



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

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

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

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

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

strength is a sprint finish."

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

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

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

LOTOJA

25

2007

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For Hoffman, winning the 25th Anniversary LoToJa, on his first

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

Continued on page 15

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TRAIL OF THE MONTH

Saltair — A Ride of Oddyity



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

By Gregg Bromka

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

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

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

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

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

Details:

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

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

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

Return the way you came. All

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

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

Distance: 31.4 miles round trip.

Gain: About 50 feet, no lie!

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

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

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

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

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

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

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

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

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Lotoja from page 13

2008 will be decided sometime next year.

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

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

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

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

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

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

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

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

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



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

keep on going."

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

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

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

2007 LoToJa highlights:

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

Pass)

- Queen of Mountain: Celia Nash-Underwood, Salt Lake City, UT – 17:41 (base to top of Salt River Pass)
- At 206 miles, LOTOJA is the longest one-day U.S.C.F.-sanctioned bicycle race in the United States.
- The fastest men's finish time is 7:26:00 by Scott Moninger in 1996 (old course)
- The fastest women's time is 8:28:54 by Carolyn Donnelly in 1996 (old course)
- The oldest rider to finish LOTOJA is 74 years old: Tom Dyson from Logan, UT
- An estimated 10,000 calories are burned per racing cyclist
- On race day, LoToJa requires over 300 course and neutral support volunteers
- This year, LoToJa raised more than \$30,000 for the Huntsman Cancer Foundation

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

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

See results on page 20.

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Colorado Tour - Continued from page 11

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

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

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

August 24, 2007: Ouray to Cimarron 55.5 mi

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

Campground just before dark.

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

August 25, 2007: Cimarron to Gunnison 45 mi

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

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

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

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

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

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

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

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

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

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

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

TOURING

I Think I Canyons Raises Money for 4th Street Clinic



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

Story and Photo by Connor Hansell

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

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

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

Fun?

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

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

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

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

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

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

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



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COMMUTER OF THE MONTH

Mistress Julie Rides to Work!

Mistress Julie and her cruiser. photo courtesy Julie Holmes

By Lou Melini

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

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

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

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

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

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

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

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

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

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

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

C.U.: What was your worst day?

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

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

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

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

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

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

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

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

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

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

Quick Shot by Chad Nikolz

"Salary? Benefits? 401K plan?

Are you kidding me?..

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

-Heidi "Shotgun" Silverman
Toronto Messenger

**Salt Lake County Bicycle Map Available**

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

-Dan Fazzini

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

SATURDAY CYCLES

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BOOK REVIEW

**Handsome Man in Cuba
Makes the Cut**

Review By Lou Melini

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

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

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

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

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

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

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

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

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

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

DOWNHILL RACING

Utah Downhill Series Crowns Season Champions

By Ron Lindley

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

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

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

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

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

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

racer Ana Rodriguez.

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

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

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

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

Cyclist Killed in Murray

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

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INTERVIEW

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

By David Ward
Publisher

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

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

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

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

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

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

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



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

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

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

DRW: The process then primarily involved Dave interviewing you, your parents and others, and then putting the story together from there.
SR: You're correct. Talking with my therapists, my doctors, everyone. He talked to everyone he could get his hands on that were involved in my recovery and my healing process.

DRW: I noticed a lot of dialog in the book. I assume that dialog was created by Dave to give life to what was actually occurring.
SR: Exactly. The confusion I had,

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

DRW: How long was it after your accident that you came home from France?
SR: A little over a month, I think.

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

DRW: The second half of the book is from your perspective. While you don't remember a lot of details, it does have a chronological progression. Is that something Dave Shields reconstructed from his interviews?

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

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

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

DRW: When did that occur?
SR: I want to say August.

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

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

DRW: Let me ask you about your parents. Just prior to your accident they had sold their business and were planning on buying a condo. How has this altered their lives?
SR: Completely. In a lot of ways it has given us more appreciation for life. It has definitely changed them but they are getting back. They are still on planning to move into a condo and what not. It's just going to take them a little while to regroup, just like me.

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

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

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

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

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

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

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

Awards from page 3

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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