

Are you ready for 2004?

The

Alberta spin

The magazine of cycling in Alberta

Vol. 36 No. 1 Spring 2004



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Canada

Off the front...

Okotoks BMX makes dreams come true

by Cherie Helm, Okotoks BMX


The Okotoks BMX Club would like to extend an invitation to all BMX racers across Alberta to help raise money for a great cause. Sunshine Dreams for Kids helps children aged 3 to 19 years with physical disabilities and life threatening illnesses. It helps them to realize a dream such as a family trip to Disneyland or meeting a favourite celebrity.

We want to make a child's dream come true at the BMX Race for Dreams on Saturday May 29, 2004. Our goal is to raise over \$5500.00 in donations from all the riders. You can download donation sheets from our website, www.okotoksBMX.com. A \$10 minimum donation is required to race on race day. At the race, we will give the Sunshine Dreams for Kids foundation the money that you help us raise for them in a presentation ceremony. We expect media attention for this event and are working with the foundation to make that happen. The BMX Race for Dreams special event race, which starts at 10:00 a.m., is an added bonus. We want everyone to come out have fun and help make a child's dream come true.

The Race for Dreams has personal meaning for my family. My daughter Jessica has Spina Bifida which is a permanent physical disability. She submitted her dream to Sunshine Dreams for Kids and was accepted. Our family is going to Disneyland on April 27, 2004 with the money that the Okotoks Kinsmen Club raised from a ball tournament and donated to the foundation. This is where the idea came in for our 2004 Charity Race.

Okotoks BMX has worked with children's charities before. Last year our BMX Race for Life raised \$2800 for the Kids Cancer Foundation. Our family wanted to give something back to the Sunshine Dreams for Kids for helping us and because I am apart of the Okotoks BMX Club Board of Directors, I was asked what charity we should support in 2004. I wanted to help make another child's dream come true, so I picked the Sunshine Dreams for Kids. It was voted on and this is where we are!!!

We have made huge improvements to our track for this year, but you'll have to come and see for yourself. If I explain it all here, it will ruin the surprise of it.

We would like to thank all our volunteers for helping put this event together, as well as the Sunshine Dreams for Kids for allowing us to be apart of their wonderful cause. Read more about the charity at www.sunshine.ca. 

*Expected ABA membership increase:
ABA President Chris Check and Lara Check and VP Admin Brys Francis and Angie Francis will become parents in June and September, respectively*

Okotoks BMX Club is proud to present the
2004 RACE FOR DREAMS

at 10:00 on May 29, 2004



We'll present all money donated for this event to the

**SUNSHINE
DREAMS FOR KIDS
FOUNDATION**

**Let's help make
a child's dream
come true!!**

Contributors!

The Alberta Bicycle Association produces the Alberta Spin four times a year at the Percy Page Centre Print Shop.

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2004/5 Alberta Spin Deadlines

Issue	in-by	out-by	feature
Summer 2004	June 30	July 15	Results! Pix!
Autumn 2004	August 31	Sept. 15	More results!
Winter 2004	Nov. 30	Dec. 15	AGM News 'Cross!!!!
Spring 2005	Mar. 31	Apr.15	Forms, calendar



Dedicated photo sleuthing has determined that the Canadian rider in the picture of the Worlds Elite Men's RR on the back of the Winter 2003/4 Spin was Dominique Perras.


Les Whiteley, Chief Organizer and Course Marker, reports that he has included a longer, more technical and difficult loop in the 2004 edition of the Edmonton Corporate Challenge Mtb race. Of each three-person team, one rider goes two short laps, one goes four short laps and one (you know who you are...) goes four long laps. The race goes in Terwillegar Park on Saturday June 5th.

The ABA notes with sadness the passing of Tooker Gomberg, former Edmonton city councilor and environmental activist, missing and presumed dead in Toronto. Tooker was a great promoter of cycling and all aspects of environmental responsibility. He not only talked the talk, he walked the walk, and rode it, too.

Helmet manufacturer Bell Sports has given 2500 helmets to the ThinkFirst Foundation for distribution to needy children to encourage safe cycling. 100 of the helmets will be given out in Edmonton by schools and community groups. The foundation encourages kids to wear the gear

whenever cycling, skating or scooting. ABA'ers already have the message.

Len Spratt update, March 7, via Edmonton Journal columnist Nick Lees: Len, the Canadian cyclist on a 10,000k trip through Africa from Cairo, Egypt to Cape Town RSA, has done the 3400k to Addis Ababa, Ethiopia after suffering poor diet, obstacles, heat, mechanical failure and a bus crash. He'll fly to Nairobi, Kenya and then pedal the remaining 6600k to Cape Town.

Seen at a Walkable Cities conference in Edmonton: Dan Burden, traffic engineer and evangelist for ped and bike friendly urban design. One of Dan's favourite phrases is "Road Diet". Roads get smaller not by going on a low-car diet, rather roads with four wide lanes shrink to two narrower lanes. The recovered space gets sidewalks, treed and grassed boulevards and acts a buffer between the motor traffic and the people spaces. The narrower traffic lanes encourage drivers to slow down a bit, reducing average speed 3-10 kph. Counterintuitively, the slimmed-down stretches accommodate just as many cars as before. Replacing full intersections with traffic circles maintains flow and avoids a lot of stop-and-go. 



and

redbike**present*****The 10th Pigeon Lake Road Race*****Sunday June 6, 2004**

Mulhurst Bay Community Centre, Mulhurst AB
Hwy 2 to Hwy 13, West on 13 to 780, around
Pigeon Lake to the Northwest
Entry fee \$30, of which \$10 to the prize fund for
cash prizes to all categories per ABA prize rules

Signon 9:00-10:15, racing at 10:30 a.m.

Cat 5:	6x9.5	56km
Cat 1&2:	2x58.4 + 2x9.5	136km
Cat 3:	2x58.4	117km
Cat 4:	1x58.4 + 4x9.5	96km
Women:	1x58.4 + 2x9.5	77km

Snacks and BBQ for all riders and workers.

Jeff Davis 780-483-1880 plrr2004@ertc.org
E-mail us your name, club and category to be
eligible for draw prizes, be on the prepared start
list and be kept up to date on changes.

The Race Round the Lake!***The Canada Day Criterium*****Thursday July 1, 2004**

Legislature Grounds, downtown Edmonton

Entry fee \$30

Cash prizes and primes for each group

Signon ends 30 min before each race

Group 1: Women, Master C+	1:00	40m+3laps
Group 2: Master A&B	1:55	45m+3laps
Group 3: Cat 4	2:55	50m+3laps
Group 4: Cat 1&2&3	3:50	60m+3laps

Course is a 1.2 km loop with 14m/lap climbing

Ride the 2005 World Masters Games course!

Peter Toth cdc2004@ertc.org

The Race in the Park!

This Just In: Pigeon Lake RR Cat 4 will have a police escort! All Cat 4s welcome!

Technical

Directions

by Andy Holmwood, ABA Technical Director
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The doping issue continues to plague the sport of cycling. On pages 30 and 31 of this issue of the *Alberta Spin* you will find a story by Marc Bomhof detailing how insidious the problem is even at amateur and espoir levels. Marc's story exemplifies how greatly the French approach to doping in sport differs from the Canadian approach: In Canada, the Canadian Centre for Ethics in Sport carries out drug testing; athletes caught using drugs are subject to suspensions or penalties in accordance with CCES policy and CCA/UCI policy. In France, however, doping in sport has become an issue for the police and judicial system, with riders regularly being tossed in jail and held merely on suspicion, without being charged.

My exposure to the sport over the past decade has left me with the impression that doping is a serious problem at the higher levels of the sport.

My position on the issue could simply be described as follows: any product or practice that treats the rider more as a patient, or medical experiment than an athlete is suspect. Products such as legal medications and nutritional supplements (protein powders and creatine, for example) should not be taken to enhance performance; rather they should be used carefully to support one's health. (The distinction between ingesting caffeine in a beverage, and ingesting caffeine in pill form.) Regarding nutritional supplements, too many athletes have returned positive tests by unwittingly ingesting banned substances contained in various supplements: This largely unregulated industry is notoriously poor at ingredient labeling and product control.

Athletes interested in learning more about doping control, banned substances, and problems with supplements should refer to the Canadian Center for Ethics in Sport's website: www.cces.ca

Marc Bomhof, incidentally, has been out of action of late, with back problems experienced last year re-emerging. We hope he'll be back racing by the time you read this. 🚲

ABA's

Bikey Day



IN CANADA

Sunday June 13, 2004

by Chief Commissaire Tim Harris

Ask the Chief clarifies info on a bevy of topics!

Hey Chiefie, well, I did it, I volunteered for the "Commissaire Development Program" and took the course. Now what's gonna happen? Carl Carlson - High Plains Drifters

Hi again Carl, glad you took the course! I have a list of those who have taken the course and I have added you to the Commissaire email list. By the middle of May, you should be receiving a copy of the NACA (Northern Alberta Commissaire Assignments) or SACA (Southern...) and then you can contact either our new Events Coordinator Kevin "Goat" MacCuish at events@albertabicycle.ab.ca for SOUTHERN assignments, or me at utah@shaw.ca to sign up for Commissaire duties in the NORTH. As well, I am always available for questions or concerns from the Commissaires and racers as well.

We will be doing our darndest to provide all the new Commissaires an event where they can work with a veteran official to "learn the ropes." For example we have a plethora of Commissaire vets working the Ardrossan Road Race, so we will try and have a new official tag along in the follow vehicles.

Yo Chief, Last year you were always reminding us that we had to have clothing from our own club when we were racing. Are you going to be continuing to remind us this year? Karl Lagerfeldt - Calgary Cattlegaters

That is a good question Karl, but no, we will not be reminding you this year. You must wear the clothing of your club, or a generic jersey or you risk being fined. The Racing Committee feels that it is very important for riders in Alberta to be representing their clubs, and as importantly, NOT representing clubs to which they don't belong!

With the 2005 World Masters Games quickly approaching, we will be doing our best to educate Time Trial riders about the bike regulations for Time Trialing as well. If you think your bike has a modification that will not fit with the regs, please ask, so that we can help you out!

Hey Chief, I hear you were just at a conference in Albuquerque. Last time I flew through Denver, we had wicked air turbulence. So what causes air turbulence? Sven Overdabars - Spokey Dokes

Sven, you really should get a li.. I mean air turbulence can be caused by several different conditions, including a change in atmospheric pressure, cold or warm fronts, mountain wind currents, jet streams, or thunderstorms. One of the worst recent cases of turbulence occurred over Australia, where a plane fell 300 feet before regaining control when it hit an "air pocket."

Thanks for the questions; we hope to see you at events in the Merry Month of May! 🚲

Scope www.hardcoremessengers.com for info on the Cy

Ask the Chief!

BMX-cite!

A supplement to the Alberta Spin magazine

by Sue Hetherington-BMX Mom

Art in the dirt in Lethbridge


The morning was alive with spring. Birds were singing their sultry sunrise song. The breeze was teasing, with warm pre summer magic. The sun was high and majestic but there even a hint of the electricity, the excitement inside the Exhibition Pavilion in Lethbridge at the first ever Alberta Championship BMX race. It was still pre season and yet they arrived, one after another until there were 256 of them. Bikes tuned and humming their own sunrise song. It was race time and the kids were ready. In true Lethbridge fashion, the day was flawless. The new moto building program that has been used successfully in Australia and at World BMX events was introduced and it fit like a glove. Alberta BMX was introduced to the newest member of the Alberta Bicycling Association, Kevin (Goat) MacCuish who is the events coordinator and will be a seasoned BMX enthusiast in no time. Darcy Sailer from Cochrane BMX, Victor and Justin Doehring from Medicine Hat BMX and Scott Brown and Bob Higgins from Lethbridge BMX molded the dirt into a piece of art and the gates dropped. This event was an age-class race with no differentiating skill or class level.

The day started out with 5 semi qualifying heats. 9 yr. old boys, 10 yr. old boys, 11 yr. old boys, 12 yr. old boys and 13 yr. old boys. WOW, can you envision the Pro gate in 4 years time!! These boys raced their hearts out for the first ever Alberta Title. The largest moto of the day was the 10 year old boys with a record-breaking 23 riders. The competition was fierce between young rivals from Airdrie, Edmonton and Red Deer. The final gate found these 3 duking it out until the last stretch. Cody Pratt from Red Deer wanted that Gold and got it, followed closely by BMX Solutions rider Robbie Herriman, while Cam Lavorato swooped in for the 3rd.

What a great day for girls. Never before seen for these young sprites, the 10 year old girls had a main. On her bike for the first time since last fall, 10 year old Chelsea Kingston from Medicine Hat all but lapped her competitors bringing home the gold. Silver star Amelia Gillet from St. Albert and bronze medalist Tann Rach from Lethbridge are going to want a piece of the big pie this year. It will be exciting to watch these girls trade spots this season.

Jumping the ranks from Female Cruiser to Pro-Women, Suzanne Tiffen and Christine Quennell joined Lori Smith and Tiffany Harris. Tiffany dominated the day with Lori grabbing the 2nd place honors and Christine climbing on the bronze podium. It's nice to see Christine and Suzanne on the track together. These women are about etiquette, propriety and manners. You can hear them all the way around the track, bumping and grinding in the corners calling "Excuse me", "Sorry", "Careful" "Watch out" and my personal favorite, "Oops! I didn't mean that." It sure is great to see Moms staying real and setting an example for their kids in the heat of competition. Yeah.

There were some great stories coming from the Junior Elite main this day. For the first time in 3 years, Aaron Lepp, newly signed on with BMX Solutions, rejoined his former age-group riders for fast and faster Junior action. The main was stacked. Chris Sailer and Patrick Lebel followed Aaron around the track in the final heat. It was close and Aaron had the lead, confident in his victory at the finish line, he sat down just in time to see Lebel sail past him for the Gold! It wasn't that long ago when it was the "Iron Man" himself sailing past the pro's while they watched from their seat at the finish line. Great (I mean really GREAT) action racing brought to you by the fastest of the fastest in BMX racing. Formerly of BC and now joining the Alberta Pro Men, Cory Banks from St. Albert strutted the stuff we can't wait to see and won the Alberta Champion title. Now that's how you make yourself at home!

The following day was the first of 5 Provincial qualifying races and the ridership increased to a whopping 295. Riders were still flying on the adrenaline of the previous day and the spectators enjoyed a day filled with skills, spills and thrills! You can find the final racing positions posted on the official website of Alberta BMX: www.bmx.ab.ca (and on the next 4 pages- Ed.). Look forward to more provincial action on Sunday June 13th hosted by Edmonton 'Extreme' BMX. Don't miss it! 

The Edmonton BMX-Treme race will be part of

Bikey Day **IN CANADA** 

Sunday June 13, 2004

5 Alberta Bicycle Association events:

Edmonton BMX-treme BMX

Edmonton DirtGirls Down 'n' Dirty XC

Edmonton Trials Competition

Red Deer Gravity Challenge DH

2004 Alberta Provincial BMX Championships

Saturday, April 3 - Lethbridge. Note: Provincial Championship Standing (1st, 2nd, 3rd Place) awarded to Alberta Bicycle Association members only

#	Name	Club / Track	Prov Standing	19	20	Okotoks BMX	Lethbridge BMX
6 Male							
1	Cody Pratt	Red Deer BMX	1st	Owen Nakamura	Okotoks BMX	Chris Windrim	Red Deer BMX
2	Jordan Green	Airdrie BMX	2nd	Morgan Constable	Lethbridge BMX	Chad Phillips	Lethbridge BMX
3	Aidan Martens	Airdrie BMX	3rd			Clint Latwaitis	Red Deer BMX
4	Grayson Constable	Lethbridge BMX				Aidan Jones	Lethbridge BMX
5	Keegan Brown	Lethbridge BMX				Carl Ruediger	Edmonton BMX
6	Nash Sweeney	Calgary BMX				Jordin Pearce	Cochrane BMX
7	Jessie Gresl	Airdrie BMX				Cameron Helm	Okotoks BMX
8	Joel Quennell	Airdrie BMX				Jesse Schofield	Airdrie BMX
9	Gregory Jackson	Stony Plain BMX				Bryan Richardson	Lethbridge BMX
10	Ashton Stoudt	Airdrie BMX				Dylan Bindon	St. Albert BMX
7 Male							
1	Brandon Pagenkopf	Airdrie BMX	1st				
2	Brock Young	Lethbridge BMX	2nd				
3	Kylar VanEe	Lethbridge BMX	3rd				
4	Brett Sieders	Airdrie BMX					
5	Ty Grenier	Edmonton BMX					
6	Matthew Beesley	Airdrie BMX					
7	Nathan Pistorie	Airdrie BMX					
8	Bradley Bergshoeff	Cochrane BMX					
9	Paul Marcinkowski	Lethbridge BMX					
10	James Sekora	Red Deer BMX					
8 Male							
1	Steian Pacheco	1DNS					
2	Tanner Vandenhoven	Airdrie BMX	1st				
3	Clay Geddert	Airdrie BMX	2nd				
4	Travis Godard	Lethbridge BMX	3rd				
5	Troy Proskiw	Velocity Cycling Club					
6	Dylan Wolodko	Stony Plain BMX					
7	Braden Karish	Airdrie BMX					
8	Kyle Chambers	Edmonton BMX					
9	Christian Stronach	Calgary BMX					
10	Justin Langevin	Red Deer BMX					
9 Male							
1	Austin Higgins	Lethbridge BMX	1st				
2	Mark Bernacki	Airdrie BMX	2nd				
3	Tyler Schilling	Stony Plain BMX	3rd				
4	Kyle Sieders	Airdrie BMX					
5	Nathan Molander	Red Deer BMX					
6	Isaac Niles	Okotoks BMX					
7	Nick Bartz	Lethbridge BMX					
8	Dylan Brown	Lethbridge BMX					
9	Tanor Milligan	Red Deer BMX					
10	Wayde Dochuk	Stony Plain BMX					
11	Nolan Hehr	Medicine Hat BMX					
12	Austin Vandenhoven	Airdrie BMX					
13	Rylen Irving	Medicine Hat BMX					
14	Ryan Langevin	Red Deer BMX					
15	Anthony Prinsen	Red Deer BMX					
16	Graham Hughes	Okotoks BMX					
17	Justin Tuchscherer	Edmonton BMX					
18	Carter Grenier	Edmonton BMX					
10 Male							
1	Timothy Pratt	Red Deer BMX	1st				
2	Rob Herriman	Airdrie BMX	2nd				
3	Cameron Lavorato	Lethbridge BMX	3rd				
4	Thomas Pistorie	Airdrie BMX					
5	Zachary Burke	Airdrie BMX					
6	Brayden Grenier	Edmonton BMX					
7	Quinn Workman	Lethbridge BMX					
8	Jaden Crozier	Cochrane BMX					
	Robert Horne	Airdrie BMX					
	Justin Irving	Medicine Hat BMX					
	Aaron Gerk	Lethbridge BMX					
	Aaron Wight	Calgary BMX					
	Cameron Svenshek	Stony Plain BMX					
	Tyson Service	Lethbridge BMX					
	Chase Felker	Okotoks BMX					
	Jarett Hopman	Lethbridge BMX					
	Jason Leiding	Calgary BMX					
	Mathew Johnston	Red Deer BMX					
	Chase Stewart	Airdrie BMX					
	Jesse Arik	Lethbridge BMX					
	Jake Salls	Red Deer BMX					
	Steven Fithen	Stony Plain BMX					
	Cody Bastiuk	Airdrie BMX					
11 Male							
1	Simon Meili	Airdrie BMX	1st				
2	Colton Higgins	Lethbridge BMX	2nd				
3	Scott Jackson	Lethbridge BMX	3rd				
4	Adam Bourns	Calgary BMX					
5	Tommy Sweeney	Calgary BMX					
6	Cody Negenman	Calgary BMX					
7	Brandon Kerik	Airdrie BMX					
8	Jake Adams	Airdrie BMX					
	Tavis Stewart	Airdrie BMX					
	Taylor Milligan	Red Deer BMX					
	Brayden Zavislak	Airdrie BMX					
	Brandon Molander	Red Deer BMX					
	Garry Griffin	Red Deer BMX					
	Brodie De Jager	Lethbridge BMX					
	Josh Salls	Red Deer BMX					
	Jason Lupino	Airdrie BMX					
12 Male							
1	Cameron Quennell	Airdrie BMX	1st				
2	Erick Nicol	Calgary BMX	2nd				
3	Omar Bainto	Airdrie BMX	3rd				
4	Mathew Jackson	Lethbridge BMX					
5	Josh Woolman	Red Deer BMX					
6	Sam Westcott	Lethbridge BMX					
7	Garth Philpott	Lethbridge BMX					
8	Dillon Sweeney	Airdrie BMX					
	Hayden Benoit	Airdrie BMX					
13 Male							
1	Alexander Sailer	Cochrane BMX	1st				
2	Brandon Hetherington	Medicine Hat BMX	2nd				
3	Kayd Herriman	Airdrie BMX	3rd				
4	Brandon Brown	Calgary BMX					
5	Just in Stirling-Mackenzie	Calgary BMX					
6	Logan Bourns	Calgary BMX					
7	Sam Leuck	Medicine Hat BMX					
8	Jordan Kay	Calgary BMX					
	Kohle Stewart	Lethbridge BMX					
	Sam Ruediger	Edmonton BMX					
	Travis Morrow	Okotoks BMX					
	Jesse Basiuk	Airdrie BMX					
	Landen Johnston	Red Deer BMX					
	Tyler Burke	Airdrie BMX					
	Daryl Schilling	Stony Plain BMX					
	Alex Vandenhoven	Airdrie BMX					
	Cole Tiffin	Airdrie BMX					
14 Male							
1	Scott Bernacki	Airdrie BMX	1st				
2	Shane Clark	Lethbridge BMX	2nd				
3	Eric Hetherington	Medicine Hat BMX	3rd				
4	David McKay	Airdrie BMX					
5	Logan Stephenson	Airdrie BMX					
6	Rylund Ens	Lethbridge BMX					
7	Jeffrey Jacobsen	Calgary BMX					
8	Walter Urbat	Cochrane BMX					
	Justin Pearce	Cochrane BMX					
	Curtis English	Stony Plain BMX					
15 Male							
1	Logan Plamondon	Red Deer BMX	1st				
2	James Brown	Airdrie BMX	2nd				
3	Jesiah Hutley	Airdrie BMX	3rd				
4	Dainom Sietinga	Calgary BMX					
5	Cameron Graalman	Red Deer BMX					
6	Graham Shepherd	Cochrane BMX					
7	Matt Hansen	Red Deer BMX					
16 Male							
1	Jesse Kowall	St. Albert BMX	1st				
2	Adam Batchelor	Calgary BMX	2nd				
3	Donovan Bissett	Calgary BMX	3rd				

2004 Alberta Cup BMX #1

Sunday, April 4 - Lethbridge



Alberta Spin Spring 2004

- # Name Club / Track**
- 6 Novice Male**
- Nash Sweeney Calgary BMX
 - Keegan Brown Lethbridge BMX
 - Gregory Jackson Stony Plain BMX
 - Ashton Stouidt Airdrie BMX

- 6 Intermediate Male**
- Jordan Green Airdrie BMX
 - Aidan Martens Airdrie BMX
 - Jessie Gresl Airdrie BMX
 - Grayson Constable Lethbridge BMX
 - Joel Quennell Airdrie BMX

- 7 Novice Male**
- Paul Marcinkowski Lethbridge BMX
 - Nathan Harper Lethbridge BMX
 - Lucas Harris Airdrie BMX

- 7 Intermediate Male**
- Ty Grenier Edmonton BMX
 - Nathan Pistoro Airdrie BMX
 - Brett Sieders Airdrie BMX
 - Brock Young Lethbridge BMX
 - Matthew Beesley Airdrie BMX
 - James Sekora Red Deer BMX
 - Eric Brown Lethbridge BMX

- 7 Expert Male**
- Brandon Pagenkopf Airdrie BMX
 - Bradley Bergshoeff Cochrane BMX
 - Kylar Van Ee Lethbridge BMX
 - Cody Pratt Red Deer BMX

- 8 Novice Male**
- Tyler Swanson Red Deer BMX
 - Troy Proskiw Velocity CC
 - Braden Karish Airdrie BMX
 - Justin Langevin Red Deer BMX

- 8 Intermediate Male**
- Clay Geddert Lethbridge BMX
 - Dustin Austie Lethbridge BMX
 - Christian Stronach Calgary BMX
 - Dylan Wolodko Stony Plain BMX
 - Kyle Chambers Edmonton BMX

- 8 Expert Male**
- Ross Delauw Lethbridge BMX
 - Stefan Pacheco Airdrie BMX
 - Tanner Vandenhoven Airdrie BMX
 - Travis Godard Airdrie BMX

- 9 Novice Male**
- Conner Peta Lethbridge BMX
 - Ryan Langevin Red Deer BMX

- Derek Newman Edmonton BMX
- Austin Schiffner Airdrie BMX

9 Intermediate Male

- Tyler Schilling Stony Plain BMX
- Kyle Sieders Airdrie BMX
- Nick Bartz Lethbridge BMX
- Austin Vandenhoven Airdrie BMX
- Isaac Niles Okotoks BMX
- Nathan Molander Red Deer BMX
- Dylan Brown Lethbridge BMX
- Anthony Prinsen Red Deer BMX
- Graham Hughes Okotoks BMX
- Ryley Irving Med. Hat BMX
- Nolan Hehr Med. Hat BMX
- Justin Tuchscherer Edmonton BMX
- Reed Bradford Edmonton BMX
- Carter Grenier Edmonton BMX
- Owen Nakamura Okotoks BMX

- 9 Expert Male**
- Mark Bernacki Airdrie BMX
 - Tanor Milligan Red Deer BMX
 - Tyson Best Red Deer BMX
 - Wayde Dochuk Stony Plain BMX

- 10 Novice Male**
- Aaron Gerk Lethbridge BMX
 - Steven Fithen Stony Plain BMX
 - Jesse Arik Lethbridge BMX
 - Jake Salls Red Deer BMX

- 10 Intermediate Male** 1DNS
- Justin Irving Med. Hat BMX
 - Chase Felker Okotoks BMX
 - Jarett Hopman Lethbridge BMX
 - Quinn Workman Lethbridge BMX
 - Mathew Johnston Red Deer BMX
 - Cameron Svenshek Stony Plain BMX
 - Robert Horne Airdrie BMX
 - Colby Stonham Med. Hat BMX
 - Spencer Johnstone Calgary BMX
 - Chase Stewart Airdrie BMX

- 10 Expert Male**
- Rob Herriman Airdrie BMX
 - Austin Higgins Lethbridge BMX
 - Thomas Pistoro Airdrie BMX
 - Zachary Burke Airdrie BMX
 - Brayden Grenier Lethbridge BMX
 - Cameron Lavorato Lethbridge BMX
 - Jaden Crozier Cochrane BMX
 - Timothy Pratt Red Deer BMX
 - Steven Loewen Velocity CC
 - Tyson Service Lethbridge BMX

- Aaron Wight Calgary BMX
- Cody Basiuk Airdrie BMX

11 Novice Male

- Jake Adams Airdrie BMX
- Brandon Molander Red Deer BMX
 - Brodie De Jager Lethbridge BMX
 - Hayden Schiffner Airdrie BMX
 - Nathan Storey Airdrie BMX
 - Josh Salls Red Deer BMX

11 Intermediate Male

- Jason Lupino Airdrie BMX
- Tavis Stewart Airdrie BMX
- Brandon Kerik Airdrie BMX
- Brayden Zavislak Airdrie BMX
- Taylor Milligan Red Deer BMX
- Cory Zazulak Edmonton BMX
- Garry Griffin Red Deer BMX

11 Expert Male

- Simon Meili Airdrie BMX
- Colton Higgins Lethbridge BMX
- Tommy Sweeney Calgary BMX
- Adam Bourns Calgary BMX
- Cody Negenman Calgary BMX

12 Novice Male

- Jordin Pearce Cochrane BMX
- Josh Woolman Red Deer BMX
- Chad Phillips Lethbridge BMX
- Mitchell Johnstone Calgary BMX
- Zack Hutley Airdrie BMX

12 Intermediate Male

- Garth Philpott Lethbridge BMX
- Bryan Richardson Lethbridge BMX
- Cameron Helm Okotoks BMX
- Ry Kiehl Calgary BMX
- Dylan Bindon St. Albert BMX
- Chris Windrim Red Deer BMX
- Clint Latwaitis Red Deer BMX
- Hayden Benoit Airdrie BMX
- Carl Ruediger Edmonton BMX
- Harley Ensor Velocity CC
- Kevin Sladkowski Cochrane BMX

12 Expert Male

- Omar Bainto Airdrie BMX
- Dillon Sweeney Airdrie BMX
- Cameron Quennell Airdrie BMX
- Erick Nicol Calgary BMX
- Mathew Jackson Lethbridge BMX
- Sam Westcott Lethbridge BMX
- Jesse Schofield Airdrie BMX

- 13 Novice Male**
- Sam Ruediger Edmonton BMX
 - Cole Tiffin Airdrie BMX
 - Alex Vandenhoven Airdrie BMX

13 Intermediate Male

- Kohle Stewart Lethbridge BMX
- Kyle Perry Edmonton BMX
- Travis Morrow Okotoks BMX
- Tyler Burke Airdrie BMX
- Jesse Basiuk Airdrie BMX
- James Croke Med. Hat BMX
- Isaac Underwood Velocity CC
- Cody Brown Lethbridge BMX

13 Expert Male

- Alexander Sailer Cochrane BMX
- Kayd Herriman Airdrie BMX
- Brandon Hetherington Med. Hat
- Justin Stirling-Mackenzie Calgary
- Brandon Brown Calgary BMX
- Logan Bourns Calgary BMX
- Sam Leuck Med. Hat BMX
- Jordan Kay Calgary BMX
- Daryl Schilling Stony Plain BMX
- Chris Zazulak Velocity CC
- Landen Johnston Red Deer BMX

14 Expert Male

- Scott Bernacki Airdrie BMX
- Logan Stephenson Airdrie BMX
- Shane Clark Lethbridge BMX
- David Mckay Airdrie BMX
- Eric Hetherington Med. Hat BMX
- Jeffrey Jacobsen Calgary BMX
- Rylund Ens Lethbridge BMX
- Curtis English Stony Plain BMX

15 Novice Male

- Justin Pearce Cochrane BMX
- Mitch Hartly Lethbridge BMX
- Russell Patterson Edmonton BMX

15 Intermediate Male

- Jesiah Hutley Airdrie BMX
- Jordan Abrahamson Airdrie BMX
- Walter Urbat Cochrane BMX

15 Expert Male

- Logan Plamondon Red Deer BMX
- James Brown Airdrie BMX
- Graham Shepherd Cochrane BMX
- Dainom Sietinga Calgary BMX
- Cameran Graalman Red Deer BMX
- Scott Croke Med. Hat BMX
- Matt Hansen Red Deer BMX

16 Intermediate Male

- 1 Nolan Walsh Lethbridge BMX
- 2 Gavin Marcinkowski Lethbridge BMX
- 3 Cory McCaughley Rocky Mtn B&B
- 4 Joey Leiding Calgary BMX

16 Expert Male

- 1 Jesse Kowall St. Albert BMX
- 2 Adam Batchelior Calgary BMX
- 3 Donovan Bissett Calgary BMX
- 4 Brady Van Keulen Edmont on BMX
- 5 Brent Lowen Red Deer BMX
- 6 Joshua Foreman Calgary BMX

17+ Intermediate Male

- 1 Kenny Arthur Calgary BMX
- 2 Matt Pauly Rocky Mtn B&B
- 3 Wriley Bell Rocky Mtn B&B
- 4 Scott Donnan Edmont on BMX
- 5 Stuart Knight Edmont on BMX

17 to 29 Expert Male

- 1 Neil Fluet Edmont on BMX
- 2 Brett Gundlock Lethbridge BMX
- 3 Cory Myziuk Calgary BMX
- 4 Kristopher Green Edmont on BMX
- 5 Adam Knight Med. Hat BMX

30+ Expert Male

- 1 Mark Miller Edmont on BMX
- 2 Calvin Berube Velocity CC
- 3 Charlie Proskiw Edmont on BMX
- 4 Corey Newman Edmont on BMX

8 Female

- 1 Ilana Just Red Deer BMX
- 2 Heather Stinson Edmont on BMX
- 3 Daina Tuchscherer Edmont on BMX
- 4 Yvonne Kingston Med. Hat BMX
- 5 Victoria Stinson Edmont on BMX

10 Female

- 1 Chelsea Kingston Med. Hat BMX
- 2 Amelia Gillett Stony Plain BMX
- 3 Meaghan Schofield Airdrie BMX
- 4 Meghan Beesley Airdrie BMX
- 5 Tanna Rach Lethbridge BMX
- 6 Jessy Wolodko Stony Plain BMX
- 7 Jacqueline Chambers Edmont on BMX
- 8 Kendra Vandenhoven Airdrie BMX
- 9 Kara Dowhaniuk Airdrie BMX

12 Female

- 1 Abbey Graalman Red Deer BMX
- 2 Kyndrilyn Perverseff Lethbridge BMX
- 3 Devany Service Lethbridge BMX
- 4 Kelsey Gerlitz Red Deer BMX
- 5 Jennifer Harrington Lethbridge BMX
- 6 Kayla Best Red Deer BMX
- 7 Megan Jackson Lethbridge BMX

13 Female

- 1 Natasha Vergara Calgary BMX
- 2 Megan Frew Calgary BMX
- 3 Amanda Lavorato Lethbridge BMX
- 4 Ashley Bartz Lethbridge BMX

15 Female

- 1 Kaila Sweeney Calgary BMX
- 2 Michilla Negenman Calgary BMX
- 3 Alannah Johnston Red Deer BMX
- 4 Kristen Richardson Lethbridge BMX
- 5 Kristen McCaughley Rocky Mtn B&B
- 6 Mandi Lowen Red Deer BMX

16+ Female

- 1 Christine Miller Airdrie BMX
- 2 Kerian Brown Calgary BMX
- 3 Caitlin Lindsay Med. Hat BMX
- 4 Lindsay Edwards Calgary BMX
- 5 Samantha Katelnikoff Calgary BMX

Cruiser 13 and 14 Male

- 1 Alexander Sailer Cochrane BMX
- 2 Eric Hetherington Med. Hat BMX
- 3 Dillon Sweeney Airdrie BMX

Cruiser 17 to 29 Male

- 1 Neil Fluet Edmont on BMX
- 2 James Brown Airdrie BMX
- 3 Richard Sailer Cochrane BMX

Cruiser 35 to 39 Male

- 1 Darcy Lehr Edmont on BMX
- 2 Jody Jacobsen Calgary BMX
- 3 Dean Best Red Deer BMX
- 4 Tad Constable Lethbridge BMX
- 5 Darcy Just Red Deer BMX
- 6 Roanld Wasyliw Calgary BMX
- 7 Kelly Douglas Edmont on BMX

Cruiser 40 to 44 Male

- 1 Tony Fluet Edmont on BMX
- 2 Larry Lowen Red Deer BMX
- 3 Barney Brown Airdrie BMX
- 4 Glen Edwards Calgary BMX
- 5 Graham Underwood Edmont on BMX
- 6 Malcolm Stinson Edmont on BMX
- 7 Victor Doehring Med. Hat BMX
- 8 James Stoult Airdrie BMX
- 9 Rod Kiehl Calgary BMX

Cruiser 18 and under Female

- 1 Christine Miller Airdrie BMX
- 2 Lindsay Edwards Calgary BMX
- 3 Abbey Graalman Red Deer BMX
- 4 Wendy Vandenhoven Airdrie BMX
- 5 Heather Stinson Edmont on BMX

Cruiser Pro-Open 19+

- 1 Cory Banks St. Albert BMX
- 2 Kurt Pascheit Velocity CC
- 3 Aaron Lepp Lethbridge BMX
- 4 Christopher Sailer Cochrane BMX
- 5 Shawn Loewen Edmont on BMX
- 6 Damian Bissett Calgary BMX
- 7 Patrick Lebel Airdrie BMX
- 8 Christopher Nakamura Okotoks BMX
- 9 Jeff Ingram Team Bike Shop
- 10 Justin Doehring Med. Hat BMX
- 11 Neil Sorensen Red Deer BMX
- 12 Jason Pedersen Edmont on BMX
- 13 Lori Smith ???
- 14 Cody Soule Red Deer BMX
- 15 Suzanne Tiffin Airdrie BMX

Junior 17 and 18 Male

- 1 Patrick Lebel Airdrie BMX
- 2 Justin Gundlock Lethbridge BMX
- 3 Christopher Nakamura Okotoks BMX
- 4 Justin Duperron Red Deer BMX
- 5 Justin Doehring Med. Hat BMX
- 6 Tyler Hansen Red Deer BMX
- 7 Cody Bell Airdrie BMX
- 8 Tyson Travnik Edmont on BMX

20" Pro-Elite Female 19+

- 1 Tiffany Harris Edmont on BMX
- 2 Lori Smith ???
- 3 Suzanne Tiffin Airdrie BMX
- 4 Christine Quennell Airdrie BMX

20" Pro-Elite Male 19+

- 1 Eric Meyer Lethbridge BMX
- 2 Cory Banks St. Albert BMX
- 3 Kurt Pascheit Velocity CC
- 4 Aaron Lepp Lethbridge BMX
- 5 Donny Joyce Lethbridge BMX
- 6 Damian Bissett Calgary BMX
- 7 Christopher Sailer Cochrane BMX
- 8 Stacy Hansen Red Deer BMX
- 9 Jason Pedersen St. Albert BMX



Left: Alex Sailor (13X, Cochrane) gets big air. Right: Damian Bissett (Elite, Calgary), Danny Joyce (Elite, Washington) Photos by Barney Brown Airdrie BMX, champphoto@shaw.ca

Bicisport presents the Grand Prix de Bicisport #1

Race City Speedway, Calgary April 17

#	Name	Club	Time
Category 5			
1	Trev Williams	Revoluzione	42:04
2	Neall Banner	Bow Cycle/CMC	43:00
3	Jason Lapierre	Independent	43:00
4	Erik Bakke	Deadgoat	43:00
5	Jared Green	Sport Chek	43:00
6	John Plant	Crankmasters	43:00
7	Kevin Walsh	Snakebite	43:00
8	Braden Young	Deadgoat	44:30
9	Tim Bulger	ERTC /redbike	44:35
10	Trevor Nakka	Sport Chek	44:41
11	Lukas Rasmussen	Headwinds	44:46
12	Robert Fraser	Velocity	44:54
13	Ian Hetherington	Ind	44:58
14	Chris Sparling	Bow Cycle/CMC	45:00
15	Nic Andrichuk	Bow Cycle/CMC	45:05

Women A			
1	Samantha Nicholson	Bianchi /The Bike Shop	48:50
2	Diana Bladon	Oak Bay	48:50
3	Tanya Bagnell	Way Past Fast	48:50

Women B			
1	Mical Dyck	Terrascape	48:50
2	Monique Sullivan	Bow Cycle/CMC	48:50
3	Anne-Brit Ericksen-Carter	Snakebite	48:50
4	Danielle Kenny	Bow Cycle/CMC	48:50
5	Tina Tomljenovic	ERTC /redbike	48:50
6	Christine Rutley	BBS	48:50
7	Marisa Tosi	Terrascape	48:50
8	Colleen Baldwin	Pedalhead	48:50
9	Rene Kenny	Bow Cycle/CMC	51:45
10	Janka Hegedus	Pedalhead	51:47
11	Terii Kovacs	Snakebite	54:21

Category 4			
1	Rene Regimbald	Synergy	49:10
2	Craig Stappler	Bianchi/The Bike Shop	49:10
3	Dan Bradley	ERTC/redbike	49:10
4	Craig Borgland	bicisport	49:10
5	Frank Kovacs	Snakebite Society	49:10
6	Greg Fulford	Cycle-logic	49:10
7	Dion Clark	Bow Cycle/CMC	49:10
8	Kyle Marcotte	Revoluzione	49:10
9	Lonn Bate	Terrascape	49:10
10	Ryan Castle	Headwinds	49:10
11	Samantha Nicholson	Bianchi/The Bike Shop	49:10
12	Ross Harbottle	Bow Cycle/CMC	49:10
13	Anthony Stadnyk	bicisport	49:10
14	Curtis Roper	Velocity	49:10
15	Dennis Bland	Crankmasters	49:10
16	Darrin Schacker	Pedalhead	49:10
17	Rob Nethery	Snakebite Society	49:10
18	John Gilchrist	Deadgoat	49:10
19	James Rasmussen	United Cycle	49:10
20	Shaun Adamson	United Cycle	49:10
21	Mike Sarnecki	United Cycle	49:10
22	Brian Robinson	Bow Cycle/CMC	49:10
23	Frank Woolstencroft	Revoluzione	49:10
24	Wayne Long	United Cycle	49:10
25	Sean Walsh	Bow Cycle/CMC	49:10
26	Tommy Mak	Eurotech	49:10
27	Felix Haspel	Synergy	49:10
28	Adam Snow	bicisport	49:10
29	Scott Websdale	Ind	49:54
30	Brian Shields	Ind	50:05
31	Greg Yanicki	bicisport	50:21

Category 1-2			
1	Zach Bell	Synergy	1:09:55
2	Philippe Abbott	Bicisport	1:09:55
3	Scott Manktelow	Rundle Mountain CC	1:09:59
4	Jesse James-Collins	Bicisport	1:10:39
5	Bob Veroba	Bicisport	1:10:49
6	Jeff Bolstad	TRS Racing	1:10:49
7	Byron Davis	Pedalhead	1:10:49
8	Jeff Sparling	Bow Cycle/CMC	1:10:49
9	Sean Anastasiadis	Sport Chek	1:10:49
10	Ted Dahms	Pedalhead Road Works	1:10:49
11	Marco Albinus	Bow Cycle/CMC	1:10:49
12	Nick Woodhouse	Sport Chek	1:10:49
13	Kevin Rokosh	ERTC /redbike	1:10:49
14	Niclas Christoffersson	Ind	1:10:49
15	Craig Good	Synergy	1:10:49
16	Robert Stirling	Velocity	1:11:11
17	Dan Wood	ERTC /redbike	1:11:21
18	Mark Fewster	TRS Racing	1:12:41

Category 3			
1	Joel Regimbald	Synergy	55:27
2	Graeme Thomson	Bicisport	55:27
3	Robert Martens	Blizzard	55:27
4	Mark MacDonald	Sport Chek	55:27
5	Ted Emes	ERTC/redbike	55:27
6	Phil Rayner	Headwinds	55:27
7	Nick Lynem	Ridley's	55:27
8	Sean Carter	Snakebite Society	55:27
9	Reid Dalglish	Synergy	55:27
10	Harley Desprey	Velocity	55:27
11	Stephen German	Revoluzione	55:27
12	Spencer Royds	Ind	55:27
13	Jeff Klassen	CABC/Projekt 1	55:27
14	Graham Rudge	ERTC/redbike	55:27
15	Ross Andersen	Synergy	55:27
16	Gord Kennedy	Bow Cycle/CMC	55:27
17	Chris Harrison	ERTC/redbike	55:27
18	Andrew Gage	Eurotech	55:27
19	David Kennedy	Bow Cycle/CMC	55:27
20	Jason Shenkariuk	Snakebite Society	55:27
21	Don Halliday	Bow Cycle/CMC	55:27
22	Per Strom	bicisport	58:40



Commissaire Conan Cooper was at the finish of the GP Bici #1 with the finish video camera and extracted this frame of the best Cat 5 group in many years rolling past the finish.

Bicisport presents the Grand Prix de BiciSport #2

April 24, Race City Speedway, Calgary

1= April 17 points, 2= April 24 points, 3= Total points, 4= Omnium place

#	Name	Club	Time	1	2	3	4	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	
Women A																								
1	Laura Yoisten	Devinci/Sporttrack	54:32	25	25	50	1	1:07:15	Ind	Ryan MacKenzie	25	25	25	2	2	2	2	2	2	2	2	2	2	2
2	Samantha Nicholson	Bianchi/The Bike Shop	54:41	14	21	35	2	1:07:16	bicisport	Jesse James Collins	26	14	21	35	1	1	1	1	1	1	1	1	1	1
3	Diana Bladon	Oak Bay	55:45	21	18	39	2	1:07:16	Pedalhead/Sleeman	Ted Dahms	27	3	14	14	7	7	7	7	7	7	7	7	7	7
4	Leslie Schleich	bicisport	55:45	21	18	39	2	1:07:30	TRS Racing	Gary Alexander	28	8	10	10	9	9	9	9	9	9	9	9	9	9
5	Tanya Bagnell	Way Past Fast	56:08	18	10	28	3	1:09:13	Bow Cycle/CMC	Jamie Sparling	29	8	8	8	11	11	11	11	11	11	11	11	11	11
Women B																								
1	Mical Dyck	Terrascape	54:32	25	25	50	1	1:09:23	TRS Racing	Wade Wallace	30	6	14	14	7	7	7	7	7	7	7	7	7	7
2	Danielle Kenny	Bow Cycle/CMC	54:41	14	21	35	2	1:09:26	bicisport	Phil Abbott	31	5	13	13	8	8	8	8	8	8	8	8	8	8
3	Christine Ezinga	Bianchi/The Bike Shop	55:16	8	18	26	4	1:09:26	Sportchek	Sean Anastasiadis	32	4	3	7	12	12	12	12	12	12	12	12	12	12
4	Anne-Britt Carter-Erickson	Snakebite Soc.	55:45	18	14	32	3	1:09:26	Bow Cycle/CMC	David Ariano	33	2	7	13	13	13	13	13	13	13	13	13	13	13
5	Nikki Lavoie	Juventus	55:45	10	10	8	8	1:09:26	ERTC/redbike	Zach Bell	34	1	17	17	17	17	17	17	17	17	17	17	17	17
6	Colleen Baldwin	Pedalhead/Sleeman	55:45	5	8	13	6	1:09:26	Synergy	Marco Albinus	35	2	2	2	2	2	2	2	2	2	2	2	2	2
7	Debbie Proulx	Independent	55:45	6	6	10	10	1:09:26	Bow Cycle/CMC	Dan Wood	36	6	6	6	6	6	6	6	6	6	6	6	6	6
8	Madeline Bate	Terrascape	55:45	5	5	13	13	1:09:26	ERTC/redbike	Byron Davis	37	10	10	10	10	10	10	10	10	10	10	10	10	10
9	Marisa Tosi	Terrascape	55:45	6	4	10	9	1:09:26	Synergy	Bob Veroba	38	6	15	15	15	15	15	15	15	15	15	15	15	15
10	Janka Hegedus	Pedalhead/Sleeman	55:58	3	3	6	11	1:09:26	bicisport	Kevin Rokosh	39	10	10	10	10	10	10	10	10	10	10	10	10	10
11	Renee Kenny	Bow Cycle/CMC	56:09	4	2	6	12	1:09:26	ERTC/redbike	Nick Woodhouse	40	20	20	20	20	20	20	20	20	20	20	20	20	20
12	Tina Tomljenovic	ERTC/redbike	56:35	10	1	11	7	1:09:26	Sportchek	Mark Fawcett	41	1	1	1	1	1	1	1	1	1	1	1	1	1
13	Laura Brown	Bow Cycle/CMC	57:54	15				1:09:26	TRS Racing	John Bence	42	18	18	18	18	18	18	18	18	18	18	18	18	18
14	Sheena Lambert	Synergy	58:18	16				1:09:26	bicisport	Bob Veroba	43	6	6	6	6	6	6	6	6	6	6	6	6	6
15	Tara-Lee Stiwell	United Cycle	58:32	17				1:09:26	ERTC/redbike	Kevin Rokosh	44	20	20	20	20	20	20	20	20	20	20	20	20	20
16	Jennifer Racz	Synergy	at 1 lap	18				1:09:26	Sportchek	Nick Woodhouse	45	1	1	1	1	1	1	1	1	1	1	1	1	1
17	Terri Kovacs	Snakebite Society	at 1 lap	2				1:09:26	TRS Racing	John Bence	46	22	22	22	22	22	22	22	22	22	22	22	22	22
18	Heather Griffith	Rundle Mountain C/Cat	1 lap	19				1:09:26	bicisport	Rob Stirling	47	24	24	24	24	24	24	24	24	24	24	24	24	24
19	Diana Klaassen	Independent	at 1 lap	20				1:10:19	Synergy	Craig Good	48	23	23	23	23	23	23	23	23	23	23	23	23	23
20	Julia Skleryk	bicisport	at 1 lap	21				1:11:39	Velocity	Rob Stirling	49	24	24	24	24	24	24	24	24	24	24	24	24	24
21	Alana Snow	bicisport	at 1 lap	22				at 1 lap	ERTC/redbike	Jon Wood	50	25	25	25	25	25	25	25	25	25	25	25	25	25
22	Victoria Dodd	Revoluzione	at 1 lap	23				dnf	Sportchek	Andrew Anastasiadis	51	18	18	18	18	18	18	18	18	18	18	18	18	18
23	Jill Branson	Rundle Mountain C/Cat	1 lap	24				dnf	Rundle Mountain C/Cat	Scott Manktelow	52	18	18	18	18	18	18	18	18	18	18	18	18	18
dnf	Monique Sullivan	Bow Cycle/CMC	dnf	21				dnf	Ind	Jason Nadeau	53	24	24	24	24	24	24	24	24	24	24	24	24	24
Category 3																								
1	Jason Shenkariuk	Pedalhead	55:33	25	25	4	4	54:05	Synergy	Felix Haspel	54	25	25	25	2	2	2	2	2	2	2	2	2	2
2	Joel Regimbald	Synergy	55:33	25	21	46	1	54:05	Synergy	Rene Regimbald	55	25	21	46	1	1	1	1	1	1	1	1	1	1
3	Per Strom	Bicisport	55:33	18	18	5	5	54:05	United Cycle	Mike Sarnecki	56	18	18	4	4	4	4	4	4	4	4	4	4	4
4	Harley Desprey	Velocity	55:33	3	14	17	6	54:05	Terrascape	Lonn Bate	57	4	14	18	5	5	5	5	5	5	5	5	5	5
5	Robert Martens	Blizzard	55:33	18	10	28	2	54:05	Synergy	Chris Hooper	58	8	8	10	10	10	10	10	10	10	10	10	10	10
6	Kevin Masters	Pedalhead/Sleeman	55:33	8	8	10	10	54:05	Pedalhead/Sleeman	Sean Goulet	59	8	8	10	10	10	10	10	10	10	10	10	10	10
7	Sean Carter	Snakebite Society	55:33	5	6	11	8	54:05	Pedalhead	Darin Shacker	60	6	6	12	12	12	12	12	12	12	12	12	12	12
8	Graeme Thomson	Bicisport	55:33	21	5	26	3	54:05	bicisport	Kent Flood	61	5	5	14	14	14	14	14	14	14	14	14	14	14
9	Reid Dalgleish	Synergy	55:33	4	8	11	11	54:05	United Cycle	Shaun Adamson	62	3	3	17	17	17	17	17	17	17	17	17	17	17
10	Stephen German	Revoluzione	55:33	2	3	5	14	54:05	Snakebike Society	Frank Kovacs	63	10	10	12	12	12	12	12	12	12	12	12	12	12
11	Mark MacDonald	Sportchek	55:33	14	2	16	7	54:05	Crankmasters	Dennis Bland	64	1	1	20	20	20	20	20	20	20	20	20	20	20
12	Brian Bain	Bow Cycle/CMC	55:33	1	1	15	15	54:05	Bow Cycle/CMC	Sean Walsh	65	21	21	21	21	21	21	21	21	21	21	21	21	21
13	Ted Ems	ERTC/redbike	55:33	10	9	9	9	54:05	Synergy	Jayson Gillespie	66	5	5	15	15	15	15	15	15	15	15	15	15	15
14	Spencer Royds	Snakebite Society	55:33	1	1	16	16	54:05	Revoluzione	Kyle Marcotte	67	8	8	8	8	8	8	8	8	8	8	8	8	8
15	Phil Rayner	Headwinds	55:33	8	17			54:05	Cycle-Logic	Greg Fulford	68	2	2	2	2	2	2	2	2	2	2	2	2	2
16	David Shylko	Pedalhead/Sleeman	55:33	17				54:05	Ind	Samantha Nicholson	69	2	2	2	2	2	2	2	2	2	2	2	2	2
17	Dave Kennedy	Bow Cycle/CMC	55:33	18				54:05	Ind	Dylan Menard	70	24	24	24	24	24	24	24	24	24	24	24	24	24
18	Jonathan Nutbrown	Bow Cycle/CMC	55:33	19				54:05	Bow Cycle/CMC	Frank Woolstencroft	71	25	25	25	25	25	25	25	25	25	25	25	25	25
19	Graham Rudge	ERTC/redbike	55:33	20				54:05	Crankmasters	Jason Frank	72	26	26	26	26	26	26	26	26	26	26	26	26	26
20	Dan Bied	Bicisport	55:33	21				54:05	Ind	Frank Woolstencroft	73	26	26	26	26	26	26	26	26	26	26	26	26	26
21	Jack VanDyk	Terrascape	55:33	22				55:04	Bow Cycle/CMC	Dion Clark	74	6	6	13	13	13	13	13	13	13	13	13	13	13
22	Nick Lynem	Ridley's	55:33	6	13			55:04	Bow Cycle/CMC	Ross Harbottle	75	1	1	27	27	27	27	27	27	27	27	27	27	27
23	Gordon Kennedy	Bow Cycle/CMC	55:33	23				55:16	Bow Cycle/CMC	Wayne Giles	76	28	28	28	28	28	28	28	28	28	28	28	28	28
24	Dave Crewe	GS Campione	55:33	24				55:16	Ind	Jason Nadeau	77	29	29	29	29	29	29	29	29	29	29	29	29	29
Category 4																								
1	Felix Haspel	Synergy	54:05	25	25	2	2	54:05	Synergy	Felix Haspel	78	25	25	2	2	2	2	2	2	2	2	2	2	2
2	Rene Regimbald	Synergy	54:05	25	21	46	1	54:05	Synergy	Rene Regimbald	79	25	21	46	1	1	1	1	1	1	1	1	1	1
3	Mike Sarnecki	United Cycle	54:05	18	18	4	4	54:05	United Cycle	Mike Sarnecki	80	4	4	4	4	4	4	4	4	4	4	4	4	4
4	Lonn Bate	Terrascape	54:05	4	14	18	5	54:05	Terrascape	Lonn Bate	81	4	14	18	5	5	5	5	5	5	5	5	5	5
5	Chris Hooper	Synergy	54:05</																					

2005 World Masters Games Warmup



This Just In: As of My 20, 2004. Cycling had 150 entries from ages 30 to 74. Total registration so far is 1254 from 20 countries. Thanks to WMG cycling Sport liaison Officer Shannon Den Besten for fresh stats.

Left: Racers line up for the start on University Avenue on a drizzly afternoon.

Below: the dead turn just past the start/finish.



1978 vintage spare bikes on 1978 vintage bike rack. Note exposed brake cables, Brooks Professional large-rivet saddles.



ABA race organizers are stepping up to the plate, I mean, rolling up to the start line to take on the task of putting on what looks to be the largest races ever in Alberta. We'll be using the whole next season and a half to refine our procedures, raise our standards and get our acts together to welcome as many as 2500 cyclists and as many as 10,000 other athletes. Scope www.2005worldmasters.com.

Support these organizers as they really put the "World" in the World Masters Games!

- | | |
|------------------|--------------------------------|
| ⊗ Mtb XC | Tom McKee (River Valley Cycle) |
| July 22, 2005 | Terwillegar Park |
| ⊗ Time Trial | Jim Yeske (Edm. Masters CC) |
| July 23, 2005 | Highway 633, St. Albert |
| ⊗ Road Race | Chris Check (Pedalhead) |
| July 24, 2005 | Hawrelak Park/Groat Road |
| ⊗ Track | Dave Embury (Juventus CC) |
| July 25-29, 2005 | Argyll Velodrome |
| ⊗ Criterium | Peter Toth (ERTC/redbike) |
| July 30, 2005 | Legislature Grounds |



Pierre Harvey (CAN, Silver) does the work in the lead group on the way up Groat Road South. Gerry Bell (NZL, Bronze) is behind him and Phil Anderson (AUS, Gold) is in white in 6th position. Note the then-new CBC exploding pizza logo.

Just to put you in the mood for 2005's Big Event, here are a few pictures of the 1978 Commonwealth Games

Right: Local riders in an elimination (devil) race to entertain between Games events. Can you spot anyone you know?

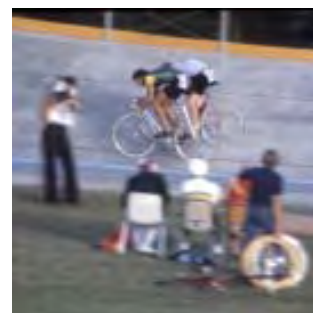
Below: Kenrick Tucker (AUS, Gold) lines up inside of Trevor Gadd (ENG, Silver) in the sprint final.



Ron Hayman (CAN, 4th) gets a good start in the 4000m IP.



Left: Competitors relax in the infield.

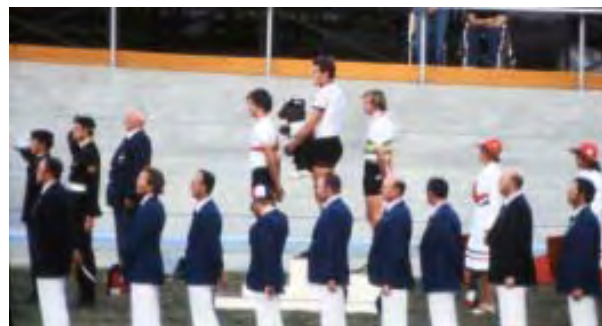


Right: David Weller (JAM, Bronze) takes the sprinter's lane vs. Gord Singleton (CAN, 4th)



Left: Starting the 5-8 sprint final.

Right: Pursuit podium. Michael Richards (NZL, Gold), Gary Campbell (AUS, Silver), Tony Doyle (ENG, Bronze)



One of the reasons for the creation of the Alberta Bicycle Association was to support the organization of the Commonwealth Games cycling events and the operation of the Argyll Velodrome, which was built for the Games. (Sorry, they didn't have mountain biking back then...)

They also didn't have Womens' cycling events then, either.

Or wind trainers to warm up on. Or a BMX track right next door. Or aero wheels, bars and helmets.

They did have: a scoreboard and clock at the north end of the velodrome, extra bleachers on the west side, lights for night racing. And such snappy uniforms on the Commissaires...

I attended Road Worlds in Hamilton ON in October 2003 on a press pass and had the opportunity to see the top echelon of road racing from the inside.

Through the wonders of the cycling network, I hooked up with Ontario cyclists Don McPhail, Rick Felardeau and James Steed who were most hospitable chauffeurs between Stratford, where my wife Linda and I were staying, and Hamilton, or at least its outskirts. The influence of Worlds spread far from downtown Hamilton. The Steel City had rebuilt its transportation system around Worlds and only race or emergency vehicles could get close. We parked all the way out at Ancaster Raceway and took shuttle buses past the Terryberry Public Library and down the Niagara Escarpment via the Jolley Cut (no relation to CCA Past President Brian Jolly), a road so shrouded in fog on Saturday October 11 that we had maybe 30m of visibility and the TV choppers were grounded.



Press Centre at the Convention Centre.

The first bus took us to Mohawk College at the top of the course at the south end; a second one relayed us into downtown, the start/finish and race HQ at the Convention Centre. Among the amenities for the media was a shuttle van out to the Accreditation Centre at the Botanical Gardens. There I was inspected, detected and for a while neglected but not rejected for my photo id press pass and picked up my schwag package, a nice backpack full of race and tourist info and a fruit bar. Fair Verona (Italy), where they set 2004's big single-stage Championships, had a table and yet more schwag; a backpack full of... race and tourist info. No fruit bar, though. Back in the press room at the Convention Centre I was quite aware of the international nature of the event, what with all material available in French and English and many other languages overheard at the press tables and seen on the open laptops. There was an inescapable reminder of Canada by the door though, a big box of Timbits®.



Even though a wave of the green card marked "Written Press" around my neck would open most doors, I became aware of the pecking order among the media types. For example, while there were plenty of Internet connections, only the photographers in their draped-off area had high-speed connections to send their multi-megabyte files to Euro-mags seven time zones away. Further stratification was marked by the colour of the photographer's UCI-supplied vest: the Anointed in Yellow (of course) could stand "in the front rank" at the finish and could even hop a ride in the photo cars and motorbikes that accompanied the riders. Those in Red stood in the second rank, Green in the third and plebs in blue were better off watching the TVs in the press room. Entreaties to press chief Enrico Carpani, when he wasn't not commenting on Genevieve Jeanson, availed not, even when accompanied by the \$10 deposit required to sign out a vest. "You are print journalist! You shouldn't even have camera!" (Two actually, Newfangled Digital and Old Reliable.)

By noon Saturday, near the end of the Junior Men's race the fog had cleared enough to allow the TV helicopters to launch into their orbit over the course and to show off the reds, purples and red-purples of the Ontario foliage. To someone used to Alberta's autumn gold, these colours were distinct additions to the rainbows sought by the riders. I made my way through barriers, bleachers and bodies to the last turn as James Street turned hard left onto the finish straight on Main Street with 300m to go and settled in for the last few laps of the Junior Men.



A quartet of motorcycle cops preceded the race caravan by about 3 minutes. Four more were right in front of the parade, then a Cadillac topped by a giant Tissot watch showing time-of-day and race time. This being Autopact country, Daimler-Chrysler products carried officials and "dignitaries", Chevies in Shimano livery for some reason carried some spare bikes *in front* of the pack, then a few more motos for photos. Then *tifosi's* bells and marshals' whistles heralded the arrival of the two-wheeled horde. *Après la deluge*, Commissaires in Chryslers, white Pontiac mechanics' machines and finally a Chevy *voiture balai* and an ambulance.

2004 finish straight in Verona, Italy. The cars will probably still be parked there at race time. Photo courtesy Verona 2004.

With two laps of ten to go, four riders had broken away from a mass of about 80 and with one to go, Kai Reus (NED) put on the only successful solo of the day. Reus finished 14 seconds up on a pack by now broken into three. At the back of the thundering herd, a few riders had problems finishing the turn. Their few seconds of misfortune were documented in the previous *Spin*. Ain't Old Reliable's motor drive grand.



Most of the Canadian Womens team...

In the sunny afternoon the Senior Women were introduced, the (reduced) Canadian team got the biggest cheer and they rolled off with the starter's gunshot. A relatively slow pace kept the main group together for most of the first eight of ten laps but try to tell that to the riders who struggled on the 100m climbs up the Niagara Escarpment.



They gave all that hard-won altitude back very quickly as they rocketed down James Mountain Road and Claremont Access descent. Edmontonians should think of Emily Murphy hill and Groat Road South. Times three. Calgarians, maybe Old Banff Coach Road. Riders with

compact frames had room to tuck themselves into the space above the top tube and hide behind their stem riser. I saw this style of descending in TV coverage of Nationals, which ran on the same course in June 2003. When I tried it on my local hills I found it put more weight than I liked on the front wheel, affecting handling. I suppose it takes practice and works better on the straight descents.

With a lap and a half to go, the big guns started to fire and things broke up at the front. For a while it was 1981 all over again as perennial pack factor Jeannie Longo-Ciprelli (FRA) had the hammer but with the finish in sight the five pairs of younger legs she was towing passed her.



Susanne Ljungskog (SWE) poked a wheel in front of the tight sprint. Top Canadian was Susan Palmer Komar, 12th overall in a group 19 seconds back.

The bus ride on Sunday October 12 had a good crowd with some enthusiastic youngsters and at least one Master with stories to tell. Olympian Alex Messina was Canadian champion in the 100-mile back in the days of miles and told of being at the 1960 Olympics in Rome and of the incident with the Olympic flag. Apparently, the top of a flagpole is a good place to hide from inquisitive *carabinieri*. In the stands my wife Linda, (whose gift of this trip stands for my Christmas, Chanukah, birthday, anniversary and even Bar Mitzvah gift) met Mr. and Mrs. Brooks, makers of the Brooks brand of Ontario-made racing bikes still found under many cyclists, including former ABA President Sylvain Lalonde. While the Brooks were holding court, another of their loyal customers came by and made an appointment for a bike adjustment, for the week *after* Worlds, thank you.

Careful Canadian fans brought enough umbrellas to propitiate the rain gods so the weather was much clearer for the start of the Elite Men's race: 21 laps of the 12.4k course. One of the skills of pro riding is to be able to ride close; close to other riders and close to spectators with a camera in one hand, a cowbell in the other and yelling "Allez! Allez!, Allez!" A 12.4k course means 24.8k of barriers to keep the crowds from getting right in the faces of the professional cyclists in their workplace. Actually, a bit less than 24.8k; the sheer face of the Niagara Escarpment delimits the right side of the course on the Claremont descent and the left side of the Beckett climb. Since Hamilton didn't have a race trailer big enough for all the



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supplies needed for Worlds, some of the barriers were marked "Ville de Québec". Any smell of tear gas from Summit of the Americas protests in 2001 had faded by race time.

One could track the progress of the race by the position of the fleet of helicop-

ters providing part of the TV coverage. One chopper flew low over the pack to track them from a sparrow's-eye view. Up at eagle altitude, three more choppers relayed the signal from the camera 'copter and the camera

This day, I started my tour of the course from Mohawk College.

Fennell Avenue just south of Mohawk College was the site of the upper feed zone and a United Nations of team vans, tents and jerseys. The purple of the Latvians, the green jungle print of the Republic of South Africa, the All Black of New Zealand. Most visible was the *azzurra* of the *squadra*. Along with the French and Spanish, the Italians had enough World Cup points to their nation's credit to field the maximum team of 12 and were expected to dominate the late going, to the benefit of the favoured Paolo Bettini.



I hung out near the Canadian van and heard the alternating French and English on race radio from the van and the feed zone Commissaire's belt radio. This being Worlds, every rider on both sides of the barriers had their best bike out for the occasion, including the one who played bugle tunes on his handlebar tubing. I had a chance to speak with riders from all over but was happy to see friends like Dave and Liz Ariano, Bob and Nancy Burden and Mike Stickland. Randy Murchison and his son were there with the generous help of his Velocity CC teammates, grateful for Randy's many years of support from his Velocity store.

As the first half of the race progressed, opportunists had their fifteen minutes of fame as they went on solo breaks or chases. Fans and countrymen cheered the solos by name: "Koos! Koos!" for the Dutchman who led laps seven and eight,



Koos Moerenhout (NED) and his posse

Peña! Peña!" for the Colombian who chased. As the pack passed them, *tifosi* in the hospitable Italian Cultural and Pasta Appreciation Society tent called out the gap, "Tre minotte, Italia, tre minotte!" The word "tifosi", Italian for "cycling fans", derives from a reference to typhus patients suffering from



Victor Hugo Peña (Col) on Beckett.

motorbikes in the pack to broadcast central. Thence it went to the Jumbotrons in sight of the paying customers, to TV networks worldwide and, most importantly, to the print journalists watching TV in the press room who found the TV commentary the best source for their copy. Being a wannabe photojournalist, I decided to tour the course going against the flow of riders in order to get lots of practice with Newfangled Digital taking face-on pix of the riders.

As the pack approached, the roar of the helicopters evoked *Apocalypse Now* but instead of the rumble of napalm bombs, flashes of flame and a blast of white heat, we got the rumble of lead motorcycles, flashes of team jerseys and a seemingly endless caravan of white team cars, each topped with a Christmas wish list of two-wheeled jewels to keep 180 cyclists in fresh gear for the 6+ hours of the race. The first few laps were comparatively sedate, more parade than race, but the crowds behind the barriers knew this was the calm before the storm.



fever and delirium. I think we need a more proper, suitable and dignified Canadian term for our cycling fans.



The riders had other sources of information. I saw many with the cords of radio earphones peeking out from under their helmets. The bikes themselves had their own ICT (Information and Communication Technology) with the electronic tags of the AMB chip timing system attached to their forks. Luddite Commissaires should fear this Spirit of Bike Race Future for its ability to track riders as they stampede across the finish line. This will obviate the need to call finishes by shouting numbers into tape recorders and then playing and replaying the noisy and garbled tapes and transcribing messy notes. Race organizers with the responsibility for quick accurate results will love it.

Technology can't do everything though. A few laps into the race, Bobby Julich, an American expected to do well, was having trouble with his bike. Unfortunately, none of the spare bikes had compatible pedals so he retired after falling too far behind. No "Time", no time.



Technology has other failings as well. With two eyes, two hands and approximately ten fingers, I figured that I should be able to use both Newfangled Digital and Old Reliable to take pictures of everything at once. Visions of colour covers for the *Alberta Spin* danced in my head as I pressed buttons with abandon. It was about this time I discovered that despite its other virtues, Newfangled Digital was not suited to rapid-fire action shots. Soon after, the ancient Ni-Cads in Old Reliable's motor drive took their last pull and I needed one of my many thumbs to advance the film manually.



As the riders neared the top of scenic but steeper Beckett Drive and swapped the pain of the climb for the serious hurt of the false flat of Garth Street, I noticed that about half were in the big ring and half in the small. Knowledgeable watchers studied the faces of the riders and recalled the adage "Do the final selection. Don't just make it into the final selection." By the midpoint of the race, selection was starting to occur as some of the solitary riders were now behind the pack instead of in front and the Italians had begun to swat the flyers. Three riders were hung out to dry for another lap and by 7 laps to go the attacks had begun to bubble off the front. Shades of Cat 4 as the pack reacted like no one wanted to miss a party.

In case real reality wasn't good enough, the residential district on James Street at the bottom of the James Mountain descent had plenty of TV's virtual reality. The Ceeb's coverage blared from the open window of a 20th floor apartment, and a watcher at the bottom of Claremont had a portable boob tube with a hopper into which he shovelled batteries. Many house owners had a TV set up in the front yard with some young entrepreneurs adding to the economic impact of Hamilton 2003 by selling lemonade, water and Rice Krispies squares. An IPO was floated for a business plan based on "Race updates - \$1." I contributed further to the economic impact when I began to alternate passes of the pack with runs into convenience stores to feed Old Reliable's jones for celluloid. Final score: Kodak - 235 pictures, CompactFlash - 25.

*Bobby Julich (USA)
and the voiture balai.*

continued on next page

Thousands of Hamiltonians made Worlds their own by volunteering. They also served who only stood and waited for the pack in order to control intersections, pass out tourist brochures, answer questions, direct traffic and sweep Ontario maple leaves off the turns.


The roads were clean enough to eat off and after 6 hours of riding at an increasing pace, the big teams were eating anything that got in front of them. As the pack passed near an office building aptly named "First Place" they heard the bell for the last lap. The wonders of chip timing showed that the average lap speed had gone from 35kph in the beginning up to 43 kph for the penultimate loop. The speed went even higher as a group of five got a few seconds up on the pack on the last lap.

Canadian Michael Barry joined the five at the top of the last trip up Claremont, towing Alejandro Valverde Belmonte of Spain into the headwind. Italian favourite Paolo Bettini was among the leaders, so his Italian teammates kept just enough of a damper on the 60-strong main pack to give him room to move. Spain, now with two in the final selection, was sitting pretty but Germany's effort to move sprinter Eric Zabel into contention failed. Igor



Ten big Italians control the front on Beckett Drive.

Astarloa of Spain ignored the headwind up Claremont to get the ten seconds that course designer Steve Bauer said would be necessary to win. Astarloa still had five of those seconds at the line as he assumed the position and claimed the Rainbow Jersey for 2003.

The brain tapes of the 2003 World Road Championships are still playing in HDTV in my mind's eye. Thanks to the UCI for granting me a press pass, thanks to the Stratford cyclists who drove us around and who cheered for one of their own (Anna Tratnyek in the Junior Women's event) and thanks to Hamilton (and former Edmonton Eskimo Neil Lumsden) for putting on an event all of Canada can be proud of. 

Igor Astarloa (SPA) assumes the position in first position.



by Marc Bomhof

The weather is starting to get really nice in southern France. Today is a jersey and shorts day so those lovely cyclist tan lines should soon be getting more visible. Unfortunately today I am forced to take some time off the bike. For some time now, I have found excuses not to complete this update but today my body is in need of recuperation and I have found some free time on the computer.

A lot of things have happened since my arrival in November. I came here early to get a good head start on the season. My new coach, Chris Georgas, invited me to Limoux, where he would provide me with coaching and in turn, I would help him out with his hotel business for the summer. Although the weather here over the winter can be quite wet at times, it was still more inviting than battling those cold winds and barren prairie roads of Southern Alberta that I know so well. Arriving here early gave me sufficient time to work on base miles, which I figured I would need to compete for the DNI espoir team, CA Castelsarrasin, that I ride for. This team is a top-level amateur team that basically runs the same as a small professional team.

The other all-important task was getting a grasp on the French language. Unfortunately, in high school I had decided to opt out of French classes so I could have more time for training on the bike. I knew this would come back to haunt me. Almost from the day I arrived I was required to attend several really long boring team meetings and presentations in which I would not understand a word. I had a little French/English dictionary that I used to try and understand a few things. My teammates, most of them around my age, were really friendly and patient with me. They were quite happy to try out the few words of English they had learned in school and it was a good opportunity for my French to improve by speaking French back to them. After several training camps and races with the team my French has improved significantly and I have needed it to understand schedules and what the team expects of me. Lately, it has also proven useful for booking doctor appointments. The language is hard but the team has definitely appreciated the effort.

Back home in Limoux, which is two hours away from where the team is based, life was going pretty good. With my roommate/teammate from England, we put in lots of base miles. This was good opportunity for me to brush up on riding form and make sure I was spinning at high cadence. (I would sometimes bring along my digital camera, and you can see some photos of the rides on www3.telus.net/bomhof/) Part of my duty here was working for my coach, so on the rest days we were put to work. It seems that my coach is trying to build a bit of a cycling empire over here in Limoux and he had lots of old French houses that required renovating and flat-pack furniture building. This was needed for the arrival of a team of Canadian women and the men and women's New Zealand team. I am happy to say now that all the houses have been completed, but it has been a couple of crazy months. Hopefully I will never have to paint or build another bed/night table/dresser/shelves/armoire again. Well, maybe paint, but not build furniture.

Living in a French town is also another interesting experience in itself. Limoux is the town where I live and it is filled with very interesting people. This is partly because there is a

mental hospital located right near my house. Limoux is a small town that has a great community, much different from what I am used to back home in Canada. The streets and homes are really old and warped, which makes walking through the town quite pleasant. Friday mornings we usually head to the local market to pick up the fresh produce for the week, and we have discovered our favourite butchers and bakeries throughout the town. I have been introduced to quite a few different foods over here. The horsemeat has been one of my favourites. We had a go at killing a live chicken for dinner the other night as well. I have managed to resist a lot of the pastries. Also, it is quite nice to go the town square and get a nice coffee.

Since my arrival I have lived in two homes. The one I live in now is one of the homes I spent numerous hours renovating. We live in the house with all the technology, which means there are always people coming and going to use the telephone and the computer, and I don't think the washer and dryer have stopped since I got here. At the moment the permanent residents in the home are two riders from England and I. We are told that three more are on the way. All of us get along really well but there are always some issues to deal with; the main one trying to keep the house clean. Lately, I have been trying to teach my roommates how to prevent the burned and charred remains of their meals from ending up on the stovetop and the other day I also introduced to them the lint trap in the dryer. Originally we had another teammate living with us from Poland but after an episode involving drugs and doping he was forced to leave. That is a whole other story that I have documented elsewhere.

Racing here commences a little earlier in the season than I am used to. Although the Elite 2 races our team was entering were a lot more intimidating and intense than what I am used to, it was great to be racing again. In the first races I was used to consistently finish near the front of the peloton, which was encouraging for early season racing. Starting a race with 200 riders was amazing. My coach, Chris, was also having us get blood tests completed. We are doing this to monitor training and prevent possible problems with over training. In my last test I was happy to find that with all the base training my hematacrit level jumped three points, but it looks like my iron levels dropped significantly, so it seems that I might need to start eating a little bit more of that horsemeat I love. Everything else with the blood seemed to be normal.

Unfortunately, my training and racing have come to what I hope is a temporary halt due to issues with my back. In the last couple of races I have had some bad luck. I was crashed out of one race, which left me with some bruised ribs, and recently my back has not been able to cope with high demands of the racing and unrelenting speed of the peloton. I have been forced to take a step back and try and find a solution to the problem. I will be seeing some specialists and as always will continue with my stretching program. I hope and pray that this will only be a blip in the season and that I can get back in there and throw a few punches.

That is about all I have to report on France. Next time there will be plenty more for me to tell, and I will keep you posted on how things go with my back.

À la prochaine...



What is the Lactate Threshold?

by Jack VanDyk

How many times have you read training articles written by coaches or training experts who advise you to train at either your lactate or anaerobic threshold power output or heart rate? What becomes frustrating is the fact that many of these coaches or training experts don't ever define what they mean by lactate threshold leaving us with a poor reference point from which we can set training zones. It becomes even more frustrating when you read scientific training articles because it is apparent that there doesn't seem to be any agreement as to what actually constitutes either of these "thresholds".

So what exactly is the lactate threshold? Several of the more popular scientific definitions are:

- The highest VO_2 (workload) attained during an incremental work task not associated with an increase in blood lactate concentration above the resting level (Beaver et al. 1985; Ivy et al. 1980; Tanaka et al. 1985; Weltman et al. 1990; Yoshida et al. 1987).
- The workload corresponding to a lactate concentration that is 1 mmol/L above the baseline (Coyle et al. 1983).
- The workload not associated with a rise in lactate concentration above baseline occurring before the curvilinear increase in blood lactate observed at subsequent intensities (Lucia et al. 2000).

Several definitions of the anaerobic threshold are:

- A particular work load at which blood lactate levels first begin to rise above their resting levels (Martin & Coe 1997).
- The steep part of exponential increase in lactate concentration, approximately 4.0 mmol/L (Kindermann et al. 1979).
- 85 - 90% of an athlete's maximal heart rate (Reaburn & Roswell, 1999).

Lactate threshold has also been identified as a moderate effort like marathon pace or 100mile time trial pace while the anaerobic threshold is a faster effort like that of a 10km run or 40km time trial pace (www.cuttingedgeworldwide.com/ergo-labthefacts.html).

Perhaps Dr. Arnie Baker (1997) offers the best explanation in terms of how athletes and scientists view these terms:

"Lactic acid and anaerobic thresholds are defined in the physiology laboratory based on laboratory measurements. Most cyclists have the notion that this is the same as time-trial pace. It is not. Time-trial pace, or time-trial threshold, is higher than the lactic acid and anaerobic thresholds that scientists determine in the laboratory."

As you can see from these definitions (and there are many more that are reported in the scientific and coaching literature), there are both similarities and differences. Depending upon whom you speak with the terms lactate threshold (LT) or anaerobic threshold (AT) will be referred to as either the same thing or vastly different points of interest. So are they or are they not the same thing?

In general terms, coaches and athletes are talking about the same thing while the scientists are trying to quantify and identify what the coaches and athletes are talking about. However, sport physiology laboratories around the world have different methods of determining this physiological phenomenon, which adds to the confusion. Stephen Seiler (1996) offers us a great perspective on this topic:

"In exercise physiology, there have been few topics more frequently investigated, or more vigorously debated than the lactate threshold. It is the details, not the basics that create the big research problems. However, it is the basics that have great application to training and performance."

The terms lactate and anaerobic threshold are typically defined based on the methods used to detect them rather than a common universal language. It is this author's bias that more experts are turning to use of the term lactate threshold especially when direct lactate measurements are being used and no longer accepting the term anaerobic threshold as correct.

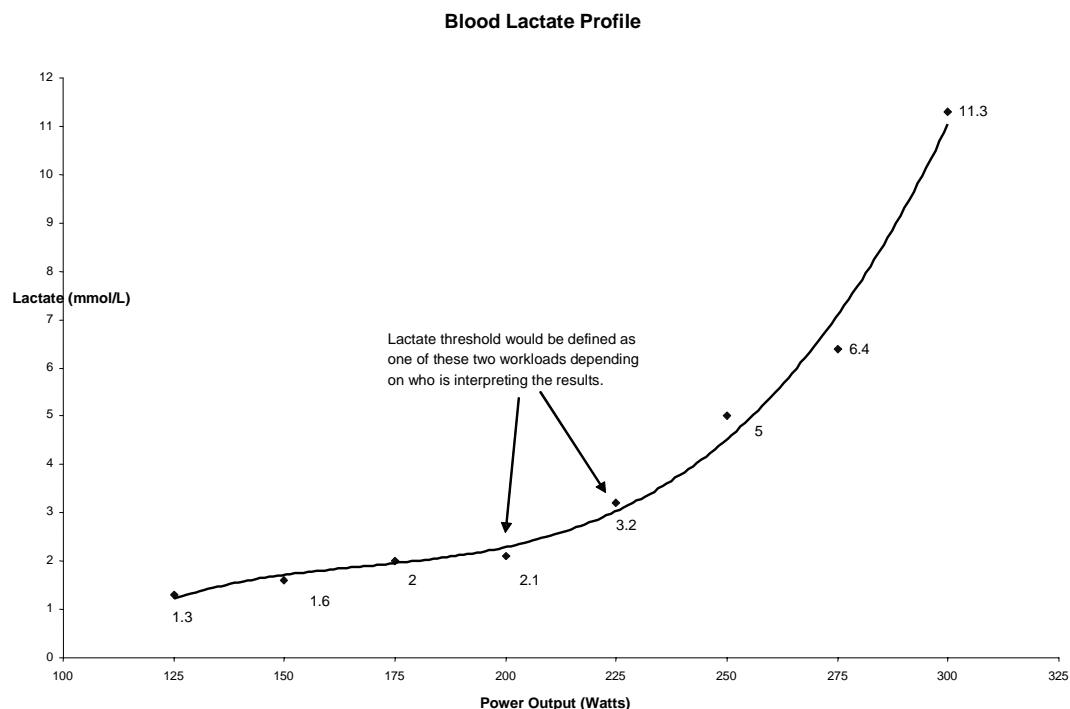


Figure 1: Lactate profile identifying two potential points indicating the lactate

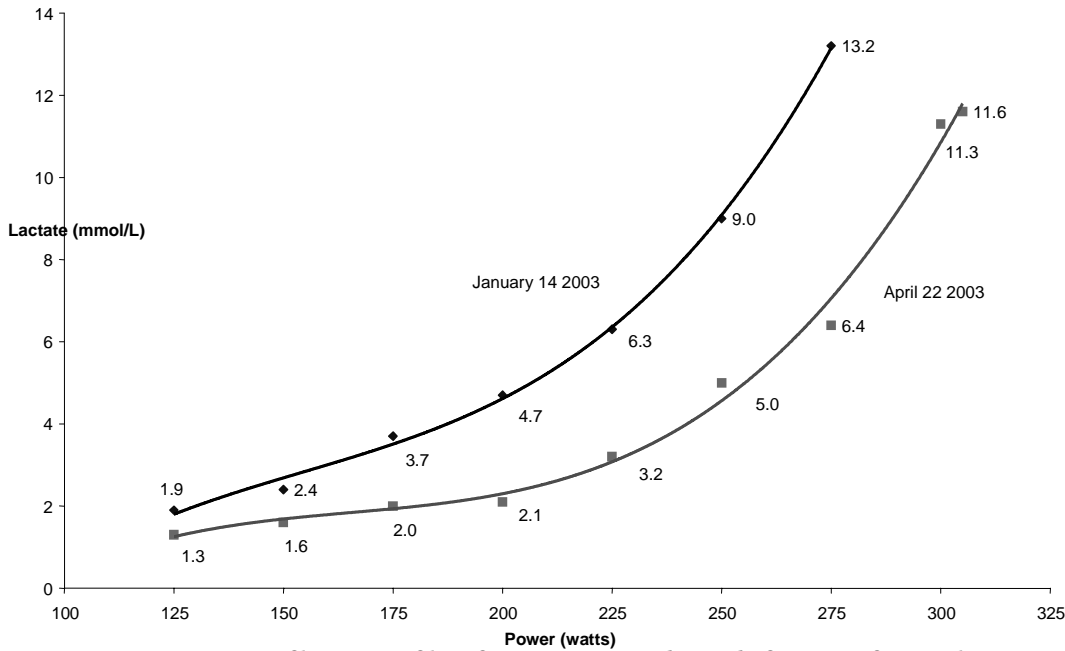


Figure 2: Comparison of lactate profiles after a concentrated period of training for a male

When cyclists are measured in the laboratory, they typically undergo an incremental step test in which workload is increased between 20 - 50 Watts every 3 - 5 minutes depending upon the protocol selected by the lab. Different protocols can produce different results therefore it is not necessarily essential to worry about how precise your numbers are but rather that they are consistently measured in the same manner to enhance the reliability of the results from one test to another. As a test subject, always report to the test session in the same manner as the pre-test to help control any external variables that might impact the test such as nutrition, fatigue, supplements, hydration etc. Changing test protocols or the pre-test preparation midway through the season could add greater confusion and frustration.

So what exactly is lactate? It is produced from the breakdown of carbohydrate and is ultimately used by active muscles, the heart and the liver as an energy source (Noakes, 2003). As exercise intensity increases, the rate of carbohydrate use also increases leading to greater lactate production. However lactate accumulation does not occur at lower exercise intensities since the rate of removal equals the rate of production. Once exercise intensity becomes more demanding, the rate of lactate production will begin to exceed the rate of removal leading to the progressive accumulation of lactate as seen by an upward shift in the lactate curve (figure 1) indicating that more carbohydrate is being burned.

Some will interpret that higher lactate values at maximal workloads signifies a more proficient anaerobic energy system and/or a high level of buffering (Maglischo, 2003). Others may interpret the high lactate values as an inability to utilize the lactate indicating a weaker aerobic system since many top-level endurance athletes will show lower lactate values at both sub-maximal and maximal workloads. This may indicate a superior rate of clearance or a weaker anaerobic system due to an inability to produce high lactate values (Bourdon, 2000). The

answer probably lies somewhere between these two responses.

When interpreting the lactate profile, its one time use may not provide enough information to make the correct assumptions regarding changes in a cyclist's physiology. Only when additional testing is conducted throughout the year can meaningful comparisons and interpretations be made. A downward and rightward shift in the lactate curve is the desired outcome from your time spent training (Bourdon, 2000) as it can indicate a lower rate of carbohydrate use, a better rate of clearance and thus a more efficient aerobic system

at sub-maximal workloads (figure 2). Generally we can see that cyclists are now able to perform at higher workloads before the lactate accumulation begins.

It is interesting to note that the determination of the LT on a graph of lactate and power output does not necessarily mean that once the athlete exceeds that workload that they will not be able to sustain it. This is usually implied as a shift to anaerobic energy production due to an inadequate oxygen supply to the muscles leading to a rapid accumulation of lactic acid followed by fatigue (Noakes, 2003). Researchers (Griess et al. 1988) have studied a protocol that will determine the Maximal Lactate Steady State (MLSS) of a rider by having them ride at various workloads for 30 to 45 minutes and measuring lactate every 5 minutes. The specific criteria for determining MLSS is for lactate to not increase by more than 1 mmol/L within the last 20 minutes during a constant workload test (Heck et al. 1985). Steady state lactate values between 2.2 - 6.8 mmol/L or higher have been reported in trained athletes demonstrating that athletes can sustain very different levels of lactate for prolonged durations before fatigue terminates exercise (Billat et al. 1994). This would provide the best predictor of performance capability since the highest sustainable power output should win a time trial provided weather considerations remain the same for each rider and aerodynamic equipment is similar between racers. The downside to this protocol is that it is labor intensive and may require a larger number of trials to be completed over the course several days which may induce higher levels of fatigue as well as carbohydrate depletion.

Once all these data have been collected, how can they be used in a meaningful way? Heart rate is usually recorded during the incremental step test and the MLSS test allowing heart rate to be plotted with power and the corresponding lactate value. Target training zones can be identified based off of the lactate profile however, this

remains somewhat of an arbitrary process since their definitions require careful analysis and to a degree a coaches' intuition.

Since heart rate monitors remain one of the more popular pieces of technological equipment for monitoring training intensity, it makes sense to prescribe target training zones based off of the lactate-heart rate relationship developed for each cyclist. Researchers tend to focus on a specific point on the graph and the corresponding heart rate. Prescribing workouts based on this specific heart rate can be frustrating for athletes therefore the prescription of training zones would be more appropriate. The one caveat to this is deciding how much deviation from a specific point is offered to constitute a training zone. Typically 5 to 15bpm ranges are prescribed but can we say that this is the most effective method of setting up training zones? Prescribing training based on power would appear to be a more effective method since power reflects the rate at which work is completed offering cyclists a true measure of intensity. However, power meters are still expensive and the technology is continuing to evolve so that each of us should have one in the next two to three years. One area that power based training can be used extensively and in a controlled environment is during the winter months by using one of the commercially available ergotrainers from Tacx and Computrainer.

The intent of this article was to demonstrate the complexity of the lactate threshold and that it can be defined differently amongst sports scientists, coaches and athletes. Is it worthwhile to have a lactate test done? Based on the amount of research conducted on lactate testing and endurance performance over the past 30 years or so, it appears to be a useful method of monitoring progress over the course of a season.

Reference list is available upon request. 

Jack VanDyk is the Human Performance Coordinator for the Talisman Centre in Calgary. He has completed his Masters of Kinesiology degree from the University of Calgary focusing on strength training and cycling performance. Jack is a testing and training consultant for a number of mountain bike and road racers including the



Terrascape Racing team, adventure racers and triathletes. He can be reached at 233-8393 ext 155 or jvandyk@talismancentre.com.

by Jeffrey Michael Franc-Law, MD, CCFPEM, D. Sport Med

Riders often ask "Which is better, a higher gear or a higher cadence?" The answer of course is both: the best result would be the ability to push your highest gear at high cadence, like 53x11 at 200 rpm. Although this may sound silly, it is a useful construct. In the last issue we discussed mobility—the ability to move the muscles efficiently, because if you can't even hit 200 rpm in a low gear, you'll never do it in a high gear. Similarly without adequate muscular strength to turn a big gear at low cadence, there is little hope of turning the big gears at high cadence. Muscular strength development is the counterpart to mobility – the two should be developed separately first, then later brought together.

Q: What is the best way to train for strength?

A: Strength training can be broken down into three parts:

1. Correction of errors. Any deficits in muscle strength should be assessed early, preferably at the end of the preceding season. A common deficit in strength for cyclists is the medial quadriceps (Vastus Medialis Obliquus) which may lead to knee pain known as patello-femoral syndrome. Weak upper body (arms and shoulders), or weakness in core strength (abdomen and back) can also be problematic. If you are having knee, hip, or upper body pain while riding, seek professional advice to assess for errors.
2. Weight room training. For most riders, the weight room is the best way to gain increased strength.
3. On bike strength training exercises. For a cyclist, being able to lift weights is seldom helpful unless this can be translated into bike-specific strength. Exercises here focus on maximizing leg muscle strength, usually low-cadence climbing.

Q: I haven't been weight-training over the winter. Should I start now?

A: If you are peaking for a specific event, it likely takes a minimum of 8 - 12 weeks of weight-training to make significant strength gains. It will also take at least 4 - 6 weeks to convert weight-room strength to effective pedaling strength. That's why most riders should lift weights over the winter, emphasize on-bike strength training in the spring, and be ready to fly for the first race. If you haven't been weight-training yet, it's probably better to go directly to on-bike training and plan to weight-train next year.

Q: I'm ready to hit my favourite climb. How can I maximize strength training?

A: For the best strength training, start with a good warmup and try climbing while seated in a higher than usual gear. This will put your cadence lower than

usual; try about 60-80 rpm. This forces the development of "fast-twitch" muscle fibres. The longer the climb the better. Intervals of 20 to 60 minutes are reasonable. Don't worry too much about heart-rate; the emphasis is on muscular strengthening.

Q: There are no hills where I live. How can I train strength?

A: There are several options for on-bike strength training in hill-deficient areas. Remember that the legs don't really care how or where you ride, any riding which involves low cadence and high force should have the same effect on muscle strength.

1. Indoor Trainer: The indoor trainer is at least as good as real hills for training, and may even be better as it's entirely predictable. Put the trainer resistance to maximum, and use a sufficiently high gear to keep the cadence low.
2. The Wind: Eddy Mercx was an excellent climber from Belgium, an area with few hills. Legend is that a common training ride for him was to ride across Belgium against the wind, then hop on a train and sleep coming back home. Riding into the wind in a high gear with low cadence is a great hill-substitute.

Q: I want to be really strong on long exertions such as time-trials. Should I get longer crankarms to make me stronger?

A: Probably not. The simple math is that longer crankarms do not decrease the amount of work required to propel the bike. The difference they make is to decrease the amount of force applied while simultaneously increasing the distance that your foot and leg move on each pedal stroke. In essence, it is the same effect as switching to a lower gear.

There is more however: muscles function best at a certain length range, neither too stretched nor too contracted. If the longer crankarms force the muscles outside the optimal length range it will cause the muscle to be less efficient, requiring more effort and higher energy consumption to do the same amount of work. Optimal crank length should be based mostly on leg length. One of the few studies to actually look at how crank length affected power output found that muscle efficiency was higher as crankarms became shorter and thus rider power output increased as crankarms became shorter.

Q: I've been diligently doing my strength training exercises. I've been hoping to kick-butt on some club rides, but I find during very hard efforts my heart rate is low and my legs feel heavy.

A: This is a very common issue in the early season. Although you may have developed good muscle strength, the muscles may not yet have developed adequate aerobic capacity. Don't worry, this is a temporary setback and will improve markedly with on-bike aerobic training.

Q: What is the best way to assess strength?

A: If you are weight-training, then tracking your maximum lift and number of reps for leg extension exercises such as the squat is a good way to monitor progress. On the bike, you should see a progressive increase in output in either watts or speed on a given course. This will also manifest as the ability to use a larger gear while still maintaining the same cadence (60-80 rpm). Also, when you're still in the big-ring flying up the climbs, and your fellow riders are screaming in pain in their granny-gears, you know you've accomplished something.

Ciao!



Dr. Franc-Law holds certification in Emergency and Sports Medicine. He is an active XC, DH, and road racer and a consistent podium finisher in Master Expert XC races. He is available for individual consultation and training programs at www.voltarace.com.



It's spring again, time to think about insuring those bikes. I can give group rates for auto, home, tenants and bikes with no limit for all ABA members.

*Contact me for a quote at
299-1025 in Calgary,
toll free at 1-888-723-8332.*

e-mail: tkovacs@renfrew-insurance.com.



See you at the races, Terii Kovacs AIIIC

Thanks to Jim Horner(Juventus), the one-man marketing machine, who went to the meet and handed out World Masters Games info



World Cup Track Meet, Aguascalientes, Mexico, March 11-14



Albertans@World Cup

Above: Lars Madsen seems to be in two places at once in Keirin action. Lars survived some particularly tough and crowded riding in the always tough and crowded Kierin to keep the rubber side down. Photos by Ole Madsen (Dad, that is).

Right: National project Coach Erin Hartwell holds Lars for the Keirin start in this pic courtesy World Cup Track. Lori-Ann Muenzer qualified second in the 200ITT for sprint seeding, won 6th place in the Sprint and finished 7th in the 500ITT.

Below: Lars and Steen Madsen warm up under shelter. "Aguascalientes" means "hot water" in Spanish and Lars says that the March weather was so hot "you would have boiled away if you weren't in the tent". On the left in the Rainbow Jersey is 2003 world Sprint and Keirin champion Laurent Gane (FRA). Steen qualified 11th in the 200ITT. Steen teamed with Cam MacKinnon and Travis Smith for the Olympic Sprint. Dad photo.



This Just In: Lori-Ann Muenzer won Bronze in the sprint and silver in the 500 at the track World Cup in Sydney Australia on the May 14-16 weekend.

She just won Bronze in the Sprint at the World Championships in Melbourne.

Education - objectives for 2004

- ⊗ Handbill for mass fundraising ride events - sharing the road / flip side - ABA promotional material - in progress.
- ⊗ Law enforcement officials' guide to bicycle law - brochure targeted at municipal police and the RCMP to reinforce cyclists' legitimate rights on the road.
- ⊗ Attend ProBike/ ProWalk conference - Victoria, B.C., 7-10 Sept. '04. See www.bikewalk.org and click on 'conference'.
- ⊗ Winter Bicycling course ran for 1st time in Calgary, January 23 2004.

Alberta Transportation / Alberta Infrastructure (AI) - Transportation and Utility Corridors (TUC's) / "Ring roads"

- ⊗ Pathways crossing TUC's - Alberta Infrastructure (the landowner of the TUC) will NOT contribute towards the costs of constructing free-standing bike/ped overpass structures. Bike/ped access will ONLY be provided at intersections - at-grade or grade-separated. Bad deal for neighbourhoods on either side of TUC's since this could necessitate long detours for peds and cyclists.
- ⊗ Car pool lots - AI receptive to this land use within TUC's. City of Calgary's letter requesting a lease for this purpose has been submitted to AI for ministerial approval. Facilitates reduced car trips into and out of Calgary from the West. Potentially precedent setting for the province.

Alberta Transportation / Solicitor General


- ⊗ Vulnerable road users - July 25, '03 Lake Louise tragedy, errant trucker claiming lives of tandem cyclists - will monitor pending Banff court proceedings. Two potential issues: 1.) possible inappropriate fine for the severity of the injuries caused (\$50 for driving without due care and attention) and 2.) excessive legal driving hours for Alberta's trucking industry.
- ⊗ Bike theft reduction program- piloting in Calgary summer '04 with Calgary Police Services. Simple message: "Record your bicycle's serial number and a description". Solicitor General's support to go province-wide in 2005 appears favourable.

Promotion of bicycle friendly communities

- ⊗ Reduced residential speed limits 50 => 40 km/hr. - preliminary discussions with like-minded advocates within the Alberta Centre for Injury Control and Research and Cities of Edmonton and Calgary staff
- ⊗ Neighbourhood traffic calming - inappropriately installed corner bulbs affecting cyclists' safety and comfort (lanes too narrow). Rec & Trans. Committee members considering endorsement of 'wide curb lane' standard (4.3 m) with corner bulbs to reduce residential traffic speeds without endangering ('squeezing') cyclists.
- ⊗ Municipal cycle plans - encouraging Grande Prairie and Ft. McMurray ABA members to initiate with their municipal staff.
- ⊗ On-line bicycle advocacy handbook, - in progress.

- ⊗ Provincial gasoline sales tax - spreading awareness to municipalities beyond Calgary that distribution of these funds CAN be determined by municipalities for transportation projects OTHER THAN 'roads', i.e. pathways. (Calgary allocates \$400,000 of its provincial share of gasoline sales taxes to pathways.)


Administration / other

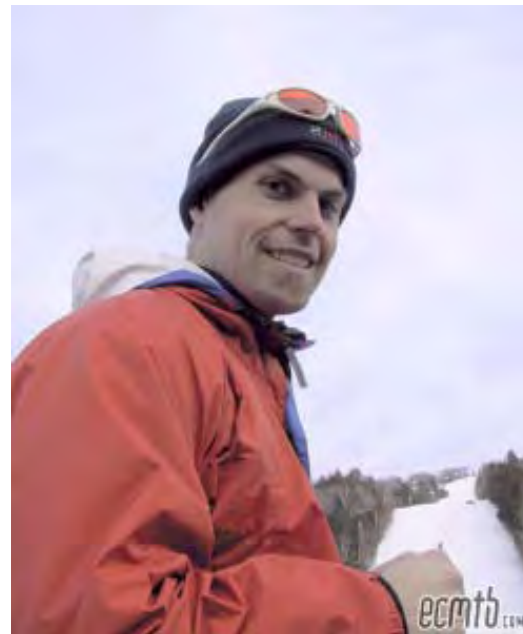
- ⊗ Reviewed the Transportation Association of Canada's draft manual "Traffic Signals Guidelines for Bicycles". Further review by R&T committee members.
- ⊗ Organizing Calgary's annual Pathway and River Cleanup. 

At the end of March this year, the ABA added a full-time staff person to serve as "Events Coordinator". Filling this position is Kevin "Goat" MacCuish (mostly goes by 'Goat'... don't be afraid to use it), who recently resigned as President of Bicycle Nova Scotia (BNS) and as manager of Cyclesmith (a bike shop in Dartmouth) in order to move 5000 km west to join us here in Alberta. In addition to being an avid Mountain Biker and Quasi-Roadie, Goat brings a variety of skills to the ABA from his background with BNS, his experience as a National Mountain Bike Commissaire and position on the CCA Events Committee.

Though many of you are probably wondering about the nickname, its true origins are deeply shrouded in a mysterious fog that only several pints of Guinness can penetrate. On those rare occasions when Goat is neither biking nor doing something involving bikin', he enjoys playing finger-style guitar, eating Alberta Beef and reading books by Pierre Berton and Farley Mowat. Oh, and he thinks that the mountains are real pretty.

Serving as the hub for all activities concerning events, Goat will be doing such things as attending many of our races as Technical Delegate, pulling together the race calendar each season, managing our roster of Commissaires and serving as administrator for the BMX Committee.

Goat can be reached at the ABA's Calgary Office by email (events@albertabicycle.ab.ca) or by telephone (403-297-2720). 



This Just In: Sam Sanford-Blades and Jim Horner have been packing, cleaning and moving stuff from the cage at the Argyll Velodrome in Edmonton. Construction on the new clubhouse begins Monday May 31.

by Pat Ferris, Blizzard Bike Club, Fort St. John, BC

March 28, 2004

Mike Heintzman won the final Beaton Park Roubaix (ROO-Bay), Sunday, and took home the Roubaix Cup with 14 points for the three-race series. 1998 winner Pat Ferris was second Sunday as well as second overall with 13 points. 2003 co-winner Stephen Ferris was third at 9 points.

Twelve riders came out in very warm conditions. There was some concern about what type of tire to use on the icy Rod and Gun Club climb. That turned out to be a non-issue as traction was not bad. Stephen and Pat Ferris, Mike Heintzman and Richard Howes pulled away at the start. They stayed together exchanging attacks until just before the turnoff on to the gravel/mud section. Pat Ferris had a short lead on the first hill until Mike caught up. Mike then pulled a short lead that slowly became a bigger lead until he finally pulled away for the win. Stephen Ferris and Richard Howes traded positions until the younger rider managed to stay away.

Results Beaton Park Roubaix 30 km

1	Mike Heintzman	1:00:00
2	Pat Ferris	1:03:00
3	Stephen Ferris	1:05:00
4	Richard Howes	1:05:44
5	Roger St. Jean	1:09:00
6	Gary Hilderman	1:14:00
7	Dean Lowry	1:16:00
8	Matt Jarnagin	1:20:00
9	Gord Harris	1:21:00
10	Keith Koebel	1:27:00
11	Barb Polehoykie	1:29:00
12	Adam Currie	1:36:00

April 15, 2004

Pat Ferris was a young 40-year-old when he last won the Spring Stage Race trophy, back in 1993. He won the Spring Stage Race overall prize again Thursday, after picking up enough points with a second place ride in the Stage #7 Baldonnel time trial. The elder statesman of local cycling finished with 22 total points, three more than second place Robert Martens. Mike Heintzman was third at 16 and Joe Radench was 4th at 11. Stephen Ferris had 10 for 5th.

Second year cyclist Barb Polehoykie hung on to win the Women's Spring Stage Race with 18 points, five more than second place Lisa Verbisky. Tara Wallace was 3rd with 5. Eric Lowry won the Under 19 trophy.

Mike Heintzman won the Stage #7 time trial under very cold conditions with 26:47. Pat Ferris was second at 27:48 and Rod Lewis third at 29:54. Ed Fornelli was 4th at 31:11 and Gary Hilderman 5th at 31:13.

Cassie Baker won the 8 km with 19:55. Kyle Gardiner was second at 21:29 and Patricia Emery third at 25:25.

2004 Spring Stage Race (SSR) recap

Joe Radench of Grande Prairie set a season's fastest time in front of a record crowd of riders to win the Stage #1 Baldonnel 16 km. time trial. His time of 23:43 was 1:28 minutes faster than second place Pat Ferris, who had 25:11.

Robert Martens was third at 25:20 and Richard Howes 4th at 25:32. Stephen Ferris was 5th at 25:36.

There were fast times for Stage #2's Beaton Hill Climb race, Friday morning. The top three riders all beat Vaughn Hildebrand's 2003 record time of 21:48 minutes. Joe Radench of Grande Prairie set the new record with 21:09 minutes. Pat Ferris was second at 21:32 and Mike Heintzman third with 21:44.

Robert Martens of Calgary won an exciting sprint finish in Stage #3, the Baldonnel road race, Friday afternoon. He edged out Pat Ferris and Stephen Ferris who were both close behind. Mike Heintzman was 4th and Joe Radench of Grande Prairie was 5th. They all had a time of 54:30 minutes for the 32 km race, which was almost six minutes faster than the 2003 edition.

Robert Martens won stage #4 of the Spring Stage Race in convincing fashion on the Swanson Loop, Saturday. He rode away from the trio of Mike Heintzman, Pat Ferris and Stephen Ferris for the lone breakaway win with 1:17:50 for the 45 km race. Mike Heintzman came in 2nd at 1:18:10 and the SSR leader Pat Ferris was 3rd at 1:18:25.

Robert Martens won Stage #5 and the Rocky Road Classic for a fifth straight time on Sunday. He edged out Stephen Ferris by half a bike length to win the 40 km event in 1:11:18. 1998 Rocky Road winner Pat Ferris was third at 1:12:13.

Stage #6, the Montney road race was very sparsely attended owing to the snow. Barb Polehoykie braved the weather to finish the 10 km event with a time of 25:40.

Other point getters in the Spring Stage Race were Richard Howes at 6th overall with 4 points, Rod Lewis with three, Roger St. Jean and Ed Fornelli with 2 each and Gary Hilderman with one.

On the randonneur front, four riders cycled the 300 km Petit Tour de Peace brevet on May 15. Participants included three cyclists from the Lower Mainland and one local rider. John Bates and Danelle Laidlaw completed the ride on a tandem in 14 hrs and 15 minutes, as did Wim Kok from Fort St John. Val White finished the distance in 17 hours and 54 minutes, well within the 20-hour time limit. The cyclists rode from Fort St. John via Hudson's Hope, Chetwynd, Ted's Service and Farmington back to Fort St. John.

Randonneuring, also known as ultra-marathon bicycling, requires riders to complete set distances within a fixed time window. Riders must be self-reliant and follow a pre-selected course, while checking in at various control points along the route. Every year the BC Randonneurs Club organizes long distance brevets, ranging from 200, 300, 400, 600 to 1,000 km per event. Every second year it holds the prestigious Rocky Mountain 1200 km event which runs from Kamloops, Jasper, Lake Louise back to Kamloops and must be completed in 90 hours.

Local brevet organizer Wim Kok is planning to ride this event in July 2004. For more information check the club's website at <http://www.randonneurs.bc.ca>



What's happening in your town? Let your *Alberta Spin* know!



Those are real mountains at the Blizzrd Beatton Hill Climb.
Photo courtesy Pat Ferris.

Edmonton off-roaders:

City of Edmonton Parks director Doug Costigan notes that Mill Creek Ravine is getting a lot of use and that cyclists are going off of the established trails and cutting new ones. This is not good for the ravine and not good for continued off-pavement access to Mill Creek and other areas only recently opened to mountain biking. We're still on probation with the new Parks Bylaw. The cycling access provisions will be reviewed after a year.

The Alberta Bicycle Association's **Grassroots Initiative Fund** has been established to encourage and facilitate entry into cycling for new riders.

ABA affiliated clubs may apply for a Grassroots Initiative Grant (GIG), to a maximum of \$700. A maximum of one grant will be distributed each calendar year. Programs eligible for a GIG may include:

- ⊗ Learn to Race clinics
- ⊗ CanBike programs
- ⊗ Introductory Camps and Clinics
- ⊗ Other programs targeted at new riders
- ⊗ Coach and Commissaire development

Please note, the GIG is not strictly limited to the above

by Jeff Gabert, Shell Canada Limited

Calgary - The Alberta Bicycle Association is pleased to announce it has recently received \$3000 from the Shell Canada Community Service Fund.

"The funds have been awarded to recognize and support James Oldham, Samantha Nicholson, Brian Licis, and Sean Huggins-Chan, all Shell Canada employees or retirees. All four regularly volunteer with the Alberta Bicycle Association as event and club organizers, and Mr. Licis has also served on the Board of Directors. The funds will be used to purchase a laptop computer and a generator to support FinishLynx video race finish recording. They will also cover jerseys for the provincial Team. Shell's generous contribution will be recognized on number plates and body numbers for mountain bike, road, track, and cyclo-cross events," says Andy Holmwood, Technical Director of the Alberta Bicycle Association.

"Shell believes that contributions of time, effort and caring to non-profit organizations benefit the entire community. Through the Community Service Fund, we recognize and support Shell people who give personal time to non-profit organizations on a regular volunteer basis," says Jeff Gabert, Shell Public Affairs.

"We have supported Shell volunteers through the Community Service Fund for 25 years. In 2002, Shell Canada granted \$430,000 to nearly 300 non-profit organizations across Canada."


The Alberta Bicycle Association promotes all aspects of cycling in Alberta, including road, track, mountain-bike, cyclo-cross, and BMX racing. Association activities also include the promotion of cycling for recreation and transportation, trail maintenance, and bicycle advocacy. The Alberta Bicycle Association is affiliated with the Canadian Cycling Association and the Union Cycliste Internationale.

Information about the Community Service Fund and Shell's other Community Investment Programs is available by calling 1-800-338-1410. 

activities; we encourage clubs to take a creative approach in attracting new riders, coaches and officials to the sport. Eligible expenses for the GIG are, however, limited to the following:

- ⊗ Instructor/Coach honoraria and expenses
- ⊗ Facility fees
- ⊗ Course fees
- ⊗ Promotion and advertising expenses

Application Process

Clubs wishing to apply for a GIG are asked to apply in writing, with a thorough description of the program, including objectives, timelines, and budget. The deadline for application is August 15th; the ABA Board of Directors will review applications shortly thereafter. 

Grassroots Initiative Grant (GIG)

May 2, 2004 Lethbridge AB

#	Name	Club	Time
Senior Elite Men			
3 DNF			
1	Troy Missegheers	Mountain Bike City	1:39:05
2	Mark Webster	Bianchi - The Bike Shop	1:41:34
3	Jason Shenkariuk	Pedalhead Racing	1:42:16
4	Andre Sutton	Hardcore Racing	1:42:40
5	Per Strom	bicisport	1:46:58
6	Jonathan Nutbrown	Bow Cycle - CMC	1:48:22
7	Pat Doyle	Deadgoat Racing	1:56:00

Senior Elite Female			
1 DNF			
1	Danelle Kabush	gearsracing.com	1:32:56
2	Mical Dyck	Terrascape Racing	1:35:28
3	Annie Tykwinski	Pedalhead Racing	1:37:34
4	Madeline Bate	Terrascape Racing	1:38:30
5	Trish Grajczyk	Deadgoat Racing	1:39:49
6	Christine Missegheers	Tatonka / Mtn Bike City	1:39:50
7	Sandy Ayer	Pedalhead Racing	1:49:00

Senior Expert Male			
2 DNF			
1	Craig Stappler	Bianchi - The Bike Shop	1:20:54
2	Ross Anderson	Synergy	1:25:48
3	Michael Sarnecki	United Cycle Racing	1:26:28
4	Devin Erfle	Deadgoat Racing	1:26:38
5	Dan McDonogh	Independent	1:26:53
6	Jonathan Keats	Pedalhead Racing	1:28:40
7	Ryan Castle	Headwinds	1:29:10
8	Paul Ignatiuk	ERTC / redbike	1:30:43
9	John Twells	Pedalhead Racing	1:31:08
10	Shawn Taylor	Rundle Mountain CC	1:31:55
11	Ryan Hopping	United Cycle Racing	1:34:01
12	Brian Shields	Independent	1:39:56
13	Brys Francis	United Cycle Racing	1:42:25
14	James Rasmussen	United Cycle Racing	1:48:41

Master 30-39 Expert Male			
1 DNF			
1	Peter Leibel	Floragl-Norco	1:25:27
2	Stephen Couse	Deadgoat Racing	1:25:50
3	Andrew Anastasiadis	SportChek Cycling	1:26:01
4	Davin Vande Beek	Independent	1:26:39
5	Rik Tykwinski	Pedalhead Racing	1:28:50
6	Tom Brodzinski	Deadgoat Racing	1:32:06
7	Geoff Clark	Deadgoat Racing	1:32:33
8	Mark Fedoroshyn	Independent	1:32:40
9	Jason Nadeau	Independent	1:33:54
10	Lonn Bate	Terrascape Racing	1:39:06
11	Jeff Seaborn	Terrascape Racing	1:39:07

Senior Expert Female			
1 DNF			
1	Marisa Tosi	Terrascape Racing	1:26:26

Master Expert Female			
1	Leslie Schleich	bicisport	1:27:58
2	Lynda Davey	Rundle Mountain CC	1:32:20
3	Michelle Hook	Pedalhead Racing	1:39:02

Master 40+ Expert Male			
1	Tim Breznsnyak	Deadgoat Racing	1:12:05
2	Stan Magee	Rundle Mountain CC	1:13:33
3	Jack Funk	Deadgoat Racing	1:16:10
4	Graham Smith	Rundle Mountain CC	1:26:39

Junior Expert Male			
1 DNF			
1	Steven Yau	Bow Cycle - CMC	1:29:32
2	Eric Magee	Rundle Mountain CC	1:36:12
3	Kevin Lega	United Cycle Racing	1:36:12
4	Pat Berry	Deadgoat Racing	1:44:01

Under 17 Expert Male			
1 DNF			
1	Michael Bidniak	Juventus	1:33:27

Senior Sport Male			
1	Jeremy Myers	Deadgoat Racing	1:14:09
2	Jonathan Shalapay	United Cycle Racing	1:15:11
3	Euan Allen	Independent	1:15:36
4	Erik Bakke	Deadgoat Racing	1:16:02
5	Kevin Bladon	United Cycle Racing	1:17:21
6	Nikolas Jackman	United Cycle Racing	1:17:22
7	Scott Driver	Independent	1:19:58
8	Kevin Noble	United Cycle Racing	1:19:58
9	James Lewis	Headwinds	1:27:04
10	Dale Skulsky	SportChek Cycling	1:36:47
11	Martin Saetre	Pedalhead Racing	1:38:42
12	Kien Tran	Pedalhead Racing	1:55:08

Junior Sport Male			
1	Trevor Hennes	Medicine Hat BMX	1:18:45
2	Slawomir Szulc	United Cycle Racing	1:43:57

Beginner Male / Female			
1 DNS			
1	Adam Chalkley	Pedalhead Racing	1:35:44
2	Isabelle Julien	Independent	1:39:22
3	Jackie Ham	Headwinds	1:48:17

Master 30-39 Sport Male			
3 DNF			
1	Scott Furber	Deadgoat Racing	1:12:22
2	Wayne Calder	Deadgoat Racing	1:13:00
3	Brad Robert	Headwinds	1:14:05
4	Peter Woodman	Headwinds	1:16:11
5	Bruce Penner	ERTC / redbike	1:17:17
6	Stephen Walsh	Deadgoat Racing	1:19:22
7	Quentin Blindenbach	Hardcore Racing Club	1:19:57
8	Mark Stranzinger	Independent	1:19:59
9	Trevor Pombert	United Cycle Racing	1:25:09
10	Clayton Stafford	Independent	1:25:21
11	Murray Aubin	ERTC / redbike	1:26:01
12	Adam Lee	Pedalhead Racing	1:40:17
13	Bill Harvey	Independent	1:42:00

Master 40+ Sport Male			
1	Craig Fraser	Calgary Cycle	1:15:16
2	Darcy Jones	Deadgoat Racing	1:15:25
3	Henry Yau	Deadgoat Racing	1:19:57
4	Michael Zelenski	Pedalhead Roadworks	1:24:34
5	Dan Fox	Juventus	1:27:08

Senior Sport Female			
1	Laura Cruickshank	Independent	1:29:32
2	Janka Hegedus	Pedalhead Roadworks	1:38:34

Master 30-39 Sport Female			
1	Carolynne Laughy	Pedalhead Racing	1:52:59
2	Carolynne Schwabe	United Cycle Racing	1:55:01

Under 17 Sport Female			
1	Torie Grant	Juventus	1:12:39

Under 17 Sport Male			
1	Cody Canning	United Cycle Racing	0:48:50
2	Drew Smith	Rundle Mountain CC	0:49:50
3	Leo Lacourciere	Couloir Ski & Bike	0:50:28
4	Scott Duggleby	Independent	0:58:34
5	Spencer Smitheman	Juventus	1:04:05

Under 13 Male			
1	Alexander Bosch	Calgary Cycle	0:39:08
2	Kevin Stafford	Independent	0:44:09
3	Trevor Bosch	Calgary Cycle	0:48:04

Paul Lewis passed away from cancer in July 2003. He helped out at many Lethbridge Headwinds events and his wife Marg has been a Commissaire at most club races for many years. His son James joined the club 12 years ago as a junior rider competing in both road and mountain biking. James now spends most of his time at Uof C and long track speed skating but he did return to compete in this race. Headwinds decided to have the Coulee Cruiser as a memorial to Paul and donate the entry fees from the race to the Cancer Society. On behalf of Marg and James, Lethbridge Headwinds would like to thank all the racers who came and supported our event. We were able to donate \$3000 to the Cancer Society.

by Jeremy Myers

*For when the One Great Scorer comes
To write against your name,
He marks—not that you won or lost—
But how you played the game*
Grantland Rice (1880-1954)

*It matters not whether you win or lose; what matters is
whether I win or lose.*
Darrin Weinberg

Most of you who are reading this article have participated in some form of bicycle racing. That is why you have an ABA membership. You wait anxiously by your mailbox to receive your own personalized copy of *The Alberta Spin* every few months. If you are new to racing, there are some things you should know. These things prevent you from breaking your bike, breaking yourself and others and will keep everybody happier in general. This article is for someone who is intending to start racing or who has raced their first season. I hope it will keep you from making the same mistakes I made and maybe let your introduction to racing be a little easier. This article focuses on road riding, as the traditions encompassing this sport have been around for years.

Etiquette in group riding is one of the most crucial aspects of road racing for a beginner. Etiquette prevents (OK, minimizes) carnage, and keeps you and others' rubber side down. One of the reasons Cat 4 is sometimes referred to as "Crash 4" is due to lack of etiquette. Unfortunately, there are few handbooks on this subject and you often have to learn the hard way. You may think these things should be common sense but some are not all that evident to a first year racer. Your main goal should be to ride predictably and let others know if you intend to do something unusual, such as swerving to avoid an obstacle. If you forget that, you can always remember that the French word *peloton*, means "rolled up in a ball"[1].

Line and Positioning. It's important when you are riding only 3 centimeters away from your neighbour that you hold a straight course. It is not crucial that you be as close as possible to the person beside you, you don't have to rub shoulders. Ride within your range of comfort.

If you want to change position in the peloton, it's always a good idea to point where you want to go, informing the people around you. If you swerve even slightly to avoid an obstacle or because of waning concentration, you will cause a large domino effect in the peloton. A small swerve by a rider at the centre may be magnified into larger deviation by a rider on the edge of the pack, often causing them to exit the roadway. This won't make you any new friends. Keep your eyes open for such signals or movements and be ready to damp out any perturbations in the motion of the group.

Even if you are a metre or so behind the rider ahead of you, you will still be in their draft. It is not necessary to have your front wheel as close as possible to the rider ahead of you. Unless echeloning in a crosswind, your

front wheel should never overlap the rear wheel of the rider in front of you. If the rider ahead of you makes a sudden movement or attacks, it is *you* who is going down.

Braking: Use your brakes sparingly, adjust your speed by changing your cadence or slightly pulling out from the draft. This is not as easy as it sounds and beginner racers will often find themselves using too much brake when group riding.

Cornering: It is especially important to hold your line through corners, as riders on an inside line are often out of the field of view of a rider just slightly ahead and to the outside. It seems to be a natural phenomenon for riders to decrease the radius of their turns around corners, maybe as a result of overcompensating for centrifugal force. It's perfectly acceptable to shout "Inside!" if you feel that a rider is closing in on you or if you just want to alert them to your position.

Passing: If the peloton is passing a slower rider (or riders), always pass on them on the left. NEVER pass them on the right, as the riders behind you will follow, and the peloton will essentially swallow up the slower rider, which can be extremely dangerous. The riders at the rear of the pack are not expecting a slow moving obstacle to be moving towards them through the peloton. The leader of the peloton should yell "Rider up!" to the group, "On your left" to the passed rider and slowly and predictably move left, bringing the group along.

Sprints: Many road races are won in mass sprints, often with 30-40 people involved. Obviously, everyone can't win and this can lead to trouble as everyone is going flat out. Blood is being directed to your legs instead of your brain. If you've struggled to stay with the pack to just to get to the finish, should you be contesting the sprint? The problem for most is that if you don't jockey for position and sprint for the finish, you may feel like you didn't try your hardest. I often found myself sprinting in my early races and jockeying for position when I should have waited until my fitness and skills improved later in the season.

Remember that when transitioning from a sitting to a standing position, which often happens when initiating a sprint (or riding up a hill), your bike moves backwards a few inches. This could prove catastrophic for the rider behind you. Pushing a bit harder on the pedals can help to offset this somewhat. If you know a sprint will soon be initiated, give yourself a bit more distance from the rider ahead.

Eating: In most road races, you will be eating something as you are racing so you don't run out of energy. Don't speak with your mouth full. Oops, sorry, wrong etiquette article. When you're ready for some dining, head towards the back of the group. It's hard to hold your line while eating (especially for a beginner), and dropping back will reduce the risk of you falling and/or taking out the entire peloton. If your feeder has given you a musette bag to distribute bottles to your teammates, this also should be done towards the back of the pack.

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continued from previous page

Remember that the feed zone is a place where the group slows down to grab food and water. Try not to launch an attack while going through the feed zone. It's pretty easy to drop someone with their mouth full of Clif bar but it's not very sporting. It's also likely to induce a crash as people suddenly jump by those who have their hands full of water bottles and Tiger Balm. Most crashes I witnessed were in the feed zone in the latter half of a race.

Obstacles: If you are lucky/skilled/aggressive enough to be at the front of the peloton, you must remember that those behind you don't have the same field of vision. They only see your backside. Alert those behind you to upcoming potholes, traffic cones, stray dogs or sasquatches that may be in your path. If you don't, people behind you will run over them. Of course, flats may help eliminate your opponents but again, this isn't very sporting.

Lemmings: Reactions in the peloton can be very twitchy, as everyone is on edge. Often, a racer may unwittingly (or wittingly?) do something illegal. If you get the feeling that you shouldn't be doing something even though half the field is doing it, trust your instinct. Rules are there for the safety and fairness of the competition, not to keep you from winning. Also, Commissaires have supernatural powers and see all and know all.

Snot: This should be fairly obvious. If you have to spit or blow your nose, go to the back of the pack. No one wants a Powergel loogie on their clothes.

A few years ago during the Tour de France, Jan Ullrich (Lance's arch rival) fell off his bike over an embankment during a stage. Lance stopped his bike and waited for Jan to remount. This is because he wanted to win in a sporting manner. In 2004 the reverse happened, Lance was forced to dismount due to his handlebars catching the plastic bag of an overzealous spectator. Jan waited this time. What goes around comes around. Constant consideration for your fellow competitors will help keep everyone safe and keep your new bike shiny. 

[1] Sheldon Brown's Bicycle dictionary
www.sheldonbrown.com

Jeremy Myers (Daedgoat Racing) is a Cat 4 and Senior Sport racer and Mechanical Engineer living in Calgary.

Editors note: It's also polite to give race workers and officials priority in washroom queues. They may have to get to a duty station on a tight schedule.-- JD.

Wanted: One Tandem Pilot for blind cyclist

When: For the Canmore Time Trial; Pigeon Lake Road Race; Bikeshevik- 200, kilo, 4000 pursuit; Nationals road and track- fully funded for pilot.

Requirements: Must be an experienced cyclist, preferably Cat 1, 2 or 3. Male. Big enough to fit on road and track tandem. Able to dedicate time to training and racing with blind cyclist.

Contact: Dean Edwards @ 780-489-8570 in Edmonton or edwarddj@telusplanet.net.

by Marc Bomhof, Feb. 22, 2004

I have been living in France where I have become a member of a DNI Espoir cycling team called CA Castelsarrasin. Castelsarrasin is a city close to Toulouse and about a 2 hour drive from where I live. This is a team comprised of twelve riders, most of whom are French nationals except for me and two others, one from England and one from Poland. Our team is what you might call a "farm team" for the professional teams. Every team member hopes to do well enough that one day he can earn a professional contract. Prior to Jan. 28, I had been living with the other international riders of the team here in Limoux. The Polish team-mate was a very experienced rider and was designated to be one of our team leaders. This meant that the rest of us riders were expected to work towards setting him up in a good position for him to win races. We were all excited about working with him and learning from his experience.

On Wednesday January 28, those of us living in Limoux were at my coach's place for our weekly dinner with him and his wife. His wife, a very good cook, had prepared a delicious French meal for us. The appetizers were some spinach stuffed crêpes with the main course consisting of boudin. Boudin is a sausage that is made of pig's blood and is abundant in iron, very good for cyclists. No French wine that night. Most of the conversation around the table was about cycling and the Polish teammate liked commenting on the cheap lifestyle in Poland and how beautiful the women are there. Also, we enjoyed poking fun at another Polish man who was a friend of our teammate. This man worked as a soigneur, a general helper for a cycling team, for a well-known French Professional team, Cofidis. This soigneur had joined us two weeks prior on another Wednesday night meal event at our coach's. We all remembered that he was an interesting character and that he was quick to make judgments. Two days after that meal, we heard that he was arrested for suspicion of running a major drug trafficking operation from Poland to France. The news did not seem to bother my teammate, except for the fact that he would no longer be bringing around lots of free swag and food on his many trips through Limoux. When the arrest occurred there was some worry that the police might come by and question the nature of his visit with us but after two weeks had passed we stopped thinking about it.

We were wrong. Upon cleaning up dinner that night, the phone rang. A call for our Polish teammate, probably his girlfriend back home. When he picked up the phone he was puzzled at the fact that the woman on the end of the line was no longer there. Then a loud rap the front door and suddenly a large group of men were pushing their way through the door and into the room. Before we knew it, our Polish teammate's wrists were in handcuffs. The look on his face was of pure shock and he looked on the verge of tears. The police searched the immediate area, not telling us anything and then proceeded to take him to our apartment, about a kilometer away. Police in France behave a little differently than in Canada. Search warrants are not required here and if you are suspected of

anything they can hold you for up to 24 hours without a charge. We were all pretty scared and were worried for our friend who we assumed was being wrongfully suspected because of his relations with the Polish soigneur who by this time was already in a Paris jail.

Not knowing what to expect next, I walked over to our apartment with my English teammate. Little did we realize that handcuffs would be strapped around our wrists when we got there. We were brought inside and questioned by the police and they recorded our personal information. At the same time we could hear the other police officers turning our bedrooms inside out looking for drugs. They also emptied the fridge onto the kitchen table and floor. It was quite the scene and we couldn't really believe what was happening. We were told that we would have to spend the night in prison, but after some convincing from my coach it was only the Polish rider who would be taken in. We were told that we had to appear at the police station the following day where we would have to make a statement. You can imagine that I didn't sleep too well that evening.

The following day was cold and pouring rain so we were not disappointed about missing the day's training ride. We arrived at the police station on time only to end up waiting for several hours. That gave us time to think about what had happened. It became clear that, with overwhelming presence of the Paris police and the swarming of the press, our Polish teammate was in more trouble than we suspected. And our suspicions were correct.

After the long wait, the police finally decided that they did not need to interview me. Apparently, my French wasn't good enough. However, my British teammate was brought in for questioning and when he got back he was stunned. He used the phrase, "ignorance is bliss," and then described what the police had told him. They had first lectured him on the dangers of doping and then told him that they had found a large cache of drugs in our apartment. There was cortisone, steroids, HGH, a new drug that expands hemoglobin, and large quantities of a drug similar to that of EPO, enough for his personal use and possibly for trafficking. We could not believe that our Polish friend had managed to stash all those drugs in the room right next to our own!

Sleep was hard to get during the following nights. We had become good friends with our Polish teammate and trusted him when he said he was clean. It was good that this whole episode unfolded early in the season. Had it happened later in the season who knows what implications it may have had for our team. And now we don't have anything hanging over our heads. But it will now be hard to view the riders in the peloton the same way as I used to, as there will always be suspicions. This experience has taught me a lot and I hope to see cycling clean up its image in the coming years. In the meantime I am still motivated to ride my bike, work hard and am anticipating a wonderful season racing in France.

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Marc Bomhof at Junior Worlds Worlds RR in Lisbon Portugal in October 2001. Photo courtesy www.CanadianCycling.com

Several days after writing this, we were quite surprised to learn that our Polish friend had been released from jail. He was completely sleep deprived but managed to make his way back to Limoux. As our team no longer wanted him we were told to pack his bags and give them to him when he came. He was in a very emotional state when he arrived and couldn't hold back the tears as we sat around the kitchen table discussing the events that had occurred. He had spent seven days in prison where he had been treated very poorly. He hadn't slept in 36 hours and had just found out that his sister was dying of heart complications associated with anorexia. We offered him all the support we could and we were sorry to see him in such a state. He was very grateful to have our company and he didn't want us to leave him alone after having spent so much time in isolation. After a shower and some good food we offered him a ride back to Toulouse where he caught a flight back to Poland

The conversation on the way to the airport was good for us all and provided some closure to the whole situation. As it turned out, he did not have all the drugs that he was said to have in his possession. Almost all the products contained in his room were technically legal but the problem was that he did not have any prescriptions. Also there were supposedly problems when several of the vitamin and mineral substances were mixed. There were many details of the arrest that he couldn't discuss and it's probably better that we don't know. Plus he was still worried that his conversations were being tapped. He did tell us that indeed he had been guilty of other illegal practices in the past but again gave few details, which was fine with me. It was disheartening to hear him say that doping in both professional and amateur cycling is very prevalent. With harsh penalties acting as a deterrent I am hopeful that the doping issue in cycling will be resolved. My team-mate who had committed many years to his development on the bike had everything come to a crashing halt and was 90% sure his cycling future was over. I believe that with hard work and ample opportunity for development, good results can be achieved without doping.

There are many wonderful lessons and experiences to be gained from the sport of cycling and it's a great life. The training and racing will always be tough but I can be satisfied with working my hardest, constantly learning and striving to be the best I can. See you at the races! 🚴



Velocity CC presents the Ardrossan Stage Race May 8-9, 2004

Times include bonuses for stage placing.

#	Name	Club	ITT		Crit	RR	GC
			Time	#			
1	Roddi Lega	United Cycle	6:55	3	51:47	2:42:36	2 3:41:18
2	Ryan Mackenzie*	DeVinci/Sporttrack	6:58	5	52:43	2:42:34	1 3:42:15
3	Jeff Bolstad	TRS Racing	7:05	8	52:44	2:42:59	3 3:42:48
4	Mark Webster	Bianchi/The Bike Shop	7:13	15	52:47	2:43:01	6 3:43:01
5	Bob Veroba	bicisport	6:45	1	53:17	2:43:01	5 3:43:03
6	Taylor Little*	River Valley Cycle	7:16	17	52:46	2:43:01	4 3:43:03
7	Per Strom*	bicisport	7:01	6	53:17	2:43:10	8 3:43:28
8	Scott Manktelow	Rundle Mountain CC	6:56	4	53:17	2:44:28	9 3:44:41
9	Nicholas Jendzjowski*	Pedalhead/Sleeman	7:14	16	52:45	2:44:57	11 3:44:56
10	Sean Barr	Pedalhead/Sleeman	7:22	20	52:47	2:44:57	10 3:45:06
11	Gary Alexander	TRS Racing	7:06	9	57:47	2:43:01	7 3:47:54
12	Jesse James Collins	bicisport	7:11	14	52:47	2:51:30	12 3:51:28
13	Cam McKnight	ERTC/redbike	6:51	2	52:47	2:52:49	17 3:52:27
14	Craig Good	Synergy	7:21	19	53:17	2:57:40	19 3:58:18
15	Steve German	Revoluzione	7:48	26	57:47	2:52:49	16 3:58:24
16	Nick Friesen	Bianchi/The Bike Shop	7:31	21	58:17	2:52:49	15 3:58:37
17	David Ariano	ERTC/redbike	7:51	29	58:17	2:52:49	14 3:58:57
18	John Bence	bicisport	7:34	22	1:01:17	3:01:36	13 4:00:27
19	Jeru Hu	ERTC/redbike	7:48	27	00:47	2:54:20	18 4:02:55
20	Joel Regimbald*	Synergy	7:37	23	53:17	3:02:21	21 4:03:15
21	Kevin Rokosh	ERTC/redbike	7:08	11	1:00:17	2:57:40	20 4:05:05
dnf	James Spurling*	Bow Cycle/CMC	7:04	7	52:47	8	dnf
dnf	Mark Fewster	TRS Racing	7:07	10	53:17	20	dnf
dnf	Matthew Decore	Pedalhead/Sleeman	7:37	24	52:47	11	dnf
dnf	Dylan Snowdon	Bianchi/The Bike Shop	7:08	12	53:17	19	dnf
dnf	Dave Leahy	TRS Racing	7:10	13	53:17	15	dnf
dnf	Mike Stickland	Pedalhead	7:50	28	52:47	4	dnf
dnf	Guri Randhawa	Pedalhead/Sleeman	8:02	30	53:17	18	dnf
dnf	Dave MacIsaac	Independent	9:13	31	52:47	5	dns
dnf	Ted Dahms	Pedalhead/Sleeman	7:17	18	58:17	25	dnf
dnf	Gregg Menard	Juventus	7:41	25	1:05:17	31	dnf

*Espoir riders

Women

1	Mical Dyck	Terrascape	8:03	1	36:31	3 2:05:21	2 2:49:55
2A	Laura Yoisten	DeVinci/Sporttrack	8:13	2	36:24	2 2:05:19	1 2:49:56
3A	Nola Zwarich	Bianchi/The Bike Shop	8:38	4	36:27	2 2:05:23	3 2:50:28
4A	Samantha Nicholson	Bianchi/The Bike Shop	8:36	3	36:32	4 2:05:37	5 2:50:45
5	Danielle Kenny	Bow Cycle/CMC	8:38	5	36:33	5 2:05:41	6 2:50:52
6A	Tanya Bagnell	ERTC/redbike	8:39	6	37:22	9 2:05:32	4 2:51:33
7	Christine Misseggers	Mountain Bike City	8:43	8	37:22	8 2:05:43	7 2:51:48
8	Anne Brit Carter	Erickson Snakebite Soc.	9:17	18	37:22	7 2:08:12	8 2:54:51
9	Nikki Lavoie	Juventus	9:28	25	38:11	13 2:08:24	9 2:56:03
10	Anna Paton	Way Past Fast	8:42	7	38:11	17 2:11:38	10 2:58:31
11	Sandy Ayre	Pedalhead	9:04	12	38:11	15 2:11:38	11 2:58:53
12	Kristin Campbell	Pedalhead	9:16	16	36:33	6 2:13:05	15 2:58:54
13	Susan Sutherland	Synergy	8:56	11	38:11	10 2:12:12	13 2:59:19
14	Lori Zaparniuk	Way Past Fast	9:28	24	41:41	24 2:12:00	12 3:03:09
15	Sheena Lambert	Synergy	9:17	17	38:11	18 2:17:21	19 3:04:49
16	Jennifer Racz	Synergy	8:54	10	38:11	12 2:18:12	10 3:05:17
17	Liz Ariano	ERTC/redbike	10:02	32	42:11	29 2:14:05	16 3:06:18
18	Renee Kenny	Bow Cycle/CMC	9:21	21	41:41	27 2:16:45	17 3:07:47
19	Janka Hegedus	Pedalhead/Sleeman	10:05	33	45:41	35 2:12:12	14 3:07:58
20	Kristin Baker	Way Past Fast	9:38	28	38:11	16 2:21:18	25 3:09:07
21	Monique Sullivan	Bow Cycle/CMC	9:57	31	42:11	31 2:18:29	21 3:10:37

Chief Commissaire's race note: Stay right! Even if there is no centre line.

22A	Heather Oswald	ERTC/redbike	9:13	15	38:11	11 2:23:38	28 3:11:02
23	Cindy Bonin	Way Past Fast	9:20	20	40:41	23 2:21:15	24 3:11:16
24	Tina Tomljenovic	ERTC/redbike	9:31	27	44:41	33 2:17:05	18 3:11:17
25	Rebecca Wilkinson	Synergy	9:22	22	42:11	28 2:21:12	22 3:12:45
26	Lynda Davy	Rundle Mountain CC	9:43	29	42:11	30 2:21:13	23 3:13:07
27	Sherlyn Rawson	Pedalhead/Sleeman	10:18	34	41:41	25 2:21:20	26 3:13:19
28	Sophie Trageser	Way Past Fast	9:54	30	41:41	26 2:23:01	27 3:14:36
29	Katherine Macluskie	Pedalhead/Sleeman	10:22	35	38:11	19 2:49:24	29 3:37:57
dnf	Marisa Tosi	Terrascape	9:05	13	38:11	21	dnf
dnf	Torie Grant	Juventus	9:19	19	38:11	20	dnf
dnf	Colleen Baldwin	Pedalhead/Sleeman	9:29	26	38:11	14	dnf
dnf	Lisa A. Bowe	bicisport	9:09	14	40:41	22	dnf
dnf	Jenny Hockin	Way Past Fast	9:27	23	43:11	32	dnf
dnf	Laura Brown	Bow Cycle/CMC	8:53	9	45:41	34	dnf

Cat 3

1	Troy Misseggers	Mountain Bike City	7:24	5	45:27	7 2:13:59	1 3:06:50
2	Kevin Masters	Pedalhead/Sleeman	7:25	6	45:27	15 2:14:01	2 3:06:53
3	Jason Shenkariuk	Pedalhead	7:48	20	45:27	11 2:14:27	3 3:07:42
4	Kevin McFadden	Schalbe Cycling	7:13	1	45:27	10 2:17:07	4 3:09:47
5	Mark MacDonald*	Sport Chek	7:17	2	45:23	3 2:17:17	6 3:09:57
6	Evan Sherman	United Cycle	7:50	22	45:27	4 2:17:17	5 3:10:34
7	Ted Emes	ERTC/redbike	7:37	11	45:27	9 2:18:03	10 3:11:07
8	Sean Carter	Snakebite Society	8:06	30	45:27	5 2:18:00	9 3:11:33
9	Brian Bain*	Bow Cycle/CMC	8:18	36	45:27	8 2:18:46	12 3:12:31
10	David Shylko	Pedalhead/Sleeman	8:29	39	47:46	31 2:17:26	8 3:13:41
11	Nick Lynem	Ridley's	7:45	16	48:46	33 2:17:17	7 3:13:48
12	Chris Harrison	ERTC/redbike	7:45	17	47:46	29 2:19:53	13 3:15:24
13	Shaun Adamson*	United Cycle	7:34	9	45:27	12 2:25:35	15 3:18:36
14	Graham Rudge	ERTC/redbike	7:54	26	45:37	21 2:26:12	14 3:19:43
15	Jeff Spurling*	Bow Cycle/CMC	7:22	3	45:18	1 2:27:26	16 3:20:06
16	Paul Paetsch	ERTC/redbike	8:17	34	45:27	17 2:27:30	17 3:21:14
17	Harley Desprey	Velocity	7:47	19	45:27	6 2:28:07	20 3:21:21
18	Sean Walsh*	Bow Cycle/CMC	7:48	21	45:27	14 2:28:07	21 3:21:22
19	Tim Deschenes	Velocity	8:03	29	45:48	24 2:27:40	19 3:21:31
20	Peter Toth	ERTC/redbike	7:54	25	55:16	40 2:18:36	11 3:21:46
21	Rene Regimbald*	Synergy	7:46	18	45:23	2 2:29:45	22 3:22:54
22	Marty Machacek	G.S. Campione	7:28	7	48:46	34 2:27:35	18 3:23:49
23	Ross Andersen	Synergy	7:35	10	45:27	16 2:34:50	24 3:27:52
24	Reid Dalgleish	Synergy	7:29	8	45:26	13 2:35:30	25 3:28:25
25	Michael Yukadinovic	Skookum Cycle	8:18	37	45:27	19 2:34:50	18 3:28:35
26	Graeme Thomson	bicisport	7:23	4	47:16	27 2:34:50	23 3:29:29
27	David Watson	Velocity	7:58	27	45:37	20 2:43:36	27 3:37:11
28	Jeff Klassen	CABC/Projekt 1	7:42	14	47:04	26 2:43:12	26 3:37:58
29	Kyle Halstead	Cycledelia	8:35	40	50:46	36 2:46:04	29 3:45:25
30	Brian Kullman	Synergy	8:16	33	54:16	39 2:43:53	28 3:46:25
dnf	John Twells	Pedalhead	7:51	23	45:27	18	dnf
dnf	Jack VanDyk	Terrascape	7:43	15	45:41	22	dnf
dnf	Phil Rayner	Headwinds	8:13	31	47:16	28	dnf
dnf	Jason Kincaid	United Cycle	7:53	24	47:46	30	dnf
dnf	Craig Horon	Velocity	8:18	35	48:16	32	dnf
dnf	Ryan Anderson*	Juventus	7:59	28	49:46	35	dnf
dnf	Kevin Bowser*	Bow Cycle/CMC	8:13	32	52:46	37	dns
dnf	Wayne Giles*	Bow Cycle/CMC	7:38	12	53:46	38	dnf
dnf	Rob MacCollum	Pedalhead/Sleeman	8:38	41	55:16	41	dnf
dnf	Andy Achuff	Pedalhead	7:39	13	46:10	25	dns
dnf	Andre Sutton	Hardcore	8:20	38	45:44	23	dnf

Thanks to Velocity CC for the best post race meal ever!

If you can't see over the rise or around the curve, what you don't know about oncoming traffic can hurt you big time.

dnf	Darin Schacker	Pedalhead/Sleeman	8:07	19	35:34	21	dns
dnf	Kent Flood	bicisport	8:12	24	35:34	23	dns
dnf	Cliff Morrison	Velocity	9:44	43	41:07	42	dns

Cat 5

1	Eric Smith	Bow Cycle/CMC	7:43	1	31:15	1	1:42:41
2	Braden Young	Deadgoat	8:06	3	31:15	3	1:42:41
3	Paul Martin	Independent	8:02	6	31:15	6	1:42:41
4	Cody Canning	United Cycle	8:10	6	31:15	13	1:42:41
5	Peter Heppleston	Edmonton Masters'	CC:8:16	8	31:15	2	1:42:41
6	Aaron Chappell	Redbike	8:12	7	31:15	5	1:42:41
7	Paul Plakas	Pedalhead/Sleeman	8:20	9	31:15	10	1:42:41
8	Brad Robert	Headwinds	8:20	9	31:15	16	1:42:41
9	Shane Frahm	Edmonton Masters'	CC:8:33	18	31:15	7	1:42:41
10	Nik Jackman	United Cycle	8:35	20	31:15	12	1:42:41
11	Mark Wood	Edmonton Masters'	CC:8:31	15	31:15	17	1:42:41
12	Darren Berreth	Edmonton Masters'	CC:8:38	23	31:15	9	1:42:41
13	Tim Bulger	ERTC/Redbike	8:21	12	31:15	4	1:43:05
14	Kevin Lega	United Cycle	8:20	9	31:15	9	1:43:23
15	Spencer Smitheman	Juventus	8:48	27	32:27	26	1:42:41
16	Don Fox	Juventus	8:37	22	31:15	15	1:44:25
17	Lance Adamson	United Cycle	8:44	24	31:15	14	1:44:20
18	Reid Hosford	Velocity	8:27	13	32:57	20	1:43:18
19	Joe Hostyn	Edmonton Masters'	CC:8:07	4	32:57	23	1:43:39
20	Mark Kildaw	United Cycle	8:44	24	31:15	12	1:44:07
21	Brad Vanderveen	Velocity	8:28	14	32:57	22	1:44:20
22	Cory Scott	Velocity	8:32	16	32:57	21	1:44:29
dnf	Paul MacDonald	Sport Chek	8:33	16	33:27	27	dnf
dnf	Nicolas Andrichuk	Bow Cycle/CMC	8:45	26	33:27	28	dnf
dnf	Chris Sparling	Bow Cycle/CMC	8:32	16	34:57	32	dnf
dnf	Allan McCaldar	Edmonton Masters'	CC:10:23	37	35:27	33	dnf
dnf	Gary Taylor	Crankmasters	9:13	30	33:27	25	dnf
dnf	Andrew Schietzsch	United Cycle	10:02	35	35:21	34	dnf
dnf	Raman Mahabir	GS Campione	9:18	32	35:57	35	dnf
dnf	William Turner	Pedalhead/Sleeman	9:37	33	34:27	31	dnf
dnf	Robert Fraser	Velocity	9:04	29	33:57	30	dnf
dnf	James Mollison	bicisport	9:48	34	33:27	24	dnf
dnf	Allan McIntosh	Edmonton Masters'	CC:8:35	20	33:57	29	dnf
dnf	William Monteath	Juventus	10:15	36	36:27	37	dnf
dnf	Garth Leavey	United Cycle	9:17	31	35:57	36	dnf
dnf	Fabian Castro	River Valley Cycle	8:48	27	31:51	18	dnf
dnf	Mark Milburn	Bow Cycle/CMC	8:09	5	32:48	19	dnf

The Cat 5 horde gets a good start at the Research Park crit. Photo: Alan Schietzsch/ARS Technical Images



Great radio facilities and podium flowers as well.

1	35:34	1	2:26:20	1	3:08:58
2	35:34	29	2:26:30	7	3:09:32
3	35:34	17	2:26:35	8	3:09:39
4	35:34	4	2:26:35	4	3:09:41
5	35:34	10	2:26:54	16	3:10:00
6	35:34	3	2:26:30	2	3:10:02
7	35:34	11	2:26:30	5	3:10:10
8	35:34	19	2:26:40	13	3:10:10
9	35:34	9	2:26:35	10	3:10:13
10	35:34	26	2:26:54	14	3:10:35
11	35:34	8	2:26:54	15	3:10:39
12	35:34	31	2:26:40	11	3:10:43
13	35:34	22	2:27:30	17	3:10:59
14	35:34	27	2:26:35	9	3:11:02
15	36:39	33	2:26:40	12	3:11:12
16	35:34	30	2:28:20	18	3:12:38
17	35:34	12	2:35:13	22	3:19:05
18	35:34	13	2:35:39	24	3:19:36
19	35:34	15	2:33:50	21	3:17:31
20	43:07	43	2:26:30	6	3:17:54
21	35:34	12	2:35:13	22	3:19:05
22	35:34	13	2:35:39	24	3:19:36
23	37:37	35	2:39:58	25	3:26:03
24	35:34	25	2:42:10	26	3:26:04
25	37:07	34	2:42:31	27	3:29:17
26	38:37	37	2:42:15	28	3:28:03
27	38:37	38	2:46:05	29	3:33:26
28	43:30	44	2:46:05	30	3:39:35
29	35:34	5	dnf	dnf	dnf
30	35:34	7	dnf	dnf	dnf
31	35:34	2	dnf	dnf	dnf
32	35:34	14	dnf	dnf	dnf
33	35:34	24	dnf	dnf	dnf
34	35:34	28	dnf	dnf	dnf
35	35:34	16	dnf	dnf	dnf
36	38:37	36	dnf	dnf	dnf
37	40:07	40	dnf	dnf	dnf
38	40:37	41	dnf	dnf	dnf
39	40:37	41	dnf	dnf	dnf
40	40:37	41	dnf	dnf	dnf

1	Mike Sarnecki	United Cycle	7:16
2	Lonn Bate	Terrascape	7:28
3	Greg Fulford	Cycle-Logic	7:30
4	Frank Kovacs	Snakebite Society	7:39
5	John Riess	Pedalhead/Sleeman	7:32
6	Shawn Coulet	Pedalhead/Sleeman	8:04
7	Brian Lelis	Hardcore	8:06
8	Brian Zurek	Pedalhead/Sleeman	7:56
9	Felix Husep	Synergy	8:04
10	Ryan Lakhram	Juventus	8:07
11	Myles Marshall	Juventus	8:11
12	Dean Rawson	Pedalhead/Sleeman	8:29
13	John Gilchrist	Deadgoat	7:55
14	Will Carry	Pedalhead/Sleeman	8:53
15	Tommy Mak	Eurotech	7:53
16	Glenn McHatten	Independent	7:42
17	Paul Ignatiuk	ERTC/redbike	8:04
18	Curtis Roper	Velocity	8:52
19	Brys Francis	United Cycle	8:04
20	Dylan Menard	Juventus	8:07
21	Stephen Ferris	Blizzard	8:17
22	Jayson Gillespie	Synergy	8:18
23	Mike Bidniak	Juventus	8:23
24	Ross Harbottle	Bow Cycle/CMC	8:54
25	Aaron MacQueen	Velocity	8:28
26	Brian Robinson	Bow Cycle/CMC	8:20
27	Greg Yanicki	bicisport	8:25
28	Anthony Stachyk	bicisport	8:44
29	Glen Playfair	Way Past Fast	8:44
30	Aaron MacLuskie	Pedalhead/Sleeman	8:44
31	Rob Onodera	GS Campione	10:00
dnf	Dan Bradley	ERTC/redbike	7:50
dnf	Ryan Hopping	United Cycle	7:52
dnf	Kevin Coghlan	Pedalhead/Sleeman	8:02
dnf	Jason Frank	CABC/Projekt 1	7:59
dnf	Kevin Noble	United Cycle	8:11
dnf	Jan Sacharuk	Pedalhead/Sleeman	8:23
dnf	Tim Brewster	Cycle-Logic	8:36
dnf	James Rasmussen	United Cycle	8:39
dnf	James Radford	River Valley Cycle	8:55
dnf	Marcelo Lafuente	Pedalhead/Sleeman	9:11



Penticton Pix!

A bunch of ABAers went to Penticton BC April 4-11, 2004 for some base and not-so-basic miles. Many thanks to Coach Andy Holmwood

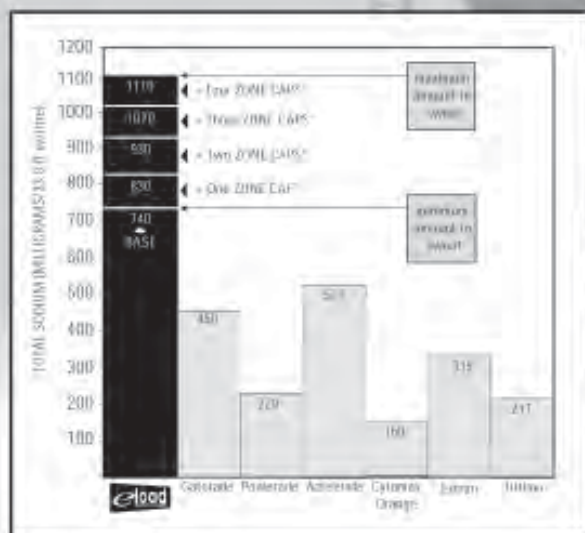
Top 3 pix by Al McCalder, bottom one by Rob Onodera. That's Calgary's Raman Mahabir in front of the sign above.



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On the cover: 5-year-old Ashton Stoult
from Airrie soldiers on to the finish.
Photo by Barney Brown, Champion
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