

Alberta Spin April 2002 Vol. 34, No. 2

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Dylan (The Iron Man) Sweeney, right, and Tommy (Tommy Gun) Sweeney, both of Sweeney's Construction, are ready for more berm-bashing at CalgaryBMX (<http://www.calgarybmx.com/>)

President's Message

Finally, the cold weather is starting to let up and Alberta cyclists are able to get out on the road and on the trails. I am really looking forward to the upcoming season and I think that 2002 looks to be one of the best ever for Alberta riders. Our Racing Committee, led by VP Racing Rob Farthing, has been working closely with race organizers and cycling clubs across the province to build strong event calendars in road, track, mountain bike and cyclo-cross, providing great riding and racing opportunities from April to November. Some of the more exciting and innovative features of this year's program include:

- Single Event Licenses intended to allow people to try competitive cycling. Briefly, for \$10 per event, people can enter up to two events, not just in mountain bike racing as has been offered for several years, but also in Road, Track and Cyclo-cross.
- A new 4-event Time Trial series with awards for the top finishers in each of the ABA's road categories.
- A new partnership between the ABA, the CCA, the NSCC and the Olympic Oval to establish a National Training Centre for cycling in Calgary. This partnership allows for greater sharing of resources and gives greater visibility to Alberta athletes. This year, the ABA will be working closely with the

National Training Centre on a variety of programs and initiatives targeted to both developmental and high performance cyclists.

- A sports friendship exchange with Gangwon in Korea. This is the second part of an initiative organized by the Alberta Sport, Recreation, Parks and Wildlife Foundation. The ABA will be sending a team of 10 junior road riders (five male and five female) to Korea for nine days. The exchange is meant to provide a chance for juniors to experience and enjoy the Korean culture as well as getting some good training and racing. This is an incredible opportunity and I encourage all of our juniors to compete in the qualifying races for the exchange.

There is one other event that is of tremendous significance for the ABA. Several Alberta BMX tracks have affiliated with the ABA. This is an exciting development precipitated by a CCA decision that requires BMX racers to obtain BMX licenses from the provincial cycling associations. Over the next two years, we will be working to fully integrate BMX into the ABA. We have established a working group, led by ABA Racing Committee member Jeff Ingram and Alberta BMX representatives Tom Miller and Rose Cools, which will be developing an integration proposal and timeline that will be presented to the membership later this year. I cannot overstate the importance of this event to the ABA. On behalf of the ABA, I would like to extend a very warm welcome to the BMX riders, coaches and volunteers who are now a part of the ABA.

Finally, the ABA's ability to develop and offer programs would not be possible without a solid volunteer base and excellent staff. I very much appreciate the large number of people who put in long hours to support cycling, not just as members of the board, but also as coaches, race organizers and Commissaires. Remember, there are always opportunities for volunteers – contact the ABA office for more information. Finally, I would also like to thank our Technical Director Andy Holmwood and Executive Director Shauna Richard for the great effort that they have put in so far this year.

In conclusion, I hope that you share my enthusiasm for the coming cycling season. I think we have a great year ahead of us and I am really looking forward to it.

Have a great spring season!

Tom McKee, President, Alberta Bicycle Association

Technical Directions

by Andy Holmwood, ABA Technical Director
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New for 2002: ABA Road Body Numbers!

You likely have noticed a pair of shiny road body numbers in the envelope with your license. Here are instructions for their use:

- Take to all sanctioned ABA road events (Criteriums, Road Races and Time Trials); pin on as per instructions provided.
- Apply duct tape to the back of your numbers to ensure greater longevity.
- Numbers are coded according to your Ability Category but please take to age/gender category events as well.
- Forgot your numbers? Don't worry; we'll have extras on hand (but will collect \$10 from you, \$5 of which will be returned to you when the numbers are returned to us).
- Destroyed your numbers? Replacements are available from the office.
- Upgraded? The office will send replacements to you.

The ABA thanks OGC Canada and sponsors Vittoria (tires) and Opus (bicycles) for their support of our road numbers. Congratulations to our first #1, Carrie Tuck, winner of the 2001 Alberta Road Cup!

Racing news: Congratulations to Andrew Davidson (Trek/Volkswagen) who picked up the first win of the season by an ABA member in the Junior Men's category at the Snelling Road Race, Feb. 23 in California. Eric Holland (Bow Cycle) finished 3rd at this event. In addition, several top-ten results were earned at California events by Albertans Diana Bladon, Jenny Trew, and Lysanne Delogne, all members of Team Opus Bicycles, managed by Dan Proulx.

New regulations and policies for 2002

Junior (and younger) riders will no longer have to worry about the gear restriction in ABA road races. The Racing Committee has decided to remove the restriction for ABA-sanctioned events. Gear restrictions for junior riders will still be enforced at CCA and UCI sanctioned events.

Signing-on for a race without your license will result in a \$10 fine in 2002 (provided your name appears on the ABA list) at all ABA-sanctioned races. So, apply for your license early and carry it with you at all times. Exceptions will be made for recently upgraded riders.

The Journal Cup, a season-long points competition on the track, will be contested by individuals rather than clubs in 2002. Points will be awarded in all races and categories at each ABA sanctioned Track Meet. See your Handbook for more details.

The Alberta Mountain Bike Cup will see points awarded at all X-Country events offering regular ABA categories and all Downhill events, in 2002.

This month's favourite CCA/UCI Regulation: 2.2.027 (Road Races) reads: "The purloining of goods from anyone is strictly forbidden."

(Free 2002 Rulebook to the member who gives the best interpretation of this rule)

2002 Wheel regulations

ABA members are urged to familiarize themselves with new UCI/CCA wheel regulations, implemented this year. The regulation (Article 1.3.018) applies to mass-start road events only (Criteriums and Road Races) and states:

Wheels that do not meet the description of a "traditional wheel" must be tested and approved by the UCI. A "traditional wheel" is defined as having the following two characteristics:

- rim of minimal aerodynamic profile (less than 2.5 centimetres deep)
- at least 16 metal spokes, which can be bladed within standard dimensions (cross-sections no greater than 2.4 mm)

To be legal for competition, non-traditional wheels must appear on the list of UCI-approved wheels. The UCI is considered the only source to verify approved wheels.

This regulation (Article 1.3.018) will be enforced at all ABA-sanctioned mass-start road events this season.

The list of UCI-approved wheels can be found at:

<http://www.uci.ch/english/about/wheels.htm>

Explanation: The UCI and CCA (including ABA) have taken this measure due to an increasing number of serious accidents involving non-traditional wheel designs, some of which have proven to be unsafe. This Regulation has been adopted to reduce the risk of injury to racers. Some other points:

Previous versions of approved wheels, even if identical to an approved wheel, will not be permitted unless also appearing on the UCI list. In many cases it is existing older wheel designs the UCI is most concerned about. The UCI has effectively cleaned the slate by requiring all wheels, past and present, to conform to the testing standards. It is unlikely manufacturers will spend time and money to approve wheels they no longer produce and sell. This is an unfortunate reality for owners of older products.

Information regarding cycling regulations, and in particular *Article 1.3.018* (wheels), can be found at either www.canadian-cycling.com

<http://www.canadian-cycling.com> or www.uci.ch <http://www.uci.ch>

For further information, please contact Technical Director Andy Holmwood:
andy@albertabicycle.ab.ca
297-2720 (Calgary)

City of Edmonton Report - Happy trails!

by Claire Stock

Working with the Transportation & Streets (T&S) Department, I am surrounded by many roadways and public transit projects - so many people employed to provide infrastructure for more motor vehicles. Fortunately for me, my job is bicycle transportation issues and better still, there are plenty of activities to keep me busy.

TRAIL CONSTRUCTION

Three major trail projects are planned for the forthcoming summer construction season:

1. Commencement of a trail for northeast Edmonton along the LRT rail line between 95 and 97 Streets. This trail will continue to Commonwealth Stadium, Skyreach Centre and beyond in coming years.
2. The second project is along 91 Street between 58 and 66 Avenues. It will ultimately connect Mill Creek Ravine (and the Argyll Velodrome) to Mill Woods and southeast Edmonton.
3. The River Valley Road trail will be widened to 4m and resurfaced between Groat Road and the Menzies (LRT) Bridge. This work is part of road rehabilitation that also includes improvements to landscaping and urban features.

Federal and Provincial funding has been secured for developing a trail north from the High Level Bridge along the former CPR corridor to Jasper Avenue. This will connect to the existing Railtown trail and the future expanded Grant MacEwan College. Design work is underway and construction expected for 2003.

Many of you may have ridden trails constructed last year, including the 121 Street "Bicycle Highway" between 107 and 118 Avenues, a car free environment for express travel downtown from northwest Edmonton. Other connections were completed at 109A Avenue/128 Street and along Scona Road near the Old Timers Cabin. A trail widening at 86 Avenue/101 Street was commenced and will be completed during the 2002 construction season. Another improvement was widening the northern end of the trail on the east side of the High Level Bridge, achieved by reclaiming some of the roadway – great!

MULTI-USE TRAIL CORRIDOR STUDY

Work by the T&S Department is guided by the 1999 Transportation Master Plan, which identified the important ten-year goal to develop trails along abandoned

rail, utility and other rights of way for non-motorised users. These include cyclists, walkers, joggers, skaters, persons in wheelchairs and other self-propelled modes.

To develop an implementation strategy, the City worked with stakeholders and a consultant to prepare the Multi-use Trail Corridor Study. The Study, recently approved by City Council, proposes 62 kilometres of all-season trails connecting residential districts with Downtown, the University area and the River Valley. The Study also recommends trail design guidelines and ongoing administrative programs such as education, monitoring and maintenance.

COMING ATTRACTIONS

My work program for the forthcoming year already has a number of planned activities including:

- Commencing the update of the 1992 Bicycle Transportation Plan. This policy document will continue to outline the types of bicycle facilities to be developed and associated programs.
- Revamping the Cycle Edmonton Map, the #1 guide for getting around the city by bicycle. Best of all, it's free!
- Bicycle Festival July 2002. The great cycling spirit from last year's North American Cycle Courier Championships and Future Fair will return for another revolution. All sorts of bicycle activities will be available from the menu, with key events planned for July 19 – 21. Got an idea for a bike event? Get involved!
- Marking the Trans Canada Trail between Strathcona Science Park and Riverbend to the city limits.

My colleagues at the CofE are also busy with various bike related projects such as planning more pedestrian bridges across the North Saskatchewan River, providing consistent signs throughout the River Valley, and expanding the bike racks on buses program for an east-west service.

WANT MORE INFORMATION?

It is always a pleasure to hear from Edmonton cyclists, particularly if any of the above mentioned items interest you. I can often be seen cycling in fluorescent green (with a red helmet) on the streets of Edmonton, or contact me at:

Phone: 780-496-2407

Email: claire.stock@gov.edmonton.ab.ca

Also, for the latest bike news tune into CJSR 88.5 FM every Wednesday morning between 7 and 9 to hear my Redbike Traffic Report on Clockwork Orange Juice.

The gear with the gears...

Putting their money where their legs are, Edmonton city council has approved \$21 million over the next 10 years to expand the paved trail network. Edmonton bikies support the decision, figuring that if building more roads attracts more cars, building more trails will attract more trail users (like expanding a natural habitat). The routes, intended for commuters and a wide range of users like walkers, skaters and inliners as well as cyclists, will use railway and utility rights of way and some boulevards.

The expansion, which is in line with the City's Transportation Master Plan and Bicycle Transportation Plan, will link many areas of the city with more continuous trails and will include the long-sought High Level Bridge route connecting Old Strathcona and the University to downtown and Grant MacEwan Community College.

Leading the effort on the Transportation Department side is Claire Stock, a CoE Transportation Engineer who started out a young adventurous traveler from Australia. Her walkabout, or better, ride-about took her to Europe and Montréal before she responded to a job posting for an engineer who knew something about bikes.

She's noticed changes in the engineering profession, more women and more attention paid to social and environmental issues than in the past. City council is paying more attention to non-motorized travel but still only spends one percent of the Transportation budget on bike matters.

Claire also reported that changes to the bus/taxi/bike-only highway schedule in the traffic bylaw have been made - cyclists are now allowed in all bus lanes. The bylaw has been changed to indicate this; however, signs have not yet been changed.

Claire said that she would like to mobilize Edmonton Bikers to get a mountain bike facility in town and would like those who are interested to contact her at Claire.Stock@gov.edmonton.ab.ca

Claire is a Transportation E.I.T soon to get her P. Eng designation. There's more interesting stuff from her on page 5 of this issue of *The Alberta Spin*. She's working on the next iteration of the CoE Bike map, due the end of the year. She hopes to keep it available for free. Calgary's Bike map (\$2.00) is due for a revision by April 2002.

Edmonton BMX'ers go the distance – and then some

by Cathy Loewen
Track Operator of Edmonton BMX
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www.edmontonbmx.com

I have been the track operator for the last 4 years at the Edmonton BMX Extreme track. In those 4 years, I have seen our racing club grow from 6 members to 96 members as of last year. BMX racing is a sport for all age groups with a level of racing for each participant. Last year, Edmonton even had a large number of girls racing in the sport and doing well locally and provincially. Edmonton BMX is very proud of the numbers of our riders who participate at the provincial series and bring home first place trophies.

This year Edmonton BMX has joined the Alberta Bicycle Association and is looking forward to an excellent season for racing. Our track has been extended by 40 metres, with a new section of track in our mystery corner. This extra section of track will be quite challenging for all riders and make racing even more exciting.

We are looking forward to our starting date of April 29. This year is already seeing even more interest in the sport of BMX.

If you're in our area, please come out and experience Edmonton Extreme's Racing Club. We welcome all mountain bikers to come and enjoy the sport of BMX. Check out our website for race times and scheduling.

MTB Yoda enlightens the disciples at Commissaire course

Ten Mtb Commissaires- in-training acquired knowledge from UCI International Commissaire Loyal Ma of Rocky Mountain House at a recent course at the Percy Page Centre. Loyal's credentials are impressive. Since receiving his International designation in 1996, he has worked as a UCI official at many World Championship and World Cup events. 2002 will see him in a new role as the Technical Delegate for all Canada Cup races in Western Canada. His dedication to officiating was apparent with his first words to the class: "Turn off the cell phones."

Loyal began with the structure of competitive cycling from the World level down to the local level and how Commissairing mirrors it. The Union Cycliste Internationale (UCI) and its Commissaire Commission is the top level and seems to favour dark blue for its uniforms. The Canadian Cycling Association (CCA) and its Development Committee puts officials with National designations in white. The Alberta Bicycle Association's Commissaire Committee has chosen a fashionable mid-blue for the shirts its members wear at Alberta races.

Working back up the totem pole, newly minted officials work two races as Technical Assistants, after which the race Chief Commissaire evaluates them in

order to designate them as Provincial 'A' level Commissaires. With two or more years of experience, they may be recommended for the National Course, held in conjunction with the National Championships. After assignments as Starter, Race Secretary, Timer and Assistant Chief over two or more years comes the responsibility of being a Chief Commissaire at a National level event. At this point, *facilité avec français est important*. More courses, more experience and more evaluations take you to the UCI level of officialdom.

Canada has done well with this process. Of 20 World level events in 2001 half were chiefed (v, "to act as Chief Commissaire") by Canadians and the UCI has copied a lot of the CCA's course material in its own training material. The ABA gives Commissaires a lot of respect as well. Commissaires with no other license pay no license fee to the ABA. The ABA pays the officials fee for locally assigned officials, (\$40/race, \$50/race for Chiefs) making for one less thing for the race organizer to worry about. The organizer does pay meals and 25¢/km travel expense. ABA Executive director Shauna Richard is also very prompt about getting the cheque into the mail.

PRINCIPLES

A Commissaire operates by two main principles: Safety and Fairness. Safety means keeping in mind the abilities of the weakest rider. Fairness involves an equal opportunity for all riders. A Commissaire should:

- Ensure that the event is run in the context of the rules.
- Show equal concern for all the athletes.
- Act as an official representative of the governing body. When you wear the blue shirt, you *are* the ABA and not your club or your usual group of riding buddies.
- Operate according to the principles of Fair Play as espoused in the NCCP Coaching program: respect, dignity and equality of all participants.
- Stay in the background. Do your job and let the other race workers do theirs.
- Set the tone for the event; keep low-key and calm. Says Loyal "If you see me running, there's a *situation!*"

QUALITIES

A good Commissaire has, trains and displays many qualities. Among them:

- Consistency. Most valued by riders even if there are errors regarding rules. Inconsistency makes athletes guess and get frustrated. Don't try to "fix" things by being inconsistent in another area.
- Support. Understand the stakeholders' needs: athletes, authorities, (civil and sport), landowners, media, organizers, sponsors and spectators, but don't interfere with them.
- Decisiveness. Make the call and don't keep them waiting. Usually you have some time to think but with new formats like 4-cross, Mtb Commissaires now have to watch for interference and call sprint finishes, something Road and Track officials do lot of.

- Poise. Stand your ground and keep your focus, even when, for example, European TV crews are screaming at you about commercials.
- Integrity. Maintain this at all time. See the big picture of the event and the sport.
- Judgment. Remove your emotions from your decisions.
- Confidence. This comes with experience, so seek out opportunities to learn.
- Rapport. Be able to communicate, to understand and most important, to listen.
- Enjoyment and Motivation “You gotta love the sport. Keep it up or leave.”

PREPARATION

Know the event, the rules, the location etc. Know your roles within the team of officials. The Chief works with the organizer in a number of ways:

Meet the key people: Organizer, medical and emergency, communication, technical, marshals, registration, security, media etc. Accreditation and nametags help.

Ride and walk the course to see two different aspects of it or at least walk it. You see more safety concerns and course marking errors on foot. At the very least, ask various levels of riders for their thoughts and time estimates.

Security and marshalling. There’s never enough security. By this we mean measures to keep the riders on course and everyone else off it (including that dog on the leash stretched across the course).

All Commissaires should do their personal preparation. Loyal’s Ready Reticule of Race Requirements contained:

- Blank number plates (\$10 fine for forgetting!), bug spray
- Bar-end caps (real bar-end caps, not tape), boots
- Copy of Emergency Action Plan, Course markers, clipboard, cutters for zip-ties, cap or hat
- Duct and masking tape, dry socks
- Flashlight, windbreaker
- Notebook, sunscreen
- Identification (signed license, accreditation, passport if you’re a jet-setting international official much in demand...), arm warmers.
- Maps (organizer’s abstract showing course, access, toilets, concession, wash facilities for bikes and riders, medical and marshaling stations, Government topos), gloves
- Pens, paper (Loyal recommends “Rite in the Rain”™ waterproof paper), poncho
- Race forms, (start lists, results sheets), rain pants
- Rule book, vest
- Radios (FRS, GMRS, cell phone etc), jacket
- Stopwatch, snack, sunglasses
- Tape recorder, t-shirt
- One of those big, furry RCMP buffalo robes.

Ok, maybe not the last one but if you noticed a clothes obsession worthy of Marlon Cowpland, remember that this is Alberta. If you don't like the weather, wait five minutes or go over a few blocks (or to the other side of the hill...)

OPERATION

On the day (OTD), you have many operational concerns. Very important is the registration and license check. The license must be signed and the picture should match the rider. Watch for riders riding out of category. Some computer results programs catch this after the fact but it's better to avoid "accidental upgrades" or "downgrades". Especially problematic is underage (U16) DHers. Alberta allows 15-year-olds to ride DH but don't get faked out by improperly worded temporary upgrade letter for an XC category. Thou shalt ride thy UCI category, which is upon thy license. Thus sayeth the Board.

Each member of the team of officials has a duty on race day

- The *Technical Delegate* (TD) is a new position this year. This will be a person specifically representing the ABA who shows up the day before and inspects the course
- The *Chief Commissaire* (CC) shows up the day before and receives the TD's report of concerns and organizes fixes or workarounds. The CC takes over and the TD becomes a resource person. The CC assigns tasks to the Starter, Race Secretary (RS), and Finish Line Judge (FLJ).
- The *Assistant Chief Commissaire* (ACC) is a floater, taking on any other tasks. At a small event, one person may handle more than one task.
- The *Starter* is in charge of mustering and staging the riders into their categories and race groups, announcements, start list roll call and actually sending them off. It's best to use a "ladder" start, where the riders muster between two lines of tape with the race groups separated by more tape arranged across the first two lines of tape. As a group is called to the start, volunteers remove the cross tapes and send the riders to the line. After the start, the Starter usually attends the feed zone, where only food, water and eyewear may be passed to riders. At big events the feed zone may be arranged in three areas: A general zone where extra club or team feeders may stand, followed by a team or club zone with areas allocated to each team and then the organizer's neutral zone.
- The *Race Secretary* handles the three R's: registration, results and reporting. This person keeps all the paperwork. Finish order is actually more important than time.
- The *Finish Line Judge*, with the help of volunteer recorders, must be very focused on seeing riders cross the line on each lap, counting the laps, seeing who's dropped back and who's missing. Have extra recorders before and after the line, especially when mud obscures the numbers, which may not be otherwise defaced. Set up the finish so riders go to one side to continue racing and go to the other and into a narrower chute to finish. Loyal says "Maintain

steely-eyed concentration at the finish”, especially during the early going when the groups are still tight.

Officials and riders must remember the main tradition of mountain biking, that of self-sufficiency. No mechanical or physical assistance (e.g. pushing). In the same vein, the rider is responsible for his or her entourage- parents, friends, teammates and cheering section. There are no protests allowed in mountain biking so everybody (officials included), keep a civil tongue in your helmet.

When faced with someone who acts like the stereotypical hockey parent, remember Ann Landers’ Rule: “Never answer an angry word with an angry word. It’s the second one that starts the argument.” Stay calm and start with a verbal warning. Explain the nature of the infraction, the options for questioning a call, the penalty (50, 100, 1000 Swiss Francs but \$C will do) and the consequence of continuing to be a yutz. The usual consequence is to fine the rider (the person over whom we have jurisdiction) and refuse the rider entry in races until the fine is paid.

COURSE DESIGN

Mtb course design considerations include enough technical challenge to make it interesting for the elites but not enough to kill a transplanted roadie on a light touring bike with ‘cross tubulars. Go easy on the double and triple down arrow sections. Course markings are not heavily used at provincial events but more is better. Use two lines of tape on each side of the course to establish a neutral zone between the riders and the spectators.

A course like a cloverleaf, about 5-7 km total per lap, brings the action to the central point many times and allows adjusting course length OTD by using or not using different loops of the cloverleaf. Use the table of optimum finish times (OFT), knowledge of the course, registration numbers, rider comments, last years’ results for the same race (they’re on the ABA web site thanks to Jeff Ingram) and conditions like rain and cold or heat and humidity to adjust lap counts and race groups. Loyal noted the effect of TV on reducing the OFT for elites to about 2 hours. Maybe that’s why enduros are becoming popular. People want a good long race for their entry fee.

Loyal finished up by recommending a book: Psychology of Officiating by Robert S. Weinberg and Peggy A. Richardson, Leisure Press; ISBN: 0880114002. The hard cover is out of print but try Chapters or Amazon to learn how to think in terms of the principles of Safety and Fairness.

Self Coaching Corner

by Natasha Ward, BPE, NCCP III, CFC

Here is the second article of a series designed to help you make some educated training choices about riding and racing your bike. The idea is to take you through a yearly plan for an endurance cyclist. All athletes are different as are their goals, so keep in mind that these articles are only here to assist your decisions and get you thinking about how you should be training, not as a bible to train by.

It is April and for some of you the first races of the year are fast approaching and you have already spent some serious time on your bike; for others it may be early in the season with little time in the saddle. In this early part of the riding season, you should be spending long hours in the saddle to increase your endurance. Depending on your level and desire for performance you, should spend anywhere from 6 to 12 hours per week riding during the month of April.

You can organize training into mesocycles 4-6 weeks long and microcycles 7-10 days long to help you create a training plan for the next 3 months. Most endurance cycling relies on a person's VO_2 Max or Cardiovascular Capacity (how much O_2 the muscles use in litres per minute) and the muscular power produced by the legs compared to the body weight. So what this means is that you may want to improve your ability to use oxygen, or increase your leg power, or lose some body fat. Any one of those will make you a faster rider.

For us Northern Folk this is the time of year to work on Cardio Capacity and perhaps weight loss. During April it is a good time to take advantage of the good weather and ride as much as possible, weather permitting. For example a mesocycle for a recreational road athlete looking to improve his/her cardiovascular endurance and capacity in April could look like Figure 1.

A periodized cycle such as this one develops cardio endurance for two weeks and then "crashes" or "over-reaches" the ability of the rider, and finally allows for a recovery week. In the first week, the average speed is 30km/hr. In the second week the distance stays the same but the average speed increases by 1km/hr., allowing for an increase in performance. The third week has a slower average speed but the distance is 20km longer. The final week has a reduction in distance with an increase in average speed. The idea is to allow for recovery (some easy rides early in the week) but keep some performance in short efforts prior to the race to "wake up" the legs.

This periodized pattern should be the base of your seasonal plan. It is most beneficial to choose some important races in the season and then count backwards from those dates so that you can plan your season and priorities and set tasks to reach your fitness and performance goals.

Resistance training is still important at this time of year, however, it should only take up two hours of your training time a week and all you need to achieve is maintenance of your strength. This means one day a week per body part at a low volume and high intensity.

Send any questions you would like me to answer and I'll include them at the end of the next Self Coaching Corner. Send them to: dh_girl@hotmail.com

Or

Natasha Ward c/o Alberta Bicycle Association
11759 Groat Road, Edmonton, AB T5M 3K6

Figure 1: Periodized mesocycle

Week	Goal	Planned km	Hrs@km/hr
1. Mar 31 – Apr 6	Develop	180	6@30km/hr
2. April 7 – 13	Develop	180	5.8 @31km/hr
3. April 14 - 20	“Over-reach”	200	7 @ 29km/hr
4. April 21 - 27	Taper & Fish Creek Race	100	3.1@32km/hr

Spinny stuff

Seen in the World's most Extensive Mall: Premier Ralph (“I run for 35 minutes a day to keep my sanity”) Klein turning the pedals in support of the Ironcops for Cancer fundraiser.

The Ironcops, with the help of a friend in high places, the Edmonton Journal, Velocity Cycle and lots of enthusiastic school kids, were logging k's on stationary bikes in support of cancer research. Their efforts to ride across Canada on stationary bikes should get them into the Guinness record book and more importantly, their k's should raise as much as \$120 k for cancer research. There may be a slight problem though. The go-nowhere-fast bike under the premier was equipped with not-UCI-legal clip-on handlebar extensions.

In related news, Elmo Kugelblitz has lost his position in the stock market. He had to take his bike and rollers off the floor of the Toronto Stock exchange amid charges of insider trading.

We were hoping for an article from the ABA Trail Access Committee and Alberta Trailnet concerning new trails opening up but due to uncertainty about trail completion and landowner issues, the word is “that there is no story.” Personally I think the story is about the amount of work that people like Nathan Froelher, Patti Pedersen and Sheila Thompson are doing to encourage cycling opportunities in northeastern Alberta and their attention to detail with respect to all stakeholders. Keep your tires pumped; there will be a story.

Elmo Kugelblitz started cycling when he tried to take undue advantage of Calgary's High Occupancy Vehicle lane, which requires that there be 2 or more people in a car. He ran into problems when he put the dummy in the driver's

seat. He now has a tandem but can't reach the handle bars from the stoker's seat