should begin and end with some stretching and light aerobic exercise to warm up and cool down. A typical workout should require 45 minutes to an hour and a half in the

gym, two to four times per week.

A common mistake made by individuals beginning a weight-lifting routine is over-training. Many athletes are in a rush to begin the more intense phases of the program in hopes of accelerating their progress. They typically become overly sore, fatigued, discouraged, and possibly injured. Appropriate training programs should provide gradual increases in duration, intensity, and frequency. The phases of a program should follow periodized cycles (Transition, Hypertrophy, Strength, Power, Maintenance, etc.) that include adaptation and adequate recovery prior to progressing to the next phase.

Resistance training programs have been found to increase lactate threshold, bicycle time-to-exhaustion, and strengthening of muscle tissue and the surrounding joints and ligaments. It has also been found to aid in the prevention and rehabilitation of injury while increasing muscular strength and power. Ultimately, if properly executed, a resistance program translates into more speed, power, and endurance on the bike while allowing an athlete to complete a successful racing season with a low probability for injury.

Tommy Murphy is a coach with Carmichael Training Systems along with his wife Darcie Murphy. He works with a wide variety of athletes from the beginner to the professional athlete. For more information about CTS services and coaching, email Tommy at Tmurphy@trainright.com or check out [www.trainright.com](http://www.trainright.com).

## Zabriskie Finishes Fifth in World TT

Fifteen days after winning the 11th stage of the Tour of Spain, Dave Zabriskie, US Postal, finished fifth in the World Championship time trial in Verona, Italy on September 29th.

Zabriskie started strong in the 46.75 kilometer race - holding the third best time through the first two check points - and eventually finished 1:36 back of winner Michael Rogers of Australia. Zabriskie missed out on the podium by just over 11 seconds.

"I felt OK but I have to admit I'm a little disappointed," said Zabriskie. "I was going for the win."

Riding without a radio to communicate to the U.S. team car to receive his splits, Zabriskie felt he was riding well due to the fact "the helicopter was following me for quite a while, so I know I was going well."

Zabriskie dropped out of the Tour of Spain one week ago in stage 17. "I think I stopped the Vuelta at the appropriate time and recovered well for this race. What I got out of the Vuelta helped a lot for this race. I felt really good."

As for his stage win at the Vuelta, Zabriskie added, "It definitely gives me extra confidence."

On his season as a whole, Zabriskie said, "My overall feeling it that it was a pretty good season actually. I still think about the crash at Redlands and know that I wasn't 100% recovered from the car accident (in May of 2003 where he broke his leg and wrist) at the time. I still feel my right leg is a little stronger but plan on working hard during the off season to get completely ready for 2005."

World Time Trial Championship

1. Michael Rogers, Australia; 46.75 kms in 57:30
2. Michael Rich, Germany; at 1:12
3. Alexandre Vinokourov, Kazakhstan; at 1:25
4. Gustav Erik Larsson, Sweden; at 1:34
5. Dave Zabriskie, USA; at 1:36

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## ROAD RIDING

## Hell of the Wasatch



By Jeff Scott

What started out as a peleton inspired idea during the summer resulted in the end of the season epic ride. A group of Mi Doule (9th & 9th) riders motivated by their summer climb of the Alpe d'Huez decided to put together an all day climb in the Wasatch. Originally designed as 5 Canyons in one day or 13, 500 vertical feet, the event was modified to include four canyons after finding out that the day of the event was the last non bike day to ride City Creek. After grappling with a name and identity the first Annual event was anointed "The 1st Annual Memorial Climb" to be later named after whom ever died during or after the ride.(at this writing all of the original riders are alive and accounted for).

Bright and early Sunday morning September 26th, 25 riders met in the dark in Big Cottonwood park and ride lot ready to ride. A casual all be it, mass start was followed by a warm up to the mouth of Little C and a fragmented pack began to climb. Ascending in the dawn's early light with the fruit loops landscape of the changing leaves was a motivating sight. A lead group of riders lead by Rob Keller, Perry Hall, Greg Florez set the pace. As the groups of 2-3 riders spread out up the canyon the faster riders proceeded back down to begin Canyon II, Big C. The same group of faster riders single-filed up the canyon through Big Mountain with Alex and Mark Dodson hanging on for dear life. After most of the original 25 riders completed both Cottonwood canyons a few die hards continued on to Millcreek, A weary threesome of Michael Burnsides, Rob Webker and Eddy Scott paced

up to the top of Milly under the cool afternoon shade. After a refuel at Barbacoa, the final four; Dan Garcia, Carolyn Jensen, Connie, and Eddy Scott accompanied by an original peloton member Dave Scott, climbed Emigration to the top of Little Mountain and back down again to end the 71/2 hours of riding and 11,200 vertical feet of climbing exhausted but triumphant.

A great day, lot's of vertical and no one perished, so it looks like next year another day, another canyon (it will be an odd day so add City Creek, and unless there is someone to memorialize between now and then, it will be the 2nd Annual Memorial Hill Climb.

## ROAD RACING

## Utah Racers Compete in Everest Challenge

By Ed Chauner

Pegged as the hardest 2-day road race in the country, 9 Utah racers competed in this grueling event that challenged racers to climb 29,035 feet in 2 days of racing.

Chris Chamberlain, Ed Chauner, Stu Gregory, Ken Jones, Dan Moser, John Osguthorpe, Chris Peterson, Kevin Shepard and Ted Tatos all made the long journey to Bishop, California to compete in this California/Nevada State Climbing Championship Race. The course is designed to climb 15,465 feet on Saturday and 13,570 feet on Sunday. Dan Moser and Ken Jones were the only two veterans of this event leaving the rest of us with the fear of the unknown.

The race started pre-sunrise on Saturday with temperatures in the low 40's. Our first climb was approximately 6,000 feet to Mosquito Flat at an elevation 10, 250 feet. This was about a 2-hour climb and all that one could think about is that this is the first 2 hours of a very, very long day. Pacing was the key. Those that expended excess energy would pay in the next two climbs. The packs started to split and like-speed riders were drawn to each other for moral and physical support for the rest of a very long day. John Osguthorpe did win the KOM on this stage beat-

ing many top national racers.

After completing the first climb we had a solid 30 minutes of fast descending with many of the racers exceeding 60 MPH to the 4,400 foot valley floor just to make a sharp right-hand turn and start a relatively short climb up 3,000 vertical feet to Pine Creek at 7,420 feet. Our last climb of the day was to South Lake at 9,835 feet. This climb ranged between 8% and 15% grade with the last 3k being the steepest. At this point you wish you had a 30-tooth cog, and the smart riders did. With the completion of the first day (ranging from 6 to 10 hours) one was very relieved to be done and at the same time very anxious about having to ride at the same intensity the next day. I could not imagine getting on my bike in 12 hours for another day of this torture.

Eat, massage, eat some more and sleep then breakfast and back on the bike for another day of the Everest Challenge. Sunday started just as cold as Saturday but we knew that it would warm up very fast so all the racers dressed much lighter resulting in many shivering bodies on the start line. The first climb was a consistent 8 to 10% grade to Glacier Lodge at 7,800 feet followed by a grade similar to Emigration Canyon to Waucoba Canyon at 6,538 feet. The final climb of the event was another 6,000 feet up a hot

canyon to the Ancient Bristle Pine Forest at 10,100 feet. This was the hottest and most testing climb of the weekend with sections of 17% and a vertical gain of 2,000 feet in the last 5k! The feeling of crossing that finish line at the top of the climb was like finally reaching the summit of Mount Everest. You have just completed a journey that took you well beyond anything that you have ever done before and you are still conscious to talk about it.

We stayed on top for a couple of hours eating and chatting it up with other racers and eating some more to replenish a very depleted body, then we had a fun relaxing descent back to the 95 degree valley floor.

This race experience was unlike any that I have ever experienced. The entire race I was trying to keep a steady and even pace while trying to avoid blowing up and cramping. Each racer had to dig deep and fight self-doubt, just to make it to the finish line.

Check all the gory details and race results at [www.everestchallenge.com](http://www.everestchallenge.com) and come join us next year for some of the best suffering that you can imagine. Bike racers are really sick.

## ROAD RIDING

## Fixed Gear Freedom

By Jeremy Merrell

Now that I ride fixed the question that is most often asked, and the most difficult to answer is "Why?," or "What's the advantage?" The answer is simple. A much clearer line of communication between my mind and the road. The difficulty comes in understanding the answer, or the explanation of the almost magical and mystical sense of oneness that is inherent of being directly connected with speed, momentum, and traction. On a fixie you have only one gear, and no freewheel, coasting is not possible. If the wheel or crank is in motion, the other is in motion as well. A track bike is very efficient, even my road bike feels sluggish after becoming accustomed to the direct energy transfer of a fixed rig. I was born into biking on a mountain ride, then swept away by the speed of the road bike, and have now been captivated by

the quickness and clarity of a fixed gear track bike.

As a messenger my life and livelihood depend directly on the relationship between me my bike and the road. I have loved every bike I have owned. I have trusted, talked to, and relied on each. My fixed gear however is capable of the clearest communication. Clear as a crystal, I think it, it does it, I forget it, it reminds me. It is firm and direct in its reminders that it can throw me from the saddle if I space out and think that I can coast, or otherwise allow attention to anything other than what I am doing. A magnified awareness of my line, speed, and surroundings has been a necessary addition and gift to the riding experience.

The heightened sense of awareness in a way gives you less to think about. First of all nevermind what gear and when, or even braking now or then. It is all controlled by your natural (biorhythmic) motions and your will to move where you please. I am sure birds feel a similar sen-

sation as they soar so high above all the silly little contraptions we fill our world with.

I once read that perfection is achieved not by what you add to the subject, but instead by the elimination of the unnecessary. Gears, gadgets, and ratchet gizmos have proven to be unnecessary distractions from the ride itself.

My fixed friends and myself have ascended and descended canyons such as City Creek, Emigration, and even competed in the Snowbird Hill Climb with our track bikes. I ride with a front brake while some fixies do not. After finishing within the top ten of our class in the Snowbird Hill Climb, I followed my brakeless buddy, and fixed gear guru, down Little Cottonwood. As he would reach speeds, and a cadence faster than what it is possible to time deceleration/resistance efforts, he would simply lock up. Right then left, much as a downhill skier descends a steep face.

Descending at speed, as well as with quick stops/direction adjustments/ or looking cool anywhere, skidding is necessary. Move your center forward and lock a leg, the back wheel locks, once the skid has begun moving your center back will give more bite to the skid while increasing pressure to the locked leg. (As the pedal force increases, release the locked leg, spin half of a rotation and lock the other leg.) It is a delicate maneuver, but once mastered you can fish the back end to either direction. Providing complete and instantaneous control of speed and direction.

A fixed ride will be the purest sense of a bike ride that you will ever experience. Bicycles have always been an alternative to wings on my back, going fixed, I have found them on my feet. Clip in to the road, connect with ride, give it a try....

-JJ is a bike messenger in Salt Lake City.



## ROAD RACING

**Westergard, Yap Win 22nd Annual LoToJa Classic**

By David Bern

The LoToJa Bicycle Classic is renowned for giving racers and recreational riders the opportunity to transcend the mundane and cross the finish line with a changed heart and mind.

For Jesse Westergard (Global Phone Sales/Healthy Choice),

who won the Men's Cat. I-II race at 8:33:33, and Crystal Yap (9th and 9th), who won the Women's Cat. I, II, III race at 9:12:58, this year's LoToJa on Sept. 11 inspired them to push their cycling abilities to a level neither had felt before.

Westergard perhaps realized this most while climbing Salt River Pass with breakaway com-

panions Kirk Eck (Global Phone Sales/Healthy Choice) and Brent Cannon (New Moon). With the summit in view, Westergard decided to claim the King of the Mountain prize.

"Half way up Salt River, I took off, but Brent didn't come after me. He stayed with Kirk," said Westergard. "Winning the King of the Mountain prize gave me the confidence to attack near the finish and win."

Yap also found new, untapped confidence while on the road from Logan, Utah to the finish 188 miles later in Alpine Junction, Wyo. Her first LoToJa, Yap quickly learned the race is often a matter of attrition to which the smartest and strongest riders win the day.

"I've never raced that far before," she said. "Longer events have always intimidated me. But not anymore."

A record-setting 1,000 licensed and citizens riders were blessed with clear skies and mild morning temperatures as they left the start at Sunrise Cyclery and headed north through Cache Valley to challenge a new, more mountainous course.

Because of continued road construction near Hoback Junction, and new road construction between Soda Springs and Wayan, Race Director Brent Chambers had to again let go of the traditional route and create a new course in the name of safety and fair play.

With Tin Cup Pass not accessible, cyclists continued east and south of Soda Springs on state Route 30 to Montpelier. There they turned left and proceeded east on state Route 89 through Montpelier Canyon to 6,923



Left: Jesse Westergard and Brent Cannon in Idaho.

Above: Zan Treasure and Kelly Crawford took the tandem category. Photos: Joaquim Hailer. See more Lotoja photos at [joaquinhailer.com](http://joaquinhailer.com).

foot-high Geneva Summit.

After a fast descent to Geneva, cyclists continued north on state Route 89 for 14 miles to the day's last big climb: Salt River Pass and its 7,630 foot-

high summit. From there they flew down over 1,500 vertical feet into Star Valley and a 40-

**Continued on page 17**

## MERLIN DREAM TOUR BIKE DEMO!

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## CYCLOCROSS RACING

## Utah Cyclocross Series



Utah Cyclocross Series  
Race #1, Wheeler Farm,  
October 3, 2004.

Above: Kathy Sherwin  
leads Lisa Peck. Above  
right: Wayne Cottrell over  
the barriers. Right: Andrew  
Putt takes the sprint from  
Tanner Putt.

See full results on page 18.

Photos: Dave Iltis. See  
more at [cyclingutah.com](http://cyclingutah.com)

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Andy Jacques-Maynes, Specialized leads third place  
Bart Gillespie, Biogen-Idec. Jacques-Maynes took the  
UCI Utah Cup of Cross Race on October 16 at This is  
the Place State Park. See results on page 18 and pho-  
tos at [cyclingutah.com](http://cyclingutah.com). Photo: Dave Iltis

## Utah's Claim 5 National Titles in Mammoth NORBA Championship

By Cindi Hansen

The eight races that made up the series and the National Championship stretched from one side of the US to the other with venues in California, Idaho, Colorado, Texas, West Virginia, and Vermont. Of those nine races, Utahans made their presence known in many classes ranging from Beginner up to Pro and in different disciplines such as cross country, downhill, short track, trials, mountain cross and super-d. Contrary to what some believe, as a racer, you don't need to qualify to compete in the NORBA National Series and all ages and categories are welcome.

For some racers this year was their first taste of the national series, but for others like Eric Jones, Biogen-Idec, he's been racing for the last 16 years, 11 of which as a professional. He experienced his best performance at the National Championship last month at Mammoth, California placing fourth in the pro men's cross country race.

The National Championship, which was held for US citizens only, determined the national champion and winners of their respected disciplines. Utah walked away with eight wins and five National Champion Stars and Stripes jerseys. Congratulations to downhill winners, Brent Mitchel, Sport Men 30-34 and Katy Long, Expert Women 40-44, to mountain cross winner, David Beeson, Expert Men 30-39, to short track winners, Ty Hansen, Expert Men 19-29 and Chad Wassmer, Expert Men 30+, to cross country winners, Ty Hansen, Expert Men 19-24, Mathew Karrie, Sport Men 19-24 and Ellen Guthrie, Sport Women 40+.

National races aren't only for the competitors, but they're also an event for spectators. There are races going on all day and trials riders hopping off six-foot high logs. You might even get the chance to have a conversation with legends like Johnny "T" Tomac.

Unfortunately, there were too many Utah racers to mention everyone, but results and series information or any questions regarding next year's series can be found at: [www.norbanationals.com](http://www.norbanationals.com).

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## ADVOCACY

## Wasatch Front Bicycle Advocacy

By Jason Bultman

While the bicycling community mourns the death of Josie Johnson, a substantial movement is being sparked for raising awareness and building bicycle advocacy. Possibly the biggest event to promote bicycle awareness in our Salt Lake community is happening October 30th in the memory of Josie (see information on page 3 and page 4 of this issue). On top of that, community leaders and bicycle advocates are getting together and developing a major action plan to urge folks to share our roads. Let's recap the notable events that have happened this year and the groups that are making things happen.

May's Bike Week events generated more participation and positive energy than I have ever seen in Salt Lake City. Kicking off the week was the downtown criterium - I wonder if I could keep up with those guys. The historic tour, Mayor's ride to work day, movie night, and free tune-ups at the Road Home shelter built up to the big party of Bike Week - the Friday evening UTA Bike Bonanza at the Gallivan Plaza, when kids and adults acting like kids all decorated their bikes with pinwheels and balloon creations. The riding part of the week maxed out at the Cycle Salt Lake Century, with a record 1400 participants. Great events. I have to finally mention two recipients of the freak-pedalhead masochists award were Salt Lake City Bicycle Collective directors Jonathan Morrison and Jesse Ratzkin, who rode the century, in fixed gears.

Other big news was the adoption by the City Council of the Salt Lake City Bicycle and Pedestrian Master Plan. The pump is primed and now the Plan's projects will be implemented on a pressure-dependent time scale. In other words, the more involvement from the community at the MBAC meetings, the quicker these bike facilities will be built. For all you bike lane fans out there, you may have noticed newly striped Class II bike lanes on 700 East north of 2100 S. -(not sure what happened there south of 2100). And praise to UDOT for producing a very informative bicycle commuter guide, which can be downloaded from [www.udot.utah.gov](http://www.udot.utah.gov).

This summer was certainly not at all what I expected. On my calendar was the Snowbird Hill Climb and Widowmaker, the Park City Cycling Festival road race, as well as some Mountain Cup and cyclocross races. But at 7am Monday morning on June 28, I was heading west on 3300 South on my familiar bike commute to work.

I was in a good mood after just having spent the weekend at a family wedding in Michigan. The bike felt good, riding nice and fast as I recently installed new racing tires, and I was even excited to get to work and continue on the big project. Then I saw a Toyota 4-runner coming right at me and BAM! Everything was turned upside down.

As I relayed the accident report to my friends, I kept hearing the most horrific stories of bike-car collisions. This was my first time getting whacked, having remained unscathed while navigating the streets of various towns in Florida, Pittsburgh, and then Salt Lake for over eight years of dedicated bicycle travel. After years of personal research into why others won't join me in the two-wheel mode of transport, the #1 culprit is the perception (part reality) that it's just too dangerous. Now, what we can do, and what we need to do, is to build bigger and stronger advocacy organizations. There are some dedicated folks out there working to make bicycling safer and more enjoyable. Here's a slice of what they're doing in the Salt Lake Valley:

### Provo Provo Bicycle Committee

The Provo Bicycle Committee works to ensure that and new and upgrade road projects incorporate appropriate provisions for bicycling. The group had their first Bike Week event this year and is planning more events for next year. They are in the process of writing a five-piece article series including issues such as simple bike maintenance, safe on-street riding, applicable laws, trail riding etiquette/rules, and other resources. Travis Jensen at 801-569-2131, [tjensen@korve.com](mailto:tjensen@korve.com), chairs the meetings on the first Wednesday of each month at 5 pm at the Provo City Council Study Room, 351 West Center Street. They can be found online at [www.cyclingutah.com/pcb](http://www.cyclingutah.com/pcb).

### Salt Lake City The MBAC

The Salt Lake City Mayor's Bicycle Advisory Committee (MBAC) has been working on bicycle and pedestrian programs for many years and publishes a Bikeways Map that shows safe routes, safety and maintenance tips, the laws, and helpful contact information. May's Bike Week has been increasing participation every year, thanks to the MBAC coordinating efforts with UTA Rideshare, Rocky Mountain Cycling Club, Tailwinds Bicycle Tours, the Salt Lake City Bicycle Collective, and Cycle Salt Lake Century. The MBAC launched their first year-round advocacy program

called the Pedal Pass, which allows folks who ride the bicycle to participating businesses to receive certain discounts/specials (see [www.slcgov.com/environment/pedalpass](http://www.slcgov.com/environment/pedalpass)). To get involved, show up at the Cannon Room on the 3rd floor of the City-County Building at 5pm on the second Wednesday of every month. You can find them online at [www.slcgov.com/bike](http://www.slcgov.com/bike).

### Weber County Weber Pathways

The newest project at Weber Pathways is the Centennial Trail, which encircles the city of Ogden with a 2-mile section along the Weber River. Volunteers are encouraged to help implement the Pathway Master Plan that was adopted by Weber County last year as part of its General Plan for Ogden Valley. The text of the Master Plan can be viewed online, and a brochure depicting this plan is also available at [www.weberpathways.org](http://www.weberpathways.org).

### Salt Lake County SLCBAC

A new advocacy group was formed this year to give bicyclists and pedestrians a voice in the entire Salt Lake County. Efforts towards a county-wide bicycle and pedestrian master plan, a county bicycle & recreation map, getting ordinances adopted, and Bike Month events are underway with the Salt Lake County Bicycle Advisory Committee (SLCBAC). Meetings for the SLCBAC convene on the second Monday of every month at 5pm in Room N-4010, north building of the Government Center on 2100 S State. Contact Jason at 485-2906, [jason\\_bultman@hotmail.com](mailto:jason_bultman@hotmail.com). Find them online at [www.slcbac.org](http://www.slcbac.org).

### UTA, WFRM, and UDOT

One incredible privilege for bicycle commuters is the ability to ride on UTA buses and trains. UTA Rideshare has been a huge reason for the success of May Bike Week with their advertising efforts, financial donations, and Bike Bonanza event Friday night at the Gallivan Center. They promote bicycle commuting through personal company visits by helping to provide bicycle facilities at the workplace. A member of our own metropolitan planning organization (MPO), the Wasatch Front Regional Council, has been attending SLCBAC meetings and assisting in our efforts to include bike/ped accommodations on our roads. I have also seen a genuine pledge from UDOT recently to support alternative transportation. Bicycle and Pedestrian Coordinator Sharon Briggs regu-

larly attends the above mentioned committee meetings and shares how "we are incorporating bicycle-friendly measures into all of our roadway projects and making it a way of doing business."

### Salt Lake City Bicycle Collective

The nonprofit Salt Lake City Bicycle Collective is recycling bikes for community outreach programs, offering bicycle valet at events, hosting safety and mechanics classes, and hosting volunteer wrench sessions. This group offers opportunities to work with kids, learn bicycle mechanics, barter volunteer work hours for a bike, recycle bike parts into art, and serve our lower-income community. Biweekly volunteer wrench sessions are held at the Collective's shop space at the Glendale Plaza (1175 S Glendale Dr ~1300 W) on Tuesdays and Thursdays from 5:30 to 7:30. On Monday and Wednesday afternoons Collective volunteers teach kids mechanics and safe riding skills in the Bike Bonanza course at YouthCity. On Saturdays the Collective provides free bicycle valet parking at the downtown Farmer's Market. Visit [www.slcbikecollective.org](http://www.slcbikecollective.org) for more info.

### Critical Mass

My final mention of bicycle movements in the Salt Lake area is also my personal favorite: the monthly Critical Mass bike ride in downtown Salt Lake City. This is where the folks who envision the bicycle as the answer to many of our society's woes come to enjoy each other's good company and strong sense of community. This mellow ride is the perfect place to meet others and share information. Some will undoubtedly argue the negative aspects of this world-wide celebration, but the best way to feel the positive vibe and realize the possibility of car-dominated streets replaced with festive folks singing tunes and enjoying life on bicycles, is to join the Mass. Meet on the last Friday of every month at 5:30pm on the north side of the Gallivan Center (200 S between State and Main Streets). Find them online at [www.slccriticalmass.org](http://www.slccriticalmass.org).

The future holds real promise for improving bicycle awareness. Ted Wilson, former Mayor of Salt Lake City, called together a smattering of community leaders and bicycle advocates to brainstorm and determine what needs to happen to make bicycling safer.

We'll report more on the outcomes of this effort next season.

### Rider of the Year Awards - Continued from page 20

of riders for a night of fun, kids races, and educational information. Cycle Salt Lake Week is our Event of the Year.

The 24 Hours of Moab drew 1550 racers and another 2500 plus support participants this year from around the country. Solo riders, and teams of two to five amassed 59216.3 miles. Riders also raised over \$22,000 for the American Lung Society that will be used mostly to prevent kids from smoking. We award the 24 Hours of Moab with our Mountain Bike Event of the Year.

The Park City Cycling Festival also had around 1500 racers. With over 100 championships contested over 12 very full days that went off with nary a hitch and that left riders happy after breathing the Utah mountain air, the PCCF is our Road Racing Event of the Year.

Logan Race Club put on the Cache Classic, helped out with many other events, and dominated the UCA points series as a team, and turned out National Champion Sandy Perrins as well as bronze medals by Gardie Jackson and Marc Yap. They are again our Road Team of the Year.

Park City's Young Riders finished second in the ICS team points series, and worked to develop many new youth riders. Their recreation program had over 150 kids participate. Every rider on the race team upgraded at least one category. The kids are taught basic mechanic skills and trail etiquette. The race team participates in trail building with the Mountain Trails Foundation. They are our Mountain Team of the Year.

Honorable Mentions go to Dave Harward for winning the DMV, Salt Air, and overall week-day series, Thomas Cooke for winning the RMR series, Johnny Osguthorpe for winning the UCA Series and placing seventh in the National Road Race, Kris Walker for winning the UCA series, Zan Treasure, Sandy Perrins, and Mark Schaefer for winning National Championships in Park City, Ken Louder for taking home two silvers in Park City, Ty Hansen for winning two National Titles in Mammoth plus the Short Track and XC Expert NCS Series, Todd Tanner for winning the ICS, Cindi Hansen for winning the ICS, Chad Wassmer and Katy Long for taking home National Titles at Mammoth, Canyon Squadra Elite for winning the Team Competition with only six riders, Mad Dog for winning the ICS Team Competition, Jason Bultman for all his work on the SLCBAC, the MS 150 for continuing their great work raising money to fight multiple sclerosis, and Matt Johnston for winning the Utah State Downhill Series in the Pro Category.

Thanks for another great season and to all the advocates, promoters, riders, officials, shop owners and manufacturers who make cycling in Utah great! We'll see you next March. Peace.



MOUNTAIN BIKE RACING

# Ross, Emmett Take Top Honors at 10th Annual 24 Hours of Moab

MOAB, Utah (October 17, 2004) — Nat Ross (Subaru/Gary Fisher) and Kelli Emmett (Specialized) rode a collective 450 miles with 40,800 vertical feet of climbing to claim respective wins in the Men's and Women's Solo categories this past weekend at the 10th Annual 24 Hours of Moab. Solo vet Ross arrived in the red rock desert south of Moab with a goal to win while Emmett's decision to enter the race was arrived at less than 48 hours before the race started.

"I've never ridden my bike for longer than eight hours," said an anxious Emmett in a pre race interview. "For me it was just the mental challenge of getting out there and just seeing if I can do this."

With a Men's Solo field eight times the size of the Women's Solo field, a spectrum of challenges descended upon Moab to match skills with Ross, whose cycling resume is already studied with multiple podium finishes in the solo category. But experience with 24-hour racing is hard earned, yet Ross willingly shared some advice on how to grapple with a 24-hour race.

"You've got to go out hard and settle into a pace," explained Ross. "You're never going to be faster than you are at the beginning of the race—then you'll see what to settle into pace-wise."

Ross crossed the finish line at 12:01:05 p.m. He finished 16 laps on the 15-mile, technical course with a total time of 24:01:05.

Second place women's soloist, Moab resident Jenna Woodbury, applied pressure to Emmett's podium pursuit by allowing Emmett at most, a 20-minute lead on each lap. Doubtful at one point that she would make it to the end, Emmett suffered her hardest moment when her lights quit on a precipitous descent.

"Around 4 a.m. I was going down a descent and my lights went out but Jay (Henry) came up behind me about five minutes later and gave me his helmet light so I was able to keep on riding."

Specialized riders Emmett, Jay Henry, and Jimi Mortenson outpaced their lighting systems during this year's race and crew members expressed difficulties in keeping batteries charged to keep up with the racers' quick laps. Emmett earned her first 24-hour solo win for completing 14 laps in 24:43:48. Henry and Mortenson rode to victory in the Duo Pro category with 21 laps

completed in 24:43:39.

Keith Bontrager came early and will stay late at this year's 24 Hours of Moab. Bontrager, who turns 50 this December, realized earlier this year that he could finish his 50th 24-hour race at Moab and pressures to perform brought him to the course a week prior to the race for a few practice laps. His desire to learn every detail about the course proved worth it since he succeeded in lowering nearly every lap time from his 2003 24 Hours of Moab by five minutes. However, the "50 by 50" goal burdened Bontrager with some unwelcome anxiety.

"My first lap I was nervous and was affected by the drama and meaning of the event more than ever before," Bontrager said. "I missed lines and felt tied up with nervous energy and that cost me a lot."

Despite his careful planning and faster lap times, a first place finish in the Men's Master category evaded the Bontrager Masters team. Team Colorado Alliance from Breckenridge, Colo. sustained a slim lead over the Bontrager Master's throughout the entire race with time gaps often measuring in the single digits. In the end, Colorado Alliance added up a 54 minute lead to win the category. Inspired by second place and unwilling to call it quits after 50 races, Bontrager is already looking ahead to 2005.

"This is the kind of thing that encourages me to race faster," said Bontrager. "There will be a point when you're just losing ground, you can't improve. This race verified that I can go faster; that's good news."

The Bontrager Masters completed 18 laps in 24:54:34.

Moab-based women's Team Dirt Flirts, led by Kirstin Peterson, swapped the lead with Team Sugar/Calendar Girls from Park City throughout Saturday and into Sunday morning. The Women's Sport category snagged the attention of fans when the two teams volleyed the lead like a game of pedal pong. Start-line jitters were stomped out on the trail with both teams confident they could nudge the other out of contention. The thrilling finish forecasted by the mighty efforts of each team ended when Jean Carlan of Team Sugar/Calendar Girls suffered a broken collarbone from a crash on Sunday morning. The local Dirt Flirts maintained their lead over runner up, Bush against Bush, to win the category with 15 laps in 24:54:30.

24 Hours of Moab's triumvi-

rate of excellent weather conditions, world-class racing and a coveted venue in the desert south of Moab celebrated a decade of 24-hour racing this past weekend. Mountain bikers from all over the globe convened for the annual event that has become the official grand finale to the 24-hour racing season. See you in 2005!

## Nat Ross, Men's Solo, 16 laps, 24:01:05

"There's actually a lot of strategy and stealth to racing for 24-hours—you don't want to give anything up to your opponents. It's definitely a sneak mission out there."

"You've got to go out hard and settle into a pace. You're never going to be faster than you are at the beginning of the race—then you'll see what to settle into pacewise."

"I definitely came here to win."

## Kelli Emmett, Women's Solo, 14 laps, 24:43:48

"My biggest goal was to stay as steady as I could. On the downhill I just let it go and let my speed carry me through and on the climbs I switched to a high cadence and spun it through."

"I asked Nat (Ross) and Mike (Janelle) and they said to go out hard—not full on—just strong enough to settle into a good pace. After that it just becomes endurance. If you can mentally handle it then you can stay with in yourself and just keep going."

"Around 4 a.m. I was going down a descent and my lights went out but Jay (Henry) came up behind me in about five minutes and gave me his helmet light so I was able to keep on riding."

"For me, having to go and suffer for five hours seems tougher. This kind of race is tough but in a different way, you have to pace yourself both mentally and physically."

## Keith Bontrager, Men's Masters, 18 laps, 24:54:34

"What worked in this race was coming out here early and training before this. I went five minutes faster per lap—almost every lap—than in 2003."

"The course wasn't that different from last year. It was very sandy. The things that change affect the difficulty of the course—sand is the key. If it rains late in the week and packs the sand; that makes it a lot easier to ride."

"My first lap I was nervous and was affected by the drama

and meaning of the event more than ever before. I missed lines and felt tied up with nervous energy and that cost me a lot."

"This is the kind of thing that encourages me to race faster. There will be a point when you're just losing ground, you can't improve. This race verified that I can go faster; that's good news."

## Kirstin Peterson, Women's Sport, 15 laps, 24:54:30

"The first lap is always the hardest. My first lap I was dreaming of sleeping and then you're just too nervous to ride and your legs seize up."

"The night laps were the best because the conditions were good. You never really get to stand out in your yard and watch the weather for 24 hours and we had great weather this year."

## Chris Bowman, Single/Rigid Open, 15 laps, 24:16:20

"The first lap wasn't sandy at all. It made for a really fast course and I passed a lot of people there plus being on a single-speed with a big gear, I could just power through the sand."

"The single-speed is a bike that I never really ride. Around here you just want as much suspension as possible; that makes riding easier."

"I definitely enjoy night riding more. There are times when you get out there and there's nobody out on the trail except for you and that piece of light in front of you—I enjoy that very much."

The largest mountain bike race west of the Mississippi, a weekend of world-class competition and fat tire camaraderie, and an opportunity to race on some of the most stunning terrain in the U.S. earns The 24 Hours of Moab its status as one of the most celebrated mountain bike races in the world. Supporting Sponsors include NiteRider Technical Lighting Systems, BIKE Magazine, VeloWear.com, and The American Lung Association. Contributing sponsors include Shimano USA and East-West Printing.

For full results or more information, visit:  
www.grannygear.com

## Zabriskie Wins Stage 11 of the Tour of Spain

A most deserving Dave Zabriskie, who suffered setbacks the last two years following hard crashes that nearly prematurely ended his cycling career, won the 11th stage of the Tour of Spain in Caravaca de la Cruz on September 14th following a massive solo breakaway. Zabriskie, riding in just the second Grand Tour of his career, rode alone for 162 of the stage's 165 kilometers to finish just over a minute over the charging peloton. Zabriskie's win is second for the United States Postal Service Pro Cycling Team presented by Berry Floor, at the Tour of Spain and is the team's eighth Grand Tour stage win this year.

For Zabriskie, today's stage was especially sweet following a pair of severe crashes the last 16 months. In May of 2003 he suffered a broken leg and wrist after being hit by a car while training in Utah while six months ago, he crashed heavily on rough roads at the Redlands Classic.

"I am especially happy for him," said USPS team sports manager Johan Bruyneel. "After all he has went through the last two years - the big accident and then the crash at Redlands - it's amazing for him. He has been riding very strong and the performance of today, the athletic performance, is a huge one. He attacked from the start and got a free ticket from the peloton thanks to circumstances behind him, as Valverde had crashed and the whole peloton slowed down for a long time. Then they started chasing but he still stayed clear, and today was a hard course to be alone all day."

Zabriskie remained a bit shell shocked after the stage. "I wasn't too sure I was going to stay away until the last kilometer," he said. When asked about his strategy today, he said, "Usually the attacks go from the gun here and I was at the front and wound it up waiting for the attacks. I had about 500 meters and was waiting for the attacks to come from behind but then Valverde crashed the the peloton slowed down out of respect for him. Floyd helped slow it down as well. I was off the front when it happened so I just kept going."

Zabriskie added that the team's assistant sports manager Dirk Demol had a lot to do with his performance today. "Dirk kept yelling into my radio - 'Believe in yourself, believe in yourself.' It helped a lot. I tried not to get too excited and knew there was a long way to go. I just tried to keep it steady."

"I still quite can't believe it."

Zabriskie tried similar moves at the Tour of Belgium in May and at the Championship of Zurich last month but both were brought back. "I can do those kind of attacks but they aren't necessarily the smartest things to do," he said.

When asked what was thinking about the time off the front, he added, "I had a Guns 'n Roses song in my head. I'm not sure which one, though. It's the one where he says - 'They can't catch me, I'm innocent.'"

Stage 11, Tour of Spain

1. Dave Zabriskie; 165 kms in 4:05:31
2. Alessandro Petacchi, Fassa Bortolo; at 1:11
3. Stuart O'Grady, Cofidis; s.t.



## Utah Downhill Series Wrap-Up

By Ron Lindley

Another great season of local downhill mountain bike racing wrapped up in September. From Bountiful to Brian Head, the racing that took place in this year's Utah State Downhill Series was as exciting and competitive as ever. Many Utah Series veterans popped off another great year -- guys like Justin Alvey, Damon Kirchmeier, Matt Johnston, Chris Hadley and Von Williams to name a few. Some new faces emerged on the scene as well, most notably David Beeson, Logan Bingelli and Addie Lepper. Addie improved rapidly as the summer progressed, winning the Sport Women's Class State Championship, and then she moved up to Expert at the end of the season. Logan took some time off from his motocross racing schedule to beef up the competition in the Junior Expert class. Mr. Beeson not only struck gold at Utah Series races, he also won the Expert Men 30-34 National Championship at Mammoth in September, congratulations Dave!

Other Utah State Champions had a great year too: the aforementioned Matt Johnston (Pro Men) and Von Williams (Expert Men 19-29); Andrew Pierce was literally unbeatable in the Junior Expert class; Joshua Wright had an excellent year on his way to the Senior Sport title; Brent Mitchell was the force to be reckoned with in the Sport 30-39

group; Brock Swenson had a great year and won the Junior Sport Championship; Rodney Evans had yet another great season and won yet another Expert Men 40+ State Championship; former Utah resident John Casey traveled over from California and raced his way to the gold medal in the Sport Men 40+ category; and both Connie Miskit (Expert Women) and Faith Bradley (Pro Women) both returned this year to win their classes as well. Each Utah Series racer who finished in the top 10 in their cat/class qualified to race at the NORBA National Championship Event at Mammoth Lakes California. Props to you all, your skill and determination paid off!

The final two Utah Series races took place at a couple of classic Utah venues: Brian Head and Deer Valley. Flyin' Brian 2 took place on Labor Day weekend at the always beautiful Brian Head Resort. The course conditions were excellent as was the weather (a little cold on Saturday, but still nice). The downhill course for this event was set on Brian Head's newer Wildflower course which was designed and built in 2003. Racer feedback was nearly unanimous -- a good mix of high-speed, rough, technical and wooded sections make this course one of Utah's finest downhill race courses. Notable performances were turned in by super stud Matt Johnston who again dominated the Pro class, Ben Craner popped off a nice run to finish second behind Dave Beeson in the Expert 30-39 race, Phillip Barker won the very competitive Sport 19-29 class and 11-year old

Patrick Waldron rode very well to finish second in the Junior 13-18 class.

By September, the annual racing schedule usually takes it's toll on the downhill-racer population and 2004 has been no exception. The NORBA National at Durango, held the week preceding Flyin' Brian 2, sidelined three Utah Series regulars who were all vying for State Championships. Dave Prunkard (Sport 40+) broke his arm, Craig Skinner tweaked his knee and Addie Lepper wasted an ankle. All were sidelined at Brian Head... except for Addie, she actually raced her first run on the broken ankle! The other racer not participating in Monday's downhill was Sport racer Kevin Tisue who broke his ankle racing in Saturday's mass-start Super D race - good thing the season was almost over.

The Bald Mountain Challenge II at Deer Valley was the final race of the 2004 Utah Downhill Series. Racers were fired up for this event as State Championship titles were on the line. The notorious Fire Swamp trail was the downhill course this time around and the Super D race ran down to Snow Park mainly via the Devo Trail. The Saturday Super D race was a hit on the new course and, as was the case at the July Deer Valley race, Chris and Kathy Sherwin turned in the fastest Men's and Women's times of the day.

The Sunday downhill race was cool, literally. A chilling wind at the top of Bald Mountain was gusting up to 50 m.p.h. at times and just about blew the Sport/Beginner start

line off the peak. Beyond the blustery start, the racers really heated up and some unbelievably fast times were posted. Go-Ride Pro Matt Johnston laid down a 4 minute 21 second run and then Junior Expert Andrew Pierce ripped off the third fastest run of the day scorching the Fire Swamp trail in just 4 minutes and 32 seconds! Blake Robinson topped the Expert 19-29 class, Justin Alvey returned to his winning ways in the Expert Men 30-39 class, Steve Waldron won the gold medal in the Expert 40+ category and Connie Miskit sealed her State Championship victory by winning the Expert Women class. Naish Ulmer always does well on the Deer Valley courses and he ruled the day in the Junior Sport race.

Yup, 2004 has been another great year for downhill mountain bike racing in Utah. Despite the cancellation of the proposed '04 NORBA N.C.S. race and the closing of the Moab Rim Chairlift, the Utah downhill racing season was still a blast. Looking forward to next year is really exciting, it looks like the '05 NORBA N.C.S. will take place at Deer Valley and Utah Series organizers are working on a couple of new venues for next season, possibly scheduling a race near Springdale and maybe even the Canyons or Snow Basin.



**Kenny Jones at the Utah State Singlespeed Championships, Sundance, Utah, October 9, 2004. 14 mile course.**

- 1. Kenny Jones, Racers Cycle service, 1hr 34min 10sec**
- 2. Gregy Gibson, Racers/pharmanex, 1hr 36min 28sec**
- 3. Brad Keyes, Racers Cycle Service, 1hr 43min 02sec**

Photo: John Woodruff

### Speaking of Spokes - from page 2

law enforcement people are going to make an effort to protect us as cyclists. Here at Cycling Utah, we will stay informed on this matter, and will inform our readers of the decision regarding prosecution and, if prosecuted, the ultimate outcome.

When Cycling Utah contacted the Salt Lake County Sheriff's office, it was informed that the office had received hundreds of calls regarding this accident. It is

certain that this public reaction and its resulting inquiries has and will influence the course of this matter. Because of your calls and inquiries, this case will be more seriously reviewed than it otherwise might have been. We encourage you to remain interested, and to let the Salt Lake County Sheriff's and District Attorney's offices know of your concern.

Let us hope that Ms. Johnson's tragic death will help serve to make the public more aware of other cyclists out there on the

roads, and more aware that the failure to be attentive and careful will result in the same kind of actions and sanctions that would be pursued if the bicyclist were instead driving a car.

In the meantime, remember that as a cyclist you are extremely vulnerable. Ride defensively, ride safe and ride smart. There are people who care about you and love you. You owe it to them to do all you can to return home safely.

### Keller - continued from page 7

William Steiger about a trek to the North pole following William Perry. I learned that the surface may be rideable by bike, and wanted to go. But I had two small children and a business to run, and could not go at that time. I wrote myself a note to take this trip someday. In the late nineties, I found that note and thought, 'Now is the time to start doing this stuff!'

The ride held other goals for Jeff, beyond just reaching the pole. "I thought that if we could ride successfully there, we could prove that there are means [of travel] that will keep that environment pristine. Secondly, if we can ride there, in those conditions, we can show that we can ride anywhere year round down here, where we have roads and no worries about falling through ice or attacks by polar bears". Jeff chuckles again as he finishes this statement, but the intent is clear.

Upon Keller's and Guthrie's arrival in Resolute Bay, snow fell for the first three days, leaving a foot of new, sticky, cake-like cover on the ground, and the wind was blowing harder than normal. "The Polar Roll quickly became the Polar Push", as ice floes and fresh snow slowed movement drastically. "You literally could only ride about ten feet at a time, and not in a straight line. You looked like an ant traveling in all directions, weaving around and over obstacles while generally moving north. It was horribly frustrating, and we made it only fifty miles before Bob had to turn back to meet his scheduled preparations for a climb in Antarctica." Does Jeff plan to return for another try? "Every now and then, I work on my arctic bike design, and on opportunities to make snowmobiles less polluting and lighter weight, more efficient. I've developed an alternative way to power a snowmobile..."

"The pole trip has an element of success about it because I can tell someone who is contemplating riding in winter that it can be done, and that the gear is available to allow you to ride in any conditions." Keller offered another bi-product of the ride, "I have formed the Quality Utah Air Committee (QUAC) here in Logan to help with the issue of our air quality, especially in the winter months. Someone needed to do it, so I figured I would be the one, and commuting by bike is a logical component." QUAC takes a position in the community alongside Sunrise Cyclery's reading program for elementary kids wherein kids earn points toward bike purchases for books they've read.

Keller fills his spare time with artwork that he creates from recycled metal in the shop he built as an addition to his house and store. "I began making art in 1997", he says, "I had an oxygen acetylene torch, and I don't know what compelled me to go to the steel salvage yard, but I loved it and haven't stopped since. My love is product design and creative design. Bike components require fine tolerances and tight mechanicals, but artwork can be much more loosely creative, and that's fun." Jeff's artwork, not surprisingly, spans all directions, from cycling related figurines and awards to office and store fixtures.

I never got my notebook open to take notes during my visit with Jeff, and I doubt I would've been able to keep up anyway. By the time you are reading this issue of Route 211, chances are that he will have created another product or two, formed another committee or community service venture, or taken off to see if it's possible to ride to another spot on the globe that no one thought possible. I mean, he's already dug his basement....and did I mention the time he extended the height of the roof on his house?

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# BICYCLE SHOP DIRECTORY

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**Brian Head Resort Mountain Bike Park**  
329 S. Hwy 143  
(in the Giant Steps Lodge)  
P.O. Box 190008  
Brian Head, UT 84719  
(435) 677-3101  
brianhead.com

### Cedar City

**Cedar Cycle**  
38 E. 200 S.  
Cedar City, UT 84720  
(435) 586-5210  
www.cedarcycle.com

### Moab

**Chile Pepper**  
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(435) 259-4688  
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www.chilebikes.com

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(435) 259-7423  
(800) 559-1978  
www.moabcyclery.com

### **Poison Spider Bicycles**

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(800) 635-1792  
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www.rimcyclery.com

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### **Decker's Bicycle**

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### St. George

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St. George, UT 84770  
(435) 673-4492  
(888) 673-4492  
www.bicyclesunlimited.com

### **Desert Cyclery**

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St. George, UT 84770  
(435) 674-2929  
www.desertcyclery.com

### **Red Rock Bicycle Co.**

446 W. 100 S. (100 S. and Bluff)  
St. George, UT 84770  
(435) 674-3185  
www.redrockbicycle.com

### Springdale

### **Springdale Cycles and Tours**

1458 Zion Park Blvd.  
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Springdale, UT 84767  
(435) 772-0575  
(800) 776-2099  
springdalecycles.com

### **Zion Cycles**

868 Zion Park Blvd.  
P.O. Box 624  
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(435) 772-0400  
zioncycles.com

## NORTHERN UTAH

### Logan

### **Al's Cyclery and Fitness**

1617 N. Main  
Logan, UT 84341  
(435) 752-5131  
www.alssports.com

### **Joyride Bikes**

65 S. Main St.  
Logan, UT 84321  
(435) 753-7175  
www.joyridebikes.com

### **Sunrise Cyclery**

138 North 100 East  
Logan, UT 84321  
(435) 753-3294  
www.sunrisecyclery.net

### Park City

### **Christy Sports**

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www.whitepinetouring.com

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580 E. Main Street  
Vernal, UT 84078  
(435) 781-2595  
(877) 781-2460  
www.altitudecycle.com

## WASATCH FRONT

### DAVIS COUNTY

### Bountiful

### **Bountiful Bicycle Center**

2482 S. Hwy 89  
Bountiful, UT 84087  
(801) 295-6711

### **The Biker's Edge**

390 N. 500 W. Suite 1  
Bountiful, UT 84010  
(801) 294-4433  
thebikersedge@yahoo.com

### Kaysville

### **The Bike Rack**

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

### Sunset

### **Bingham Cyclery**

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

### SALT LAKE COUNTY

### Holladay

### **Canyon Bicycles**

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

### **Golsan Cycles**

1957 E. Murray-Holladay Rd.  
Salt Lake City, UT 84117  
(801) 278-6820  
www.golsancycles.com

### **Spin Cycle**

4644 South Holladay Blvd.  
Holladay, UT 84117  
(801) 277-2626  
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www.spincycleut.com

### Murray/Cottonwood

### **Canyon Sports Ltd.**

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

### **Choose to Ride**

6148 S. State  
Murray, UT 84107  
(801) 74-PEDAL  
www.choosetoride.com

### Downtown Salt Lake

### **Guthrie Bicycle**

156 E. 200 S.  
Salt Lake City, UT 84111  
(801) 363-3727  
guthriebicycle.com

### Downtown Salt Lake

### **Wasatch Touring**

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

### **Wild Rose Mountain Sports**

702 3rd Avenue  
Salt Lake City, UT 84103  
(801) 533-8671  
(800) 750-7377  
wildrosesports.com

### East Salt Lake/

### Sugarhouse

### **Bicycle Center**

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

### **Bingham Cyclery**

1370 South 2100 East  
Salt Lake City, UT 84108  
(801) 583-1940  
www.binghamcyclery.com

### **Contender Bicycles**

878 S. 900 E.  
Salt Lake City, UT 84105  
(801) 364-0344  
contenderbicycles.com

### **Fishers Cyclery**

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

### **Go-Ride Mountain Bikes**

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(801) 474-0081  
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### **Guthrie Bicycle**

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### **REI**

### **(Recreational Equipment Inc.)**

3285 E. 3300 S.  
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### Sandy/Draper

### **Bingham Cyclery**

1300 E. 10510 S. (106th S.)  
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www.rei.com

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(801) 233-1400  
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### South Jordan

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(801) 374-9890  
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### WEBER COUNTY

### Eden/Huntsville

### **Diamond Peak**

### **Mountain Sports**

2429 N. Highway 158  
Eden, UT 84310  
(801) 745-0101  
www.peakstuff.com

### Ogden

### **The Bike Shoppe**

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

### **Bingham Cyclery**

3259 Washington Blvd.  
Ogden, UT 84403  
(801) 399-4981  
www.binghamcyclery.com

### **Canyon Sports Outlet**

705 W. Riverdale Road  
Riverdale, UT 84405  
(801) 621-4662  
www.canyonsports.com



## cycling utah

## CALENDAR OF EVENTS

## Calendar Guidelines:

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

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

Let us know about any corrections to existing listings!



## Bicycle Motocross

Battle Bay BMX — (801) 796-8889

Rad Canyon BMX — (801) 824-0095

**Mondays** — BMX race practice with Laurie at Rad Canyon (Old Bingham Highway/Welby Pit) \$2.00 at track. 942-3100

**Thursdays** — BMX Race with Laurie at Rad Canyon, 942-3100

**Fridays** — BMX Racing at the new Ogden Track. Meet at Canyon Sports at 5:15 p.m., 621-4662

For more BMX track info, visit [cyclingutah.com](http://cyclingutah.com)



## Cycling Events

## Advocacy Groups

**Mayor's Bicycle Advisory Committee (MBAC)** meeting. Second Wednesday every month 5 p.m. at the Salt Lake City/County Bldg, 451 S. State, Room 326. (801) 535-7939 or (801) 328-2453.

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

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

**Provo Bike Committee** — Meetings are the first Wednesday of each month, 5:00 p.m. in the City Council office, 351 West Center Street, Provo, (801) 374-2033 or [tjensen@Korve.com](mailto:tjensen@Korve.com)

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

## Events

**Critical Mass** — Last Friday of every month, 5:30 pm, meet at the Gallivan Center, 200 S. and State Street, SLC. For more info, if you have a bike to lend, etc.: email [info@slccriticalmass.org](mailto:info@slccriticalmass.org)

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## Calendar of Events sponsored by



2175 S.900 E.  
Salt Lake City  
(801) 466-3971  
[fisherscyclery.com](http://fisherscyclery.com)

## Salt Lake's Road Bike Specialists!

**Thursdays** — Free bike maintenance clinic at Canyon Sports, 1844 East Ft. Union Blvd. at 6:00 p.m. Bring lots of questions! Learn Basic Mechanics. Any questions, Canyon Sports @ 942-3100.

**November 4-5** — Utah Trails and Pathways Conference, planning, design, construction, funding and more, St. George, [www.stateparks.utah.gov](http://www.stateparks.utah.gov), (435) 229-8310

**March 5, 2005** — Sports Am/Sports Guide, 12th Annual Bike Swap and Show, Utah State Fairpark, 10th W and N. Temple, Grand Building, 10 am, SLC, (801) 583-6281



## Mountain Bike

## Tours and Festivals

**October 23** — Chet Peach Ride and B-B-Q, Fruita, CO, (970) 858-7220

**October 28 - 31** — Moab Fat Tire Festival. Group rides, bicycle DemoExpo, fun competitions, evening entertainment. Moab, UT, (435) 260-1182 or (800) 635-6622

**November 6** — 9th Annual Blue Diamond to Jean Mountain Bike Benefit. 33 mile non-competitive ride. Blue Diamond, NV, (702) 228-4076 or (775) 727-5284.

**March 25-27, 2005** — Moab MUni Fest (a mountain unicycling event), Moab, UT, [www.moab-munifest.com](http://www.moab-munifest.com) or Rolf Thompson at (801) 870-5949



## Mountain Bike Racing

## Utah MTB Races

**October 16-17** — 24 Hours of Moab, 9th Annual, (304) 259-5533

**October 28-31** — Red Bull Rampage Free Ride Contest, 3rd Annual, Virgin, UT (435) 772-BIKE

**March 5, 2005** — The Desert Rampage, Intermountain Cup #1, St. George, Utah, (801) 942-3498

## Regional Mountain Bike Races

**October 24** — GO FAST Mountain Bike Marathon, 100km race, 3 laps 2500' climbing per lap, Las Vegas, NV, [tmr-unlimited.com](http://tmr-unlimited.com), (702) 277-6536

**February 26-27, 2005** — Desert Sol Cup #1, Las Vegas, NV, [tmr-unlimited.com](http://tmr-unlimited.com), (702) 277-6536

**March 20, 2005** — Desert Sol Cup #2, Las Vegas, NV, [tmr-unlimited.com](http://tmr-unlimited.com), (702) 277-6536

**April 10, 2005** — Desert Sol Cup #3, Las Vegas, NV, [tmr-unlimited.com](http://tmr-unlimited.com), (702) 277-6536



## Road Racing

## General Info

**Utah Road Racing** - USCF, Utah Cycling Association - Dirk Cowley, (801) 944-8488

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

**Nov 13** — Utah Cycling Association Awards and Rider Meeting, 7:00 pm Blue Cross Blue Shield, 2890 East Cottonwood Parkway, park and enter in back, Salt Lake City, (801) 944-8488

## 2005 Utah Road Races

**March 5,12,19,26** — Rocky Mountain Raceways Crit Series, Salt Lake, (801) 944-8488

**April** — Hell of the North, SLC, (801) 463-1166

**April 23-24 (tentative date)** — Tour of the Storm, Hurricane, Utah, (801) 944-5042

## Regional Road Races

**January 2005 (date tba)** — Underground 20k TT, Las Vegas, NV, [procyclery.com](http://procyclery.com), (702) 228-9460

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1-800-845-2453

**January 2005 (date tba)** — Sloan-Jean-Sloan 40k TT, Las Vegas, NV, [procyclery.com](http://procyclery.com), (702) 228-9460

**January 2005 (date tba)** — Nelson's Landing Stage Race, Las Vegas, NV, [procyclery.com](http://procyclery.com), (702) 228-9460



## Weekly Rides

**Mondays** — April - September -- Wasatch Women's Cycling Club (WWCC) Weekly Ride: fun/easy ~1 hr. ride, meeting at 6:00 p.m. at 1500 E 1500 S (by Einstein's). All welcome!, Melissa at (801) 466-6312.

**Mondays** — Show and go road ride from Canyon Sports, 1844 East Ft. Union Blvd. at 6:00 p.m. Faster pace ride with emphasis on pacelining and sprinting. No drop format but come ready to fly! Any questions, Canyon Sports @ 942-3100.

**Wednesdays** — Show and go mountain ride from Canyon Sports, 1844 East Ft. Union Blvd. at 5:30 p.m. 10-15 mile off road, intermediate pace. Any questions, Canyon Sports @ 942-3100.

**Thursdays** — Show and go road ride from Canyon Sports, 1844 East Ft. Union Blvd. at 5:30 p.m. Intermediate ride for those looking to put some miles on. Any questions, Canyon Sports @ 942-3100.

**Weekend Group Rides** — Saturday and Sunday, 10 am, meet at 9th and 9th in Salt Lake City, 801-363-0344.

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



## Road Tours

**October 30** — Josie Johnson Memorial Ride, this memorial ride is being dedicated in Josie's honor to bring the community together to raise awareness for bicycle safety, meet at the corner of 500 South and Guardsman's Way (1580 E) at 11:30 am, ride will start at 12 noon, following address from Mayor Rocky Anderson. Dedication and moment of silence at the mouth of Big Cottonwood Canyon at 1:30 pm following address from Josie's brother, Ken Johnson, [www.slcbac.org](http://www.slcbac.org) or call (801) 485-2906 eve. or (801) 565-6163 day

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

([www.cyclingutah.com](http://www.cyclingutah.com)) or call the Mayor's office at 535-7939 or Brian at 328-2453.



**March 4-7, 2005** — Moab Skinny Tire Festival, Benefits LAF, Moab, UT, 435-259-2698

**April 9, 2005** — Cactus Hugger Century, 4th Annual, 46, 76, or 100 mile options, Xetava Gardens, Kayenta/Ivins, St. George, (435) 656-2422 or (435) 635-5181



## Cyclocross

**Utah Cyclocross Series** — October 3 (Wheeler Farm), October 10 (Wheeler Farm), October 23 (Ft. Buenaventura, Ogden), October 24 (Wheeler Farm), October 30 (Wheeler Farm), November 6 (Ft. Buenaventura, Ogden), November 7 (Wheeler Farm), November 14 (Wheeler Farm), November 20 (Wheeler Farm), November 27 (Wheeler Farm), December 4 (Ft. Buenaventura, Ogden). For more information visit [utahcyclocross.com](http://utahcyclocross.com) or call 801-322-3788

**October 23** — Idaho State Cyclocross Championships, Sun Valley, ID, 208-788-9184

**October 23** — Logan Cyclocross #1, Logan Fairgrounds, 435-787-2828

**November 6** — Logan Cyclocross #2, Logan Fair Grounds, 435-787-2828

**November 6, 20** — Eagle Island State Park Cross Series, Boise, ID, (208) 866-3384, [aerocyclos.com](http://aerocyclos.com)

**November 13** — Logan Cyclocross #3, Logan Fairgrounds, 435-787-2828

**Fall** — Jackson Hole Cyclocross, Saturdays at 11 am, Teton Village, WY, [ucjh.org](http://ucjh.org)

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### Lotoja - Continued from page 10

mile flat and rolling run into Alpine Junction.

With 1,000 riders to get under way, the overall field for the 22nd Annual LoToJa Classic was broken down into 22 licensed and citizen pelotons that started at four-minute intervals. The Men's Cat. I, II group was the first to go at 6:30 a.m., and according to Westergard, the race began in earnest with less than five miles into the 188-mile course.

About eight miles south of Preston, Westergard decided to test the peloton's legs and put in an attack of his own. He soloed through Preston, as well as up to 5,569-foot high Treasureton Summit. On the descent, however, he was caught by Cannon who stayed with him for the day.

"Brent and I each did one minute pulls and by Grace we had a five minute gap," said Westergard.

The two, however, didn't have that gap on 2002 winner Eck, who launched a solo effort and bridged to Cannon and Westergard at Grace. The three worked together after Grace and through Soda Springs. While nearing Montpelier, they had amassed an eight-minute lead.

The three climbed to Geneva Summit and descended to Geneva together. Westergard said that Cannon mostly sat on because the three had learned that Jeremy Smith (New Moon), last year's Men's Cat. I, II winner, was attempting to bridge. Cannon wanted a teammate to counter Eck and Westergard through Star Valley.

"He was right for doing that," said Westergard about Cannon's tactics before the start of Salt River Pass. After cresting the summit and on the descent to Smoot and Star Valley, the three had increased their lead to 15 minutes with the final feed-zone at Afton ahead.

"Brent began to work with us after that," said Westergard. "With the lead we relaxed." He added that while his legs felt good, his teammate struggled with cramps. Nevertheless, Eck didn't let go. With five miles to the finish, Cannon began a series of

attacks, but Westergard confidently covered them.

At the last rise two miles south of Alpine Junction, Westergard attacked and he had expected Cannon to immediately respond. But instead, he got a 50-meter gap, which grew to 100 meters as he turned onto the finishing straight in Alpine Junction.

Westergard crossed the finish alone, followed 10 seconds later by Eck and 23 seconds later by Cannon. He noted that the finish may have been closer between the three if a motor home hadn't momentarily blocked Eck and Cannon's progress in Alpine Junction before they turned toward the finish on Grey's River Road.

"It felt great to win," said Westergard. "At that moment, all of the risks, all of the attacks, it finally paid off." To win the LoToJa, he concluded, "You have to believe in yourself."

His first win in five attempts, Westergard said the 2004 course was the hardest yet, and "the climbs made it interesting."

The Women's Cat. I, II, III race consisted of six riders and started in Logan with the Men's Cat. III peloton. According to Yap, the race quickly turned hard with attacks coming just a few miles outside of Logan. But she and teammate RyDeen Stevens covered the moves, many of which were triggered by Margaret Douglas.

Yap noted that the men in the peloton allowed the women to have their own race. "We came back together just before Preston," she said. "At the first climb (Treasureton), RyDeen got a flat and I dropped back. She told me to keep going."

Half way up to Treasureton Summit, she caught the Men's Cat. III peloton and saw that she was the only woman left. Her impressive effort to get back to the bunch laid the foundation for her victory. Although she briefly lost contact during the feedzone at Grace, she again caught the group and stayed with them until the day's final climb.

"Before Salt River Pass I stopped to go pee," she said. "I was alone after that, but then was caught by three Cat. III guys and I finished with them."

Yap added that it was "awe-

some" to win because she wasn't sure how her body would respond to the distance. Yet except for the day's first 20 miles that were filled with repeated attacks, she felt good.

"After that I warmed up and got into the groove," she said.

Both Yap and Westergard said they intend to return next year to defend their titles.

Race Director Brent Chambers said that this year's 1,000-rider cap will be kept for 2005, along with the hope that road construction in Snake River Canyon will be completed and riders can return to the LoToJa's traditional route. It has been three years since the race ended at Jackson Hole Ski Resort's Teton Village.

He said until mid-July of this year, the traditional route was locked in for 2004. But the Wyoming Department of Transportation changed its construction schedule in effort to complete its work in the canyon by Oct. 31.

Despite having to make a major course change less than eight weeks before race day, Chambers said, "We improved in all areas that we talked about. Not everything went right, but that goes along with it. You learn from it."

He praised his staff and the over 250 volunteers who helped make this year's race a success. "There was a lot of love from a lot of people on that day," he said, including from community volunteers in Preston, Grace, Soda Springs, Montpelier, Afton and Alpine Junction.

Chambers added that he and his staff are already looking ahead to next year's race. So are a few racers. "Would you believe it? I've already had a few calls as to when we're going to begin registration for 2005's race," he said.

LoToJa Trivia:

—Approximately 3,000 people were involved with the race, from riders and crews, to volunteers.

—At any give time there were over 100 volunteers on course.

—Approximately 85% of riders finished. There were 70 "Did Not Starts" this year, which Chambers said was unusually high. At least 35 of those were because of pre-race day injuries.

### Trails and Pathways Program Needs Your Help

The Trails and Pathways Program, administered by Utah State Parks, provides matching grant fiscal assistance to construct non-motorized trails that offer health, recreational, and economic benefits for residents and visitors of the state. Recipients of the funding include cities and towns, counties, and state and federal agencies that partner with citizen groups wanting to improve their neighborhoods and communities. Since its creation, the program has awarded more than \$12 million to 340 projects. This investment was matched by more than \$18 million dollars in public and private monies to create much of the statewide trails infrastructure throughout Utah. Although these numbers may sound impressive, less than half of the requested projects could be funded. Since 1991, 835 potential projects requested funding with a need more than \$37 million throughout our state.

Unfortunately, funding for this program has been reduced over the past few years from nearly \$1 million annually to just \$30,000 in FY 2004/05.

A wide variety of communities and citizen groups including the following are asking for your help to restore funds to this important program. Please call or write you legislator today. For more information on Utah State Parks, visit [www.stateparks.utah.gov](http://www.stateparks.utah.gov). To find your senator or representative, visit [www.le.state.ut.us](http://www.le.state.ut.us).

—Over 50% of this year's riders were first-time competitors.

—Over 20% were riding LoToJa for their second consecutive year

—The average rider age was 39

—Over 180 prize bags were prepared for the Sunday morning awards ceremony at Teton Music

Hall.

—One hundred sixty five women participated in this year's race

—The last rider in crossed the finish line at 1:49 a.m.



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## RACE RESULTS



## Cyclo-cross

**2004 Utah Cyclocross Series , Race #1 , Wheeler Farm, October 3, 2004**
**Men A+ 17 Starters**

1. Bart Gillespie
2. Eric Jones
3. Christopher Pietrzak
4. Art O'Connor
5. Kelly Ryan
6. Jon Gallagher
7. Anthony Johnson
8. Nathan Kammerath
9. Alex Rock
10. Sam Moore
11. Tom Horrocks
12. Jim Fearick
13. Ryan Barrett
14. Thomas Spanning
15. Racer Gibson
16. Darrell Davis

**Men A 25 Starters**

1. Dirk Cowley
2. Step-o-han Warsocki
3. Sam Krieg
4. Mitchell Peterson
5. Sean Hoover
6. Denny Kalar
7. John Iltis
8. James Nielsen
9. Linde Smith
10. Charles Collins
11. Forrest Gladding
12. Bob Saffell
13. Robby Milne
14. Scott Nielsen
15. Miles Bronn
16. Jeff Street
17. Stan Price
18. Kris Arnott
19. Peter Barquin

**Women A 6 Starters**

1. Kathy Sherwin
2. Lisa Peck
3. Karen Dodge
4. Meg Horrocks
5. Theresa Eggerston
6. Maren Gibson

**Men B 20 Starters**

1. Michael Burnside
2. Craig Farnsworth
3. Devon Alvarez
4. Jon Kolon
5. Phillip Pattison
6. Wayne Cottrell
7. Nick Ekdahl
8. George Klonizos
9. Scott Toly
10. John Rech
11. Doug Smith
12. Alex Whitney
13. Ryan Miller
14. Shaun Mechem
15. Greg Florez
16. Rob Wuebker

**Men C 16 Starters**

1. Brock Olson
2. Sameul Sloan
3. Bryon Wright
4. Stacy Goodrick
5. Alan Greenburg
6. Lewis Rollins
7. Pat Putt
8. Kelvin Feile
9. Gregory Adams
10. Jeff Stuart
11. Everett Hobby
12. Ronald Moore
13. Steve Holcomb
14. Jeff Gooch
15. Mark Tuttle
16. Warren Worsley

**Women B 1 Starter**

1. Amy Campbell

**Juniors 4 Starters**

1. Andrew Putt
2. Tanner Putt
3. Andrew Nelsen
4. Drew Severance

**Utah Cyclocross Series #2, Wheeler Farm, October 10, 2004**
**Men A+ 16 Starters**

1. Jeff Caton
2. Thomas Spanning
3. Jon Gallagher
4. Tom Horrocks
5. Sam Moore
6. Jim Fearick
7. Sam Krieg
8. Ryan Barrett
9. John Osguthorpe
10. Eric Flynn
11. Nathan Kammerath
12. Racer Gibson
13. Cole Baldwin

**Men A 20 Starters**

1. Dirk Cowley
2. Mitchell Peterson
3. Sean Hoover
4. Gary Fuller
5. John Iltis
6. Charles Collins

7. Step-o-han Warsocki
8. Denny Kalar
9. Greg Freebairn

10. Linde Smith
11. Forrest Gladding
12. James Fox
13. Mike Bronn
14. Bob Saffell
15. Devon Alvarez
16. Jimmy Tart
17. Robby Milne
18. Peter Barquin

**Women A 4 Starters**

1. Kathy Sherwin
2. Karen Dodge
3. Lisa Peck
4. Maren Gibson

**Men B 25 Starters**

1. Michael Burnside
2. Barry Makarewicz
3. Devon Alvarez
4. Craig Farnsworth
5. Clark Mower
6. Perry Woods
7. Francois Van Herden
8. George Klonizos
9. Mark Miller
10. Greg Florez
11. John Rech
12. Chris Hawk
13. Scott Toly
14. Shawn Talbot
15. Bill Cutting
16. Ryan Miller
17. Shaun Mechem
18. Strika Chord
19. Mike Severance
20. Alex Whitney
21. Doug Smith
22. Wayne Cottrell
23. Dan Nye
24. Ryan Oliver

**Men C 12 Starters**

1. Brock Olson
2. Mike Sohm
3. Mike Kraft
4. Gary Dastrup
5. Lewis Rollins
6. Andrew Burton
7. Alan Greenburg
8. Pat Putt
9. Craig Curtis
10. Everett Hobby
11. Ronald Moore
12. Jeff Gooch
- Women C 1 Starter
1. Melanie Memmot

**Juniors 3 Starters**

1. Tanner Putt
2. Andrew Putt
3. Drew Severance

**Utah Cup of Cross #1 UCI Race, This is the Place State Park, October 16, 2004**
**Elite / U23**

1. Andy Jacques-Maynes , 56:09:00
2. Marc Gullickson 00:57:36:00
3. Bart Gillespie 00:57:52:00
4. Ben Jacques-Maynes 00:58:36:00
5. Erik Tonkin 00:58:36:00
6. Jackson Stewart 00:59:13:00
7. Chris McGoven 00:59:33:00
8. Frank Mapel 00:59:47:00
9. Brandon Dwight 01:00:14:00
10. Jonathan Baker 01:00:14:00
11. Matt Shiver 01:03:16:00
12. Jacob Stechmann 01:07:48:00
13. Thomas Spanning 01:07:55:00
14. Art O'Connor 01:08:00:00
15. Jared Gibson 01:08:10:00

**Elite Women**

1. Josie Beggs 00:37:41:00
2. Kathy Sherwin 00:40:37:00
3. Lora Heckman 00:41:48:00
4. Maren Partridge 00:46:51:00

**UCI Juniors**

1. Mitchell Peterson 00:33:53:00
2. Peter Stetina 00:34:16:00
3. Brady Kappius 00:34:35:00
4. Adam McGrath 00:35:38:00

**Master 35+**

1. Jon Gallagher 00:43:35:00
2. Tom Horrocks 00:43:58:00
3. Gary Fuller 00:45:47:00
4. Joe Burtoni 00:46:30:00
5. Bob Saffell 00:46:49:00
6. Darrell Davis 00:49:12:00
7. Wayne Cottrell 00:50:47:00
8. Strika Chord 00:51:04:00
9. John Rech 00:56:09:00

**Master 45+**

1. Dirk Cowley 00:44:25:00
2. Scott Toly 00:50:28:00
3. Peter Barquin 00:53:30:00

**Men C**

1. Greg Freebairn 00:28:55:00
2. Gordon Garrett 00:32:40:00
3. Phillip Pattison 00:32:40:00
4. George Klonizos 00:33:03:00
5. Robert Wuebker 00:33:27:00
6. Mark Miller 00:36:11:00
7. Calvin Cahoon 00:37:32:00
8. Jason Dunaway 00:39:19:00
9. Lewis Rollins 00:40:26:00

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10. Everett Hobby 00:42:17:00

**Women B**

1. Meg Horrocks 00:37:57:00

**Men B**

1. Anthony Johnson 00:43:45:00
2. Daniel Chudleigh 00:44:26:00
3. Kelly Ryan 00:46:03:00
4. Nate Kameron 00:46:35:00
5. Will Nesse 00:47:18:00
6. Forrest Gladding 00:47:36:00
7. KC Cuiston 00:47:58:00
8. Linde Smith 00:50:21:00
9. Chris Sherwin 00:51:28:00
10. Zach Greenwood 00:56:34:00
11. Karl Jarvis 01:02:35:00

**Utah Cup of Cross #2 UCI Race, This is the Place State Park, October 17, 2004**
**Elite / U23**

1. Andy Jacques-Maynes, 55:30:00
2. Marc Gullickson 00:56:17:00
3. Frank Mapel 00:56:45:00
4. Bart Gillespie 00:57:03:00
5. Jonathan Baker 00:57:08:00
6. Ben Jacques-Maynes 00:57:25:00
7. Jackson Stewart 00:57:29:00
8. Erik Tonkin 00:57:32:00
9. Matt Shiver 00:57:58:00
10. Brandon Dwight 00:58:28:00
11. Richard Feldman 00:59:38:00
12. Art O'Connor 00:59:50:00
13. Brad Van Orden 00:59:54:00
14. Chris McGoven 01:00:03:00
15. Thomas Spanning 01:00:43:00
16. Taylor Kneuver 01:04:10:00
17. Ryan Barrett 01:04:34:00
18. Jacob Stechmann 01:04:55:00
19. Jared Gibson 01:05:42:00
20. Ryan Amirault 01:07:03:00
21. David Allen 01:08:22:00
22. Linde Smith 01:10:38:00

**Elite Women**

1. Josie Beggs 00:33:57:00
2. Lora Heckman 00:36:09:00
3. Kathy Sherwin 00:36:53:00
4. Maren Partridge 00:40:35:00
5. Lisa Peck 00:41:31:00

**UCI Juniors**

1. Peter Stetina 00:37:44:00
2. Mitchell Peterson 00:37:44:00
3. Brady Kappius 00:38:42:00
4. Adam McGrath 00:38:45:00

**Master 35+**

1. Jon Gallagher 00:40:09:00
2. Tom Horrocks 00:40:32:00
3. Gary Fuller 00:41:54:00
4. Joe Burtoni 00:42:49:00
5. Bob Saffell 00:43:42:00
6. Wayne Cottrell 00:44:57:00
7. Strika Chord 00:47:07:00
8. John Rech 00:47:32:00

**Master 45+**

1. Dirk Cowley 00:40:16:00
2. Steve Lamont 00:45:25:00
3. Scott Toly 00:45:30:00
4. Peter Barquin 00:45:51:00

**Men C**

1. Chris Sherwin 00:25:25:00
2. Robert Wuebker 00:26:51:00
3. Phillip Pattison 00:27:21:00
4. Mark Miller 00:27:51:00
5. George Klonizos 00:28:33:00
6. Calvin Cahoon 00:29:37:00
7. Lewis Rollins 00:31:39:00
8. Everett Hobby 00:34:46:00

**Men B**

1. Anthony Johnson 00:47:39:00
2. Jim Fearick 00:48:04:00
3. Barry Makarewicz 00:48:26:00
4. Chad Wassme 00:48:26:00
5. Kelly Ryan 00:50:47:00
6. Sean Hoover 00:50:51:00
7. Will Nesse 00:51:21:00
8. KC Cuiston 00:52:02:00
9. Kevin Radzinski 00:53:33:00
10. Zach Greenwood, 58:38:00



## Road Racing

**2004 Anniversary Inn Cache Classic Stage Race, Logan, Utah, September 3-6, 2004**
**Overall GC**
**Cat Pro/1/2 Men**

1. Burke Swindlehurst 06:54:53:19
2. Matt Weyen 06:55:30:93
3. Troy Critchlow 06:55:41:84
4. Derik Archibald 06:55:42:87
5. Gardie Jackson 06:55:50:08
6. Bryson Perry 06:56:13:43
7. Mark Southard 06:56:20:48
8. Eric Pardyjak 06:56:23:02
9. Marc Yap 06:56:51:37
10. Jesse Westergard 06:56:52:46
11. John Osguthorpe 06:56:56:60
12. Carl Decker 06:57:02:49
13. Allan Butler 06:57:06:70
14. Charles Jenkins 06:57:07:64
15. Christopher Daggis 06:57:24:78
16. Christopher Jones 06:57:28:75
17. David Harward 06:57:37:21
18. Ryan Barrett 06:57:50:05
19. Jesse Gordon 06:57:52:67
20. Kirk Eck 06:57:56:03
21. Todd Hageman 06:57:57:94
22. Jonathan Denison 06:58:47:34
23. Eric Flynn 06:59:01:94
24. Andy Bestwick 06:59:39:00
25. Nicholas Clayville 07:05:29:52
26. Russell Cree 07:05:32:70
27. Nathan Thomas 07:06:19:64
28. Uhl Albert 07:09:25:55
29. Evan Hepner 07:10:57:39
30. Alex Rock 07:11:25:11
31. Trevor Mays 07:15:45:99
32. Nathan Kammerath 07:21:43:46
33. Rob Van Kirk 07:25:23:92
34. Robert Lofgran 07:29:11:54
35. Sandy Perrins 07:34:46:38
36. Drew George 07:38:14:47
37. Eric Burkhart 07:39:29:92
38. Chuck Collins 07:59:05:38

**Cat Pro/1/2/3 Women**

1. Karen Dodge 06:54:03:51
2. Kris Walker 06:54:28:56
3. Crystal Yap 06:58:41:68
4. Darcie Murphy 06:58:58:96
5. Rydeen Stevens 07:04:53:32
6. Kirsten Kotval 07:17:11:63
7. Tiffany Pezzula 07:28:53:70

**Cat 3 Men**

1. Andrew Peterson 07:17:04:01
2. Sam Krieg 07:17:49:18
3. Brian Schilling 07:18:26:04
4. Lance Christiansen 07:19:15:06
5. John McDaniel 07:19:43:41
6. Ali Goulet 07:20:52:46
7. Joel Peterson 07:21:05:61
8. Kris Lunning 07:24:00:60
9. Ted Tatos 07:27:50:07
10. Greg Roper 07:34:07:67
11. Chris Davidson 07:36:51:30
12. David Blades 07:39:35:74
13. Ryan Wheeler 07:43:00:60
14. Steve Conlin 07:57:19:03

**Cat 4 Women**

1. Darcie Strong 06:27:34:72

**Cat 4 Men**

1. Francios Van Heerden 06:41:31:37
2. Keith Anderson 06:41:52:17
3. Craig Pack 06:44:54:88
4. Bruce Bilodeau 06:45:13:18
5. Shaun Mechem 06:47:37:02
6. Darrick Riggs 06:48:39:45
7. James Hayton 07:23:47:40

**Cat 5 Men**

1. Jay Snyder 06:43:58:05
2. Alex Lizarazo 06:56:14:17
3. James Haugen 07:34:08:15

**Master 35+**

1. Mark Schaefer 06:19:27:28
2. Gary Porter 06:19:48:75
3. Jarom Zenger 06:20:15:88
4. James Nelson 06:21:41:69
5. James Ferguson 06:22:58:87

6. Wayne Cottrell 06:57:51:39

**Master 45+**

1. Dale Maughan 06:19:04:40
2. Robert Keller 06:19:19:89
3. Russell Thorstrom 06:20:08:16
4. Dirk Cowley 06:21:41:98
5. Ken Louder 06:23:51:17
6. Jeff Clawson 06:24:37:30
7. Charles Palmer 06:26:10:40
8. Stephen Pudlock 07:08:12:52

**Masters 55+**

1. Adam Steinke 06:12:02:05

**Junior A Men**

12. Adam Steinke 01:56:10:02

**Junior B Men**

1. David Clyde 01:40:33:88
2. Bryson Garbett 01:43:08:80
3. Joseph Clyde 01:50:49:75
4. Ryan Avila 01:53:46:09
5. Tanner Putt 01:53:55:80
6. Tyson Lind 01:54:09:63
7. Andrew Putt 01:54:25:04
8. Sam Garbett 01:56:09:41
9. Nathan Clyde 02:04:43:48
10. Matthew Clyde 02:09:34:23

**Junior Female**

1. Angela Clyde 02:42:59:49

**Harvest Moon Criterium, September 25, 2004**
**Junior Women**

1. Jillian Gardner

**Junior Men**

1. Dustin Eskelson
2. Creed Ebell

**Cat 1/2 Men**

1. Ryan Barrett
2. Bart Gillespie
3. Eric Flynn
4. Thomas Cooke
5. Jon Baddley

**Cat 1/2/3 Women**

1. Kristi McIlmoil
16. Darcie Murphy

**Cat 3 Men**

1. Kevin Van Loon
2. Mark Todd
3. Shawn Cheney
4. Cameron Candelaria
5. Samuel Moore

**Cat 4 Women**

1. Katie Cassidy
2. JO Garuccio
3. Darcie Strong

**Cat 4 Men**

1. Aaron Bailey
2. John McIlmoil
3. Eric Thompson
4. Shawn Stinson
5. Greg Parker

**Cat 5 Men**

1. Tyler Servoss
2. Michael Burnside
3. Guy Perry
4. Jonathan Hintze
5. Jesse Washburn

**Master Men 35+**

1. Jon Gardner
2. Kirk Eck
3. Gardie Jackson
4. Chris Rowley
5. Samuel Moore

**Master Men 45+**

1. Dale Maughan
2. Peter Barquin
3. Charles Palmer

**Master Men 55+**

1. Henry Ebell

**LOTOJA, Logan, Utah to Jackson Hole, Wyoming, September 11, 2004**
**Cit Tandem**

1. (104) David Kent 9:21:05
2. (132) Troy Scott 9:28:13
3. (216) Doug Wilkins 9:47:19
4. (251) Brown Edward 9:53:16
5. (395) Samuel Knight 10:45:00
6. (466) Kevin Leake 11:10:29
7. (588) Tony Sieverts 11:54:54
8. (668) James Hunter 12:20:50
9. (680) Dave Jones 12:29:09



33. (496) Andrew Dalebout 11:18:22  
34. (517) Chad Burt 11:24:51  
35. (576) Eric Peterson 11:48:15  
36. (581) Mitch Bogue 11:52:25  
37. (585) Ronald Jensen 11:53:56  
38. (607) Gary Griffin 12:02:37  
39. (608) Corry Craig 12:02:37  
40. (691) Linden Olson 12:37:14  
41. (692) Monte Carlson 12:37:14  
42. (710) Curt Peterson 12:50:40  
43. (746) Cort Christensen 1:32:18  
44. (747) Michael Rickson 1:32:19

**M Cat V 5200s**

1. (123) Chad Morris 9:25:32  
2. (165) Brian Petersen 9:34:25  
3. (310) Nathan Cisney 10:09:05  
4. (334) Brian Jensen 10:20:08  
5. (352) Scott Taylor 10:27:22  
6. (353) Carl Horton 10:27:22  
7. (361) Dave Pepper 10:31:35  
8. (404) Michael Kalsman 10:49:02  
8. (404) Peter Weir 10:49:02  
10. (439) Eric Johnson 11:03:36  
11. (440) Jeff Butler 11:03:37  
12. (442) Dwight Hibdon 11:04:01  
13. (443) Scott Kafesjian 11:04:02  
14. (444) Paul Moote 11:04:02  
15. (445) Adam Lisonbee 11:04:14  
16. (446) Tim Hodnett 11:04:15  
16. (446) Chris Holley 11:04:15  
18. (448) Kevin Nelson 11:04:15  
19. (471) Derek Steadman 11:11:30  
20. (503) Chad Checketts 11:19:10  
21. (504) Tim Golightly 11:19:10  
22. (516) Joan Benson 11:24:22  
23. (520) Kylir Horton 11:25:59  
24. (522) Jay Salter 11:26:24  
25. (523) Bill Dark 11:26:32  
25. (523) Michael Macfarlane 11:26:32  
27. (526) Scott Major 11:27:02  
28. (527) Keith Payne 11:27:15  
29. (530) Brett Wehrli 11:29:01  
30. (531) Troy Maloney 11:29:21  
31. (554) Brian Johnson 11:39:11  
32. (592) Matthew Hardy 11:57:06  
33. (617) Robert Child 12:04:53  
34. (714) Jeremy Curtis 12:56:00  
34. (714) Mark Longson 12:56:00  
36. (716) Dave Fisher 12:56:01  
37. (717) Greg Longson 12:56:01

**M Cat V 5300s**

1. (80) J. Landon Darley 9:12:35  
2. (99) Anthony Larson 9:18:36  
3. (142) Taylor Foss 9:30:08  
4. (148) Chad Booth 9:31:02  
5. (172) Steve Newton 9:36:52  
6. (175) Mark Peterson 9:38:15  
7. (194) Scott Griffith 9:42:13  
8. (203) Brent Johnson 9:44:20  
9. (222) Drew Gillingwaters 9:48:13  
10. (229) David Fosnacht 9:49:26  
11. (241) Michael Loveland 9:51:56  
12. (294) Javier Vargas 10:04:24  
13. (300) Cary Jenkins 10:07:18  
14. (335) Eric Jensen 10:20:16  
15. (337) D Carl Richards 10:21:11  
16. (397) Dave Anderson 10:45:33  
20. (484) Jeffery Bickle 11:16:11  
21. (505) Mark White 11:20:21  
22. (506) Andrea White 11:20:21  
23. (513) Robert Cervantez 11:23:13  
24. (518) Coury Lloyd 11:25:29  
25. (521) Joel Flowers 11:26:04  
26. (525) Scott Romney 11:26:47  
27. (528) Wade Clement 11:27:29  
28. (533) Dan Berry 11:30:18  
29. (545) Shannon Storrud 11:35:24  
30. (568) Yvonne Kinane-Wells 11:45:24  
31. (583) Kim Peterson 11:53:34  
32. (591) Cecelia Melder 11:57:05  
33. (619) Jason Lewis 12:06:01  
34. (638) Marko Zatylny 12:12:08  
35. (639) Richard Landward 12:12:12  
36. (712) Jessica Root 12:52:01  
37. (766) Merle Gish 6:27:52

**M Cat V 5400s**

1. (96) Alan Takemori 9:18:00  
2. (97) Robert Westermann 9:18:08  
3. (98) Eric Bonder 9:18:22  
4. (125) Tony Parkinson 9:27:27  
5. (126) Craig Willis 9:27:39  
6. (127) Chad Jeppson 9:27:40  
7. (128) Gordon Wood 9:27:43  
8. (129) Dan Aldred 9:27:47  
9. (130) Grant Chu 9:27:53  
10. (131) Jared Kirby 9:27:56  
11. (143) Patrick Fasse 9:30:11  
12. (146) Bruce Parker 9:30:28  
13. (162) Michael Broadbent 9:33:11

14. (169) Chad Ambrose 9:36:05  
14. (169) Jamie Pogue 9:36:05  
16. (176) Bryan Jepson 9:38:15  
17. (185) Grant Taylor 9:39:27  
18. (186) Doug Ovard 9:39:28  
19. (192) Kevin Jeppson 9:42:08  
20. (207) Mark Dubois 9:45:16  
21. (227) Adam Catmull 9:49:11  
22. (228) Dean Somerville 9:49:11  
23. (237) Jonathan Guenter 9:50:48  
23. (237) Benjamin Sill 9:50:48  
25. (244) Todd Baker 9:52:17  
26. (256) Justin Gibson 9:54:06  
27. (263) Jonathan James 9:55:08  
28. (264) Dallen Larson 9:56:07  
29. (278) David Boren 9:59:31  
30. (341) Jason Gibson 10:22:48  
31. (510) Lee Robison 11:21:56  
32. (544) Troy Miller 11:34:38  
33. (599) Stephen Bialkowski 12:00:16  
34. (630) James McMillan 12:08:58  
35. (631) David Washburn 12:09:07  
36. (632) Charles D'Hulst 12:09:12  
37. (633) James Kuykendall 12:09:12

**M Cit 14 to 26**

1. (64) Grant Roper 9:07:19  
2. (195) Ryan Kier 9:42:16  
3. (210) David Foster 9:45:48  
4. (211) Jason Balls 9:46:02  
5. (304) Eric Jeppson 10:08:10  
6. (321) Spencer Knight 10:14:48  
7. (339) Adam Alba 10:22:06  
8. (344) Ryan Gunnell 10:23:33  
9. (393) Jason Wenzler 10:44:47  
10. (414) Roland Kirton 10:55:16  
11. (421) Jesse Washburn 10:55:40  
12. (422) Jeff Ferrin 10:55:40  
13. (426) Tony Stowe 10:56:13  
14. (453) Jared Bern 11:04:52  
15. (457) Brady Cottle 11:05:34  
16. (486) Bonie Shupe 11:17:17  
17. (494) John Hanson 11:17:59  
18. (499) Andrew Damman 11:18:32  
19. (547) Christopher Betsinger 11:35:33  
20. (558) David Boyd 11:40:50  
21. (564) Rand Blair 11:43:24  
22. (575) Earl Finlayson 11:47:37  
23. (584) Robert Johnson 11:53:48  
24. (589) Tyler Evans 11:55:25  
25. (597) Benjamin Spendlove 11:59:23  
26. (598) Aerste Newberry 11:59:52  
27. (600) Andrew Erickson 12:00:44  
28. (601) Nick Alice 12:01:07  
29. (618) Lance Gamero 12:05:49  
30. (647) Kirk Johnson 12:14:41  
31. (661) Tannar Firzlaft 12:17:45  
32. (725) Sean Pack 1:04:18  
33. (730) Jared Hancock 1:08:59  
34. (740) Philip Nestoryak 1:29:22  
35. (743) Erik Steele 1:29:38  
36. (744) Nate Foulger 1:29:45

**M Cit 27 to 34 1200-1249**

1. (84) Luke Lynch 9:13:00  
2. (103) Chad Holmes 9:20:35  
3. (204) Wade Rockwood 9:45:10  
4. (239) Dustin Cragun 9:50:49  
5. (286) Scott Haws 10:02:36  
6. (302) Bryan Bihlmaier 10:07:29  
7. (314) William Hornberger 10:10:21  
8. (318) Robert Werner 10:12:36  
9. (325) Matt Haycock 10:16:51  
10. (333) Aaron Ogden 10:19:00  
11. (351) Josh Covington 10:27:12  
12. (360) Chay Courtright 10:29:49  
13. (401) Gregory Howell 10:48:19  
14. (411) Shane Kirk 10:54:55  
14. (411) Jeremy Lund 10:54:55  
16. (458) Jason Heideman 11:06:07  
17. (474) Rory Burkhardt 11:12:11  
18. (488) Adam Suttlemyre 11:17:35  
19. (497) Jill Damman 11:18:31  
20. (534) William Nielson 11:30:20  
21. (550) Shawn Sawyer 11:38:22  
22. (567) Ryan Smith 11:44:50  
23. (574) Shawn Childs 11:47:21  
24. (594) Justin Fugate 11:57:40  
25. (602) Robert Jones 12:01:25  
26. (605) Michael Ross 12:01:47  
27. (628) Douglas McAllister 12:07:59  
28. (666) Tracey Petervary 12:20:42  
29. (677) Kevin Larsen 12:26:57  
30. (738) Joshua Sinykin 1:24:06  
31. (749) Matt Howard 1:41:38  
32. (752) Kristine Brooks 2:10:31  
33. (760) James Clawson 2:41:11  
34. (761) Marca Weaver 2:41:19  
35. (762) Mindy Potter 2:41:19

36. (763) Lisa Clawson 2:41:21  
37. (764) D Wallace 2:41:44  
**M Cit 27-34 1250-1299**  
1. (45) John Derby 9:01:03  
2. (117) Nate Pack 9:24:53  
3. (120) John Fojtek 9:25:05  
4. (122) Dwaine Allgier 9:25:30  
5. (189) Kirk Minor 9:40:53  
6. (205) Forest Dramis 9:45:14  
7. (215) Robert Silverthorne III 9:47:03  
8. (273) Scott Morrison 9:58:06  
9. (283) Damain Dennison 10:01:04  
10. (296) Christian Eversull 10:05:27  
11. (346) Shane James 10:25:11  
12. (418) Bart Scheueller 10:55:29  
13. (419) Colby Tanner 10:55:34  
14. (420) Bryan Johansen 10:55:35  
15. (475) Justin Mitchell 11:12:59  
16. (478) Russell Peterson 11:13:36  
17. (487) Stephen Van Dijk 11:17:18  
18. (501) Stephanie Reed 11:19:00  
19. (559) Scott Czarnecki 11:40:50  
20. (577) Matt Deming 11:48:50  
21. (580) Thomas Bartlett 11:50:21  
22. (593) Charles Thompson 11:57:08  
23. (595) Brian Davis 11:57:47  
24. (626) Phillip Pattison 12:07:26  
25. (634) Nowell Whittaker 12:09:28  
26. (635) James Drechsel 12:09:42  
27. (644) David Wilding 12:13:58  
28. (649) Jeff Ross 12:15:15  
29. (678) Chad Eberhardt 12:27:06  
30. (687) Ben Ritchie 12:33:15  
31. (751) Jason Cox 1:56:04

**M Cit 34-44 1400s**

1. (87) Michael Clark 9:13:32  
2. (153) James Yee 9:31:41  
3. (240) Frederick Frost 9:51:41  
4. (242) Kyle Jorgensen 9:52:03  
5. (282) Temp Patterson 10:00:59  
6. (299) Michael Jorgensen 10:07:03  
7. (330) Eric Gese 10:18:12  
8. (369) Brian Hultman 10:33:40  
9. (408) Michael Geslin 10:51:32  
10. (451) Michael Brant 11:04:42  
11. (452) Troy Josie 11:04:42  
12. (463) Greg Walch 11:08:43  
13. (464) Scott Voeller 11:08:43  
14. (480) Jan Bissey 11:15:53  
15. (481) W. David Westergard 11:16:03  
16. (490) Brandon Smith 11:17:38  
17. (514) Mike Dapuzzo 11:24:13  
18. (515) Ron Bakowski 11:24:13  
19. (540) Aaron Johnson 11:33:20  
20. (541) Daren Cottle 11:33:36  
21. (586) James Gute 11:54:11  
22. (587) John Lecain 11:54:21  
23. (651) Robert Marsh 12:15:58  
24. (654) Paul Ostyn 12:16:35  
25. (655) Jeff Geist 12:16:36  
26. (658) Don Rasmussen 12:17:25  
27. (659) Constance Sliwinski 12:17:27  
28. (688) Jeffery Banks 12:33:58  
29. (707) Scott Wineinger 12:45:59  
30. (709) Sonia Maxfield 12:47:03  
31. (713) Michael Connelly 12:53:15  
32. (720) Robert Andra 1:00:58  
33. (745) Malcolm Campbell 1:32:09  
34. (755) Dennis Gee 2:15:27  
35. (756) George Michalko 2:15:28

**M Cit 35 to 44 1300-1349**

1. (118) Jim Herrick 9:24:58  
2. (138) Paul Stempniak 9:29:04  
3. (145) Temple Rock 9:30:26  
4. (166) Sal Mascarenas 9:34:56  
5. (206) Mike Stensrud 9:45:14  
6. (230) Scott Sterrett 9:49:36  
7. (231) Michael Sherman 9:49:44  
8. (298) Mike Buckley 10:06:40  
9. (303) Stuart Beling 10:07:48  
10. (315) Reid Newey 10:10:31  
11. (322) Rex Harris 10:14:54  
12. (332) David Wakefield 10:18:44  
13. (336) Randy Nunley 10:20:35  
14. (340) Lee Harris 10:22:35  
15. (349) Greg Grant 10:25:31  
16. (357) Greg LeClaire 10:29:14  
17. (375) Shane Powell 10:35:22  
18. (392) Carolyn Jensen 10:44:42  
19. (402) David Britt 10:48:26  
20. (441) William MacDonald 11:03:41  
21. (470) Ron Klepzig 11:11:29  
22. (498) Jerry Hawk 11:18:32  
23. (555) Alan MacDonald 11:39:26  
24. (557) Chris Hemmersmeier 11:40:13  
25. (563) Scott Openshaw 11:42:49  
26. (622) Mike Hadley 12:07:11  
27. (660) Daniel Garcia 12:17:36  
28. (662) Bart Murray 12:19:24  
29. (673) Bart Morrison 12:23:56  
30. (674) Douglas Sutton 12:23:56  
31. (706) Steven Hoffman 12:44:53  
32. (739) Roy Clark 1:27:24  
33. (759) Jonathan Gardner 2:29:06

**M Cit 35 to 44 1350-1399**  
1. (119) Bomber Bryan 9:25:05  
2. (147) Thor Dyson 9:30:57  
3. (154) Thomas Calton 9:31:58  
4. (193) Allan Johnson 9:42:08  
5. (199) Dave Brown 9:42:34  
6. (209) Curt Child 9:45:39  
7. (225) Glenn Meikle 9:49:04  
8. (226) Jack Morgan, Jr. 9:49:10  
9. (316) Sean Mccandless 10:10:49  
10. (423) Paul Drechsel 10:55:40  
10. (423) Jeffrey Hunt 10:55:40  
12. (427) Byron Montgomery 10:56:59  
13. (479) Clark Andersen 11:14:26  
14. (502) Robert Jardine 11:19:02  
15. (538) Richard Fredette 11:31:18  
16. (546) Eric MacDonald 11:35:27  
17. (549) Craig Foley 11:37:36  
18. (556) Neil Ward 11:40:12  
19. (621) Mark Bingham 12:07:06  
20. (627) Steven Rasmussen 12:07:38  
21. (642) Berkley Hanks 12:12:55  
22. (650) Brent Simpson 12:15:56  
23. (663) Bob Seastrom 12:20:35  
24. (664) Kenny Alexander 12:20:36  
25. (665) Blake Johnson 12:20:36  
26. (695) Michael Farnsworth 12:38:20  
27. (698) Dennis Munden 12:40:24  
28. (708) Todd Scott 12:47:01  
29. (711) Tammy Drury 12:51:07

**M Cit 45-54 1500-1549**

1. (94) Russ Harward 9:17:12  
2. (114) Jerry Benson 9:24:15  
3. (265) Michael Dunn 9:56:08  
4. (313) Phil Pattison 10:09:53  
5. (317) Vernon Plott 10:12:30  
6. (354) Dennis Lewis 10:27:29  
7. (378) Jim Auwen 10:35:42  
8. (399) Jerry Brown 10:46:26  
9. (400) Tim Vitale 10:47:25  
10. (403) David Haggard 10:48:32  
11. (431) Tom Stonehocker 10:58:28  
12. (436) Paul Holsinger 11:03:22  
13. (459) Scott Nash 11:06:08  
14. (460) Tim Zagurski 11:06:08  
15. (461) Brent Gray 11:06:25  
16. (476) Corey Lambert 11:13:00  
17. (519) Charles Loyd 11:25:37  
18. (532) Douglas Cottle 11:29:34  
19. (561) Dean Egbert 11:42:06  
20. (566) James Facer 11:44:32  
21. (590) Philip Skousen 11:56:31  
22. (624) Carl Blair 12:07:24  
23. (643) David Heninger 12:13:29  
24. (657) Don Mueller 12:17:00  
25. (671) Jason Allen 12:21:54  
26. (684) Stephen Allred 12:30:14  
27. (702) Mary O'connor 12:43:02  
28. (703) Bill Bussiere 12:43:05  
29. (704) John Drury 12:43:06  
30. (729) Nef Martinez 1:08:50

31. (735) Alan Green 1:15:30  
32. (736) Richard Houston 1:15:36  
33. (750) Richard Cummings 1:49:32  
34. (757) Scott Sterzer 2:18:53  
**M Cit 45-54 1550-1599**  
1. (92) Elton Reid 9:16:20  
2. (102) Dave Preszler 9:20:22  
3. (171) Mark Ritchie 9:36:44  
4. (182) John Sieverts 9:38:56  
5. (219) Ward Wessels 9:47:59  
6. (220) John Hernandez 9:48:05  
7. (235) Greg Skordas 9:50:37  
8. (267) Val Ludlow 9:56:23  
9. (274) Theon Rawlings 9:59:03  
10. (279) Mark Lewis 9:59:37  
11. (296) Bob Van Slyke 10:05:09  
12. (301) Alan Hammond 10:07:22  
13. (326) Neil Decker 10:17:02  
14. (345) Bill Wegesser 10:25:10  
15. (355) Stan Jeppsen 10:28:11  
16. (365) Steve Borst 10:32:36  
17. (372) Raymond Bierman 10:34:57  
18. (373) Kevin Flint 10:35:06  
19. (391) Dan Weston 10:43:34  
20. (396) Jeff Pace 10:45:19  
21. (410) William Wolfe 10:54:10  
22. (425) Robert Rolfs 10:56:09  
23. (435) Gary Burk 11:02:09  
24. (449) Robert Bennett 11:04:35  
25. (462) Steven Wolf 11:07:13  
26. (535) Michael Wolfe 11:30:47  
27. (537) Greg Fischer 11:31:05  
28. (623) Timothy Conklin 12:07:15  
29. (629) Fritz Wonderlich 12:08:36  
30. (652) Alan Baggett 12:15:59  
31. (656) Clyde Stauffer 12:16:40  
32. (667) Scott Roberts 12:20:44  
33. (670) Paul Gilmore 12:21:50  
34. (696) Michael Watson 12:39:01  
35. (697) Ted Messer 12:39:02  
36. (724) Ross Hansen 1:04:18  
37. (726) Wylie Barrow 1:04:19

**M Cit 45-54 1600s**

1. (66) Bill Doucette 9:09:04  
2. (67) Steve Cooke 9:09:04  
3. (68) Fabian Esposito 9:09:04  
4. (79) Marty Sheeran 9:12:24  
5. (91) Norman Frye 9:16:16  
6. (150) Lewis Winward 9:31:05  
7. (179) C. Busby 9:38:25  
8. (181) Norm Mecham 9:38:53  
9. (212) Jim Gilland 9:46:21  
10. (223) Dave Evans 9:48:39  
11. (287) Jeffrey Carter 10:03:01  
12. (324) Sarah Bennett Alley 10:16:46  
13. (343) Frank Sutera 10:23:00  
14. (359) Greg Wheaton 10:29:26  
15. (362) Kerry Robbins 10:31:39  
16. (363) Steven Scott 10:31:45  
17. (389) Jane Aune 10:42:51  
18. (438) Randall Jones 11:03:31  
19. (467) John Dicks 11:11:09  
20. (468) Jeffrey Mattsson 11:11:09  
21. (469) Robert Roetman 11:11:09  
22. (472) Eric Zenger 11:11:47  
23. (473) J. Gilbert 11:11:50  
24. (489) Steve Gallenson 11:17:37  
25. (539) Robert Renwick 11:32:42  
26. (542) Gary Henning 11:34:00  
27. (562) Peter Lecain 11:42:21  
28. (603) Kevin Hoffman 12:01:42  
29. (604) Bradley Miller 12:01:43  
30. (609) Lamont Mcmurtrey 12:03:57  
31. (610) Jeffrey Hill 12:03:58  
32. (613) Corrinne Parrish 12:04:37  
33. (614) Randy Shutt 12:04:37  
34. (615) Alan Mangum 12:04:38  
35. (645) David Wineinger 12:14:27  
36. (685) Bob Shaddy 12:30:34  
37. (689) David Funkhouser 12:35:00

38. (700) Pete Fote 12:40:29  
39. (723) Tony Amone 1:02:09  
40. (732) Sharon Fillerup 1:09:53  
41. (767) Audra Jeske 8:14:55  
**M Cit 55 and Over**  
1. (75) Jim Westenskow 9:10:32  
2. (124) Patrick English 9:26:00  
3. (232) Bradley Rich 9:50:31  
4. (289) Jay Simmons 10:03:32  
5. (290) Robert Nelson 10:03:39  
6. (342) Harald Aune 10:22:51  
7. (366) Lamar Cloward 10:32:43  
8. (367) Dave Wiegand 10:33:07  
9. (465) Mary White 11:10:08  
10. (485) Larry Winzeler 11:16:25  
11. (529) Ron Lemmon 11:28:27  
12. (536) George Cassiday 11:31:02  
13. (548) J. Steven Newton 11:36:17  
14. (570) Kenneth Turley 11:45:27  
15. (571) Craig Burtenshaw 11:45:29  
16. (620) Robert Watkins 12:07:04  
17. (648) Larry Cottone 12:15:04  
18. (681) Brad Smith 12:30:04  
19. (682) R. Sterling Patrick 12:30:05  
20. (693) Tom Dyson 12:37:37  
21. (722) Frederick Milad 1:02:02  
22. (727) Donald Froese 1:07:57  
23. (734) Richard Barnes 1:13:27  
24. (737) William Sinykin 1:23:10  
25. (753) Jeffery Bigler 2:12:16  
26. (754) Tim Walker 2:12:20  
27. (758) David Wallace 2:25:18

**Masters 35 to 44**

1. (4) Dan Minert 8:37:58  
2. (5) Mark Schaefer 8:37:59  
3. (6) Jarom Zenger 8:38:00  
4. (7) Robert McGovern 8:38:00  
5. (28) James Nelson 8:38:00  
6. (9) Craig Kidd 8:38:00  
7. (10) Jeff Agamenoni 8:38:18  
8. (11) Niel Stagg 8:38:29  
9. (15) Clark Carlile 8:47:17  
10. (16) Jack Dainton 8:48:32  
11. (21) James Ferguson 8:50:41  
12. (33) Trent Duncan 8:59:25  
12. (33) Daniel Moser 8:59:25  
14. (35) Dave Sharp 8:59:25  
15. (36) Chris Peterson 8:59:25  
16. (37) Anthony Quinn 8:59:26  
17. (38) Tod Harris 8:59:26  
18. (39) Jason Tattersall 8:59:26  
19. (40) Gary Porter 9:00:19  
20. (46) David Miller 9:02:28  
21. (47) Ken Jones 9:03:22  
22. (48) Benjamin Jones 9:03:22  
23. (63) Kevin Shepherd 9:06:09  
24. (78) Rick Hunt 9:11:32  
25. (90) Steve Addicott 9:14:53  
26. (152) Stu Gregory 9:31:15  
27. (156) Tim Patten 9:32:20  
28. (167) Scott Mathewson 9:35:03  
29. (338) Tim Kelley 10:21:35  
30. (434) Bryan Bornholdt 11:01:03  
31. (569) Jeffrey Eckert 11:45:25  
32. (748) Michael Shaddock 1:32:32

**Masters 45 to 54**

1. (76) John Weyhrich 9:11:22  
2. (77) Lasse Bjerga 9:11:23  
3. (159) Rick Black 9:33:02  
4. (161) John Knopf 9:33:09  
5. (213) David Ward 9:46:39  
6. (214) Terry Patterson 9:46:50  
7. (221) Michael Macdonald 9:48:06  
8. (320) David Bern 10:14:07  
9. (388) James Hutton 10:42:46  
10. (733) Brett Friedman 1:12:20  
**Masters 55 and Over**  
1. (160) Gary Simmons 9:33:05  
2. (261) Gary Powers 9:55:02  
3. (262) Walt Chudleigh 9:55:07

4. (327) Franklin Jensen 10:17:46  
5. (409) Lewis Rollins 10:53:49  
6. (646) Rick Lifferth 12:14:37  
7. (653) Keith Carrigan 12:16:17  
8. (683) Bill Patrick 12:30:07  
9. (686) Michael Washburn 12:30:59  
**Relay Team**  
1. (12) Pettit et al 8:40:51  
2. (23) Silver Mtn. Sports Club 8:53:13  
3. (32) Autoliv 8:59:19  
4. (69) Putt-putt-putt-putt 9:09:44  
5. (88) Peoples et al 9:13:56  
6. (93) Hyde et al 9:16:32  
7. (101) Renyolds and Hovey 9:20:21  
8. (105) Six Pack 9:22:10  
9. (149) Team Olsen 9:31:02  
10. (173) Norseth et al 9:37:56  
11. (177) Team Stonestreet 9:



## AWARDS

## Cycling Utah's Rider of the Year



Rider of the Year, Laura Howat in the Downtown Criterium.  
Photo: Dave Iltis

By Dave Iltis  
Editor

This year's picks have been difficult. There are so many deserving riders in Utah that have stood out locally, nationally, and internationally. We took many medals and placings at the Park City Cycling Festival Nationals, the NORBA Nationals, the NCS series, and other races all over the country. How can we single out one rider as our rider of the year?

Well, Laura Howat, New Moon Media, has been a fixture on the Utah racing scene since the 1980's, a former Tour de France Feminin competitor, and fierce competitor. This year, she won the National Championship Criterium in the 45-49 age group and took third in the road race despite an untimely flat tire. She also had wins in the Downtown Criterium, Widowmaker Hillclimb, Sundance Hillclimb, and the Utah State Crit Championship. These put her into second overall in the UCA points series. She also was involved with her club, New Moon Media as treasurer, where she mentored other women riders. She shows up at races big and small, all while taking care of two kids and holding down a full time job at the University of Utah. Laura Howat is cycling utah's Rider of the Year.

Eric Jones, Biogen-Idec, had a stellar year. With a fourth place in the National Championship Race, ninth overall in the NORBA NCS series, and two wins the ICS series, we chose him as our Male Mountain Biker of the Year.

David Zabriskie, US Postal Service, has had two severe accidents in 2003 and 2004. Despite this, he worked hard to come back to the top. He certainly managed well this year with a victory in the US National Time Trial Championships, a stage win in the Tour of Spain (first ever Grand Tour Stage win by a Utah rider), and fifth place in the World Time Trial Championships. He is our Male Road Rider of the Year.

Kathy Sherwin, Cannondale, had seven wins in the Intermountain Cup Series along with 18th overall in the NCS Cross Country points and 20th in the NCS Short Track XC points. She is our Female Mountain Biker of the Year for the second year in a row.

Bart Gillespie, Biogen-Idec, is perhaps the most complete rider in Utah winning races on the road, in the dirt, and over the barriers. He won all eight races that he entered in the Utah Cyclocross Series in 2003 on his way to winning the overall. He also raced and did well nationally earning 11 place in the US UCI rankings and taking 16th at Nationals. He is again our pick for Male Cyclocross Rider of the Year.

Cynthia Loddings won five races and placed second twice on her way to winning the Utah Cyclocross Series in 2003. She is our Female Cyclocross Rider of the Year for the second year in a row.

Darcie Murphy, Ogden One, went from a cat 4 to a cat 1 this year. She competed in T-Mobile International in San Francisco as well as the Liberty Classic in Philadelphia, won the Southwest Conference's Collegiate road and crit titles, the State Road Race, and a bundle more. She is our Female Road Rider of the Year.

David Beeson won three events in his age group in the Utah State Downhill Series as well as a National Championship jersey in Mammoth. He is our Downhill rider of the Year.

104,000 miles ridden on club rides? That's almost halfway to the moon. 400 members? That's a lot. BBTC continues to shine with a highly active membership, tons of club rides each month, and several big events including the ULCER and the Little Red Riding Hood. They are again our Touring Club of the Year.

The Salt Lake Bicycle Collective takes donations of used bicycles, fixes them up, and donates them to people in need. They run after school programs with Youth City, have done bike repair days for the homeless, help out endlessly with local events including Cycle Salt Lake Week and the Josie Johnson Memorial Ride, staff valet parking every Saturday at the Farmer's Market where they also spend time educating people about bike issues. Hats off to them, they are our cycling utah's Advocates of the Year.

Cycle Salt Lake Week brings the cycling community together in a week long celebration of cycling. Riders of all different spokes come together for racing, touring, advocacy, and fun both in participation and organization. Events include the Downtown Criterium, Mayor's Bike to Work Day, bicycle tune-ups for the homeless, and the Cycle Salt Lake Century. The Cycle Salt Lake Century had a record turnout this year of close to 1400 riders and raised \$6000 for charity this year. The UTA Rideshare Bike Bonanza brought together hundreds

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