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3 riders make the final climb to the start of the DH#7 at COP

Casino Thanks

The Alberta Bicycle Association would like to thank the following members for their outstanding contribution to the success of the 2002 ABA Casino, which was held August 29th and 30th at the Baccarat Casino in Edmonton:

Andy Achuff - Pedalhead

Sean Barr - VeloCity

Chris Check - PedalHead

John Collier - Bicycle Education Society of Edmonton (worked a double shift!)

Jeff Davis – ERTC/River Valley (worked a double shift!)

Liesje de Leeuw - United Cycle

Aaron Dobler - Juventus

Rob Farthing - PedalHead

Bernie Fagnan - Velocity

Brys Francic - United Cycle

Adrienne Gilbride - Hardcore

Kirk Hamilton - River Valley

Ian Hoffman - Hardcore

Craig Horon - Velocity

Rob Howes - ERTC/River Valley

Syd Jacklin - United Cycle

Brad Jensen - Rocky Mountain Bike 'n Board

Darin Labonte - United Cycle

Marcelo Lafuente - PedalHead

Roddi Lega

Brian Licis - Hardcore

Carly Lyseng - DirtGirls

Karina Ma - Rocky Mountain Bike 'n Board

Kim Peterson - DirtGirls

Guri Randhawa - Pedalhead

Shannan Roberge - DirtGirls

Susan Sanford-Blades - DirtGirls
Sam Sanford-Blades - Mr. DirtGirls
Kristy Sarnoski - DirtGirls
Mike Stickland - Pedalhead
Bill Thompson - General Manager - worked both days!

The ABA will hold its next casino in about a year and a half in CALGARY, so get ready!

Alberta Summer Games 2002

by Shauna Richard

From August 15 to 18, 42 U15 and U17 Mountain Bikers hit the trails in Camrose for the Alberta Summer Games. Thousands of athletes, coaches, volunteers and spectators descended on the city for a weekend of competition and fun in a multi-sport environment.

On Thursday, mountain bikers along with athletes from all sports were bussed into Camrose and attended the opening ceremonies. Alberta is divided into eight zones and all athletes paraded into the exhibition grounds in their zone vests. The ceremonies were broadcast live on Global TV and the enthusiastic cheering kept the participants nice and warm.

On Friday morning the mountain bike racers put on their helmets and checked out the race course. The course would be run in one direction on Saturday and the opposite direction on Sunday. Zone 3 rider Laura Brown separated her shoulder during the pre-ride, but came out during the races to cheer her teammates on. In the afternoon the riders and coaches had a chance to check out some of the other sports and participate in the activities being put on by the city.

Racing started at 9:30 am on Saturday, which is kind of early for the athletes since the accommodations had the riders staying sleepover-style in school classrooms (the athletes village). 6 riders competed in the U15 Women category and all six finished within about ten minutes of one another with Torie Grant battling to first place. Paul MacDonald won the U15 Men category by over a minute and a half, giving him a comfortable lead heading into day two.

In the mostly novice U17 Women category, new racer Cathy Jacques impressed everyone by posting a convincing win, with a margin of over twelve minutes on the next competitor. Marty Schaffer edged out Ryan Anderson by just six seconds to give him a slim lead in the U17 Men competition. John Hennessey-Moore and Matt Pauly both suffered race-ending mechanical failures during the race, but chose to run the course on foot rather than miss competing in the second day.

The sun came out for day two of the competition, as did a bunch of spectators. The results for day two were fairly consistent with the results from day one.

The Alberta Bicycle Association thanks the Alberta Sport, Recreation, Parks and Wildlife Foundation, the City of Camrose, Sport Chair Ivar Saugen for all of his help, and Commissaires Tim Harris and Joyce Christian.

Technical Directions

Time to work on riding form and style!

With the racing season wound down and many mountain bike trails no longer accessible, autumn and winter are excellent times to work on form and style on the bike. Whether your focus is track, mountain bike, road, or recreational riding, all riders can benefit from a return to the basics of efficient, economic

pedaling on the road. Fall and winter are the optimal period to work on form, as it's unlikely you're worried about other specific training. More likely, you're just out riding your bike. In addition, form and style are areas in which many Alberta riders could benefit from specific work.

Here are some tips to help you pedal more efficiently:

- Have a coach* or experienced rider evaluate your position on the bike and pedaling form.
- Concentrate on pedaling smooth circles and applying force throughout the stroke; on maintaining a still upper body and on maintaining a light grip on the bars. Watch your shadow (when there is one) to detect upper body movement.
- Do your best to ingrain new pedaling habits and relieve yourself of old, bad habits in the fall and winter prior to the start of specific training.
- Riding inside? Get some rollers to assist your pedaling development. A set of rollers, more so than most other stationary trainers, is a valuable tool to help you develop sound pedaling habits. Rollers will magnify any pedaling deficiencies you may have. Many models now come equipped with resistance settings to give you the tough workout you crave.
- Many of Alberta's top riders have overcome deficiencies in pedaling form simply by taking the time and effort to concentrate on being smooth. Now is the time to start making improvements!

*Serious about improving next season and looking for a coach? Now is an excellent time to hook up with a new coach. Please feel free to contact me for information on cycling coaches around the province.

Finally, ABA congratulations to our riders representing Canada at World Championships this fall: On the track Laura Yoisten (Colnago-Carrera) and Lori-Ann Muenzer (Juventus), and on the road, Andrew Davidson (Trek/VW). Lori-Ann, however, was unable to compete due to an ill-timed ruptured appendix.

An Open Letter to the Canadian BMX Community

Greetings everyone!

WHO:

My name is Loyal Ma, and I'm Vice President of Development for the Canadian Cycling Association (CCA), the National Sports Organization NSO) for cycling. I became involved as a cycling volunteer in 1980 due to my children's involvement in BMX. Through the eighties I started out as a track operator and became President of the Alberta BMX Association while serving on the Canadian BMX National executive as well as the Pacific BMX Federation. In 1990 through my MTB racing, coaching and officiating I became involved with the Alberta Bicycle Association (ABA or Provincial Sport Organization, (PSO)) and went on to serve as the VP of Development for the last 5 yrs. for the CCA. For the last year and a half I have been working with CCA National President Brian Jolly to integrate BMX within the CCA.

The reason I am giving you my credentials is in the hope that you will understand my commitment to work like you as a volunteer for the betterment of cycling in Canada. In the past 20 years as a volunteer, I have seen both sides of this equation and now want to use this valuable experience and knowledge gained from working with both sides to ease the transition that change will bring to the Canadian BMX community and the CCA.

The CCA has been managing cycling in Canada as a NSO for over 125 years making it one of the oldest organizations of this nature in Canada. It is recognized by Sport Canada, Canadian Olympic Association, Coaching Association Canada, (they also operate the National Coaching Certification Program in Canada.), all the Provincial & Territorial Sport organizations (PSO's) and Canada Summer Games, just to list a few

of the Canadian ones. Of course, the UCI recognizes the CCA as the sole governing body for cycling in Canada under the UCI Pan- Am Federation and USCF (they govern the NBL in USA). In fact we have cycling volunteers in key executive positions in just about every one of these organizations as well as an excellent reputation and working relationship with all of them to insure that Canada and the CCA is represented globally.

WHAT:

Since 1992 our President Brian Jolly has been working with various Canadian BMX representatives and organizations to integrate BMX within the CCA and the matter has finally come to a conclusion with the withdrawal of CBA from the western Canadian scene. With other BMX and CCA cycling volunteers we are working in earnest to help bring about a smooth transition this fall for 2003.

The CCA system of a NSO serving 11 PSO's will not change much from your previous system of governance other than that you will have paid professional staff at all levels to work with cycling volunteers to help implement policies and programs as set out by them. Each track, or in cycling terms, each affiliated club, will have one vote in their PSO and every licensed rider has a vote as well at the PSO's AGM. This may change or vary from province to territory, but the majority operates this way.

Just about every PSO has a hierarchy of elected Presidents and various Vice Presidents to manage the various cycling sectors. Already Cycling British Columbia, (CBC), has appointed Calvin Marsolias as Vice President of BMX. The Alberta Bicycle Association (ABA, not to be misinterpreted as it already has been as the American Bicycle Association, a for profit American corporation) has appointed Bruce Sorenson and the Ontario Cycling Association (OCA) has appointed Sue Lyons in similar capacities. These positions will all have to be properly ratified at each of these PSO's AGMs this fall of course, as they change their constitution and bylaws to incorporate BMX. The FQSC has been fully integrated with BMX under their PSO for years and Lyne Buongiono is the VP of BMX. Every other PSO in the CCA system is watching in earnest these developments in their neighboring provinces and will no doubt create similar structures once BMX has gained a foothold in their jurisdiction.

At the NSO level, the CCA is governed by the 11 PSO Presidents who make up the Board of Directors (BoD) who elect the National President, VP of Administration, VP of Marketing, VP of High Performance, VP of Development and all the committee members in each of these last two portfolios. The Executive Council has deemed that the best fit for BMX currently is within the governance of the Development Committee (DC), which takes care of all domestic issues within Canada. The DC is made up of a group of 6 specialized experts in the area of coaching and officiating and committee members at large. Among the national issues the DC takes care of are the national race calendar which includes all Canada Cups and National Championships in all disciplines, creation of the multi discipline National Rule book, National race organizers manuals (i.e. National Track Operators' Manuals), national assignments of all officials for all national and international events in Canada, national officiating courses and upgrades and coaching programs which include the National Coaching Certification Program (NCCP). The DC currently has an appointed interim BMX representative and this position will be formalized at the CCA AGM in December. Our National President also created an Ad Hoc National BMX Committee to help advise with the various issues that integration would create. I have assumed a leadership role on this committee and the VP's of BMX from the 4 active PSO's will now also serve on that committee. The mandate given to the DC and me by CCA President Brian Jolly has increased our workload considerably. However it is a challenge that I know the DC and I will meet and we will work towards a successful conclusion that is in the best interest of cycling in Canada.

WHEN:

The DC, like most of the CCA structure, has two face-to-face meetings and at the fall meeting this November BMX will no doubt occupy a large portion of the agenda. Currently I have been asked to give a recommendation to the Executive Council for BMX license levies for the 2003 year. In consultation with the Ad Hoc National BMX Committee and the Development Committee I will recommend that the current national affiliation fee remain at \$5.00 per license for all under 16 categories, as is current national practice. I would further recommend that all other categories go to the same level as the other disciplines, which is \$20.00, which would bring the BMX discipline in line with the other cycling disciplines. Keep in mind that

you will only be charged for one license for all disciplines not like in the past with the former administration, which charged for cruiser and 16" licenses. Also do not confuse this with the current national BMX fee, which is \$20.00 with \$5.00 for affiliation and \$15.00 for insurance. The CCA national insurance program that was negotiated last year covers every province and territory except Quebec, which has its own insurance program. What this multi discipline cycling insurance has done is to keep rates at half the cost of what the previous BMX insurer was going to charge for 2002. The point is, belonging to a Canadian National Sport organization allows everyone to save money. Like the ad says "Membership has its privileges!" This explanation now raises the question for some of you out west as to why your PSO charged you \$35.00 if \$20.00 of it went to affiliation and insurance. Simply put it is to allow your PSO to operate a BMX program. According to Sue Lyons, the OCA charges on behalf of BMX \$70 per licensee with the balance going into the BMX program operation account. Your fees may increase for the coming year but those fees will be used along with other PSO revenue for the operation of BMX at the local and Provincial levels which means BMX will share in the resources and revenue created by the other cycling disciplines. I am sure that the local tracks will be taxed less than in the past as I am sure of how the DC will treat the soon to be created BMX Canada Cup series and National Championships for 2003. Our mandate is to leave more dollars at the track/club level for they are the backbone of cycling development in Canada.

The loss of identity for BMX as it joins the Canadian Cycling community may be difficult for some, however in every marriage there what you lose in individualism you gains in becoming a couple or in this case, a part of the Canadian Cycling Family. We have initiated a dialogue with Pedal Magazine to have BMX be more represented within its covers. This may take several forms depending on our ability to contribute articles, money and advertising. The publisher Benjamin Sadavoy is committed to helping the CCA and cycling in Canada so I am sure we will have an increased BMX presence in this national magazine.

There will also be the increased synergy that being involved with a greater cycling community will create. This will include exposure to other training methodologies, and coaches, as well as crossover to other disciplines. Another example I can think of is the synergy that can be created with the Edmonton BMX club and the Argyll Velodrome Racing Association since they share a common site leased from the city of Edmonton. This site has also recently been recognized by the CCA & ABA as a National Cycling Training Center, one of only 5 in Canada currently. Another advantage of connection is in dealing with Alberta Lotteries, which now requires that there be a high percentage of youth in every club or non-profit group it awards funds to. This close scrutiny by the Provincial Government might also impact those tracks that rely on Lottery and Bingo funding if they are not properly aligned with a PSO.

What other initiatives do we have going? These include a national officials course conductor course this fall by a UCI course conductor, possible one in the west and one in the east. The ABA (again, that is the Alberta Bicycle Association) has started a working group to examine all track operators' manuals and to come up with a workable made-in-Canada version. We have also been working with the UCI BMX coaching contact and may use some of their material to help us get a NCCP Level 1 BMX Technical Course up and running for next spring. These are all priority agenda items identified by the CCA for growing BMX in Canada. I am confident the cycling volunteers we have working on these important areas will deliver the made in Canada product as soon as possible.

WHERE:

From your local track to the World Championships in Australia, we are working to ensure that the integration of BMX within the CCA goes as seamlessly as possible. In Brazil at the recent Worlds we reaffirmed to the UCI BMX Commission our position and commitment to integrate BMX within the CCA. They have committed to help with coaching and officiating. At the same time our friends and neighbors at the NBL have pledged their support to help us in any way to keep BMX in Canada strong. Towards that end they have given us copies of their track operators manual and moto and points calculation system to use at no charge.

With all this work ahead of us we have not forgotten racing and the World Championships for the coming year. We need a responsible and equitable system to select and help support riders for the next and future World Championships. We want So Canada to dominate both the male and female ranks in BMX as we now do in Mountain Biking. This is an area where the CCA excels at given the number of National Team

projects we run for all the different disciplines every year. I am sure the template for that model is close at hand. However these are all challenges that we as committee members and cycling community volunteers will face and we need to rise to the challenge to come up with innovative ways to make the CCA a leader in BMX globally.

WHY:

Quite simply, if you believe in the future of cycling as a sport for yourself or your children than you already know the answer. It is to make your communities, province and Canada a better place through sport. If you wish to belong to another sport or organization than that is your choice in a free democratic society. As BMX experts, if you want the best for yourself and your children the CCA is the clear choice and you can be part of our Canadian pioneering spirit to build a better Canadian Cycling Association.

Respectfully submitted,

Loyal K. W. Ma
Vice President Development
Canadian Cycling Association

The Morning of: Perspective of a First Year Racer

words and photos by Dr. Brad Kane

Sports performance enhancement is a multibillion dollar industry that includes nutritional supplements, injury management, the latest equipment, and of course psychology. Professional athletes are able to invest time and resources in finding the right balance for optimum performance. The grass roots racer finds a balance between the responsibilities of life and the lust for mud on his bike. He can only hope that he can “put it all together” for race day; that is if he can make it through the morning.

It's 6 a.m., I've been up since 5:15, staring at the back of my eyelids pretending that I can fall back to sleep for another hour. Fast forward to 6:10 and I'm sitting in front of a bowl of oatmeal. The creamy goodness of maple brown sugar mixed with cinnamon. Some sliced banana, a few fresh strawberries and you have the perfect pre-race breakfast; if you can eat it. Welcome to the morning of your first race.

The anxiety that you endure before your first race is much worse than the race itself. It starts with frantic, unnecessary bike maintenance the night before. Is my chain tight; is there enough air, what if the brakes rub? A teammate of mine once said “never try something new the night before a race, that way you can worry only about yourself and not 30 things that you do not need to worry about”. Wise thoughts but I still had my drivetrain apart at 10 p.m. Saturday night, feverishly tightening bolts that I have not touched in 5 years, you never know, they just might be loose to-night. Panic is an interesting experience, especially when it transforms from the caterpillar of ingenuity. “I bet I can really get this thing running better” to “I hope I can get it back together!” By 11:30, my bike was back together and seemed to roll just fine. The only thing left to do is pack my gear bag and hit the sack. I only had 5 hours of potential sleep and I knew I was going to fall short of that projection the night before my first race.

So there I was in front of my oatmeal. It's 6:12 a.m. and I've been able to stomach two bites of the still steaming but gradually hardening nutritious gruel. Force another couple of bites down and it was time to go, the oatmeal is coming with me. I know many people who cannot ride hard without a bit of recycled McDonalds grease in their system. The sausage and egg McMuffin is their breakfast of champions. I can barely take in oatmeal and water, the thought of “mechanically separated”, “may contain” fried meat is more than I can bear outside of a baseball game. Race morning nutrition is less about what you eat and more about what you can eat. Eating is tougher when all you can do is yawn. Yawning occurs in two situations, stress and fatigue. When you are feeling both, you might as well put some sunscreen on your tonsils. A few more spoonfuls of oatmeal to go.

8:00 a.m. and we are at the trailhead. Bikes and riders are mill-ing about and the line for the outhouse is long and anxious. The conversations range widely: “I’m going to get crushed”, “I’ll probably beat you for last place”, “does anyone have an Allen wrench!?” A sense of calm falls over as you hear how bad other people feel this morning; maybe you are not the only one. The excuses are being laid out already. As the outhouse line moves slowly along, you don shorts and jersey and begin to warm-up. Like my heart needs to beat a little faster.

Races are a whole different type of riding. Sunday morning rides with friends never have a countdown, or a sprint for the “holeshot”, or the inevitable crash off the line that always affects someone in the start group. Who would it be today? On go the shoes, lace them up just perfect, one last squeeze of the tires and off you go to the start line for a couple hours of purchased suffering.

The group musters at the start line, “5”, your breathing quickens “4”, you clip into your pedal, “3” tighten your grip and begin to lean forward, “2” pedal to 10 o’clock “1”; The horn sounds and the stampede is on. The anxiety turns to intensity, the fear turns to excitement and a grin unfolds on your face. “Wow...is this ever cool”.

Welcome to your first race.

Dr. Brad Kane is a Chiropractor and Active Release Technique provider at the Calgary Center for Health in Downtown Calgary. 2002 was his first season of racing with the Deadgoat Racing Club. Dr. Brad can be reached at 403-270-7001 or at drbradkane@hotmail.com.

Proposed bylaw changes

Please read these changes to the ABA bylaws carefully and come to the AGM on November 2. The changes, especially those that refer to the inclusion of BMX, are very important for the future of the ABA.

Article III – Membership

1 a)

Currently: Club members are competitive and/or recreational cycling clubs and/or organizations who support the objectives of the Association and who have paid their affiliation fees.

Suggested: Member clubs are those clubs and/or organizations who support the objectives of the Association and who have paid their affiliation fees.

Rationale: Clarification of wording.

3 a)

Currently: Each affiliated club and organization shall have one vote at a General and Annual Meeting. Any person so voting must have a letter from the club or organization signifying authorization to vote.

Suggested: Each affiliated club and organization shall have one vote at General and Annual Meetings. Any person so voting must have a letter from the president of the club or organization signifying authorization to vote.

Rationale: To clarify who can vote on behalf of the club and to ensure that the club has selected someone prior to the meeting.

3 b)

Currently: Any individual member shall be eligible to vote at any Annual, General and Special Meeting.

Suggested: Any individual member shall be eligible to vote at any Annual, General and Special Meeting. Members under the age of majority may have a parent or guardian vote on their behalf.

Rationale: Bylaws should clearly state who is eligible to vote. The ABA now has several young members (starting at 5 years old). Parents with more than one child can cast one vote per ABA member.

Article IV – Meetings

6

Currently: The Association shall hold an Annual General Meeting each year, two weeks prior to the Canadian Cycling Association's Annual General Meeting in November. etc...

Suggested: The Association shall hold an Annual General Meeting each year, prior to the Canadian Cycling Association's Annual General Meeting. etc...

Rationale: We often set our meeting date before the CCA does.

Article VI – Board of Directors

1

Currently: The Board of Directors of the Association shall consists of at least ten (10) members

Suggested: The Board of Directors of the Association shall consist of at least six (6) members

Rationale: Due to occasional vacancies on the board, we may have fewer than 10 board members at any given time.

2

Currently: ...In order to be nominated for election as President an individual must have served a least one full term on the Board of Directors of the Association.

Suggested: ...In order to be nominated for election as President an individual must have served at least one year on the Board of Directors of the Association.

Rationale: If we have a board member who is keen to be president, they should be afforded that opportunity, even if they have only served one year.

3 b)

Currently: Be it resolved that the following Board of Directors are to be elected in even numbered years: President, VP Administration, Two members at Large

Suggested: Be it resolved that the following Board of Directors are to be elected in even numbered years: President, VP BMX, Two Members at Large

Rationale: VP BMX position needs to be added. VP Admin should not be up for election in the same year as the president.

3 c)

Currently: Be it resolved that the following Board of Directors are to be elected in odd numbered years: VP Recreation and Transportation, VP Women's Cycling, 2 Members at Large

Suggested: Be it resolved that the following Board of Directors are to be elected in odd numbered years: VP Recreation and Transportation, VP Administration, VP Women's Cycling, 2 Members at Large

Rationale: VP Admin should be elected in the opposite year as the president.

3 f)

Currently: At the Commissaires' Annual General Meeting, the Commissaires shall elect from their membership a Chief Commissaire who will sit as a member of the Board of Directors.

Suggested: At the Commissaires' Annual General Meeting, the Commissaires shall elect from their membership a Chief Commissaire who will sit as a member of the Board of Directors, as well as Racing Committee.

Rationale: The Chief Commissaire is a position best suited to the Racing Committee, but should continue with the board for at least one 'transition year'.

Article VIII

2

Currently: Vice President Racing: Shall chair the meetings of the Racing Committee and in that capacity, ensure the highest possible level of opportunity is available to the racing members of the Association for optimum performance. The Racing Committee shall be responsible for all aspects of racing, including the distribution of allocated funding

Suggested: Vice President Racing: Shall chair the meetings of the Racing Committee and in that capacity ensure the highest possible level of opportunity is available to the racing members (not including BMX) of the Association for optimum performance. The Racing Committee shall be responsible for all aspects of racing, with the exception of BMX, including the distribution of allocated funding.

Rationale: As BMX will have its own racing program, the racing committee will not have jurisdiction over that aspect of racing.

3

Currently: Vice President Recreation and Transportation:.... The Committee shall maintain contact with the Recreation and Transportation Commission of the Canadian Cycling Association.

Suggested: Omit this sentence

Rationale: The CCA no longer has a rec and trans committee.

Addition

Suggested: Vice President BMX: Shall chair the meetings of the BMX Committee and in that capacity ensure the highest possible level of opportunity is available to the BMX racing members of the Association for optimum performance. The BMX committee shall be responsible for all aspects of racing, including the distribution of allocated funding

Rationale: To include the BMX program in the ABA bylaws.

8

Currently: Newsletter Editor: Shall be responsible for producing an Association Newsletter, as directed by the Board

Suggested: Omit

Rationale: While the Newsletter Editor performs a valuable function, he or she is not required to be a member of the board, and mention of the position in the bylaws is unsuitable. This would be better suited to the Policies and Procedures.

12

Currently: Of the above, the following are full voting members of the Board of Directors: Vice President Racing, Vice President Recreation and Transportation, Vice President Administration, Vice President Women's Cycling, 4 members at Large and Chief Commissaire.

Suggested: Of the above, the following are full voting members of the Board of Directors: Vice President Racing, Vice President Recreation and Transportation, Vice President Administration, Vice President BMX, Vice President Women's Cycling, 4 Members at Large, and Chief Commissaire.

Rationale: Add VP BMX.

Article IX

2

Currently: The signing officers shall be the Executive Director plus two of the following: President, VP Administration, VP Racing, VP Recreation and Transportation, VP Women's Cycling, Members at Large (4).

Suggested: The signing officers shall be the Executive Director plus two of the following: President, VP Administration, VP Racing, VP Recreation and Transportation, VP BMX, VP Women's Cycling, Members at Large (4).

Rationale: To add VP BMX. Note that the board will decide yearly which of the 2 BOD members are granted signing privileges

Article XV

c)

Currently: Provincial Coach(es) – Shall be responsible for assisting their respective committees in developing and running all Provincial Team programs, outreach clinics and coaching seminars on a yearly basis. Coach(es) shall work with and report to the appropriate ABA Racing Committee and the Executive Director.

Suggested: Coaching Staff – Shall be responsible for duties as assigned by the Racing Committee or BMX Committee. Coaches shall work with and report to the ABA Racing Committee or BMX Committee and Technical Director.

Rationale: To include BMX and to update our bylaws to reflect the ABA's full time TD position.

d)

Currently: Summer or Part-Time Staff (non-technical) – Shall be responsible for day-to-day administrative tasks as assigned by the Executive Director. The position is supervised by the Executive Director.

Suggested: Seasonal Staff – Shall be responsible for duties as assigned by, and shall report to, either the Technical Director or the Executive Director.

Rationale: Seasonal staff is no longer non-technical, and work in both Edmonton and Calgary.

Alberta – Gangwon Cycling Friendship Exchange 2002

by Taylor Little

On August 30, a fearless group of fourteen prepared to leave for Gangwon Province, South Korea. Sitting around the table the night before ‘the big day’ were some very important people including: Roger Kramers, Sport Consultant for the ASPRW Foundation and official head of the delegation, Tom McKee the president of the ABA, Andy Holmwood Technical Director of the ABA, and ABA Executive Director Shauna Richard. It was an intimidating sight for the ten delegates (the technical term for the juniors) to see the very people who can easily influence their cycling careers right in front of them. Tension was in the air, but it was soothed by shy introductions. So one by one the “delegates” introduced themselves, they were: Phillippe Abbott, Spencer Atkinson, Eric Holland, Taylor Little, Per Strom, Lisa Bowe, Laura Brown, Kim Churchill, Rebecca Morris, and Rebecca Wilkinson.

Departure day was supposed to be simple, load the bus and be at the airport three hours early for our flight to ensure nothing goes wrong. Once we arrived in Vancouver we were whisked through customs and then had another three hours to wait for our flight to Korea. This was supposed to be a simple procedure but it turned out not to be. We were to meet at the terminal at one o’clock for our one-thirty flight. But at twelve-thirty, Andy sensed something wrong. He double checked our tickets and read that our flight was actually leaving at twelve fifty-five. We only had twenty-five minutes! This led to a scrambling chase to the plane. At twelve fifty-five the fearless fourteen were sitting on the plane awaiting departure, but a fuel leak in the plane’s wing led to delays. Phil Abbott quietly reassured everyone on the plane, and used his aviation knowledge to climb out on the wing and fix the leak with some sticky rice. Eventually we were on our way. We landed 13 hours later to a dry, cool Korean evening. We then boarded the “red karaoke bus” and headed from Seoul to Chunchon.

For the next five days we were staying at the Bears Town Hotel, a fairly upscale hotel that felt like home towards the end of the trip. The staff was extremely courteous and offered us their own version of a daily western style breakfast, agreeable to most. At the first breakfast some more introductions were made: We met Mr. Choi, our host for the trip, and Yong, our young translator. Following this meal we were off on the bus and headed towards some Buddhist temples and a lengthy hike. Most days had a similar pattern to them: Get up early, eat breakfast, load the bus and head for a new destination such as a temple, a waterfall, a temple, shopping, a temple and sometimes another temple. One standout event came with our first banquet. The banquet was held at a traditional Korean restaurant, which means expensive and very different to say the least. Joining us at dinner were several dignitaries including the Gangwon Do Governor. On the advice of Andy our coach who liked to say “try it, it’s good, it’ll help you race”, we were eating such delicacies as raw ground beef, beef knee cartilage, fish, crab, and several other fun foods. After the meal the karaoke started, and it seemed that the Korean governor thought that Taylor Little and Rebecca Morris would be the best singers (probably based on flowing blond hair or something). After the duet, the table made its rounds on the mike, and the evening was finished.

Once we were settled in the riding started. The itinerary for the rides would be a training session on Tuesday, followed by two races on Wednesday. For the guys the training ride was the equivalent of a race. The Koreans only know one speed, and that speed is fast. No variation, just straight speed. Jet lag coupled with unusual food left the boys feeling not as well as to be desired during the ride, but they coped. The ride seemed to go the same for the girls, with little communication between riders. The men and women’s groups both stopped at a midway point for Pepsis and to chat heartily through our translator, but at the same time we were eyeing each other up for the races ahead.

The first race was a criterium on a 9.8 km loop, so it was essentially a circuit race. The girls had a fast and furious pace, with the race controlled by team Alberta, which allowed Lisa Bowe to be set up for the sprint finish at the end. The boy's race was a tactical mess. With only two teams, it had to be decided which guys were a threat up the road and when should we chase down our own teammates if those stronger guys are off the front. The deciding break was a group of four riders including "E-ric-tor-Scale" Holland, and "Flashy Phil" Abbott. In the end Eric was nipped at the line by a very fast Korean to take second place, and Phil used his speed to help Eric by sacrificing a podium spot. Several minutes later the peloton arrived nonchalantly as the race was already decided, but there were still several attacks being made on the last stretch. The pack sprint saw riders all over the road in a dangerous yet exciting finish. The first race was done without any mishaps or casualties. The buses were loaded up with racers for lunch and then the next road race. The girl's race had now become serious. The Koreans did not appreciate Lisa stealing their win, and wanted revenge. Team Alberta's plan was to ride for Lisa by forcing them to chase Alberta breaks. The race started off slowly until the Albertans got Kim Churchill and Rebecca Morris to the front of the pack to increase the pace. This was tiring out Rebecca and Kim, but also the Koreans. Once their job was done up front Rebecca Wilkinson (Wilksaay) attacked, and the Koreans now had to chase her down. Lisa was then able to get away following the chase and proceeded to win her second race.

The men's road race was quite simple once the first 10% climb hit, a pack of six went up the road and that was it. With four Alberta riders and two Koreans the break was sure to stick, and it did. However the tricky part was figuring out how long the race was, because no one seemed to know. So after another three mountain passes, we were told 8 km to the finish, however it would not come easy, as a 7 km climb was ahead of us, with the finish being at the top. With the climb being quite similar to the Alpe d'Huez, it had a surreal feel to it, and the racers were taken aback by the whole experience. We were then snapped back into reality when Phil attacked with 500m to go. This attack surprised the pack and the finish was being set. Phil was caught and the sprint somehow came down to Taylor and the Korean who won the earlier crit and took the second race as well. Phil was able to round up the podium in what was truly an epic race. Awards then followed in a restaurant on a foggy mountaintop where all the racers were satisfied that the day's events were over.

There were two nights away from the Bears Town Hotel. The first one was at a resort by the demilitarized zone (DMZ), near the North Korean border. The hotel would be the equivalent of an upscale Banff ski lodge, and provided us with a short but luxurious break. There we saw the calm beach, and enjoyed the sun. Well, maybe if we were looking at a postcard... It so happened that a typhoon was occurring at the time, and for the whole stay it was pouring rain to the extent that roads were being shut down and the beaches were closed. On the way home, the Koreans provided the group with some extreme entertainment in the form of bungee-jumping and white water rafting. Imagine a rickety tower built onto the side of a hill with a large elastic band attached to it and you have our bungee jump. Most were brave enough to try, but others (myself included) were smart enough not to. The story of the day had to be Tom McKee. I'll give him credit, he did muster up enough courage to go up the tower. However the courage ended there. Details were a bit sketchy, but the Korean operator was overheard saying Tom was on his hands and knees begging for his life. The white water rafting was not as extreme and provided the team with some thrills and a chance to cool off.

The next night abroad was a home stay with Korean families. This stay proved to be a great experience for all, as the families were extremely hospitable and went out of their way to help out the delegates. The home stay was also time for the coaches to get together and have another "meeting". The meetings still remained a mystery to the delegates, but every time there was a meeting, the coaches came back a lot more liberal than they were before.

The last night was another banquet. Attended by the full Alberta delegation, it turned out to be a full-on karaoke party following the usual formalities. Tom, Andy, and even Shauna were spotted downing bombs (a shot of vodka-like soju in a glass of beer) and ripping up the karaoke machine, much to the delight of the ten athletes. This meal concluded the trip, and everyone retired to their rooms for a good night's sleep, except the coaches and dignitaries who insisted on having another "meeting". The next day saw the planes loaded and our last ten hours as a group were spent on the plane from Seoul to Vancouver. When the flight landed in Vancouver, the twins (Eric and Taylor*) left the group, much to the delight of everyone on the

trip. Andy was quoted as saying “Those guys are so much trouble, I’m glad they’re leaving Alberta for a bit!” The flight then landed in Calgary and everyone said their goodbyes and went their separate ways, enriched by the entire experience of international competition and culture.

*Eric Holland and Taylor Little will be residing in Victoria this winter.

Etc.

Congratulations to our newly crowned Provincial Road Champions Carrie Tuck (Synergy Racing) and Matt Decore (Dr. Walker’s), who will have the honour of wearing the Provincial Champion’s jersey at road events for the next year. Special congratulations to Matt, who becomes the first male rider to win the jersey all three disciplines of road, cyclocross, and mountain bike.

The Michael Almdal Scholarship was presented at the Provincial Road Race.

This year’s recipient is Rachel Morris (Fly Gurlz). In addition to continuing her racing career, Rachel will be studying Nuclear Engineering this fall.

Congratulations to Rachel and thanks to the Almdal family for their support of Alberta cyclists

If you won’t be better tomorrow than you were today, what good is tomorrow? –
Rebbe Nachman of Breslau

Elmo says business at his combined bakery and exercise club is crummy. “My ‘Buns of Steel’ special doesn’t appeal to my upper crust customers, the staff is loafing, the draft from the wind trainers keeps the bread from rising and the people on the exercise bikes can’t agree on watching the sports channel or the cooking channel.”

Elmo Kugelblitz has ventured into the arts again. Washing off the paint, he hypes his latest project, a drive-in live theatre. “We call it ‘Shakespeare in the Parking Lot’, and you can hear famous speeches like “Hark! Is that a Camaro I hear?” and “To beep... or not to beep” and “Friends! Romans! Countrymen! Lend me your gears!” He continues: “Shakespeare is OK, but what has he written lately? We’ve adapted one of his plays, calling it A Midsummer Afternoon Nap. It should appeal to the younger crowd.” Edmonton Bicycle Commuters will likely handle the bike parking.

WutTwerx when you’re off-colour: Get a paint touchup pen in the same colour as your frame (That’s one reason to have all your bikes the same colour). Try Canadian Tire, an autobody shop or Michaels’ craft shop. Use it for touching up boo-boo’s and also to mark the link on your chain where you started lubing. Lube the chain, the whole chain and nothing but the chain.