

ALBERTA SPIN

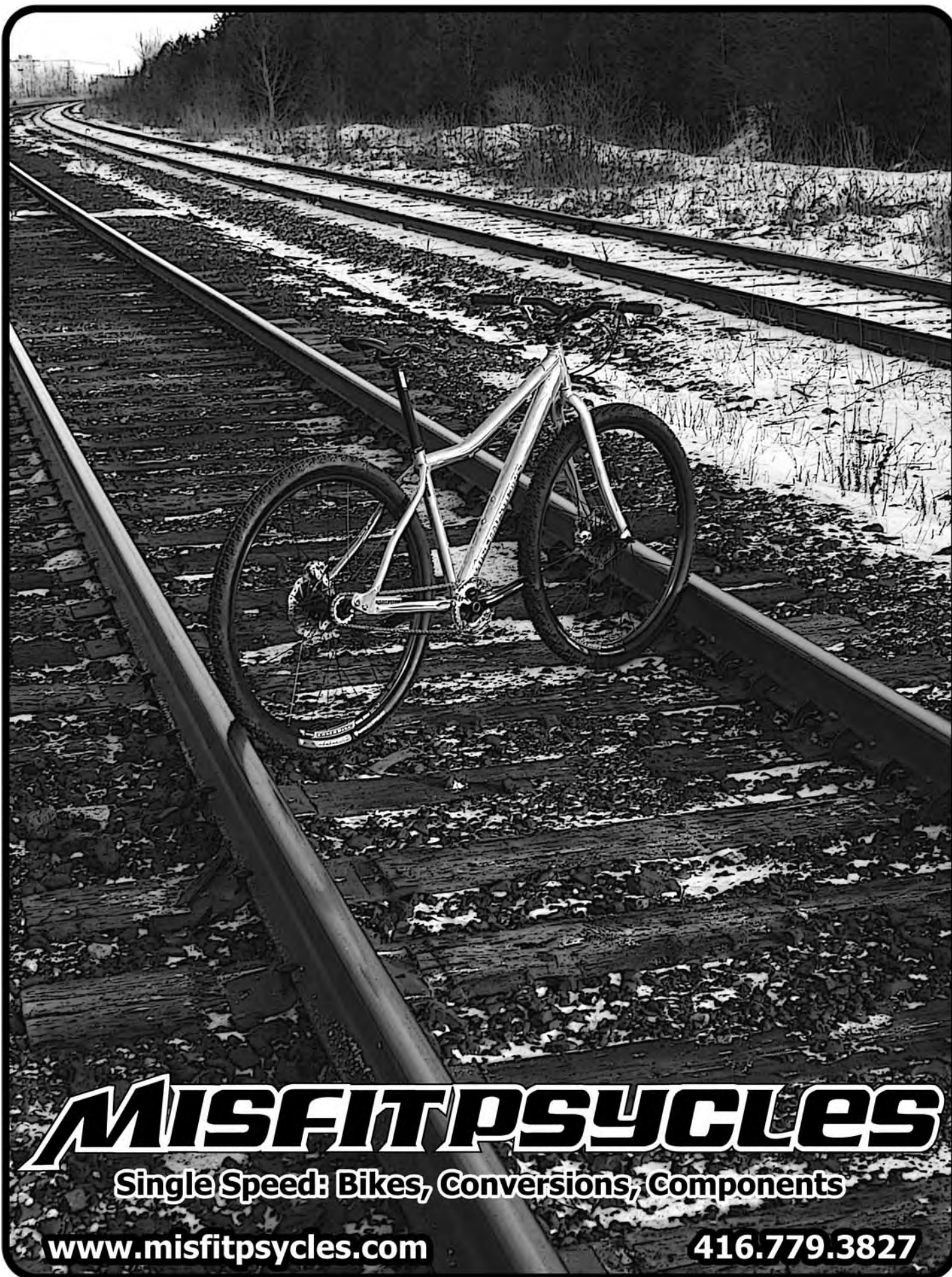
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The Return of the Downhill Warriors

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ALBERTA SPIN

Summer 2008, Volume 38 No. 1

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*Cover Photo - Nick Quinn of Calgary Cycle.
Photo by Ryan Creary.*

Nick Quinn (Calgary Cycle)

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EXECUTIVE DIRECTOR'S MESSAGE

New blood

Welcome to the return of the Alberta Spin! After a one year hiatus we are hoping that after a well deserved rest it will be rejuvenated and have new legs. This year we will have 2 issues coming your way. Our hope is to keep you informed about all aspects of cycling in Alberta and provide you with human interest stories while keeping you informed about the cycling racing scene.

There is a buzz in the air about cycling in Alberta – with the racing season launched in early February in Morley with the first Alberta Cup BMX race – it was a great kick-off to what will be an exciting year. This year as we have expanded the calendar including the Juventus Cycling Club hosting the Cyclo-Cross Canadian National Championships in Edmonton, our first race in the Rockies the Banff stage race and Calgary Bike Week. We have also re-developed the provincial team program, will be launching a new website, and continued to have huge turnouts in the BMX races. This is only the start we have a number of other new developments within our sights - our goal is to make Alberta the place to be for cyclists.

Last year the ABA we have had a significant turnover; after 10 years of dedicated service to the ABA we've had to say goodbye to our long-time Technical Director, Andy Holmwood. After 3 years as President we also said goodbye to Tim Harris as President and welcomed former Board member Alan Schietzsch as the new ABA President. We wish Andy and Tim all the best in his future endeavors and hope to see him around a few races over the summer.

We have added some new blood to our team adding Roddi Lega, long time Canadian and Alberta athlete (and recent NCHL Playoff MVP), as our BMX and Mountain Bike Coordinator. If you haven't already heard from him look for him out at events all year – they will be more than happy to help you with any inquiries you might have. Jayson Gillespie has expanded his role with the ABA as Provincial Head Coach which will provide great leadership as we develop the High Performance Program. Monica Brooks has also continued on in an expanded role and is responsible for all licensing and members services. A special thanks to everyone who has helped us through our transition.

ABA members have been shining on the international stage lately with Ryan MacKenzie, Travis Smith, and Tara Whitten (Velocity) recently representing Canada at the UCI World Track Championships. BMX Champion Samatha Cools (Airdrie BMX) has also been on fire lately and will be one to watch at the Beijing Olympics. Keep an eye on paralympic athletes Brayden McDougall (Bicisport) Shauna White in their pursuit of qualifying for the 2008 Paralympic Games. and Four Alberta riders competed for Canada at the 2008 Cyclo-Cross World Championships U23 Men - Shawn Adamson (Juventus), Aaron Schooler (Team H & R Block), Brian Robinson (CMC/Bow Cycle) and Junior Men – David Larson (Juventus). With all this success it should be great watching all of these athletes in their quest for international success!

At the ABA believe that our clubs and our members are at the heart of everything we do. Therefore we look forward to hearing from you with new ideas, areas of improvement, or if something is going well please feel free to call us on 1-877-646-BIKE or by email kipp@albertabicycle.ab.ca.

I look forward to meeting everyone at races throughout the year. Best of Luck and Great Riding!

Kipp Kaufmann, Executive Director



Executive Director

Kipp Kaufmann
kipp@albertabicycle.ab.ca

Administrative Assistant

Monica Brooks
monica@albertabicycle.ab.ca

Sport Coordinator

(BMX & MTB)
Roddi Lega
roddi@albertabicycle.ab.ca

Provincial Coach

Jayson Gillespie
jay@albertabicycle.ab.ca

President

Alan Schietzsch

VP Administration

Simon Richard

VP Racing

Jim Smith

VP BMX

Jim Negenmen

VP Recreation & Transportation

Natasha Kuzmak

Chief Commissaire

Bernie Fagnan

Members at Large

Mark Roberts
Lance Adamson
Glen Pratt
Jeff Davis

The Alberta Bicycle Association office is open Monday through Friday 9am to 5pm. The office is located at 11759 Groat Road, Edmonton, AB T5M 3K6. Phone: 1-877-646-2453 Email: info@albertabicycle.ab.ca

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Publisher

Yukio Yamada
magazine@albertabicycle.ab.ca

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Season Preview

ROAD

The Road Calendar this year is bigger and better than ever. With the great turnout at the first three races this year - the Bicisport ITT, Velocity Stage Race and Pigeon Lake Road Race/Maximum Criterium participation has been higher than ever.

Some of the premiere Calgary area events have banded together to form the

new 'Calgary Bike Week'. This week will include a bigger and better Tour de Bowness and the Tuesday night Midweek Mayhem Criterium. On the Thursday, the inaugural Circuit de Mayhem will take place. Saturday will bring the Alberta Provincial Time Trial Championships in Canmore and Sunday is the H&R Block's Ride for the Wild Roses. Throughout this week the Alberta Provincial Youth Championships will be taking place. It's sure to be an awesome 7 days of racing.

Also new for this year is the new Banff Lake Louise Stage Race. To steal a line from their catchy new ads "Canadian Rocky Mountains, Bike Racing; Why didn't we think of this before?" The Banff Lake Louise Stage race will consist of an Open Time Trial, Cat 1-5 Criterium in downtown Banff and an invite only Cat 1-2, Men's and Women's road race. Show up to race the Time Trial and Criterium and stick around to watch some of the best duke it out on the roads of Tunnel Mountain.

One more event worth mentioning is the Devon GP. It's expanded for this year and boasts two up sprints on the Friday night, a Crit and time trial on Saturday and a road stage on Sunday. How much fun can you cram into one weekend?

Cyclocross Season Recap

Cyclo-cross season got underway last year with the traditional season opener, the Hardcore Hop 'n Hurl. As with all Cyclo-cross season openers ones romantic notions of racing hard for an hour in muddy conditions were not yet tempered to the true realities of the sport, hence, numbers were high. Junior rider David Larson (Juventus) was the revelation of the day running across the line to take the victory over Alberta Cross stalwarts Shawn Bunnin (bicisport), Aaron Schooler (ERTC/Red Bike) and Tim Heemskerk (United

We have a whopping 18 mountain bike races set for the upcoming season

Five of these races are Downhill and Super D that are being organized by the heavy hitting Alberta Downhill Racing Association. All Alberta DH races will be part of the resurrected ABA Downhill Series. Dates are up on the website, but locations are to be determined.

New for this year are the fresh young faces of the Alberta Racing Consortium. They have stepped up in a big way and are organizing five races this year. Their races include the Perogy XC (all you can eat perogies), Bacon Buffett of Pain and Suffering (all you can eat bacon), Hinton Moustache Madness (look out for the big money moustache dirt crit take place while

everyone is waiting for the awards), Nordegg "Check One Thing Off Your Life Checklist" Marathon, and the XC Provincials.

Back for another year is the beloved Canmore Canada Cup. Canmore is arguably the best race course on the planet as long as you know how to ride a bike like our very own Roddi Lega, who by the way won the 2008 MVP of the North Central Hockey League playoffs. Rundle Mountain Cycling Club has done a great job bringing back the marquee mountain bike race in Alberta.

Triumphantly returning for yet another year are some very familiar XC races. The (probably older than you) Suffer Springs is going to finance your pain mortgage again for its estimated (by me) 100th year in a row (It's Alberta's oldest race in case you didn't know). The Iron Lung has moved to Canmore for '08 and is a welcomed

addition since it's one more opportunity to race at arguably one of the greatest venues in Canada. Last and certainly not least is Lord Devon Dust Up of Lower Devonshire which doubles as the Alberta Single Speed Provincial Championship of the World.

Brand new for 2008 is the Western Canada Enduro Race Series. This series is a real beauty. There are 4 races in total, 3 of them being in Alberta and 1 in the glorious wheat fields of Saskatchewan; where the winners of each category receive a new combine (not really). The Giver-8-er is an electrifying addition and it ought to be 8 hours of wholesome delight on the breathtaking trails at COP. The Bow 80 is back after a year in rehabd and promises to re-assume its status as one of the premiere off-road endurance events in Western Canada.. There will be prizes for the series winners with all ties being decided at the BOW 80 finals.



Mike Patychuck (ADHRA) at COP DH race.



Pedalhead Roadworks Cyclist at UCI Jim Horner Cyclo-Cross Grand Prix.

Cycles/TTP) who placed 2nd, 3rd and 4th respectively. Larson was forced to dash for the cash when an inopportune broken chain left him scrambling for the line to save the day by a second. Pepper Harlton (Juventus) continued to establish herself as one of Western Canada's premier off road female rider and took the win handily.

2007 was the inaugural year for Jim Horner Cyclocross

continued on page 10

Season Recap

Continued from page 5

Grand Prix held on the grounds of the Argyll Velodrome in Edmonton. It turned out to be a great event as evidenced by the CCA naming Juventus as the organizer for the Canadian Cyclo-cross National championships for the next two years. After being beaten by Larson two weeks earlier, The Flying Dutchman Tim Heemskerk made amends by taking the victory over a hard charging Ryan Hopping. Mike Bidniak (Trek Red Truck) rounded out the podium in third. Ryan Hopping (La-Z-boy) took the holeshot and led the race for the first lap with Heemskerk, Bidniak, Shaun Adamson (Juventus) and Shawn Bunnin forming a chase group 10 seconds in arrears. Heemskerk was able to bridge up to Hopping and then leave him behind for the victory.

In the women's race, Canada's premiere female cross rider Wendy Simms (Kona) decided to drop in and support Edmonton's first UCI cross race. Simms took the occasion to put on a clinic in cross racing and lead the women's race from start to finish. Pepper Harlton chased in earnest for the first several laps until Mical Dyck (Trek/Terrascope) was able to utilize the speed and power that has won her several Canada Cup overall titles. She was able to catch and then put a minute into Harlton, however by that time Simms was already long gone. It was a memorable day of racing and is sure to be a hit again next year when it is run in conjunction with the National Cyclocross Champions on the weekend of October 11th and 12th.

Racers were afforded little rest over the Thanksgiving weekend as Monday saw them pinning on the numbers once more to contest the Mammoet Oktobercross presented by United Cycle. The race was almost a carbon copy of the day before with Ryan Hopping doing his best impression of a bat out of hell and the rest of the field doing their best to chase him down. Tim Heemskerk was once again able to take the win by catching Hopping and then attacking for the victory. Hopping was able to hold on for second and Shawn Bunnin claimed third on the day.

In the women's race it was newcomer and track phenom Tara Whitten (Velocity) taking out the win. Mical Dyck again was able to put the boots to Pepper Harlton claiming her second consecutive podium of the weekend and relegating Harlton to third.

On October 14th the Alberta Provincial Cyclo-cross championship took place in Calgary. Tim Heemskerk continued his dominance of the Alberta Cyclo-cross scene taking out his third Cyclo-Cross provincial championships in as many years. Ryan Hopping again played the role of bridesmaid and Aaron Schooler provided a glimpse of his form heading into Nationals as he claimed third.

Mical Dyck was again able to fend off Pepper Harlton for the victory, this too, her third Provincial title in three years. CMC/Bowcycle's Amy Woodward was rounded out the podium.



Robin Baillie (Team H & R Block) - 3rd Place Finisher
Jim Horner Cyclo-Cross Grand Prix Master A.

The stage was then set for Cyclocross Nationals in Kamloops BC and with the race's close proximity to Alberta and Alberta's thriving Cross season producing a depth of great riders, Alberta was ready to impress.

Aaron Schooler and Ryan Hopping rode to 4th and 5th in the Elite Men's race with Shawn Bunnin narrowly missing the top ten in 11th place. Mical Dyck continued her great season with a 4th in the Elite Women's race with Pepper Harlton finishing 7th, Krystyn Ong (Juventus) in 17th, Samantha Grover (Juventus) in 20th and Kendra Middleton (Juventus) in 21st.

In the Junior Men's race it was all Alberta, all the time. David Larson rode to his first National championships with Alex McCormick (Juventus) taking third a minute and a half back. Connor Witzke (Juventus) had a great race to finish 8th.

In the U23 race Brian Robinson (CMC/Bow Cycle) grabbed the third spot on the podium with Mike Bidniak following close behind in 4th. Shaun Adamson rode strong for 6th place.

In the Master A race Chris MacNeil (H&R Block) took second, Andre Sutton (Hardcore) placed 4th, Keith Bayly (Synergy) 13th and Mike Blennerhassett (Hardcore) in 19th.

In the Master B race Mark Rumsey (Hardcore) took 10th just ahead of Pat Doyle (Deadgoat) in 11th. Tracy Schearer (Juventus) was lucky 13th, Dan Hunka (Juventus) placed 16th, Edward Roddy (Deadgoat) in 19th, Bob Burden (Juventus) 21st and Lance Adamson (Juventus) rounded out the Alberta contingent in 22nd.

In the Master C Race Claude Breau (bicisport) took third with Don Fox (Juventus) in 5th.

In the Master 30+ women Nancy Burden (Juventus) gave Alberta its second victory of the day with Joanne Breau (bicisport) riding in shortly behind in 6th.

When the Canadian National team was named for the Cyclo-cross worlds in Livigno Italy, Aaron Schooler (Elite Men) Brian Robinson and Shaun Adamson (U23 Men) and David Larson (Junior Men) were all on the list. By my count, that's the strongest concentration of riders from anywhere outside of Belgium. Alberta's performances on the National and World stage this year, coupled with Edmonton hosting Cyclocross Nationals for the next two years surely qualifies Alberta as one of North America's Cyclo-cross hotbeds. See you in fall 2008!

BMX

By Roddi Lega

BMX and Mountain Bike Coordinator



Roddi Lega at the Texas Norba.

To quickly introduce myself my name is Roddi Lega and I am the BMX and Mountain Bike Coordinator at the Alberta Bicycle Association. I have been working at the ABA since mid November and it has been my utmost pleasure to take on the job of being your BMX coordinator. I take pride in caring for your BMX needs.

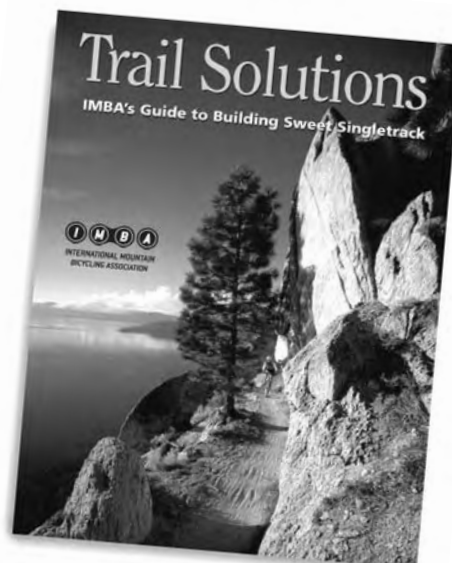
The BMX season never really ended for some, and for others it is just beginning. District racing began at the indoor Morley track way back in late November. All district races from January 1st onward, count for 2008 District Series points. The points are being tracked by the honorable Roddi Lega and let me tell you, he is never sarcastic, and he absolutely loves taking care of the District Points and all of its 300-400 races. Rest assured, there will be point tally updates

posted on the ABA website on a regular basis throughout the season.

The first provincial race was in Morley on February 17th. It went off well with 223 riders and 258 entries. Not too bad for racing in February. Heck, the lowly Vancouver Canucks have trouble bringing in that many fans for their home games, and February is peak hockey (choking) season for them too. Kaila Sweeney and Aaron Lepp took home the wins in the Elite categories, while Natasha Vergara and Alexander Sailer came out on top in the Junior categories.

Provincial race #2 is set for June 8th in Okotoks and it's sure to be a sunny day so everyone should mark it on their calendars. Many tracks are starting up their district races so it should be an action packed year. With the Western National Series now run by the resurrected CBA and the Alberta Summer Games in Medicine Hat it should prove to be a great season.

Make sure to keep an eye out for Samantha Cools who has recently secured enough UCI points for a position as the Olympics. As she is on her quest for gold we will be behind her all the way. Make sure to check out the next issue of the Alberta Spin for a more in depth article of Sam's quest.



Good trail design is invisible

Trail Solutions - IMBA's Guide to Building Sweet Singletrack

This large paperback is an authoritative how-to for trail advocates who want access to good mountain biking areas, trail builders who want to do things right and even trail riders who want to know what the first two are up to.

The book's eight sections each describe a piece of the trail creation process. While many trail enthusiasts' first instinct is to grab a shovel and start digging, more than half of *Trail Solutions* deals with what to do before you pick up a Pulaski.

Trail Solutions is well-structured in a number of ways. It presents information in small chunks of one or two pages at a time. It gives additional info in sidebars and insets. The illustrations show trail features from several angles to give a complete picture. Photographs from all over the world show good (and bad) trail construction projects.

Good trail design - is available at ABA office Library



Did you know that you can make a donation to help cycling in Alberta and receive a tax-deductible receipt for your contribution?

Like any other non-profit organization the Alberta Bicycle Association ("ABA") is always seeking additional resources. The Alberta Sport, Recreation, Parks and Wildlife Foundation ("ASRPWF") administers a Donation Fund, which provides tax-deductible receipts for unconditional contributions to the ABA.

THE FULL AMOUNT OF EACH DONATION GOES DIRECTLY TO THE SUPPORT CYCLING IN ALBERTA!

To find out how to make a donation to the ABA through the ASRPWF check out the website <http://www.tprc.alberta.ca/asrpwf/getinvolved/donation/index.asp> or contact the ABA office at 1-877-646-2453



2007 ABA Award Winners

2007 BEST ALL ROUND (B.A.R.) WINNERS

CATEGORY	NAME	CLUB
Elite Men	James Sparling	Lazy-Boy
Elite Women	Amy Woodward	CMC/Bow Cycle
U15 Women	Annie Stadnyk	Bicisport
U17 Women	Samantha Grover	Juventus
Junior Women	Krysten Ong	Juventus
U15 Men	Annie Stadnyk	Bicisport
U17 Men	Mackenzie Carson	Juventus
Junior Men	Alex McCormick	Juventus
Master A Men	Chris McNeil	H & R Block
Master B Men	Peter Toth	Juventus
Master C Men	James Janzen	Crankmasters
Master C Men	Michael Zelensky	Terrascope
Master Women A	Alana Heise	Terrascope
Master Women B	Joanne Breau	Bicisport

2007 ALBERTA ROAD CUP (TOP FIVE TEAMS)

Team H & R Block	1037
CMC/Bow Cycle	640
Bicisport	625
Juventus	600
Pedalhead	570
Roadworks	

Cat 1 - 2	Shawn Goulet	Pedalhead Roadworks
Women	Natasha Kuzmak	Synergy
Cat 3	Dallas Morris	Team H & R Block
Cat 4	Stephen Davis	CMC/Bow Cycle
Cat 5	James Janzen	Crankmasters

2007 ALBERTA CRITERIUM SERIES

Cat 1-2	Dan Wood	ERTC
Women	Natasha Kuzmak	Synergy
Cat 3	Rob Leeds	CMC/Bow Cycle
Cat 4	Ryan Saranchuk	Synergy
Cat 5	Brad Kinny	Pedalhead Racing

2007 ALBERTA CYCLO-CROSS SERIES

Elite Women	Pepper Harlton	Juventus
Elite Men	Tim Heemskerk	United Cycle
Expert Men	Lonn Bate	Terrascope
Sport Men	Alex McCormick	Juventus

2007 ALBERTA MTB (CX) SERIES

CATEGORY	NAME	CLUB
Elite Men	Evan Sherman	United Cycle
Elite Women	Lauren Lankester	Bicisport
Expert Men	Steve Martin	Hardcore
Sport Men	Peter Knight	United Cycle
Novice Men	Brad Kinny	United Cycle
Youth Men (Novice)	Adam Todd	Juventus
Youth Men (Sport)	Felix Wilberg	CMC/Bow Cycle
Sport Women	Alana Heise	Terrascope Racing
Novice Women	Amber Finlay	CMC/Bow Cycle
Youth Women (Novice)	Gina Kisell	Synergy
Youth Women (Sport)	Anastasia Stadnyk	Bicisport

2008 Alberta DH Series

Elite Men	Nick Quinn
Elite Women	Michelle Dumaresq
Junior Expert Men	Glen Bradley
Junior Sport Men	Mark Sackney
Senior Expert Men	Mitch Thonton
Senior Sport Men	Rob Chapman

2007 JOURNAL CUP (TOP 5 TEAM STANDINGS)

Synergy	231
Bicisport	183
Juventus	145
CMC/Bow Cycle	120
Velocity	62

2007 JOURNAL CUP FINAL STANDINGS

CATEGORY	NAME	CLUB
Women A	Stephanie Roorda	Synergy
Women B	Ellen Sparling	bicisport
Category _	Felix Haspel	Synergy
Category 3	Neal Gregory	CMC/Bow Cycle
Category 4	Greg Yanicki	bicisport
Category 5	Felix Wilberg	CMC/Bow Cycle
Tandem	Cowie/Smibert	Team H&R Block

2007 Alberta BMX Provincial Series

20" CATEGORIES

CATEGORY	NAME	CLUB
5 Novice Female	Alissa Erdman	Stony Plain BMX
6 Expert Female	Tatum Wilson	Okotoks BMX
7 Novice Female	Neige Delaunay	Red Deer BMX
7 Expert Female	Avriana Hebert	St. Albert BMX
8 Novice Female	Vanessa Whaling	Stony Plain BMX
8 Expert Female	Cayleigh Van Staalduinen	St. Albert BMX
9 Novice Female	Megan Lavalee	Okotoks BMX
9 Expert Female	Nicole Schilling	Stony Plain BMX
10 Novice Female	Audessa Parafina	Airdrie BMX
10 Expert Female	Daina Tuchscherer	Edmonton BMX
11 Novice Female	Jocelyn Byl	Okotoks BMX
11 Expert Female	Ilana Just	Red Deer BMX
12 Novice Female	Taya Tweten	St. Albert BMX
12 Expert Female	Megan Bosak	Okotoks BMX
13 Novice Female	Shayla Mysek	Okotoks BMX
13 Expert Female	Chelsea Kingston	Medicine Hat BMX
14 Novice Female	Kaylee Jacobson	Calgary BMX
14 Expert Female	Sabrina Millman	Cochrane BMX
15 Novice Female	Katie Mainville	Red Deer BMX
15 Expert Female	Kyra Mcleod	Calgary BMX
16+ Novice Female	Karlle Marshall	Red Deer BMX
16+ Expert Female	Natasha Vergara	Calgary BMX
Junior Female	Kaila Sweeny	Airdrie BMX
Elite Female	Lori Smith	
5 Novice Male	Kaden Barnes	Red Deer BMX
5 Expert Male	Ronin Pusch	St. Albert BMX
6 Novice Male	Jack Galan	Okotoks BMX
6 Int. Male	Zachary Chizen	St. Albert BMX
7 Novice Male	Evan Renaud	Airdrie BMX
7 Int. Male	Zachary Croft	Airdrie BMX
8 Novice Male	Dawson Tarnasky	Airdrie BMX
8 Int. Male	Issac Timmins	Red Deer BMX
8 Expert Male	Owen Eikenberry	Airdrie BMX
9 Novice Male	Tristyn Sichkaryk	Stony Plain BMX
9 Int. Male	Keith Warren	Red Deer BMX
9 Expert Male	Cody Pratt	Red Deer BMX
10 Novice Male	Brian Johnson	Red Deer BMX
10 Int. Male	Wyatt Fenton	Cochrane BMX
10 Expert Male	Taylor Otterson	Cochrane BMX
11 Novice Male	Jayne Johnson	Airdrie BMX
11 Int. Male	Jack Iles	Cochrane BMX
11 Expert Male	Stefan Pacheco	Airdrie BMX
12 Novice Male	Matthew Teel	Medicine Hat BMX
12 Int. Male	Reed Bradford	Edmonton BMX
12 Expert Male	Calvin McCrae	St. Albert BMX
13 Novice Male	Ross Eaton	Calgary BMX
13 Int. Male	David Hill	Calgary BMX
13 Expert Male	Timothy Pratt	Red Deer BMX
14 Novice Male	Nicholas Courte	Red Deer BMX
14 Int. Male	Andrew Jones	Airdrie BMX
14 Expert Male	Simon Meili	Airdrie BMX
15 Expert Male	Cameron Helm	Okotoks BMX
15 Novice Male	Landon Ferris	Red Deer BMX
15 Int. Male	Mason Neudorf	Lethbridge BMX
16 Novice Male	Travis Richard	Gravity BMX
16 Int. Male	Joey Van Overveld	Stony Plain BMX
16 Expert Male	Francois Bonjean	Edmonton BMX
17 - 24 Novice Male	Jean-Guy Poirier	Okotoks BMX
17-24 Int. Male	Rian Rutherford	St. Albert BMX
17-24 Expert Male	Neil Fluet	Edmonton BMX
25-29 Expert Male	Brad Frick	Edmonton BMX
Junior Male	Karsten Millman	Cochrane BMX
Elite Male	Aaron Lepp	Airdrie BMX
30+ Novice Male	Jorge Caro	Calgary BMX
30+ Expert Male	Garth Hebert	

"This is not Disneyland, or Hollywood. I'll give you an example: I've read that I flew up the hills and mountains of France. But you don't fly up a hill. You struggle slowly and painfully up a hill, and maybe, if you work very hard, you get to the top ahead of everybody else." – Lance Armstrong

2007 ALBERTA BMX PROVINCIAL SERIES

CRUISER CATEGORIES

U12 Male	Tanor Milligan	Red Deer BMX
13-14 Male	Timothy Pratt	Red Deer BMX
15-16 Male	Erik Nicol	Calgary BMX
17-29 Male	Neil Fluet	Edmonton BMX
30-34 Male	Jorge Caro	Calgary BMX
35-39 Male	Jody Jacobsen	Calgary BMX
40-44 Male	Shawn Loewen	Edmonton BMX
45+ Male	Tony Fluet	Edmonton BMX
U13 Female	Ilana Just Staats	Red Deer BMX
14-18 Female	Megan Frew	Calgary BMX
19-29 Female	Tamara Jones	Airdrie BMX
30+ Female	Wendy Vandenhoven	Airdrie BMX
Junior Male	Jeffrey Jacobson	Calgary BMX
Elite Male	Chris Nakamura	Okotoks BMX
Junior Female	Kaila Sweeny	Airdrie BMX
Elite Female	Lori Smith	

2007 ALBERTA ITT SERIES

CATEGORY	NAME	CLUB
Cat 1 -2	Bruce Copeland	Juventus
Women	Natasha Kuzmak	Synergy
Cat 3	Dallas Morris	Team H & R Block
Cat 4	Jamie Marshall	Crankmasters
Cat 5	Lorne Dmitruk	Cycle Logic
Master A	Chris McNeil	Team H & R Block
Master B	Gary Brown	Rundle Mountain CC
Master C	James Jenzen	Crankmasters
Master D	Peter Heppleston	EMCC
Women Master A	Jill Kuntz	TRS Racing
Women Master B	Joanne Breau	Bicisport
Women Master C	Linda D'Ilio	Juventus
Junior Women	Jessica Kisell	Bicisport
U17 Women	Ellen Sparling	Bicisport
U15 Women	Anastasia Stadnyk	Bicisport
U15 Men	Zack McAllister	Headwinds
U17 Men	Graham Courtney	Synergy
Junior Men	Neal Gregory	CMC/Bow Cycle

The ABA on the Information Superhighway *and the Information Singletrack*

Over the last few years, the Alberta Bicycle Association has been getting more and more electronic. Looking at pictures of the Klondike Criterium from 1979, we see no iPods, no bike computers, no power meters and no fancy electronic timing systems. Yet we still registered riders, had races and posted results. By Jeff Davis

We've come a long way in terms of technology since then but registering riders, operating races and publishing results are still at the core of what we do.

The most obvious use of Information and Communication Technology (ICT. ICT people love 3LIs (3-letter initialisms)) is with the registration and results processes. Getting an ABA license has joined the 21st century by using the Karelo e-registration system (www.karelo.com). The insurance industry has recently joined the pack with online waivers to complete the licensing process. We also use Karelo for race registration and payment, and here it can be very useful. Karelo has startup, monthly and per-rider fees and these must be passed on to the riders but Karelo registration simplifies things for the ABA, race organizers and riders. The basis for any good results generation system is a complete and accurate start list. Get the name, number, category and club into the computer and we can produce results much more quickly.

Karelo is especially useful for Time Trial registration. By setting up and publishing a start list in advance organizers can put categories together and seed riders by expected time, making for a fairer and more exciting race. For riders, knowing when you start means that you can arrange your arrival and warm-up to correspond to your actual start time. Once the

riding starts, teamwork between stop-watch-clicking Commissaires and mouse-clicking computer operators at Time Trials, Cross Country or Cyclo-Cross races can generate near-real-time results. Finally, pre-registration, even if it's just by sending the organizer an e-mail with your name, club and category helps organizers cook up enough 'burgers and such for the post-race lunch.

More obvious and much more expensive are the timing and photofinish systems we use for road and track events. The Argyll and Glenmore velodromes have sophisticated setups from Alge Timing systems (www.alge-timing.com). These include starting blocks that hold your bike and then release it at the exact instant of the start and a variety of sensor strips on the track that record the passage of your wheel. Moving the sensor strips allow us to time all the different timed events on the track.

Similar systems and systems with electric eyes have been used to time Downhill and Dual Slalom races at Canada Olympic Park and Rabbit Hill. These require a wired or wireless connection

between the start and the finish as well as any split time points. Being based on a single lane or two parallel lanes, such systems can handle only one or two racers at a time.

At road races and crits, and sometimes at BMX and cyclo-cross races, we use the FinishLynx photofinish camera

(www.finishlynx.com). We bought the kit in 2003 with a grant from the Shell Canada Community Service Fund. In 2007, another grant from the Western Canada Summer Games helped us upgrade the camera to capture colour images and to add a timing module.

We align the camera very accurately with the marked finish line and then we record riders as they pass the finish line. The colour pictures made possible by the recent upgrade help in rider identification but proper number placement (on your side below your arm! Scope the pinning model!) is the most important part of calling finish. The new timing module means that we can time finishes to the millisecond but most important for things like 60-up, 60 kph crit finishes, we can see gaps of less than 1 centimetre.

In the last few years, we've worked with other sports such road, XC and marathon running, the Half Moon adventure race, the Birkebeiner and other XC ski races, World Cup and other triathlons and Olympic-style and marathon speed skating. This has let us share timing and race operation techniques. In particular we've

worked with two chip timing systems (CTS): AMB-IT (www.amb-it.com) and ChampionChip (www.championchip.com). Many of the running races and triathlons in Alberta use the ChampionChip services of ResultsCanada (www.resultsCanada.com). A CTS works by recording the passage of an electronic chip strapped to your leg or your bike over an antenna at the finish line.

The chip systems have many good qualities but, as the saying goes “The right tool for the right job.” The main technical challenge of timing a bike race is calling the 60-up, 60 kph, 1 cm. gap finishes. Such a finish would strain the time resolution and capacity of a CTS and we’d still need the photofinish cam. Operational issues include the difficulty of setting the antennas on the finish line. As we found at the 2005 World Masters Games, the ChampionChip antenna mats can’t handle truck, car or even lead motorcycle traffic and may not stay in place accurately enough even when only bikes are riding over them. The AMB-IT antenna is a simpler loop but it must be taped to the road, which is problematic on wet pavement.

Further, chip timing systems mean chip inventory control and it would be a bit of a cultural shift for ABA races to get into the habit of signing chips in and out for each race or to get into the business of selling personal chips. Finally, cost would be a major issue. CTS costs include antennas and receiving electronics and scoring software at several thousand dollars each. The software that comes with the systems is not usually suited to the variety of bicycle races we operate so we’d have to check out custom development.

Oh yeah, and the chips are about \$100 each.

Manual backup to all of this gadgetry is essential. Experienced people (especially at BMX races) with fast, focused eyes and sharp pencils and minds will keep the operation of Alberta bicycle races at a high level. These people do their jobs with the same love of the sport as the riders do their training and racing, so let’s support each other to help each of us do our best.

You can find a good analysis of electronic event timing at www.designnews.com/index.asp?layout=article&articleid=CA192447

Photo courtesy of Mark Rumsey

WHY WE RACE BY MARK RUMSEY

For master’s cyclists there is no Tour de France or Olympics to shoot for. We race for our own personal goals and the rewards are similarly personal. Training 8-12 hours a week is half of what I did back in the day but it seems to take me twice as long to recover. For us masters, the aches, pains and injuries accumulated from twenty-five years of riding and training are a challenge to overcome and a reminder of races gone by; the scars a resume of crashes etched onto our skin. Three seasons ago I started racing again after a twelve year hiatus. Since then I have won one race. No one will remember that or the time I was fifth or someone else was second. But I remember and it is those fleeting successes that are part of what keeps me going. But anyone who looks only at results and asks “why race, you hardly ever win?” is missing the point. Racing is fun and the camaraderie and friendships gained from the shared hardships and rewards of racing are something that can only be understood by those who were there.

Even if I won the lottery tomorrow and could resume twenty-hour training weeks I will never be as fast as I was at twenty. The arteries are a little more constricted, the back crankier, and the maximum heart rate lower. This and the other side-effects of aging mean I can’t put down the same number of watts as I could when I was younger but there are some advantages I enjoy now I didn’t then. I can now afford better equipment than I could then and now I can afford to travel to races and eat when I get there (the time off work to go, well that’s another thing). Experience has taught me how to train smarter, what to eat and when, and how to look after myself. That doesn’t guarantee I won’t make stupid mistakes anymore—like not wearing enough layers in last years soggy and cold Provincial road race; I was shaking so bad from the cold I went on a solo break just to warm up and couldn’t sprint at the end I was so messed up. Lesson learned.

When hammering into a sketchy corner 3-wide in a criterium that only has room for one, the 41-year old version of me is a lot more likely to back off than the 20-year old was. With age comes a certain caution that can be a hinderance in racing. Is it a loss of nerve? Maybe. It is also the knowledge that I now have a wife and a son, that I have to go to work on Monday, and that as a business owner there is no paid medical leave. These things make me consider the consequences of risky moves. Experience is a double-edged sword; it makes us more cautious, but it also gives us the long view—there will be other races and not winning this one isn’t going to be the end of the world.

So then the question for us masters becomes: why race if we aren’t as “serious” about winning as when we were younger, after all racing is about winning. Of course we want to win, very much so! Winning is fun, rewarding and is the goal we train so hard to attain. But winning races is only a small part of the whole experience; for me racing and training is a lifestyle; a way of living that shapes all other aspects of my life. For us, racing determines when we take our vacations, when we schedule social events (whoa! 10pm, look at the time!), what we eat (a lot healthier than most) and how we spend our disposable income (\$200 to save 50 grams—good deal!). Cycling has provided me with a living, many friends and great memories. The regimented life of following a weekly training schedule requires discipline and the sacrifice of other activities but as my dad says “structure binds anxiety.” He is right; I find the structure of the training—and the exercise itself of course—relaxing and stress reducing. And what am I giving up really? Most men my age spend more time watching sports on TV than I do training. Sure, since I started training again my motorbike gets ridden only seven times a year but my bicycle’s motor is working a lot better than probably 90% of the models its age.



Mark Rumsey

10 WAYS TO MAKE YOUR BIKE

1

GRIPS ARE LIKELY TO WEAR OUT QUICKLY on your bicycle and will need replacing. Grips are covered by your hands and are fairly invisible at the track when you are riding your bike. There are a multitude of styles and models of grip, but as long as they protect your hands from the jarring landings of hands on cold steel, grips do the trick. Buy them in black, as colored grips are made up of different compounds that wear more quickly. Remember to spend a little instead of a lot. If you are not being picky, you can find a good pair of grips for a fraction of the price of a pair of new “designer” grips.

2

A FANCY CABLE AND HOUSING SET for your brakes can cost upwards of 15-20 dollars, but a lone cable can usually be purchased for about 1.99. Ask your local bike shop for a long length of brake cable housing (this may cost you little, or nothing). Take it home and using your 1.99 inner cable, set up your brakes and save a bunch of dough that you can spend on hot-dogs and taco salad in a bag at the racetrack

3

KEEP YOUR SPOKES TIGHT. If you are unsure, have the shop guys look at them. Spending a couple of bucks getting your spokes retensioned and your wheel trued after a couple weeks of blasting off doubles is a lot cheaper than replacing the whole wheel once it folds in half because the spokes have almost rattled off.

5

REGULAR MAINTENANCE that you can do at home is key. Clean and lube your chain, Keep nuts and bolts tight, Clean and lube the other moving parts ie. Brake arms, brake lever, cable. Keep the air pressure in your tires. Once the weather and temperatures begin to fluctuate in the fall, air pressure is key to making your bike “go further”

6

NIP IT IN THE BUD. If your bike is rattling or creaking, check it out right away. That rattle or creak may turn into a crunch or a snap, and then you are looking at major bucks for major repairs, and if you are really unfortunate, you may be licking your wounds from a crash on the track due to a broken or non-functioning part.

4

CHAINS STRETCH. Replace them regularly. Chains are a throw away item on a bmxers rig. Why spend 40 bucks on a fancy half link, hollowpin, super light chain that is going to last the same amount of time as a barebones KMC chain in a box? This one is a no-brainer.

By Darcy Fauteux

AND YOUR **BUDGET** GO **FURTHER**

 **7**

BUY USED AT THE TRACK. Cyclists frequently have to replace bikes, helmets, gear, etc. Young kids grow out of their old duds and move on to larger bikes. Sometimes riders decide to replace parts like bars, forks, frames, wheelsets, cranks etc. and, in turn, sell their used stuff at the track. Take advantage of this if you can. It will be cheaper than buying new and it is also a good way to meet more people that are hanging out at the track.

 **8**

AFTER A FEW YEARS OF RACING in the provincial and national circuits, a rider should never have the need to buy another number plate (providing the powers that be don't decide to change the required plate color you need for your ride!) You can recycle your old plates by taking off the old numbers and replacing them with your current plate numbers.

 **9**

TIRES AND TUBES ARE SIMILAR to grips and chains. They are throw-away parts that aren't guaranteed to last a long time. Pick a brand and type you are happy with, and stick with that. Make sure that you have the same, or at least similar, tread on the front and back wheels. Properly maintained air pressure will help you avoid pinch flats. Make your own choices with tires and tubes. A regular tube is only 4 or 5 bucks. Extra light or thorn-proof tubes are 2 to 3 times more expensive, but are just as likely to go flat or be punctured (yes even the "thorn proof" ones). Multi-purpose tires are available for use on a variety of surfaces. This means you can do sprints on the tarmac and not worry about your knobbies wearing off prematurely, and still have plenty of bite in the corners on the track.

 **10**

RIDE WITHIN YOUR LIMITS. Nothing wrecks a bike worse than ghost riding it off that huge double that you "thought you could clear." This is a good strategy for not only keeping your bike in good working order, avoiding bent bar, fork, and seatpost syndrome, but also good for keeping you in one piece to ride another day.

Bonus Tip

GET A SPONSOR

Sponsors are great for defraying costs and supplying good deals on parts, and sometimes even completely free stuff. Sure beats paying for your gear, fees, parts, etc out of your own pocket.

First off, just get out there and start riding as much as you can!

DOWNHILL IN ALBERTA

BY NICK QUINN



Nick Quinn (Calgary Cycle)

2007 SAW THE RETURN of Downhill ("DH") Mountain Bike racing to Alberta thanks to the gracious and tireless effort of the ADHRA. The ADHRA is an affiliate organization of the ABA for the primary purpose of helping to promote the sport of downhill among the Alberta Cycling community. Thanks to the ADHRA & ABA's organization in 2007 Canada Olympic Park hosted 2 sanctioned races, while Edmonton's Rabbit Hill played host to Provincial Finals. As a racer involved in all three events, I was quite pleased with racing sanctioned races right in my own backyard!! So your probably asking yourself, Ya, I already knew that...what's in store for 2008? As the calendar currently resides the ABA / ADHRA will be playing host to hopefully 4 events this season. The details on venue's / locations / dates are currently being finalized, so make sure your bike is tuned and ready to race come June cause it's going to be a busy and exciting summer for racing in Alberta.

So what can you do to prepare for the 2008 season? First off, just get out there and start riding as much as you can! Fitness is such a huge component of DH racing that many riders simply ignore it because they feel their technical skills will carry them onto the podium. One of the crucial aspects of racing in Alberta is ones ability to sprint combined with maneuvering over roots/rocks/jumps. The best training you can do for yourself is to get out a few times a week on your DH bike and simply work on sprinting from a stand still. Secondly, try to focus on your exit speed through corners, namely your ability to sprint out of a corner. These 2 elements of riding seem to be very crucial for racing in Alberta due to our very short race tracks, which means every split second counts! The more vertical you can put in before your first the race, the better prepared you'll be come race day. Hopefully with the resurgence of DH racing in Alberta again we'll be able to increase attendance at races. In 2007 there was on average 50+ racing at the events. For 2008 let's try to double that! How can we do that? Encourage your friends, fellow riders, parents to just get out there and give racing a try! The environment is always a fun and enjoy able one! DH racing is a bit unique in that it is a personal Time Trial. So always remember that you're trying to beat your own personal bests and not necessarily others. So many racers get so caught up with the pressure and stress of beating others that they forget why they are their. Fun should be the main focus of racing, generally the more fun you're having, the more comfortable you'll be riding and more than likely the faster you'll be going! So for 2008, bring a friend to a race, and try to encourage them to participate!

Nick Quinn is among the best DH racers in North America. Make sure to follow his results closely as he rips it up for all Albertans.

Photos courtesy of Ryan Creary

BY AARON SCHOOLER

CYCLOCROSS

As most cyclists in Alberta know, cyclocross is a rapidly growing discipline in the North American cycling scene. The sport attracts athletes from all levels of fitness and ability who come to the races expecting the mud to fly and the weather to be horrible. Because Albertans don't get the chance to enjoy a full length Belgian style winter that you would find in Europe, our cross season is extremely short. Luckily for me, the Alberta cross series is only the beginning!

For the last two years, I have been on the Canadian National Cyclocross team and was able to race at two separate World Championships (2007 in Hooghelede-Gits, Belgium and 2008 in Treviso, Italy) as well as numerous World Cup races, representing Canada at the highest level of cyclocross competition. Because Worlds isn't until the last weekend in January, there is much of the cross season that is missed by staying in Alberta, where snowfall and freezing temperatures cut the season short in November.

A typical season for me will start out racing most of the Alberta Series road and mountain bike races before going on to the cross series that prepare me for the National Championships. As the weather in Edmonton by November is usually not the greatest weather for training rides, I do a lot of mixed training, incorporating running, cross-country skiing, and biking when the weather is warm enough.

Europe has been the hub of cyclocross racing since it was created and the level of competition overseas is far superior to what you would find in Canada. The speeds are much faster, the fans are way crazier, and the events are even televised. I go there for three weeks and learn more about the sport than I would if I raced here for a whole year. If it's a muddy

Because cyclocross isn't an Olympic event, the CCA allots no funding to Canadian athletes, and everything down to the team clothing is entirely self-funded.

Photos courtesy of Joe Sale



Aaron Schooler at the 2008 Cyclo-Cross World Championships in Treviso, Italy.

technical course and I end up getting lapped, I love it, because I can (for those 30 seconds or more) ride behind the best of the best in the world. I can see what lines they take and how fast they take some of the corners and it makes me stronger so I can hold my own the next time.

Last year, I was fortunate enough to get accepted to the UCI cyclocross training camp in Aigle, Switzerland, where I was taught technical skills and learned about cross fitness from former multi-world champion Mike Kluge. I even got to do a UCI race at the end of the week after the camp and test out my new found skills. Camps like this are very valuable for riders like me who are trying to 'tap' the European circuit. I hope to go to Europe and race full time for two months this year in preparation for the World Championships in Hoogerheide, Netherlands. I have raced the Hoogerheide World Cup for the past two years. With ankle deep mud, a couple 'sketchy' technical descents and enough long mud pits to severely break up the pack, it is by far my favourite cyclocross race.

Because cyclocross isn't an Olympic event, the CCA allots no funding to Canadian athletes, and everything down to the team clothing is entirely self-funded. I have been fortunate enough to be working full time after graduating from NAIT as a Mechanical Engineering Technologist. I am lucky to have been able to get myself to Europe three times in the last two years. Although at the level I am approaching now, I can't keep afloat paying my own way. The lack of funding has lead me to search for some personal corporate sponsors, in hopes that this year I will be able to attend some of the larger races (in the US and Europe) in order to increase my level of fitness and cyclocross skills.

MOTIVATED

BY TARA WHITTEN



Tara Whitten (Velocity Cycling Club) at UCI Track World Cup in Sydney.

The lack of any in-flight entertainment on my 9-hour flight from London to Edmonton after the World Championships in Manchester last month meant that I had a lot of time to reflect on my rookie World Cup track cycling season. Almost exactly a year before, I had been flying home from cross country ski nationals in Mont-St.-Anne, Quebec, wondering what I wanted to do with my life. After 13 years in the sport, during which I had competed in three World Junior Championships, one U-23 World Championship, one World Championship and several World Cups, I found that I had run out of motivation. So what does a highly competitive, training-addicted, goal-oriented athlete do when they run out of motivation? Well in my case, they take some time off . . . and then they find a new sport! It might not be the typical approach, but looking back on this past year it seems to have worked pretty well.

The idea of track cycling didn't come completely out of the blue. I had been riding at the Argyll velodrome and doing the Alberta track races with the Velocity Cycling Club since 2005. This year I decided to make a goal of qualifying for the provincial team to go to Nationals, without any idea of how far things would end up going from there. Nationals in New Brunswick in September went far better than I could have expected, and I came home with two gold and two silver medals. More importantly, I returned with the conviction that I should give this sport a serious shot. I think that was when I really became a cyclist, instead of a skier who was taking a year off. I still had an incredible amount to learn though.

I think that the adventure really started though when I put on the wrong gear for the pursuit at Nationals. I am actually surprised this doesn't happen to me more often – I can be very scatter-brained, especially around races. So anyway, with this gear that was 4" bigger than I had intended, I set an 8 second PB in the pursuit. This made me think that I could be good at the pursuit, which led me to go to track trials in Burnaby in October. In Burnaby, I set another 8 second PB, which ended up being good enough to select me for the first two World Cups in Sydney and Beijing, where I placed 12th and 10th. My time of 3:41.3 in Beijing was a full 27 seconds faster than my time in August at Provincials, which was also a PB at

Photos courtesy of Dunc Gray



Velodrome in Sydney, Australia

the time (granted the Beijing track is a lot faster). Sometimes I wonder if any of this would have happened if it wasn't for that gear!

Forgetting to check my gear was only the first of my rookie mistakes. On my very first lap of the Sydney velodrome, I slipped off the track, and I still have the scar to prove it. In Los Angeles, Eric (WHO'S HE?) finally had to give me a limit on how many laps I could take before starting my flying efforts, because I was always waiting for the track to be completely clear (which was never going to happen given an average of 370 athletes at each World Cup!) In Denmark, Eric had to keep running

back to our warm-up area before my start to get various things I had forgotten, like my glasses. In the end, it was too late to get my shoe covers (which, by the way, I keep calling boot covers by mistake because of skiing) so I rode without.

Overall, my learning curve has been extremely steep this winter. I have learned how to travel with two bikes, rollers, an aero helmet and race wheels (which turns out to be much more difficult than traveling with 12 pairs of skis). I have learned how to train inside on rollers and a computrainer. I have gradually become more and more comfortable with all the aspects of

international track racing. I have many, many people to thank for helping me get to this point, and without the support of the Velocity Cycling Club, I would not have been able to get to all of the World Cups in the first place. Now, with the knowledge I have gained from my rookie season, I am looking forward to training hard this summer so that I can come back even stronger next year. People ask me if I miss skiing, and the truth is yes, at times. But in my new sport, I have rediscovered the motivation that I had lost, and I am very excited about my second athletic career.

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Photo: J. Scharff

BMX INSIDER

With **Cathy Lowen** & Special Guest **Liam Hobbs**

CATHY LOEWEN REPORTING FROM EDMONTON BMX. I have been one of the track operators at Edmonton BMX since 1997. I not only do all the points and keep track of all of our members wins, I do the announcing at the track during our race nights. I really enjoy getting to know the riders during practices and work parties at the track. This February, I had a very enthusiastic member of our track approach me wanting to promote Edmonton BMX to his friends, school, hockey team, and to anyone who might be interested in the sport of BMX. He went out and personally handed out brochures. His name is Liam Hobbs. He is turning 11 years old this year which is kind of bizarre but he was born the year I started as a track operator at Edmonton BMX. I approached Liam asking if he minded me interviewing him for the Alberta Spin – here is the way it went down.

How long have you been racing BMX?

I've been racing for 2 full years. This is the beginning of my 3rd year.

Why do you like BMX racing so much?

Because of the fun. Even though it's not a team sport, it's played like a team sport. Everyone helps each other.

I like that answer.

Yah.

I know you only need one more 1st place win to advance to the Intermediate level. Are you nervous about becoming an Intermediate racer?

Yes, because I will be racing against more experienced riders and I need a lot of points to qualify for the Worlds for 2009 in Australia.

How do you feel about your sister starting to race this season?

So, so. Liam lets out a little giggle and said, "it will be fun."

Will you help her train and give her some tips?

Yes I will help her. I will tell her to try and not fall. I will give her encouragement if she cries.

Liam, I was very happy to see you and your family attended the BMX Worlds in Victoria in 2007 as spectators and supporters of our own Edmonton BMX members. Did you learn a lot from watching the world racing?

Yes I sure did.

Was there someone there who you loved to watch race?

Yes, Patrick Lebel.

So this is a goal for you to be able to qualify for the Worlds in 2009?

Yes it sure is and I plan to do all the provincials and nationals this year as well.



Your mom told me that you were nominated by your school/teachers for a program that McDonalds was doing across Canada. You were chosen along with 2 other students and now have a title of the Can Do Kids. What is a Can Do Kid?

A Can Do Kid is someone who does well in school and is very involved in lots of sports.

That is quite an honor to be chosen among so many schools and students. That is very impressive.

Thanks.

What is your favorite sport?

BMX is my first choice, then hockey, then snowboarding.



If you could give some advice to a new rider just starting out this race season, what would you say to them?

I would give all new riders lots of encouragement. I get lots of encouragement from lots of riders at our track, especially Ronald Townsend.

Thank you for taking the time and sharing your views on BMX in Edmonton, and for your sharing your goals for the future. I wish you lots of luck and success for 2008 and ride hard. Please remember to always have fun with the sport and you will go a long way. Keep on the right TRACK.

Cycle Banff

Banff National Park to host three bike races

Rubber meets the road this June at the Banff National Park Bike Fest with a triple threat of exciting events – a scenic individual time trial, a high-speed criterium and an elite invitational road race through the wilderness. Thousands of dollars in prize money, cycling gear and lasting glory are up for grabs but so are opportunities to explore one of the world's most unique natural destinations – whether you bike ride casually or virtually live in Lycra.

The individual time trial travels a heart-pumping 17 kilometre route past pristine mountain rivers, clear lakes, sheer cliff and rock formations showcasing 360 degree panoramic views of the Canadian Rockies. Up to 250 cyclists will sprint off at 30-second intervals starting at 8 a.m. Saturday, June 21st in one continuous lap of Lake Minnewanka. Time trials – or “The Race of Truth” – are all about the rider, the clock and meeting individual and personal goals.

Cyclist will ride past Lake Minnewanka, the largest lake in Banff National Park at 24 kms (15 miles) long and 142 metres (466 ft.) deep. Only scuba divers can view the remnants of a small town called Minnewanka Landing, after a hydroelectric dam built in 1941 caused the lake level to rise by 30 metres (98 ft.) But most visitors either walk along the lakeside trail or sign up for the interpretive boat tour to learn about the history, native folk lore and geology.

If you decide to check out the road ride loop for yourself, be sure to stop along the way at Bankhead, a once-thriving mining community from 1903 to 1922 that produced coal to power Canadian Pacific Railway steam engines. An interpretive trail winds its way around the remains of the old mining site, old machinery, and



crumbling foundations of the town.

The one-hour criterium will hit the streets of Banff Saturday at 5 p.m. as more than 300 cyclists race wheel to wheel in a high-adrenaline test of wits, willpower and tactics that will draw thousands of spectators. Be prepared for sharp turns, breakaway sprints and fierce competition. Also that evening, a shortened route of the criterium course will host family bicycle events, including a costumed “Cruiser Crit” contest and a children’s fun race dubbed “Little Crits.”

The popularity of road biking in North America has exploded in the last 10 years following seven-time Tour de France winner Lance Armstrong’s success and his battle with cancer. Licensed bike racers compete for points in various categories throughout the summer, from professional teams with a convoy of repair techs and equipment vans, to weekend warriors with families in tow.

By Sunday at 8 a.m. 150 cycling pros in colourful jerseys will head out on the Road Race around Tunnel Mountain, the Rockies’ smallest peak at 1,692 metres (5551 ft). Originally known as “Sleeping Buffalo” among the local Stoney Indians, Tunnel Mountain nearly had a hole blasted through its middle in 1882 when

Canadian Pacific Railway surveyors were devising a route through the Rockies. Luckily – it was just easier to go around.

Teams from across Canada and the US are expected for this invitation-only event, sanctioned by the Alberta Bicycling Association. After the pace is established, cyclists take turns drafting each other before the final sprint, so the pack will cycle within a “rolling enclosure” where security temporarily closes down intersections in advance. Male riders will rack up a grueling 142.5 kms and the women will race over 85.5 kms.

Bicycling is celebrated as one of the most environmentally friendly forms of transport these days and Banff National Park is the finest place in the world to explore on two wheels. Bring your mountain bike, road bike or street cruiser, or just rent one in Banff and Lake Louise and go for a pedal. Take a picnic and stop along the way to soak in the views, read the historic interpretive markers, look for wildlife and take a few photos.

Whether you choose to camp in the great outdoors, stay in a cozy bed and breakfast or splurge on a five-star resort, don’t miss out on the vast range of local restaurants serving everything from AAA Alberta beef, fresh Japanese sushi, and Swiss fondue to Thai curry or wild game meat fondue. Go for a therapeutic massage at a day spa, look for a unique hand-made gift by local artisans, or wander through local museums and check out the colourful explorers, cowboys, and First Nations people who originally settled the area.

For more information on the Banff National Park Bike Fest and accommodation packages see: www.banfflakelouise.com



JORGE CARO

BY Darcy Fauteaux

Some riders come and go at the track. Maybe they are just there to try it out for a while then figure it isn't for them, they decide travelling to the races "isn't worth it", they would rather be golfing, whatever. Jorge Caro is not one of those riders. Following up on a burning passion he had for 20" wheeled machines as a young lad in Bogota, Colombia, Jorge Caro, picked up a bike again in Calgary Alberta and a few short years later is laying it down on the track. A pocket full of wins and podium finishes in Alberta and BC has garnered the 30+ year old age grouper a growing fan base and a whole lot of confidence as he moves into the 2008 season. Most notable, this former triathlete and soccer star, plans, for the second year in a row, to compete for his home land, Colombia, in the UCI BMX World Championships. Read on as Jorge talks about his passion for BMX and how it is taking him to new adventures.

On riding for/helping out team Colombia (particularly how you helped the team for the 2007 UCI worlds in Victoria)

Basically, I helped them book the hotels and rental cars. There were 52 riders that came with friends and relatives. Definitely when you have a group of people this big you have got to have something organized. I successfully helped arrange some of the logistics.

On balancing life outside of BMX (Jorge is married, has two kids, attends church regularly, trains, and works full time).

I try my best to keep up with the role of being a father, and an athlete; I think that there is time for everything as long as there is commitment. In my case I have been able to keep BMX as one of my most important activities outside the house thank to my wife's support and understanding.

On being a kid riding in Colombia, to being an adult riding in Alberta.

When I started BMX back in 1989 I did not have the opportunity to have what any BMXer can have today in a country like Canada, to be more specific things like good tracks, good equipment and the opportunity to have qualified training makes a big difference. Nowadays I enjoy BMX because the sport has become more popular and more technical than what it was back in my teen days.

On random gate starts...

I think that "the random gate start" is another way to make racing more fair for those who don't have a fast gate. I can tell you that many riders, before the random gate started, became experts on "jumping" over the gate before it touched the ground.

On finding and keeping your sponsor...

The company I work for, "Panalpina", has been supporting me since last year but they made it official in 2008. I think that the good standings were a key factor for them to make that decision. I feel very lucky to have this support and I hope to bring a lot of victories this 2008 season.

On the importance of training away from the track...

Based on my personal experience a balanced diet has to go along with some resistance training. I always stayed away from doing leg workouts at the gym as I thought just with running I had enough. Some day Aaron (Lepp) advised the necessity of developing strength, power, and speed. That's when I started to make my legs stronger by lifting and doing plyometrics. I really felt the difference riding my bike on the track, from power gates to full speed sprints.

Other Vitals: age, class(es) you race, total years bmxing, sports you enjoy, favourite food, people you would like to thank, anything else you want to add.

I will be 33 in September, I started off with soccer when I was 3 and since then I've been hooked up to it, but it was when I was maybe 10 I started jumping home made ramps made out of dirt and sand. At age 13 I told my soccer coach "thank you!" and I decided to become a BMXer. I had a super heavy bike at the time and I do not even remember what brand it was. I rocked that first season, getting #2 for the year in my class in Colombia. After a couple of years I managed to get a Kuwahara bike that was still heavy but felt like feather comparing it to my first bike. I raced until I was 18 because of college. After this I took a long break and came back in 2006 in Calgary. This time I said to myself let's have all the fun missed in these 12 long years. For activities, I enjoy running, doing triathlons, play soccer, and working out at the gym.



Cycle for Wishes

BY SKY MITCHELL



This summer, I (Sky Mitchell), a member of Team H&R Block, will be riding my bicycle from Victoria, British Columbia to St. John's, Newfoundland to raise awareness and money for the Children's Wish Foundation. The Children's Wish Foundation works with the community to provide children living with high-risk, life threatening illnesses the opportunity to realize their most heartfelt wish.

Nathaniel, a grandson of a family friend, was diagnosed with a nasopharyngeal tumour when he was three years old. Upon diagnosis of this cancerous tumour in his nasal cavity, Nathaniel underwent extensive radiation and chemotherapy treatment. In January 2008, at the young age of four and a half, Nathaniel suc-

cumbed to the disease.

Three months prior to his passing, Nathaniel was granted a special wish by the Children's Wish Foundation. Nathaniel, his parents and two older brothers were sent to Disney World for a week. Together, the family enjoyed sunny beaches, Disney characters and endless amusement rides. During such trying times, they were able to experience laughter and joy, a much needed relief from the stresses they had back home.

For a child whose wish is about to be granted, the pain and discomfort of the illness, and often harsh treatment regimes, somehow become more bearable. For many, the excitement of planning and anticipating their dream has a dramatic effect on their healing. These courageous youngsters often experience a renewed sense of energy and hope as they see a different kind of light at the end of the tunnel.

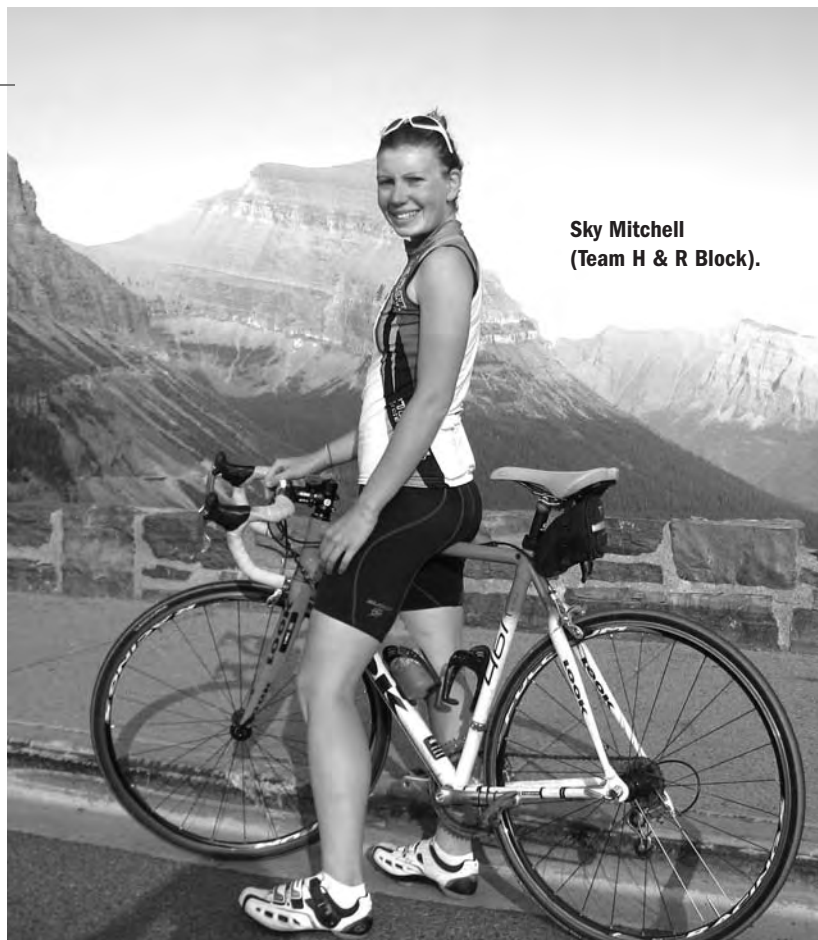
I was born in Toronto and raised in Richmond Hill, Ontario but currently reside in Calgary, Alberta. Since adolescence I have been passionate about riding a bicycle across Canada. I can think of nothing more meaningful than to give back to the community by dedicating this journey to The Children's Wish Foundation.

I will be cycling from Victoria, British Columbia to St. John's, Newfoundland. This 8,000 kilometre trek will take approximately two and a half months and will start in June. Currently, I am the only rider cycling the complete distance; however, there will be other cyclists and supporters joining her for various legs of the ride. I will be taking longtime friend, Tory Farr, will be driving the support vehicle for the entire duration of the ride.

In addition, there will be various events along the way. I am currently working with the Talisman Centre in Calgary to organize a group ride from Banff to Calgary in order to involve local cycling enthusiasts. This ride will take place mid-June and more detailed information will be posted on her website www.crosscanadasky.com.

For further information or if you are interested in joining any leg of the ride or sponsoring any part of the event please contact Sky at: skymitchell@gmail.com or call (403) 978-6161.

Donations can be made online at www.crosscanadasky.com or a cheque made out to "Cross Canada Sky Mitchell" can be mailed to Suite 101, 3016 19th St. NE, Calgary, AB, T2E 6Y9.



Sky Mitchell
(Team H & R Block).

CYCLING IN ALBERTA



PARTNERSHIPS IN CYCLING

An opening now exists to be part of what promises to be an exciting journey, which will provide your organisation with the opportunity to be part of a dynamic sporting brand. The local, national, and international appeal of cycling is a great way to increase public awareness of your business. Cycling presents an opportunity to align yourself with both an elite and lifestyle brand! Cycling is among the top 10 most popular recreational activities in all age categories and the second most popular participation activity to all activities in Alberta.

As a Provincial organization, our focus continues to be building the framework to develop great events, making cycling accessible to all and developing future Albertan cyclists to compete on National and International levels through a strong development program. As our members strive to achieve their personal best, the Alberta Bicycle Association endeavors to support them each step of the way. The presence of Alberta races on the National Calendar and athletes on the podium at National races is an excellent opportunity to increase your exposure.

Cycling is a life-long passion for many athletes. It promotes a healthy lifestyle, is an excellent way to foster close friendships and gives many opportunities for athletes to see the landscape of our province from the seat of a bicycle. Some riders participate in cycling from a purely recreational standpoint, and some are dedicated to training to be the best in their discipline. The wide base of programs and training available through the ABA are developed to cater to each of those athletes. It is our hope that we can create relationships with corporate partners who have the same vision for cycling in Alberta as the ABA does. We understand that corporations, like athletes, have dreams and goals. It makes this a perfect time to develop relationships with corporate sponsors which can grow and mature along with the increased participation in the sport.

This relationship will offer not only have a regional impact, but could provide you with national and international exposure. As such, these events may provide companies with other options for sponsoring or community involvement

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