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M O U N T A I N W E S T C Y C L I N G J O U R N A L

cycling utah



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SPEAKING OF SPOKES

China and the Way of the Bike

By Dave Ward
Publisher

Like most of you, for years I have heard advocates hold up as an example the many millions of people in China who use bicycles for transportation, and have seen the pictures of masses of people pushing and riding their bikes in the streets. So, when we decided to take a trip to China this past summer, I looked forward with interest to observing this first hand.

My observations and perceptions from that trip were not quite what I expected. I never saw the hordes of bicyclists that I had seen in pictures or had envisioned in my mind. The fact is, as China progresses, its people turn more and more to motorized modes of transportation.

This of course should not be surprising. It is still a fact that most people, given a choice, will choose motorized transportation. Taiwan is a perfect example of that. Indeed, it was in Taiwan, not China, that I observed the masses of people crowding the streets on two-wheeled transportation. However, it is not bicycles they were riding, but rather the ubiquitous scooter.

Therein lies the inconsistency of holding out a country such as China as an example of the bicycle as a mode of transportation. It is not by choice that the Chinese utilize bicycles, but rather because of existing circumstances. Bicycling has not been an alternative



transportation choice, only a necessary transportation mode.

So in reality, advocates need to look elsewhere for examples of bicycling as an alternative choice for transportation. We need patterns from places where motorized transportation is available, but bicycling has become a serious alternative choice because of modern considerations such as auto emissions, use of resources, and health concerns arising from sedentary lifestyles.

That being said, China still exemplifies the multiple ways in which a bicycle can be used. We observed single riders, three riders on a single bike, the tricycle as a taxi service and bicycles and tricycles as utility vehicles. Indeed, one of the most unusual sites we saw were two extremely well-dressed ladies on a bicycle apparently off to some formal occasion.

So while China cannot be pointed to as an example where bicycling is consciously encouraged and chosen as an alternative transportation mode, it does show case, while it lasts, some of the different roles the bicycle can fulfill.

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cycling utah
P.O. Box 57980

Murray, UT 84157-0980

www.cyclingutah.com

You can reach us by phone: (801) 268-2652

Our Fax number: (801) 263-1010

David R. Ward, Publisher Robert L. Truelsen, Executive Editor

Email: dward@cyclingutah.com Email: btrue@cyclingutah.com

Dave Iltis, Editor & Advertising

(801) 268-2652

Email: dave@cyclingutah.com

Contributors: Greg Overton, Charles Pekow, Neal Skorpen, Gregg Bromka, Ben Simonson, Justin Brunjes, Darrell Davis, David Bern, Justin Machus, Bruce Ewert

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TRAIL OF THE MONTH

Iron Divide - Five Miles of Hell - or Not

By Gregg Bromka

If you chum around in the right circles, you'll hear secretive talk about the Iron Divide Trail System in the southern San Rafael Swell. Some disguise it as the cutesy "Rainbow Trails," others water it down as the dull-sounding "Twin Knolls," but most call it, with warped affection, "Five Miles of Hell." Whatever the title, Iron Divide beckons mountain bikes to its network of doubletracks, ATV trails, and desert singletrack.

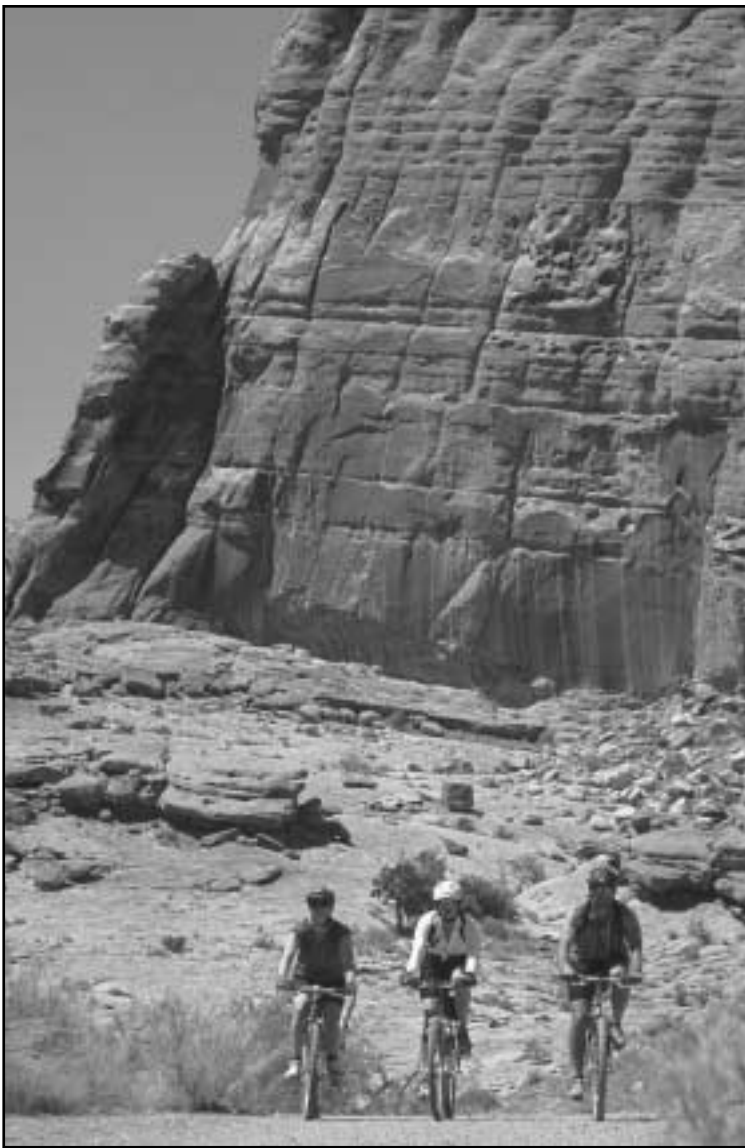
The color-on-rock Iron Divide Trail System caters to all ability levels. The "Blue" Trail is a good choice if you are a desert neophyte and are tentative about the creepy-crawlies that make a living in the sand. "Green" means go, and don't look back. Set your gears to cruise mode and wander the desert floor like a nomad--but with a mission. "Orange" is for the flood of color radiating from the distant San Rafael Reef, which grows to colossal proportions. Orange is a warm color, and you'll sweat buckets up the two required hills. "Red" means blood, and the buzzards will feast on the flesh you leave behind if you let testosterone pollute your brain or get lost. Red is for hell--Five Miles of Hell!

Although Green-Orange may not be in a 64-pack of Crayola Crayons, it's the right color combination if you want to experience a good chunk of the Iron Divide Trail System without getting all bloody. It follows mostly tame doubletracks with a touch of ATV/singletrack for which the system has become renown.

Location: Southern San Rafael Swell behind Temple Mountain, about 45 miles southeast of Green River.

Distance: 16.5 miles, point-to-point (shuttle required).

Tread: Sand and rock doubletracks and singletracks. What did you expect in the desert?



The San Rafael Swell dwarfs a trio of desert bikers

Photo by Gregg Bromka

Aerobic difficulty: Moderate. The first half is mostly downhill, then you hit two significant climbs before coasting to the end.

Technical difficulty: Moderate. Sand, loose rocks, and a touch of bedrock require mastery of basic bike handling skills.

Elevation change: The ride starts at about 6,700 feet and drops to 5,400 feet. You hit two 500-foot climbs near the end: a 1.5-mile grind after exiting the Orange Trail and a mile-long spanker around Temple

Mountain. Total gain is about 1,500 feet.

Season: April-June and September-November. Days can be hot whereas nights can be

chilly.

Precautions: Cactus don't need much water to survive. You are not a cactus!

Finding the trail:

Temple Mountain trailhead: From Green River drive 11 miles west on I-70 to Exit 147 and take UT 24 toward Hanksville. After 25 miles turn right at milepost 137 for Goblin Valley and Temple Mountain. Continue straight/west on the South Temple Wash road at the Goblin Valley turnoff and go through the San Rafael Reef. Park in the clearing on the right after passing through the Reef. **Green Trail trailhead:** In the shuttle, drive west then north on the South Temple Wash road for 9 miles to a Y junction for Reds Canyon (left), but fork right for I-70. Pass a corral on the left 1.8 miles farther. About .2 miles more, turn right on a doubletrack signed "motorcycle trailhead" and park at your discretion.

Notes on the trail:

Pedal down the doubletrack for 3.2 miles to a trail registration box at the Blue-Green junction. The rusty tops of Twin Knolls can be seen off to the northeast, periodically. Sign in and take the little-used Green Trail (doubletrack) to the right. (The route may not be signed, so look for spots of lichen-green paint on rocks in and alongside the track.) Roll across the bleak and forsaken terrain for 4.3 miles to a signed junction, spying Temple Mountain between gaps in the low mesas along the way, and fork right for "BLM--Iron

Divide Trail" via the Orange Trail.

Take the ATV trail southeast and gear down for "the Wall." (Don't bother; even the Hall of Famers can't top it.) Cross a broad elevated ledge of purple, ripple-marked Moenkopi sandstone and let gravity pull you down the luge-style singletrack toward the ever-growing San Rafael Reef. Drop into the dry wash like a semi plowing down a runaway truck ramp and surf down the sandy gully for 2 miles to a registration box at the junction signed for Temple Mountain. Fuel up because now you climb.

The road turns upward quickly, and you'll gear down even faster. A mile of steady climbing takes you to a ridge top where you can scoop up the circumambient view of this beautifully deserted desert, all crowned by Temple Mountain. Drop to another dry wash and pedal down it idly for .5 mile to a T junction with North Temple Wash. Fork right on a wide purple-sand road to round the backside of Temple, passing satellite doubletracks, an abandoned mine camp, and relic cars circa 1940.

The road forks one-half mile past the mine camp. Stay left, as Robert Frost would, on the steeper, rougher, seemingly less-traveled road and climb for a half mile. It hurts! When you are beneath a "thumb" of rock on the northwest corner Temple Mountain, fork right and drop off a 20-foot ramp. Fork left/south immediately to charge down the giant-slam doubletrack to your car and the cold bubbly that awaits in your cooler. You did stock the cooler, didn't you?

Excerpted from the Mountain Biking Utah, by Gregg Bromka.



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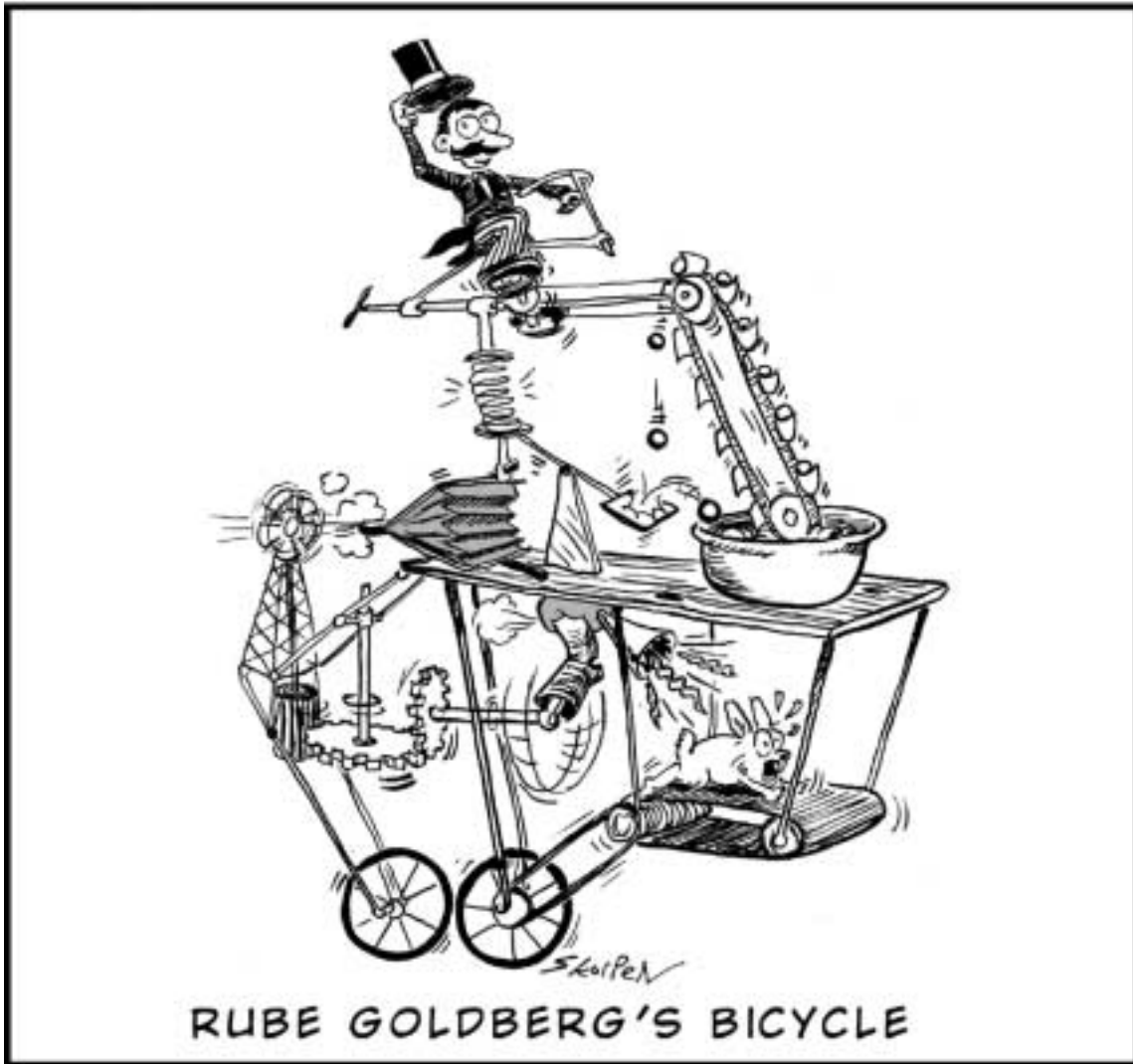
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BY NEAL SKORPEN



RUBE GOLDBERG'S BICYCLE



Bart Gillespie busy destroying the field at the Utah Cyclocross Series Race #2 Photo by Dave Iltis

Cover Photo: Von Williams catching air in downtown Salt Lake City. No trashcans were harmed in the making of this photo.

Photo by Justin Machus



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COACH'S CORNER

A Cyclocross Primer

By Darrell Davis

The bike racing season has started for many, the cyclocross season that is. Here is an overview of this unique cycling discipline, what makes it distinct from road and mountain bike racing, and how you can get started. The Utah Cyclocross Series has an outstanding web-site describing the race series, links to clinics, equipment recommendations, and links to national and international cyclocross sites. You can find it at www.utahcyclocross.com.

The season typically starts in late September and essentially ends in the U.S. with the Nationals in mid-December. The season continues in Europe, ending with the World Championships at the end of January. This clearly introduces weather as a major factor. Rain, snow, and freezing temperatures are not uncommon late in the 'cross season. The races are 45-60 minutes in duration, making for an intense effort. The defining characteristics of cyclocross are the courses themselves.

While there is no such thing as a "ideal" course, the typical course is 3-5 km in length with a mixture of pavement, grass, forced dismounts, and short running sections. A section of wooden barricades that force a high-speed dismount of the bike is a hallmark of the cyclocross race. While dismounting and remounting are critical skills, in fact a small fraction of the time is spent getting on and off the bike. As in road and mountain bike racing, bike fitness is the most important determinant of success in a cyclocross race. Cyclocross races should be fast with sections where a pack of riders can form, and then contain technical sections where bike handling and cross-specific skills are required.

The cyclocross machine closely resembles a road bike with some changes in the geometry to allow for wider, knobby

tires and cantilever brakes. Cantilevers are used to provide mud clearance, and although cross bikes have knobby tires there is an official width restriction of 35 mm maximum; much narrower than seen on mountain bikes. At the highest levels of the sport, there is strict enforcement of the use of drop handlebars and 35 mm tires, but local race promoters allow mountain bikes with flat handlebars. The acceptance of mountain bikes is a topic of great debate from the purists, but in fact a mountain bike offers little advantage on a well-designed cyclocross course.

You can jump into the sport by buying a specific cyclocross bike, you can race your existing mountain bike, shock and everything, or your can cobble together a unique bike starting from either a touring type road bike, or a mountain bike. There are many good websites describing the pros and cons of each setup, you can link to those from the Utah Cyclocross web site. The ideal setup is a light, cross-specific bike with drop handlebars, cantilever brakes, and STI type shifters. Wheels should be light, but durable. Many people espouse the benefits of sew-up tires, but there are many high quality clinchers available and they are obviously much less hassle. The Michelin Mud 35 mm clincher is the consensus choice of the Utah 'cross contingent. Shoes and pedals are actually critical equipment choices. For shoes a good set of mountain bike shoes with optional toe spikes is the way to go. Pedals should be double-sided MTB style and you should select a design that clears mud easily. Riders will make a case for their favorite pedal, but the Time ATACs are superior for 'cross.

Once you have all the gear, then comes the hard part, practicing your skills and adopting a training plan. The best way to learn the craft is to watch others and practice, practice, practice. There are only a couple basic

techniques, but you want to be able to execute those flawlessly under the pressure of a race. Fortunately, we have weekly clinics where the aficionados practice and pass on their collective wisdom. There is a clinic in Sugarhouse Park in Salt Lake, as well as Logan and Park City. Schedules are on the web site. Cross-specific training should consist of some light running a couple times per week, practicing your 'cross skills, and working on your bike fitness. Since the races are 60 minutes or less, the training one would do for criteriums is directly applicable to cyclocross. You should also try and ride your cyclocross bike off-road as much as possible. Tackling your favorite mountain bike trail on skinny tires, a rigid fork, and drop handlebars is a great challenge. Equally fun is the look you will get from riders on full-suspension MTBs.

Cyclocross is one of the most challenging and fun disciplines of cycling. Even if you don't race, you should come to one of the races and find out what all the excitement is about.

Darrell Davis, a k a Dr. Cross, teaches Medicinal Chemistry at the Univ. of Utah when he's not jumping barriers.

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Former Utah Rider Levi Leipheimer finishes Third Overall in the Tour of Spain

Levi Leipheimer became the first American to reach the final podium of the Tour of Spain, placing third overall with five top-five stage finishes, while United States Postal Service Pro Cycling Team teammates Roberto Heras, last year's winner, placed fourth and Jose Luis Rubiera seventh. Leipheimer spent his formative years in the early '90's racing in Utah with the Mi Duole and Brackman's teams before turning pro and racing full-time in Europe.

Leipheimer capped off an extremely consistent Vuelta with a second place finish in Sunday's final time trial in Madrid, good enough to move up two spaces on the overall, from fifth to third.

Relaxed and satisfied, Leipheimer said he came to the race set on helping Heras win a second consecutive Vuelta.

"My primary objective was to show how valuable I could be to Roberto in the mountains and go for a result in the first time trial," Leipheimer said. "I wanted to show everyone I had the ability to climb and then set tempo on the last climb - like I did at Lagos (de Covadonga, the first mountain stage of the race). Stage five was more than what I really hoped for. When I was done (setting tempo for Heras), I had dropped the yellow jersey and there were only eight or so guys left. I was very satisfied - I really wanted to show what I could do.

"Two days later was the long time trial (stage seven's 44 km race in Torrelavega) and I placed second. Then the next day was another mountain finish. I didn't plan on doing anything for myself but in the team meeting in the morning, Johan said I should try for the stage win. He was letting me do my own climb, as did Roberto. I then placed fourth and from there it changed; we had no need to control the race since we were not in the lead so Chechu (Rubiera), Roberto and I rode our own race to keep all of us up there, to keep the strength in numbers."

Leipheimer added that since Heras did not have the lead and was not showing the same dominant form he displayed at last year's Vuelta, Bruyneel told Heras to attack in order to make up lost time. But when Heras simply could not ride away from the field, Leipheimer maintained the ability to ride his own race. "I was able to keep following and in a way, do my own race and stay strong, which helped me keep my placings."

Read Levi's race diary at www.bike.com.

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3. Leipheimer; at 2:59

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	Sat. Oct. 27 - Seven Peaks
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WHAT ARE YOUR GOALS?

ADVOCACY

Utah's Roadways More Dangerous than Most

By Charles Pekow

First the good news: While airline passenger safety may remain in doubt, bicyclist safety is steadily improving. At least fewer and fewer cyclists are getting killed, according to national figures. The number of bicyclist fatalities "declined significantly," the U.S. Department of Transportation (DoT) reports. The number fell 8.5 percent from 1999 to 2000, or from 754 to 690, according to DoT's annual compilation of crash statistics collected from the states and District of Columbia.

The bicyclist death toll (actually, the "pedalcyclist" figure may include a few riders of tri-cycles and unicycles) decline has been dropping steadily since 1997, when states reported 814 deaths, down to 760 in 1998. The 2000 death toll was the first time the figure fell below 723 since at least 1989, according to DoT's figures. Cyclists accounted for two percent of traffic fatalities in 2000. Fatalities dropped 20 percent since 1990.

Now the bad news: While only nine cyclists died in Utah roadway accidents last year, these deaths comprised 2.4 per-

cent of the state's traffic fatalities, above the national average of 1.6 percent. Utah's rate of 4.08 cyclist fatalities per million population far exceeded the national average of 2.51 percent. Statistically, Utah ranks as one of the most dangerous states to pedal in: in only six states were bicyclists more likely to die from a crash, percentage-wise.

The picture shines much brighter in Idaho. It's three bicyclist deaths made up only 1.1 percent of the state's traffic kill and its 2.23 percent share of the highway death count fell below average. Only Vermont reported no bicyclist deaths last year.

More bad news: the number of cyclists nationwide suffering non-fatal injuries remained constant at 51,000 in 1999 and 2000 – despite drops in casualties in every other category (pedestrians, motorists), the National Center for Statistics & Analysis

reports. Cyclists accounted for two percent of injuries.

Some other center findings from last year's reports:

Are bicyclists getting older? In 1990, the average age of those killed was 28.1, whereas last year the average was 34.8.

Maybe older cyclists are just getting more reckless. The proportion of fatalities in the 25-64 age group rose 30% over the decade. Still, they're safer than the young: 27% of the deaths last year were children between five and 15. The 4.1 per million population death rate for children compares with only 2.5 per million of all cyclists.

As one might expect, most deaths occurred where and when you'd find the most riders: 63 percent occurred in urban areas and 31 percent in July, August and September.

Do men ride more, or are they just more reckless? Men

accounted for 89 percent of the dead and 78 percent of the wounded. Youngsters may be getting better educated or helmeted, however. Children (those 15 and under) accounted for 28 percent of fatalities, down from 35 percent a decade earlier. Children accounted for 40 percent of injuries last year.

The bottle, however, is menacing cyclists in more serious ways than causing flats when smashed on the trail. Alcohol played a role in 37 percent of accidents. In 29 percent, either cyclists or motorists they collided with met the legal definition of drunk. In another eight percent of cases, at least one party had been drinking.

All told, more than 47,000 bike riders have died in the line of cycling since 1932, when the federal government first started collecting figures.

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*Route 211***The Interbike Experience****By Greg Overton**

The Route 211 crew made the annual roadie to Las Vegas last week for the major Interbike Tradeshow Extravaganza! We spent five days in the Sands Convention Center trying to find cool new stuff, rekindle long friendships, and make new ones. Mission accomplished.

The cool stuff was mostly limited to the small guys this year, as the big companies seemed to mostly reheat the previous years' leftovers. More aluminum bikes, then we saw some aluminum bikes. Oh, and then there were these aluminum bikes. But some of them were different colors from the rest. I think the only people who are truly happy about the current state of framebuilding are the three or four Taiwanese companies that make everyone's aluminum bikes!

The 2001 Interbike had the potential, if just a few more people had played ball, to become the Interbike That Carbon Fiber Built. There were more carbon wheels than you could break on a Sunday ride, and a few carbon cranks, carbon spokes, carbon bars, carbon bar ends, carbon seatposts, and even a carbon crown and steerer for a suspension fork. I'll take two

of those...for obvious reasons..

I don't want to sound grumpy here...but I can't help it. Over here is company A displaying its new \$2000 Scandium (someone defined as "aluminum with traces of scam) frame with carbon rear triangle, then a few booths away some Asian manufacturer is trying to sell you that exact frame for \$129 if you order 50 of them. It doesn't take long to get the picture that company A is getting a much better price by ordering 500, then adding a bundle to the price, and cornering its dealers to place orders, but sharing very little of the profit pie with those dealers. Just when your local bike shop is full of them, they show up on someone's website for half price. Ahhhrrggg, I'm getting grumpy again.

Back to the new stuff. How about that new Campy Record carbon crank? Sounds nice, it's light, about 135 grams lighter than the current one. And a bargain (?) for \$1000- \$1200? And Campy carbon hub/ carbon rim wheels, too? No problem. They're light as well, and priced accordingly, as expected. As some of you may know, I have been accused of waking in the morning and facing Vicenza before starting my day, a defender of big blue to the end. I'm starting



to wonder about these guys though.

I asked the friendly folks at Shimano (triggering an alarm signaling an infidel in the booth). "What's new this year?" My pal who works there shook my hand and his head at the same time and said, "Nothing." "But I heard about all this ten speed stuff, and the ("No, none of that yet.") "Wow, why'd you guys come?" "We have to." was the reply. "Okay, well uh, Hey that airshifting thing is kind of, uh, cool... Isn't it?" He just looked at me. "Later," and as they all say, 'Have a Good Show!'

Don't get me wrong, there was some good stuff there. Like Bill Shook Designs. As you may or may not know, Bill Shook was the founder and driver of American Classic. He's no longer driving that bus, and has moved to sunnier Tampa, Florida, and is entering the market with a new lineup and new company called Bill Shook Designs. Bill is making killer wheelsets (Rolf now uses Bill's hubs and rims for '02). Shook also

has a ten speed cassette that fits onto a Shimano hub. He is revolutionary in his opinion that it's okay to make something light, but doesn't forget to make it work, and make it durable/compatible/serviceable/affordable. This guy must be crazy! What is he thinking? Seriously, check out his goods. They're awesome. As for Rolf, there was this tiny booth, far from the Trek display, staffed with folks saying over and over "We're no longer part of Trek". They've got good wheels as well, thanks in large part to Shook. Look for carbon rims, light hubs, and defiant independence from these guys.

I've got to stop for a moment and say a word about the products in the Italian section - beautiful. Although I have lost some sleep over something I saw there, and I'm still trying to get my head right with it. It was called The King, and it looked great, had a beautiful paint scheme, was shod with all the trick new Campy goods, but there was something incongruent about it. I'm having issues, and I may need to lie down and talk about my childhood or something... but a carbon fiber DeRosa? No, I just can't talk about it, I mean it was beautiful, but maybe that was just because it was in the Italian section. Ah, what am I saying, I don't even know myself anymore...

Other good things I saw were the Maverick bike, Velomax wheels, Sram's re-release of Mavic's SSC derailleur, er, make that Sram's new rear derailleur, the Marzocchi girls- I mean forks,

our neighbors in Ogden-Wick Werks - had a cool front derailleur that lifts the chain onto the rings instead of just shoving it over (check 'em out), Speedplay road pedals can now be adjusted to limit side float-now they are truly the best pedal, Fox forks. Then I went into the BMX section and came out with one shoe, a tattoo, and pierced ear!

There were also the goofy things. Like the Risigo bike that is there every year. This bike does not use a circular motion crank, but instead you push down on the pedals, up-down, up-down. But when the pedal goes down, the seat raises, so your are riding a two wheeled pogo stick sort of thing that would seem like the mechanical bull in Gilley's bar if you could get any speed on it. Got to hand it to those guys, though because they are there every year no matter what.

At the other end of the techno-geek spectrum, how about a carbon hubbed and spoked wheel that is halved in the middle of the hub. If one of those carbon spokes calls it a day, there's no need to worry about replacing it. You simply take out all the nipples on that side of the wheel, and replace the entire half wheel. Sounds simple enough. We've toiled long enough replacing just the broken spoke in a wheel, anyway! In this case the Jackson Five was wrong, one bad

Continued on page 12



And no, you can't stay on the bike and "spin" your way to work.

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ROAD RACING

LoToJa Sees Record Attendance

by David Bern

When the LoToJa Classic began in 1983, nine cyclists left the start line in front of Sunrise Cyclery and completed the epic ride from Logan to Jackson Hole. Back then the finish line was in town and the winning time was nine hours.

On Sept. 15, 2001, an impressive 556 cyclists left Logan in separate categories at 10 minute intervals, and headed north on state Route 89. That number represented a 65 percent increase over 2000's start of 337 cyclists. Race organizers brimmed with delight at the large turnout.

Yet despite the record increase, good weather conditions, and a \$1,000 cash bonus prize, the 19th annual LoToJa did not see Scott Moningers' 1996 course record of 7:26 fall to a new mark. In fact,

the fastest course time for the day was recorded by the winner of the Men's Masters 45-plus category — not the Men's Pro I, II. "I was shocked," said Dana Harrison, 45, Sandy, when he learned that his 8:54:16 was the fastest time for the day. "I attribute that to getting into a really good group of about nine riders before Treasureton Summit. With such a small group, no one could hide, so we got down to business right away."

Harrison, who started racing 14 years ago and won the LoToJa Masters 35-44 category in 1999, said his group soon caught the Cat. 4's and dropped them. Next, they caught the Masters 35-44 group, which had started 20 minutes ahead of the 45-plus peloton. Harrison said he began to feel stronger as the race progressed. That strength helped him bridge



Top: Not that sore, yet...
Left: Cruisin' through Soda Springs

Photos courtesy of Epek



gaps between Freedom and Alpine Junction, and contribute to the group's high pace into Jackson and then on to Teton Village. Harrison was followed by second-place finisher T. Bjerga of Cedar City (8:54:19) and a few seconds later by Anthony Quinn of Salt Lake City (8:54:26) for third place.

"It was a really great race, and I plan on coming back next year," he said. He added that this was his fifth LoToJa, and before choosing to do the first one, he had told himself that he'd never do a road race that was 203 miles long. Also planning to come back is the winner of the Women's licensed category. In 1996, Lisa Peck, 35, Salt Lake City, was diagnosed with Multiple Sclerosis. But Peck doesn't let the disease get in her way on the road or mountain bike. She crossed the line in 9:27:45 — less than 35 minutes slower than Harrison and other top male finishers. When she began the day her plan was only to finish. Although Peck had taken sixth place at the

Masters World Mountain Bike Championships in August, this was her first LoToJa. She didn't know how her body would respond to the energy demands and distance.

"I lost a lot of training during June and July because of bronchitis," she said. "I only did a couple of long rides before the race, so I had no intentions of winning it." But as the day progressed, Peck felt strong. She began to entertain thoughts of winning the race after taking Queen of the Mountain on Tin Cup Pass. After passing Hoback Junction and still feeling good despite a stiff headwind, the idea of winning pulled her faster to Teton Village. "After Hoback Junction I was excited to be so close," said Peck. "It was real exciting to cross the finish line and to know that I had won."

Robin Folweiler of Jackson took second place with 9:33:09, and she was quickly followed by Jami Smith of Logan at 9:33:15. There were nine licensed women in the race and all finished.

In regard to fastest rides, the tandem team of Gary Gardiner and Gardner Brown of Kaysville finished fifth overall with 8:54:34. In the Men's Pro I, II race, Salt Lake City's Brent Cannon took first place with 8:58:51. Given the same time was second-place finisher Shawn Mitchell of Boise, and Kirk Eck of Smithfield who took third.

LoToJa Race Director Brent Chambers said approximately 60 cyclists were recorded as DNF's. There were 23 relay teams; last year there were eight. The oldest rider was 71 and the youngest was 15. Plans are already under way for LoToJa 2002, and the race organization is preparing for another major increase in riders.

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CYCLOCROSS RACING

Jumping Barriers in Park City

The Utah Cyclocross Season Opener

Story and Photos
by Justin Brunjes

On the morning of Saturday, September 29th, a mob of cycling enthusiasts converged at the base of Park City Mountain Resort (PCMR) to kick-off the 2001 Utah Cyclocross season. The morning was hot and dry with nary a cloud in the sky, and dust floated from the course as the riders warmed-up and did some practice laps.

It wasn't your "typical 'cross conditions" explained race co-organizer Jon Gallagher Saturday

after the race, who claims that with 'crossevents, "you hope for rain and snow". A sport that attracts the nittiest and grittiest athletes from both mountain and road cycling, cyclocrossers come looking for plenty of obstacles and hazards, and no small amount of carnage. 'Tough', and 'hard' is synonymous with 'cross for most.

Competitors on Saturday, however, found a different kind of 'tough', and 'hard' than they expected. At 8:30 Saturday morning, when arriving at the venue for the event approved by SLOC

over a month in advanced, organizers found that it had been torn-up and dismantled by construction activity going on at the PCMR base area.

Suddenly there was more on the morning agenda than simply stringing up tape, and setting cones and obstacles. Instead, organizers fired up a bulldozer

flats" on the rough course and "didn't have any spare wheels". A+ riders, Carter Davis and Art O'conner, however, finished second and third, both on 'cross bikes. Dirk Cowley made his win of the Men's A division, toughing it out on a 'cross bike as well. Second and third in Men's A went to David Tsai and Ian

"good to get out there."

The third race in the series will also be at PCMR on October 20, and organizers assure competitors that it will be on the originally planned site which will "make for a longer lap, a smoother downhill and hopefully a much better race", said Gallagher. As for the series in general, promoter Matt Ohran has put together 11 events compared to last year's 14, hoping to do "fewer races at a higher quality." The biggest difference this year is that there are no events



and tried to make the course 'somewhat rideable' so at least they could have a race. Thus, the course was about half as long as originally planned, with a 'punishing' uphill, a 'hang on and hope' downhill, and slick corners.

Many agreed that the course favored mountain bikes. Gallagher stated, "you really don't want to set courses that way," but rather, "reward the guys who take the time to set up 'cross bikes." A+ winner, and Sobe/Cannondale rider Bart Gillespie who won the series last year, decided to ride his Cannondale Scalpel mountain bike instead of his 'cross bike because he "was afraid of getting

Smith.

Despite the course' brevity, it was still good for passing and traffic, and despite the event not being "what everyone was hoping for from the season opener", the competitors raced hard and were "pretty understanding" of the situation, Gallagher said.

"They put together a fairly decent course for what they had to deal with," Fourth place A+ rider, Kelly Ryan said, who competed in XC mountain biking throughout the summer. Ryan does 'cross because "it's fun more than anything," and "everybody's not like, totally cut-throat . . . it really is a good group of people that do it." Ryan said of the series' first event, that it was just

scheduled for December 15th and 16th, traditionally the dates for Cyclocross Nationals.

Despite the complications, when all was said and done, the racers got out, had fun, "made the best of it," and, "as is always the case, the race rose above it [all]", Gallagher said.

Other first place finishers were Paula Strom (Women A), Erica Partridge Osguthorpe (Women B), Denny Kalar (Men B), and Jay Bartlett (Men C). The rest of the series should be a blast.

For information on the rest of the season, see cycling utah's calendar on page 10 or visit www.utahcyclocross.com.

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CALENDAR OF EVENTS

Bicycle Motocross

Harbor Bay BMX — (801) 253-3065.

Rad Canyon BMX — (801) 964-6502.

General Info

Cycling Events

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) 535-7738 or (801) 486-9002.

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

Volunteer to help build the Bonneville Shoreline Trail (801) 485-6975 or visit 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 slccriticalmass@yahoo.com

October 27 — Spooks and Spokes, Critical Mass, Bands, and costume parade, Main St. btwn S Temple and 200 S, 12 noon to 6 pm, 474-2453

Calendar of Events is sponsored by



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Mountain Bike Racing

General Info

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

Wild Rockies Unplugged Series information (Idaho), (208) 342-3910.

USA Cycling, Mountain Region, (UT,AZ,NM,CO,WY,SD, Rogene Killen, (970) 587-4447.

Utah Races

October 13 — 24 Hours of Moab, (304) 259-5533

October 15-17 — Huntsman World Senior Games. Must be 50 years or older. Four events: hill climb, time trial, criterium and road race. 800-562-1268 or hwsg@infowest.com

October 21 — Moab Rim Downhill, (801) 375-3231

Mountain Bike

Tours and Festivals

Wed evening ride — Women's Joyride, 5:30 p.m., meet at Joyride Bikes, 37 1/2 Center St., Logan, (435) 753-7175

September 4-25 — Sundance Ladies Day Program, Tuesdays, (801) 223-4849

October 13 — Chet Peach Ride and B-B-Q, Fruita, CO, (800) 873-3068

October 17-21 — Canyonlands Fat Tire Festival. Group rides, bicycle DemoExpo, fun competitions, evening entertainment. Moab City Park. (801) 375-3231

November 3 — 6th Annual Blue Diamond to Jean Mountain Bike Benefit. 33 mile non-competitive ride. Blue Diamond, NV, (702) 228-4076 or (775) 727-5284.

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), Rogene Killen, (970) 587-4447.

Weekend Group Rides — Saturday and Sunday, 10 am

meet at 9th and 9th in Salt Lake City.

Utah Road Races

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

October 13 — City Creek Bike Sprint. 5 1/2 mile climb up City Creek Canyon in Salt Lake City. For road or mountain bikes, UCA Points Series Event. (801) 583-6281.

November 3 — UCA Awards Ceremony, Blue Cross-Blue Shield Bldg, 2890 E. Cottonwood Pkwy (~6500 S, 3000 E.) 6:30 p.m., (801) 944-8488

November 17 — UCA Annual Rider Meeting, Blue Cross-Blue Shield Bldg, 2890 E. Cottonwood Pkwy (~6500 S, 3000 E.) 7:00 p.m., (801) 944-8488

Date TBD — UCA Promoters Meeting, (801) 944-8038

Road Tours

Weekly Rides

Monday Ride — Wasatch Women's Cycling Club (WWCC) Weekly Ride: fun/easy ~1 hr. ride, 6 pm, Spin Cycle, 4644 So. Holladay Blvd.. All welcome!, Kirsten, 355-4376.

Monday — Guthrie group road ride, 6 p.m., 156 E. 200 S., (801) 363-3727

Tuesday evening ride — Tour of Heber Valley, 6 p.m., meet at Heber Mountain Sports, 160 S. Main, Heber, 32 miles, medium paced ride (435) 657-1950

Wed evening ride — Tour of Heber Valley, 6 p.m., meet at

Heber Mountain Sports, 160 S. Main, Heber, 32 miles, fast paced ride (435) 657-1950

Thurs evening ride — Tour of Heber Valley, 6 p.m., meet at Heber Mountain Sports, 160 S. Main, Heber, 32 miles, slow paced ride (435) 657-1950

Saturday — Wasatch Women's Cycling Club intermediate weekly road ride, 10 am, 15th S. 15th E. (in front of Einstein's). ~2 hrs, www.wvccutah.org or Melissa at (801) 466-6312.

Regional Tours

October 21 — Tour Las Vegas - Ride of the Century, Las Vegas, Nevada, for the Leukemia Society of America's National Team in Training Fall fund raising program, 35, 50, 100 mile options, (800) 565-2704

Cyclocross

Utah 'Cross

For More info, visit www.utah-cyclocross.com or email utahcyclocross@hotmail.com

September 29 — Utah Cyclocross Series #1, Park City Mountain Resort, Salt Lake City, UT, (801) 971-2453

October 6 — Utah Cyclocross Series #2, Wheeler Farm, SLC, UT, (801) 971-2453

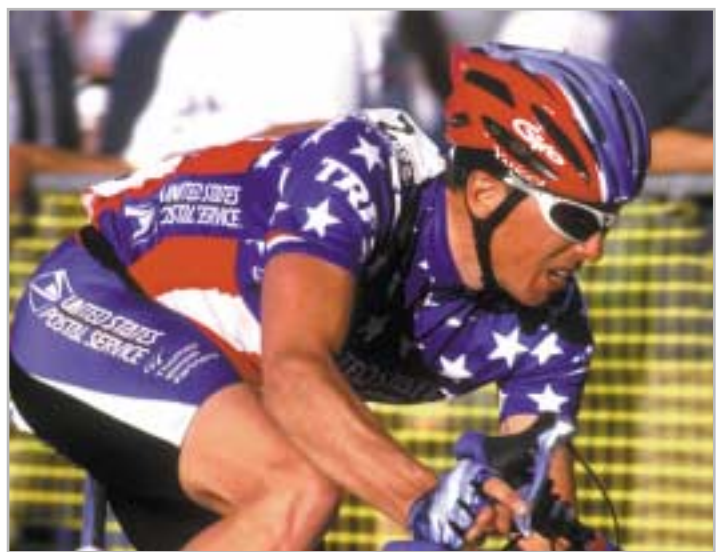
October 20 — Utah Cyclocross Series #3, Park City Mountain Resort, Salt Lake City, UT, (801) 971-2453

October 21 — Utah Cyclocross Series #4, Trailside Park, Park City, UT, (801) 971-2453

October 27 — Utah Cyclocross Series #5, Seven Peaks, Provo, (801) 971-2453

November 3 — Utah Cyclocross Series #6, Wheeler Farm, SLC, UT, (801) 971-2453

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The Mayor's Bicycle Advisory Committee, the leading bicycle advocacy group in Salt Lake and Utah, wants to encourage all cyclists to participate. There are monthly meetings on the second Wednesday of every month at 5 p.m. in the City & County Building, Rm. 326 or 335, 451 South State Street. For details, visit the Cycling Utah web site (www.cyclingutah.com) or call the Mayor's office at 535-7738 or Chris at 486-9002.



November 4 — Utah Cyclocross Series #7, Trailside Park, Park City, UT, (801) 971-2453

November 10 — Utah Cyclocross Series #8, State Championships, Wheeler Farm, Salt Lake City, UT, (801) 971-2453

November 17 — Utah Cyclocross Series #9, Seven Peaks, Provo, UT, (801) 971-2453

December 1 — Utah Cyclocross Series #10, Wheeler Farm, Salt Lake City, UT, (801) 971-2453

December 8 — Utah Cyclocross Series #11, Seven Peaks, Provo, UT, (801) 971-2453

Idaho 'Cross

Late October - CX Race #1, Eagle Island State Park. (208) 343-3782

November - CX Race #2, Eagle Island State Park. (208) 343-3782

UTAH BIKE INDUSTRY

**From Thought To Box:
The trials and tribulations of
developing a new indoor training system.**

by Bruce Ewert

About fifteen years ago, while riding an indoor trainer at home in Alta in an effort to try to get some early season fitness in my legs, I first dreamed of the details of the perfect indoor training system. Watching Lemond winning the Tour video over and over again, I envisioned something based on similar video that was directly affected by my pedaling. As I pedaled harder, Greg would push Hinault up the Alpe faster, the crowd would yell louder, Phil would get more excited. And it would be automatically showing my workout data, so I could get faster. I wrote down a detailed outline over three pages of a legal pad. And I was sure someone else had already thought of it and its release was imminent...

IXR, the company I founded, publicly showed the first prototype Exerscape at Interbike 1995, running on the ill-fated Panasonic 3DO Multiplayer. The 3DO was the first machine with the horsepower to play back about 2/3rds of a screen of digital video at a full 30 frames per second. PCs at this time could only do a quarter-screen at 15 frames per second. The bottom third held a workout data "dashboard". The CD-based 3DO could hold about 30 minutes of blocky CinePack video. This was the state of the art six years ago! The 3DO game player died a long slow death when Panasonic stopped backing it.

Lesson #1: \$100 million in 1995 didn't get Panasonic much in the way of brand recognition. How many of you remember the name "3DO"? Kind of makes the \$76 million Pacific paid for the Schwinn and GT brands look cheap! And when the giant company backing your horse gets pissed and drops them, it drops little ole you, too.

We then refocused and started

moving the Exerscape program to the Windows PC platform, planning to use the new DVD discs to carry hours of video. DVD was supposed to hit it big in 1997. It was a couple of years late, but is now a success, with nearly 50 million DVD PCs out there. And the sudden rise of the Internet has added the potential for whole new levels of interactive communication and video delivery possibilities.

Last fall, Exerscape was finally selling on shop floors across the country as the Blackburn Motivator. As part of the \$220 million Bell Sports umbrella, we thought we were on our way to success. We beat everyone to the punch, although a couple of imitators have now appeared and we will have to defend our patents. With a nice big company behind us, one that was reputed to be very strong financially, we were looking forward to making a decent sized mark on the world.

Lesson #2: Without support by the top levels of your distributor and regular face to face meetings with them, your product's marketing dollars can be aced out by internal politics. And, even worse, the same senior management could run your horse into the ground. All things you have no control over.

So, instead of selling 1500 units, our planned breakeven point, we sold only 650 as Bell went through financial trauma that caused them shut down their

Hydrapack, Rhode Gear, Vistalite, and Blackburn brands. With the financial markets also going south, it's been tough to raise any funding to take up the slack. So we are just plodding along at a subsistence level and trying to do some cool Olympic sponsor projects and other fun stuff using the Exerscape technology.

I believe it is still too early, that it is going to take the power and flexibility of a PC in the living room in the form of a game player or set top box, to really create a market for this type of system. It has to be as easy as a VCR. This Christmas's new Microsoft Xbox is the next player up. We are moving in that direction and also towards adding Exerscape to the new Cyclops Etrainer, the Cateye fitness bikes, and interfaces to the Computrainers, Tacx, and other interactive trainers and treads now out there. Anything to get more people enjoying it.

Time will tell. Whenever things look particularly grim, I remind myself of the guy who invented the airbag. It took 20 years, but now airbags are in every car. I think that's Lesson 3: Patience, with intensely focused, timely efforts. Watch, cover and wait for those times where you can make those 100% efforts count. Because you only have so many matches to burn. Now that's a lesson straight out of bike racing!

Find out more about the Motivator at www.exerscape.com

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MISCELLANEOUS

FOR SALE: Yakima Terrafirma Roc 4 bike rack. Fits into 2" reciver hitch. Great condition. Was nearly \$300, now \$220. Jody (435) 547-1931, before 1:30 p.m. (435) 537-1054, after 5:00 p.m.

FOR RENT: Bicycle Cargo Case. TricoSports Ironcase. \$25 minimum (up to 3 days) and \$5/day for each additional day. Deposit required. Call David (801) 261-4121 (H) or 268-9868 (W).

FOR SALE - BICYCLE, RECUMBENT - PTS Turbo 1000 indoor recumbent bike with computer, built in fan to cool you, was nearly \$1000, now \$300. 278-1118.

MOUNTAIN BIKES

FOR SALE: 1999 K2 OZ-X Full Suspension, Med-Lg., Carbon Frame, brand new Nollen Racing Crossling Fork, LX-Xt, - 27 lbs., retail \$2200, now \$800, Eric (435) 649-2147.

FOR SALE: 1997 Schwinn Homegrown Factory Sweet Spot Full Suspension mountain bike. Color is polished chrome, size 17", XT shifting, LX brakes, LX hubs/Mavic 221 hard anodized rims. Judy XL 3" travel fork. Ridden lightly by a woman rider only. Excellent condition. Asking \$700.00. Please contact Tanya at 883-0974.

ROAD BIKES

FOR SALE: Trek 2120 Road bike. 56cm-22" Carbon Frame. Shimano crank and shifter. Fully accessorized. Excellent Condition. Hardly Ridden. Cost new \$1500. Asking \$475. Call (435) 615-1192

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Route 211 - Continued from page 7

apple does spoil the whole bunch, girl.

The incredible lightness of bike stuff was another underlying theme. Several companies had their feathers displayed on hanging scales, and by day three, there was this little underground war to see who could claim the lightest bike. Cannondale had a 14 pound bike that was helped along by a super light wheelset that apparently was used by Mr. Armstrong in this year's hilly Tour timetrial. At least that's what they told me, but this wheelset had Campy hubs... and it shaved a couple pounds off the bike. Cool, where do we get some? "Oh, you can't actually get them." So with a wheelset that exists, how much does this

bike weigh?

Litespeed has a new two pound frame that was displayed as a 14 pound bike. It's the size of a BMX frame. Take half of that Cannondale away, and it's probably a bit lighter as well. Ah, marketing games. Funny, no one talks about goofy stuff like ride quality, handling, stability or any of that nonsense. May as well throw in a set of those two-piece carbon wheels.

Now I'm getting grumpy yet again! So if you ask what is the best thing I came away with? Oakley had the best Lance Armstrong poster, and I got a couple of those babies. And the Imperial Palace automotive bookstore had these cool Lancia pins that I brought back. Another excellent trip to Interbike!

CHAMPIONS CROWNED IN 2001 INTERMOUNTAIN CUP

After 12 events and six months of racing in Utah and Wyoming, the Intermountain Cup Mountain Bike Racing Series racers competed in the final event of the 2001 season on August 18 in Evanston, Wyoming. In 17 categories racers have been battling all season for the designation of Intermountain Cup Champion. Racers have fought it out in such venues as St. George, Brian Head, Deer Valley, Snowbird, Solitude, Powder Mountain and Jackson Hole.

Cris Fox (Guthrie) and Kristi Mcilmoil (Dixie Desert) topped the men's and women's pro ranks. Honorable mention goes out to 2nd place Pro Racer Sally Warner (Canyon Bicycles), as

Bicycling Phone Directory

National

Racing

USA Cycling - USCF, NORBA, NBL, NCCA 719-578-4581
National Bicycle League(BMX) 614-777-1625

Advocacy

Int'l Mountain Bike Association 303-545-9011
League of American Bicyclists 202-822-1333

Utah

BMX Racing

Rad Canyon BMX Track 801-964-6502
9700 S. 5250 W., West Jordan

Harbor Bay BMX Track 801-253-3065

Lindon Boat Harbor, 2130 W. 600 S., Lindon

Mountain Bike Racing

Intermountain Cup Mountain Bike Series 801-942-3498

Road Racing

USCF Utah Representative - Dirk Cowley 801-944-8488

Utah Cycling Association 801-944-8488

USAC Regional Representative: Rogene Killen 970-587-4447

USAC,USCF Board Member: Chuck Collins 801-582-8332

USCF Board Member: Dave Iltis 801-328-2066

Touring

Bonneville Bicycle Touring Club 801-596-8430

Advocacy

Mayor's Bicycle Advisory Committee(SLC) 801-486-9002
or 801-535-7738

UDOT Bicycle/Pedestrian Coordinator- Sandy Weinrauch 801-965-3897

Wasatch Front Regional Council Bike Planner:

George Ramjoue 801-292-4469

Bonneville Shoreline Trail Committee 801- 816-0876

IMBA Utah Representative - Jon Gallagher 435-655-7250

Useful Numbers

UTA Bikes on Buses 801-287-4636

Stop Smoking Cars (license#, model, location,date) 801-944-SMOG

she never placed lower than 2nd place throughout the season.

As for Men 16-18, Tyler Turkington (Young Riders) and Derek Telleon (Diamond Peak) won in the Expert and Sport categories respectively. Jeff Bates (Wild Rose) came from behind to win the Expert Men 19-29 and Chad Wassmer (Cole Sport) nipped Ron Prue to win the Sport Men 19-29 title.

The 30-39 Men's categories saw Bart Adams (Titus) use his 40+ years of experience to crush the rest of the expert field while Joseph Czop used four wins to keep him on top of the Sport Category. The 40+ Men's categories showed tremendous growth this year and the hard fought battles ended up with Blayne Corwin as top Expert (after moving up from Sport early in the season) and Tracy Nielson (Dixie Desert) as the top sport rider.

Men 50+ was dominated by Dwight Hibdon (Park City Cycling) and his 7, yes 7, race victories. In the Clydesdale category (210+ pounds) Justin Griswold slipped by Aaron Mullins (Taylor's Bike Shop) to take first place.

The Sport Women 19+ category saw the top two women dicing it out for the entire season. Kathy Sherwin (Cole Sport) and Pam Hanlon (Jans/Trek) traded the first and

second podium spots several times during the season. In the end, Kathy squeaked by Pam to take the sport honors. Both women moved up to the Pro/Expert category before the end of the season. Pam's sport points plus her VERY strong finishes in the last 3 pro races, placed her first in the Pro/Expert Category at the end of the season. But, the rules state that racers will be placed in the category that they raced the most races so Pam had to settle for second place in the sport division.

Less than 50 points separated the first 3 spots in the Women 35+ category. Patricia Garcia ended up victorious while Barb Clark (Young Riders) and Carma Owen (Dixie Desert) finished second and third respectively.

In the Junior categories Carson Ware (Young Riders) and Derek Owen (Dixie Desert) dominated the 9& Under and 12 & Under categories. The Junior Women 13-18 saw Hillary Wright (Young Riders) end up number 1 by over 200 points. In the combined category of Sport/Expert Men 13-15, Andrew Downing (Aardvark Cycles) ended up first by over 150 points.

Racing will resume the first week of March 2002 in St. George. For up to date information and complete results check out www.intermountaincup.com.

BICYCLE SHOP DIRECTORY

NORTHERN UTAH

Heber City

Heber Mountain Sports
160 S. Main
Heber City, UT 84032
(435) 657-1950

Logan

Al's Cyclery and Fitness
1617 N. Main
Logan, UT 84341
(435) 752-5131
www.alssports.com

Joyride Bikes

37 1/2 W. Center St.
Logan, UT 84321
(435) 753-7175

Sunrise Cyclery

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

The Sportsman Clothing, Shoes, & Equipment Co.

129 N. Main
Logan, UT 84321
(435) 752-0211
(888) 821-5213

Park City

Christy Sports

7580 Royal St. E-107
Silver Lake Village
Deer Valley, UT 84060
(435) 649-2909
www.christysports.com

Cole Sport

1615 Park Avenue
Park City, UT 84060
(435) 649-4806
www.colesport-usa.com

Jans Mountain Outfitters

1600 Park Avenue
P.O. Box 280
Park City, UT 84060
(435) 649-4949
www.jans.com

White Pine Touring

201 Heber Ave.
P.O. Box 680068
(Bottom of Main Street)
Park City, UT 84068
(435) 649-8710
www.whitepinetouring.com

SOUTHERN UTAH

Cedar City

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

Moab

Chile Pepper
702 South Main
Moab, UT 84532
(435) 259-4688
(888) 677-4688
www.chilebikes.com

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391 South Main
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(435) 259-7423
(800) 451-1133
www.kaibabtours.com

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(435) 259-7882
(800) 635-1792
www.poisonspiderbicycles.com

Rim Cyclery

94 West 100 North
Moab, UT 84532
(435) 259-5333
www.rimcyclery.com

Price

Decker's Bicycle
279 East 100 North
Price, UT 84501
(435) 637-0086
www.bicyclemd.com

Springdale

Bike Zion

1458 Zion Park Blvd.
Springdale, UT 84767
(800) 4-SLIKROK
(435) 772-3929
www.bikezion.com

St. George

Bicycles Unlimited
90 S. 100 E.
St. George, UT 84770
(435) 673-4492
(888) 673-4492
www.bicyclesunlimited.com

Red Rock Bicycle Co.

190 S. Main St.
St. George, UT 84770
(435) 674-3185
www.bikestgeorge.com

WASATCH FRONT

Davis County

Bountiful

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

Pedersen's Ski and Sports

40 W. 500 S.
Bountiful, UT 84010
(801) 298-4551

Layton

Bingham Cyclery
110 N. Main
Layton, UT 84041
(801) 546-3159
www.binghamcyclery.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

4678 South Highland Drive
Salt Lake City, UT 84117
(801) 278-6820
www.golsancycles.com

Pedersen's Ski & Sports

4835 S. Highland Drive
Cottonwood Mall
Salt Lake City, UT 84117
(801) 278-5353

Spin Cycle

4644 South Holladay Blvd.
Holladay, UT 84117
(801) 277-2626
(888) 277-SPIN
www.spincycleut.com

Murray/Midvale

Canyon Sports Ltd.
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(Ft. Union Blvd.)
Salt Lake City, UT 84121
(801) 942-3100
www.canyonsports.com

Pedersen's Ski & Sports

6191 S. State
Fashion Place Mall
Murray, UT 84107
(801) 266-8555

Downtown Salt Lake

Guthrie Bicycle
156 E. 200 S.
Salt Lake City, UT 84111
(801) 363-3727
www.redrocks.com

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

East Salt Lake/ Sugarhouse

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

Bingham Cyclery

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

Contender Bicycles

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

Fishers Cyclery

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

Guthrie Bicycle

731 East 2100 South
Salt Lake City, UT 84106
(801) 484-0404
www.redrocks.com

Pro Line House of Speed

1453 S. 2300 E.
Salt Lake City, UT 84108
(801) 582-1541
www.pl-houseofspeed.com

REI

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

Sandy/Draper

Bingham Cyclery
1300 E. 10510 S. (106th S.)
Sandy, UT 84094
(801) 571-4480
www.binghamcyclery.com

Canyon Bicycles

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

Canyon Sports Ltd.

45 W. (State St.) 10600 S.
Sandy, UT 84070
(801) 501-9713
www.canyonsports.com

T&T Bike and Ski

8621 S Highland Drive
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(801) 944-8038
(877) SKI-PHAT
www.altacam.com

South Jordan

South Valley Cycles
10433 S. Redwood Road
Suite G
South Jordan, UT 84095
(801) 446-1415

Taylorville

Swen's Cyclery
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Bennion-Taylorville, UT
84123
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West Valley City

Bike World
4974 South Redwood Rd.
Salt Lake City, UT 84123
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Orem

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(801) 222-9577

Pedersen's Ski and Sports
University Mall E-98
Orem, UT 84097
(801) 225-3000

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www.aardvarkcycles.com

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187 West Center
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(801) 374-9890
www.binghamcyclery.com

Copeland's Sports

4801 N. University Ave.
Suite 210
Provo, UT 84604
(801) 852-2160
www.shopsports.com

Weber County

Ogden

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

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RACE RESULTS



Mountain Bike Racing

Tour des Suds, Park City, UT, September 22, 2001

MALE

- 1 Eric Jones 35:13
- 2 John Osguthorpe 38:07
- 3 Thomas Cooke 39:38
- 4 Ian Harvey 41:49
- 5 Jason Travis 41:53
- 6 James Clark 41:54
- 7 Scott Loomis 42:53
- 8 Jack Dainton 43:21
- 9 Travis Hughes 43:22
- 10 Bart Adams 43:40
- 11 Jon Gallagher 44:14
- 12 Sam Wolfe 45:07
- 13 Bruce Allen 45:36
- 14 Christian Johnson 45:37
- 15 David Deschamps 46:00
- 16 Andrew Parker 46:08
- 17 Brian Morris 46:09
- 18 Tom Thorne 46:25
- 19 Chad Wassmer 46:41
- 20 Chris Sherwin 46:45
- 21 Bret Johnson 46:46
- 22 Alan Morris 46:46
- 23 Bart Nichols 46:57
- 24 Tom Knopp 47:03
- 25 David Stenehjelm 47:04
- 165 Unknown Comic 1:40:58

FEMALE

- 1 Laura Howat 47:40
- 2 Kathy Sherwin 50:08
- 3 Paula Strom 50:28
- 4 Pam Hanlon 50:29
- 5 Teresa Eggersten 51:00
- 6 Jennifer Spinti 51:35
- 7 Sonya Swartzentruber 52:34
- 8 Patti Polster 57:53
- 9 Cyndi Schwandt 58:16
- 10 Christie Johnson 1:01:25
- 11 Laynee Jones 1:03:42
- 12 Debbie Wagner 1:03:48
- 13 Karen Sawyer 1:05:07
- 14 Kim Dainton 1:07:19
- 15 Carrie Morgridge 1:07:54
- 16 Mary Beacco 1:08:01
- 17 Mary Larsen 1:08:56
- 18 Katy Lillquist 1:08:57
- 19 Kari Gillette 1:08:32
- 20 Sara Swenson 1:11:22



Road Racing

Race to the Angel, Wells, NV, September 8, 2001

Men's Mountain Bikes

- 1. Robert Jameson
- 2. Carl Praeger
- 3. John Wright
- 4. Carl Anderson
- 5. Michael Dowell

Women's Mountain Bikes

- 1. Michele Hammersmark
- 2. Kathleen Campbell
- 3. Maggie Safford
- 4. Katie Dinwiddie
- 4. Annemarie Neff
- 5. Tenna Walker

Women's Road Bikes

- 1. Carma Wheeler
- 2. Sarah Newman

Women Mountain Bikes, 12-15

- 1. Annemarie Neff

Women Mountain Bikes, 16-18

- 1. Katie Dinwiddie

Women Mountain Bikes, 30-39

- 1. Michele Hammersmark
- 2. Kathleen Campbell
- 3. Tenna Walker

Women's Mountain Bikes, 40-49

- 1. Maggie Safford

Women's Road Bikes, 19-29

- 1. Sarah Newman

Women's Road Bikes, 40-49

- 1. Carma Wheeler

Tandem Bicycles

- 1. Troy & Jana DeLong

Men's Road Bikes

- 1. Ken Raabe
- 2. Brandon Fox
- 3. Terry Patterson

Race Results are sponsored by



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801-484-0404**

- 4. Craig Newman
- 5. Rick Clark

Men's Mountain Bikes, Juniors

- 1. Ander Wright

Men's Mountain Bikes, 12-15

- 1. Daniel Jameson
- 2. Tyler Toulouse

Men's Mountain Bikes, 16-18

- 1. Robert Jameson
- 2. Carl Anderson
- 3. Michael Dowell

Men's Mountain Bikes, 30-39

- 1. Don Noorda
- 2. Cervando Lara
- 3. Scott Ashby

Men's Mountain Bikes, 40-49

- 1. Carl Praeger
- 2. John Wright
- 3. Kevin Dinwiddie
- 4. Rolf Strand
- 5. Steve Safford

Men's Mountain Bikes, 50 & Over

- 1. Bruce Campbell
- 2. Bill Wright

Eureka Road Race, September 8, 2001

- Pro/1/2**
- 1. Bart Gillespie 3:1:58:32
 - 2. Mike Peterson 3:1:59:38
 - 3. John Osguthorpe 3:02:07:58
 - 4. Bill Harris 3:3:00:15
 - 5. Steven Tibbitts 3:3:24:45

Women Cat1/2/3

- 1. Heather Albert 3:47:55:71
- 2. Cherell Jordin 3:47:57:45
- 3. Lisa Peck 3:48:55:88
- 4. Maren Partridge 3:51:37:91
- 5. Brook Mickelson 3:51:37:91

Cat 3

- 1. Stephen Fullmer 3:17:46:28
- 2. David Bush 3:18:56:19
- 3. Andrew Lock 3:19:02:07
- 4. Jeremy Smith 3:20:22:20
- 5. Brain Klepper 3:20:22:20

Cat 4

- 1. Marsha Adams 1:07:08:46
- 2. Ashlee Eckersley 1:33:49:33
- 3. Kelly Fowler 1:34:24:27

Cat 4

- 1. Danny Bryson 3:10:24:62
- 2. Tyson Apostol 3:10:24:62
- 3. Andrey Yarbrough 3:12:10:38
- 4. Steve Murdock 3:12:11:82
- 5. David Garbett 3:12:57:19

Master 35+

- 1. Mark Schaefer 3:15:38:39
- 2. Ken Jones 3:15:44:86
- 3. Art O'Connor 3:15:48:54
- 4. Eric Schramm 3:18:52:52
- 5. Jack Dainton 3:18:58:47

Master 45+

- 1. T Lasse Bjerga 3:16:11:16
- 2. Ken Louder 3:16:23:00
- 3. Daniel Moser 3:18:54:18
- 4. Anthony Quinn 3:20:06:38
- 5. Gary Powers 3:25:45:24

Cat 5

- 1. Richard Gibson 1:56:53:16
- 2. Rick Slabiniski 1:57:09:94
- 3. Ken Carlson 1:57:18:93
- 4. Brett Goff 1:06:41:76
- 5. Steve Gentner 1:14:10:14

**Rocky Mountain Raceways
 criterium, September 25, 2001**

Cat1/2/3

- 1. Bill Harris
- 2. Rich Vroom
- 3. Jason Travis
- 4. Ryan Littlefield
- 5. Chris Humbert
- 6. Christian Johnson
- 7. Gardie Jackson
- 8. Scott Martin
- 9. Darrell Davis
- 10. Rodney Mena

Cat3/4

- 1. Ken Louder
- 2. Jim Morgan
- 3. Jon Baddley
- 4. Dave Sharp
- 5. Clyde Done
- 6. Chris Colgan
- 7. Bob Hunt
- 8. Tyler Harvey
- 9. Wayne Cottrell
- 10. Clark Mower

**Sports Marketing Concepts
Weekday Race Series Final
Overall Point Totals**

A Flite

- 1. Ryan Littlefield, 358
- 2. Bill Harris, 215
- 3. Darrell Davis, 189
- 4. Christian Johnson, 172
- 5. Tom Cooke, 164
- 6. Jason Castor, 135
- 7. Dirk Cowley, 111
- 8. Alan Bulter, 108
- 9. Eric Flynn, 98
- 10. Mike Ward, 93

B flite

- 1. John Griffith, 150
- 2. Dave Sharp, 147
- 3. Dan Murray, 142
- 4. Jim Morgan, 140
- 5. Jon Baddlem, 132
- 6. Wayne Cottrell, 119
- 7. Chris Colgan, 109
- 8. Sean Fessenden, 105
- 9. Bob Hunt, 102
- 10. Bill Cutting, 88

**LOTOJA, Logan, UT to
Jackson Hole, WY, 203 Miles
September 15, 2001, 554
Riders**

Category Place, Name, Time,
Overall Place

PRO 1-2

- 1. Brent CANNON 8:58:51, 8
- 2. Shawn MITCHELL 8:58:51, 9
- 3. Kirk ECK 8:58:51, 10
- 4. Jason TRAVIS 8:58:52, 11
- 5. Allan BUTLER 9:08:46, 41
- 6. Nathan PAGE 9:08:46, 42
- 7. Craig KIDD 9:08:46, 43
- 8. Richard HATCH 9:08:48, 44
- 9. Sandy PERRINS 9:08:48, 45
- 10. Scott MARTIN 9:08:48, 46
- 11. John OSGUTHORPE 9:08:50, 49
- 12. Rob VAN KIRK 9:08:51, 50
- 13. Troy BARRY 9:13:19, 65
- 14. Michael PETERSON 9:13:31, 68
- 15. Marc YAP 9:19:34, 91
- 16. Bryson PERRY 9:42:49, 140

CAT 3

- 1. Jeremy SMITH 8:58:53, 12
- 2. Robert MCGOVERN 9:08:41, 39
- 3. Joel PETERSON 9:08:43, 40
- 4. Tommy MURPHY 9:08:49, 47
- 5. David BUSH 9:08:49, 48
- 6. Jarom ZENGER 9:09:50, 51
- 7. Robert HATCH 9:13:17, 60
- 8. Charles ROSETT 9:13:17, 61
- 9. Todd SMITH 9:13:18, 62
- 10. Barry GARDNER 9:13:18, 63
- 11. Lance CHRISTIANSEN 9:13:18, 64
- 12. Brian FULLER 9:13:20, 66
- 13. Greg ROPER 9:13:27, 67
- 14. Jason TATTERSALL 9:24:33, 100
- 15. Henry HARPER 9:28:04, 104

CAT 4

- 1. Tyson APOSTOL 9:05:57, 13
- 2. Chris CHRISTIANSEN 9:05:57, 14
- 3. Chris ROWLEY 9:05:58, 15
- 4. Tim BRILEY 9:05:59, 18
- 5. Andrey YARBROUGH 9:05:59, 20
- 6. Blake ZUMBRENNEN 9:05:59, 21
- 7. Vernon FITCH 9:06:00, 23
- 8. John KNOPF 9:06:01, 25
- 9. Rich SMITH 9:06:03, 31
- 10. Wade CROMPTON 9:06:04, 32
- 11. Robbie STONE 9:06:06, 34

- 12. John LAWRENCE 9:18:16, 89
- 13. Shawn BARR 9:18:16, 90
- 14. Weston HYMAS 9:22:51, 92
- 15. Darren PEOPLES 9:30:47, 109

CAT 5

- 1. Jody HARRIS 9:05:59, 16
- 2. Theron JEPPSON 9:05:59, 17
- 3. Kevin JEPPSON 9:05:59, 19
- 4. Kent CARLSEN 9:05:59, 22
- 5. Pete MARTIN 9:06:00, 24
- 6. David GARBETT 9:06:02, 26
- 7. Chris PETERSON 9:06:02, 27
- 8. Travis WARD 9:06:02, 28
- 9. Jesse WESTERGARD 9:06:03, 30
- 10. John KELLY 9:06:03, 29
- 11. Daniel GARCEAU 9:06:04, 33
- 12. Brian JEPPSON 9:17:00, 70
- 13. Tod HARRIS 9:17:16, 71
- 14. Trent DUNCAN 9:18:16, 88
- 15. Brent THOMPSON 9:22:51, 93
- 16. Mike PAYAN 9:22:54, 94
- 17. James FERGUSON 9:22:55, 95
- 18. Jack DAINTON 9:23:09, 96
- 19. Steve ADDICOTT 9:23:11, 98
- 20. Steven JENSON 9:24:26, 99

LICENSED TANDEM

- 1. Gardiner/gary BROWN/GAR-DINER 8:54:34, 5
- 2. R/jamie WILLIAMS 9:40:16, 127

LICENCED WOMEN

- 1. Lisa PECK 9:27:45, 1
- 2. Robin FOLWEILER 9:33:09, 2
- 3. Jami SMITH 9:33:15, 3
- 4. Kate LYNCH 9:51:29, 4
- 5. Darcie KAUFMAN 9:54:41, 5
- 6. Ashley PATERSON 10:02:13, 6
- 7. Nancy CLEVELAND 10:19:25, 10
- 8. Kristi CUMMING 10:21:30, 11
- 9. Inge ALPERS 10:21:32, 12

MASTERS 35-44

- 1. Dale ATKINS 9:12:07, 52
- 2. Mark SCHAEFER 9:12:07, 53
- 3. Dave SHARP 9:12:07, 54
- 4. James NELSON 9:12:08, 55
- 5. Zan TREASURE 9:12:09, 56

- 6. Ken JONES 9:12:11, 57
- 7. Dennis PORTER 9:18:03, 75
- 8. Jeff PEASE 9:18:05, 76
- 9. Kevin HALL 9:18:06, 78
- 10. Andrew PETERSON 9:18:06, 79
- 11. Daniel MINERT 9:18:06, 81
- 12. Korlin GILLETTE 9:18:06, 80
- 13. Chuck COLLINS 9:18:07, 82
- 14. Brent NIXON 9:18:07, 83
- 15. Gary PORTER 9:18:08, 85

MASTERS 45+

- 1. Dana HARRISON 8:54:16, 1
- 2. T. BJERGA 8:54:19, 2
- 3. Anthony QUINN 8:54:26, 3
- 4. Daniel MOSER 8:54:26, 4
- 5. Bill PETERSON 8:55:15, 6
- 6. Mark ENDERS 8:58:17, 7
- 7. Larry STROM 9:18:06, 77
- 9. Terry PATTERSON 9:51:43, 147
- 10. William COFFIN 9:51:43, 148
- 11. David WARD 10:15:36, 192
- 12. Gary LUDLOW 10:16:44, 193
- 13. Scott MILES 10:24:57, 197
- 14. David EVANS 10:27:01, 200
- 15. Wayne DOUGLAS 10:32:59, 218
- 16. Steve BARNES 12:23:05, 330

CIT 14-26

- 1. Nolan BALLS 9:13:56, 69
- 2. Christopher MCGILL 9:49:45, 144
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Utah Cyclocross Series Race #1, Park City Mountain Resort, September 29, 2001

Men A+

- 1st Bart Gillespie
- 2nd Carter Davis
- 3rd Art O'Connor
- 4th Kelly Ryan
- 5th Sean McLaughlin

Men A

- 1st Dirk Cowley
- 2nd David Tsai
- 3rd Ian Smith
- 4th Pete Barquin
- 5th Scott Ford

Men B

- 1st Denny Kalar
- 2nd Jim Fearrick
- 3rd Jonathan Kolon
- 4th Clark Mower
- 5th Don Stokes

Men C

- 1st Jay Bartlett
- 2nd Phillip Pattison

Women A

- 1st Paula Strom
- 2nd Lisa Peck
- 3rd Kate O'Connor
- 4th Christine Iltis
- 5th Jennifer Hanks

Women B

- 1st Erica Patridge Osguthorpe



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Cycling Utah Rider of the Year Awards!

by **Dave Ittis**
Editor

First rain in awhile yesterday. Leaves are changing. The 'cross heads are just starting their season of fun. The road and mountain seasons are winding down. Utah's racing tradition continues to grow each year. As part of that tradition, it's time for *cycling utah* to name its Riders of the Year.

Success locally. Success nationally. Success internationally. Two wins, three seconds, and second overall in the Intermountain Cup Series. 18th overall in the NORBA National Championship Series Short Track XC, 27th overall in the Women's NCS Pro XC, and a 12th place finish in the finals of the short track at Mt. Snow. To top off the season, she earned a silver medal at the Master's World Championships in Bromont, Quebec, Canada in the 30-34 age group. Even with all that racing, she's working towards a doctorate in Exercise and Sport Science at the Univ. of Utah. Sally Warner is *cycling utah's* 2001 Overall Rider of the Year.

Gabriel Blanco is young. He's got horsepower. With wins at St. George, Snowbird, and in the Intermountain Cup Finals at Evanston, along with two second places, plus 38th overall in the NCS series, Gabriel had a strong 2001. He capped it off by being named to the Argentine National Under-23 squad for the 2001 World Championships in Vail, CO where he finished 30th in

the Espoirs. Gabriel is our choice for Male Mountain Bike Rider of the Year.

"Toughest racer out there." That's how coach JR Smith describes her. Like Sally Warner, she had results locally, nationally, and internationally. Lisa Peck had a win and two top three finishes in the ICS, she competed in the NORBA NCS



Sally Warner at DeerValley
photo by Dave Ittis

Pro Women's category, and finished out her dirt season with a sixth place at Masters World's in Canada in the 35-39 category. All this, and she won LoToJa on the road, started Team Biogen, and has been dealing with MS since 1996. Lisa Peck is our

Female Mountain Bike Rider of the Year.

Maren Partridge stepped it up a notch this year. She had wins at the Sugarhouse Criterium, the Gate City Grind Stage Race, seconds at High Uintas' and the Cache Classic Stage Races, and second at Antelope Island. Maren Partridge-Osguthorpe finished out the season as top dog in the Utah Cycling Association points series and happily tied the knot with fellow road racer John Osguthorpe. She is our pick for Female Road Rider of the Year.

All year, they were each other's shadows. At High Uintas', Gardie Jackson was first, Steve Tibbitts second. Cache Classic, they were second and third, same thing at the Capitol Crit. At the district crit, Tibbitts first, Gardie fourth. Tibbitts won Snowbird and was second in the State TT. Tibbitts started his season racing pro in Italy. Jackson was 8th at Master's Nationals. With one race to go, Gardie is leading Steve in the UCA Points Series, 177 points to 171. Both had outstanding years, and both share our Male Road Rider of the Year.

It keeps growing and growing. The energizer bunny of races, LoToJa started in 1983 with 9 racers. In 2001, they managed to entice 554 riders to ride 203 miles, 65% more than they had in 2000. LoToJa is our Road Event of the Year.

With close to 2000 participants, top-notch organizing, a great venue, and a showcase full of the world's best riders, the nod for Mountain Event of the

Year goes to the NORBA NCS Race at Deer Valley.

The ride raises several hundred thousand dollars for Multiple Sclerosis Research, and keeps over 1300 road tourists happy for 2 days. What more could you ask for? The MS 150 Bike Tour is our Road Touring Event of the Year.

Cindy Yorgason has been around the Utah road scene for a long time contributing her energy as a district representative for the USCF, an event organizer, and as an official. This year, she had the honor to work the HP Women's Challenge, the Tour of Willamette, the Boise Twilight and Morning After Criteriums, and Master's Nationals. We give her recognition for that as *cycling utah's* Official of the Year.

Jeff Bates decided to race seriously this year. He won three ICS events as an expert 19-29, wrapped up the points series

with one race to go, upgraded to semi-pro, and then took fourth at Evanston. We salute him with our Most Improved Rider Award.

Last, but not least, *cycling utah* recognizes an achievement that no one would have imagined. Levi Leipheimer, formally of Utah's Mi Duole and Brackman's teams in the early '90's, shocked us and the world by placing third overall at the Tour of Spain (see related article on page 5). In his first start in a Grand Tour, Leipheimer was a model of consistency in both in the mountains and the time trials and earned the full respect of the pro peloton. We present him with *cycling utah's* Performance of the Year.

Fall's here, the world is in flux, but for most of us, just a little riding makes it all worth it and just a little helps us get by. Peace on Earth, and see you next year!

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