

# The Alberta Spin August 2002

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**Maurice Johnson 1920-2002**

**Congratulations to Alberta track riders who represented Canada at the Commonwealth Games in Manchester.**

**All are from Juventus SC**

**Jim Fisher**

**Lars Madsen**

**Steen Madsen**

**Lori-Ann Muenzer**

**With big changes afoot re: Inclusion of BMX in the ABA's mandate, this year's ABA AGM will be extra-important.**

**Get your agenda items in to the ABA office in plenty of time. This is your chance to contribute and participate!**

**The AGM is in early November so mark your calendars!**

## **BMX track construction at the CMC**

*by Johan Lindstrom (of the UCI)*

The work to build a BMX track at the World Cycling Center in Aigle, Switzerland has begun. In 10 hectic days, NBL (National Bicycle League, USA) Track Crew members Tom Ritzenthaler and Shawn Williams will construct the high-level BMX track right outside of the CMC (Centre Mondial du Cyclisme).

The track will be 350 meters long, including a "Pro-Section" and with asphalt in the 5 turns along the track. "Since the track will mainly be used as a training facility, we've asked the guys to draw and construct a technical track that will be a challenge even for the best riders in the world" says Johan Lindström, UCI BMX Coordinator.

"The actual area where the track will be situated is a bit tight, so we need to be extra creative with the design to make it work" says Tom Ritzenthaler.

"For BMX in general, I think it's very important to have this track situated here at the World Cycling Center. The BMX discipline has been a part of the UCI for several years, but it's good to have this track keep promoting BMX for visiting cycling federations from all around the world," continues Johan Lindström.

"I hope we stay lucky with the weather during these ten days, we're going to be busy 24/7 even without any rain," says Tom Ritz while he jumps into the loader to start shaping the jumps on the first straight.

Check out the UCI website for further updates regarding the CMC BMX track: <http://www.uci.ch/>

## **Canadian Cycling Association 2003 World Championship BMX Team Selection Criteria**

The 2003 CCA National BMX Team participating at the World Championships in Australia for the Challenge Level Categories shall consist of 16 riders per category. The riders will be selected as follows:

- Top 4 Riders by points participating in CCA Western Canada Series
- Top 4 Riders by points participating in the CCA Eastern Canada Series

If a selected rider refuses selection to the CCA National BMX Worlds team the CCA Committee responsible for selections may select another athlete.

8 Riders will be selected by submission of a complete résumé with a history of their racing career.

For the Championship Level Categories including Junior and Senior riders the selection criteria shall be:

- All riders must participate in the 2002 CCA National Championships
- All riders must submit a complete résumé with a history of their racing career.

The following applies to both Championship and Challenge Category selections criteria detailed above: The CCA Selection Committee will evaluate the following factors in selecting these riders: potential of athletes, results, National/International experience and ability to compete at an International Level. The deadline for submission of resumes will be 90 days prior to the 2003 World Championships and must be received at the CCA National office in Ottawa.

To be eligible for selection, athletes must be licensed members of the Canadian Cycling Association, and must carry the designation *Canadian* on their licenses.

Athletes must wear the CCA National Team uniform when competing for the Canadian Cycling Association. Riders must also follow the rules and direction as set out by the CCA and its appointed Chef de Mission, managers and coaching staff.

Selection to the CCA National BMX Team does not obligate the CCA to provide any financial assistance and selected athletes are required to contribute fully the costs of travel, accommodation and all related costs to attend the 2003 World Championships.

Specific information and selection procedures may be directed to the Competitions Coordinator at the CCA National Office.

## Spinnny Stuff

Randy Moroz of Lethbridge Headwinds reports that Race Organizer and Former ABA president Iain McFadzen had an accident last weekend at the Lethbridge TT where he came off the edge of the start ramp when he was hit by the wind. He is at present in Foothills Hospital in Calgary recovering from spinal bruising causing some loss of feeling and neck pain.

Our thoughts are with you Iain, and best wishes for a speedy recovery!

People will be going Up, Down and All Around on the weekend of September 14-15. There is the Provincial Hill Climb up Mount Norquay in Banff, a DH at Canada Olympic Park in Calgary and BMX Provincials in Edmonton. Mark your calendars!

Seen: In the June 2002 issue of *Elements*: Norco Activa Splint freeride gloves. These are solid-looking full-fingered gloves with adjustable wrist support intended to take the edge off of the abrupt shocks of a r-r-r-ruf-f-f r-r-r-i-i-i-d-d-de. Specialized indeed-d-d.

Seen in the July 15 issue of *Canadian Stamp News*: On August 16, Park Warden Perry Davis will load his panniers with mail in Canmore and ride 26 km to Banff to start a postal relay to the 95<sup>th</sup> Annual Millarville & Priddis Fair. Horse-drawn carriage, train, antique car and saddle horse will do other legs of the relay, celebrating pre-e-mail communication. No one will go postal.

Seen in the 2002/08/12 edition of the *Edmonton Journal*: a letter from E. J Nickerson. E.J. advocates letting bikes onto the sidewalk. (*Editor's note-In Edmonton, bikes with wheels smaller than 20 inches or 51 cm are allowed on sidewalks, so Paul MacDonald's custom Proctor is OK. JD*) His arguments combine concern for cyclists' safety and removing the "traffic congestion cyclists can cause with their slow speed."

While a sidewalk shovelled down to bare concrete can be very attractive when compared to a crowded road narrowed by snow, on the sidewalk everything becomes an intersection. And intersections are where the -stuff- happens.

The title give to the letter, "Who'll pay funeral costs when a car hits my bike?" does remind me of the old days, though, when chivalry demanded that one who killed another became responsible for the victim's spouse and family. Now there's a plot for a Harlequin Romance™.

Seen in the 2002/07/21 edition of the *Edmonton Journal*: an article about the Festival of Bikes held that weekend. Park Ranger Scott Donaldson says a review of the 1967 Parks Bylaw (about 10 years B.M.B.-Before Mountain Bikes) will open more of the River Valley trails to cyclists. Stay tuned

## Technical Directions

by Andy Holmwood, ABA Technical Director

### Is your training ride safe?

An intriguing aspect of cycling, particularly on the road, is the social aspect – the ability to carry on a conversation while riding sets cycling apart from most other active pursuits. Another intriguing aspect of the sport is that to engage in effective training for road racing, riders must ride side-by-side, which is, of course, contravenes the provincial Highway Traffic Act\*. As we know, social and competitive riders alike enjoy riding two-abreast. Following are a few things to consider when riding side-by-side:

- Is there a shoulder? In my mind, paved shoulders are a mixed blessing. With them comes a measure of protection, in the form of additional pavement, a white line, and occasional rumble strip, but also higher traffic volume, often traveling at high speeds. Do you really want semi-trailers barreling by, one or two metres away, at 120 kmph?
- Signage: Is there road signage compelling cyclists to stay in single file?
- Sight lines: If your group is occupying half, or most, of the lane, is there adequate vision for drivers approaching from behind? Will they see your group, and will they be able to pass without difficulty?
- Traffic volume/nature of traffic: High traffic volumes increase the likelihood of things going wrong, including vehicle breakdown, driver impatience, driver inattentiveness, etc. Analyze the nature of the traffic too: Is it commuter traffic, commercial traffic, recreational traffic. Are the people in a massive hurry, or are they enjoying the scenery?
- Group size: Passing a peloton of 50 riders is difficult even on quiet road with good sight lines. Keep your group size reasonable (around one dozen riders is enough), in order that traffic may pass without difficulty, and you and your friends will see the front more than once per hour. We all know how unruly large groups can become on the road. Plan to avoid this.

\*Riding side-by-side is permissible on Highway 1A through Banff National Park. I am unaware of any other roads where this is allowed. (*Editor's note- The HTA says "single file... except to pass". Riding in a double echelon (as opposed to a double pace line), the fast line is continually passing the slow line but I don't think this fact impresses RCMP officers having an otherwise slow day. JD*)

#### **Road Nationals wrap-up:**

Congratulations to our two medallists at this event, Andrew Davidson (Trek/VW) and Carrie Tuck (Synergy). Andrew won gold in the Junior Men's Time Trial, Alberta's first gold at Nationals since 1999, while Carrie raced to a silver medal in the Elite Women's Criterium, Alberta's first Elite medal at Road Nationals since 1997.

#### **Women's Camps**

This September the ABA presents the annual Women's Mountain Bike Camp (Jasper), and this year, a Women's Road and Track Camp in Edmonton. Please find registration forms on pages 10 and 11 in the print version of the *Spin* or call the ABA office.

## **Some thoughts on Maurice Johnson**

For those who do not know the legend of Maurice it is suffice to say there has never been a better cyclist in these parts of any age group. He rode for New Zealand before the war on both the road and track and would have represented New Zealand at the Olympics if World War two had not stopped the games. At one time he held the New Zealand hour record. When he was 75 years old he was still doing the 40km individual time trial under the hour and last year at the age of 82 he managed a time of 1:01:12 in the 40k.

For everything Maurice was on the bike, he was so much more off it. He was a gentleman; kind and considerate, never complaining and never boasting of his accomplishments (they are many). He personified the reason we ride a bike.

Maurice will be missed

*David*

*Embury,*

*Juventus*

*Sport*

*Club*

Maurice Johnson was the most dominant Masters racer in North America, and the key reason that Alberta Masters are so competitive in international competition. By example and advice Maurice helped all our riders “push the envelope” of performance and his influence will be felt for generations to come.

One story that I can think of that always jumps to mind when people ask just how good was Maurice relates to the 1998 World Masters Games in Portland. Maurice was very serious about doing well in Portland and trained extra hard for 3 years. He and Hazel even did a trip to Portland in the Spring of 1998 just so that Maurice could pre-ride the courses and know what to expect. Unfortunately, and with typical racing fate when big goals are in mind, Maurice crashed on the Argyle Velodrome in a rain shower the day before he and Hazel were off to Portland. He felt sore but left anyway, only to turn around at the US border due to the pain. It turned out he had cracked or broken ribs.

Maurice was deeply disappointed but, in typical Maurice fashion, started making new plans for new events. However, his competitors at the Worlds didn't forget Maurice! Some time later a package arrived for Maurice - in it was a shiny gold medal and brief note from it's owner stating that if Maurice had raced at Portland the medal would have been his, so here it was!

Just imagine - the winner of that gold medal had probably worked like a dog for it but he and the other competitors held Maurice in such high esteem that they felt he was the rightful owner, even if he couldn't race. Think of Lance Armstrong sending Jan Ulrich his yellow jersey and you will get some idea of the magnitude of the gift.

That is one of many memories I have of Maurice - he was just always the best, on or off the bike.

Maurice may be gone, but his memory and legacy live on.

*Graeme Dibbs, Edmonton Masters Cycling Club.*

## **Maurice C. Johnson Palmares**

BORN: Auckland, New Zealand, April 05, 1920

DIED: Edmonton, Canada, July 06, 2002

Amateur cyclist in New Zealand, with the Manakau Cycling Club, from 1936-1941.

1938- 1 hour unpaced champion

1940- 1 hour unpaced champion (New Zealand record)

1941- Champion of Champions Trophy

Began cycling again in 1975.

1977- Won Labatt's Trophy Road Race (Quebec)

1977- 2001 Provincial Championships

1978- Won 16 km Weyerhaeuser Canada Cup TT (B.C.)

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1981- Won 16 km Weyerhaeuser Canada Cup TT (B.C.)

1981- Won Alpha Rayon Road Race (Quebec)

1981- Canadian Championships Time Trial (Silver)

1982- Canadian Championships Time Trial (Silver)

1983- Won Alpha Rayon Road Race (Quebec)

1984- Canadian Championships Time Trial (Silver)

1984- 2001 Arizona Senior Olympics

1985- World Masters Games (Ontario) Time Trial

(Gold) Road Race (Gold) Crit. (Silver)

1985- City of Edmonton Award For

Athletic Achievement

- 1988- Canadian 15 km Time Trial Record Age 60+ (Time 22:14)
- 1989- 2001 Huntsman World Senior Games (Utah)
- 1989- Won Kimberly Sports Classic Road Race (B.C.)
- 1989- World Cup Road Race (Austria)
- 1989- Canadian Championships, Time Trial (Gold) Road Race (Silver), Championship Jersey
- 1990- USCF 20 km Time Trial Record (Time 30:26)
- 1992- Won Kimberly Sports Classic Overall Points
- 1993- California Senior Olympics- 6/6 Gold (San Diego)
- 1993- National Senior Olympics- 4/4 Gold (Louisiana)
- 1993- City of Edmonton Award For Athletic Achievement
- 1995- National Senior Olympics- 4/4 Gold (San Antonio)
- 1997- National Senior Olympics- 4/4 Gold (Tucson)
- 1997- City of Edmonton Award For Athletic Achievement
- 1999- B.C. Provincial Championships, Time Trial (Gold) Championship Jersey
- 2000- B.C. Provincial Championships, Time Trial (Gold) Championship Jersey

**Arizona Senior Olympics**

1984-2001 Undefeated in all events (72 Gold Medals)

**Alberta Provincial Championships**

- 1977- Road Race (Bronze)
- 1978- Road Race (Bronze)
- 1980- Time Trial (Silver)
- 1982- Road Race (Silver)
- 1983- Time Trial (Bronze)
- 1984- Time Trial (Gold) Road Race (Silver)
- 1987- Time Trial (Gold)
- 1988- Time Trial (Gold)
- 1990- Time Trial (Gold) Road Race (Bronze) Crit. (Gold)
- 1995- Time Trial (Gold)
- 1997- Time Trial (Bronze) Road Race (Gold) Crit. (Bronze)
- 1998- Track (Bronze)
- 1999- Road Race (Silver) Crit. (Silver)
- 2000- Time Trial (Gold) Road Race (Gold) Crit. (Gold)
- 2001- Time Trial (Gold) Road Race (Gold)

**Huntsman World Senior Games**

\* Denotes Record Setting Performance

<u>YEAR</u>	<u>TT</u>	<u>RR</u>	<u>Crit.</u>	<u>Hill climb</u>
1989	Gold	Gold	Gold	N/A.
1990	Gold	(Crash)	Gold	N/A.
		(10 Broken Ribs)		
1991	Gold	Gold	Gold	N/A
	(Major Surgery in June, races held in October)			

1992	Gold*	Gold	Gold	Gold
1993	Gold	Gold	Gold	Gold
1994	Gold	Gold*	Gold	Gold
1995	Gold*	Gold*	Gold	Gold*
1996	Gold*	Gold	Gold	Gold
1997	Gold	Gold	Gold	Gold
1998	Gold	Gold	Gold	Gold
1999	Gold	Gold	Gold	Gold
2000	Gold*	Gold*	Gold	Gold*
2001	Gold	Gold	Gold	Gold

## Prairie Steamer Cat 1,2 & 3 RR

Many cyclists take the 50 k jaunt from Calgary to the pretty town of Cochrane for an ice cream cone. When a bike race is included, it's a great weekend package. Start at one of the prettiest mustering points, head north and west to the foothills of the Rockies, do a couple of laps and end atop a hill at one of the pettiest finishes.

In the Prairie Steamer Stage Race, the combined Cat 1,2 & 3 Road race started fairly sedately with one small breakaway but after about an hour riders started dropping off on the uphill. Some got back onto the bunch on the descents but then lost contact again on the next rise. Right about the half-way point, Dan Peterson (Bow Cycle/CMC) put the hammer down and over the next 20k squeezed out a gap of up to 1:30. Over the next 20k the pack whittled Dan's advantage down to about half a minute and then started to close more rapidly.

At around 100 km, the pack had Dan in their sights and Mark Fewster (Juventus) took advantage of the momentary lull to bridge up to Dan. The two got up to 40 seconds ahead of the pack while the increased pace shed a few more riders off the back. Dan used his reserve to get ahead of Mark and finish 22 seconds up on him. Jeff Bolstad of the host Synergy club muscled to the front of the pack for third place among the Cat 1&2s about a minute later.

## Self Coaching Corner

*by Natasha Ward, BPE, NCCP III, CFC*

o you want to be a better rider? Here are some of the most common questions I have received in the last year that may help you become that better rider.

### Question:

I get very nervous before I race, and I have trouble eating anything before the race. What can I do for energy if I can't keep anything down?

### Answer:

A lot depends on how long your race is. If it is under an hour you should be okay running on reserve glycogen. However, if right before the race, you can stomach a gel of some sort or any simple sugar treat that doesn't make you sick you will be better off. The best thing to do is practice during your training rides. Try setting them up as though they are a race and practice fuelling. Carbohydrates (bread, potatoes, rice & pasta) are good for fueling muscle, and should be eaten three hours before training and racing. Simple sugars (carbohydrate gels, bars & drinks) are good for easy digestion during the ride, and a combination of carbohydrates and protein should be post-ride food.

### Question:

I am a very busy person who enjoys riding and some racing, but I have trouble finding the time to train long hours on my bike. Can I still be competitive in sport mountain bike racing by only riding five to six hours a week?

**Answer:**

Yes! The most important aspect is QUALITY of training not quantity. Each training session on your bike or off should have a distinct purpose and that purpose should be met during the ride - nothing else. For example, here is a three- or four-day-a-week plan for a sport rider with limited time:

Monday: Rest  
Tuesday: Easy 30 min spin  
Wednesday: Hill repeats 90min  
Thursday: Easy spin 30 min  
Friday: Rest  
Saturday: Pre- ride course or (fun easy ride) 60 min.  
Sunday: Race 60-90 min or road ride 120+ min

The minimum amount of time that can be spent on the bike is about four hours in this example. The important thing is that when the program calls for easy spin it is EASY, and when it calls for hill repeats and race pace exert HARD effort. If the two efforts are not differentiated, then there is no opportunity to work hard or easy, and the rider will just ride, not race.

**Question:**

I am very afraid of mountain biking down hills and it is getting to the point where I don't want to ride at all anymore when faced with a steep, loose downhill. Do you have any tips for me?

**Answer:**

Absolutely! Downhill is what I do, and I have a drill you can practice that will give you the confidence to ride down steep slopes that intimidate you. First, you need to understand that this is just a drill, and doesn't apply to all downhill.

1. Start in neutral position
2. Slide behind the saddle & unclip
3. Rest your stomach on the saddle and apply the brakes
4. Slow down to a stop and step off the to the side of the bike.

Practice this on flat ground, then on a gentle slope and finally on a steeper slope. The ideal is to get you used to riding in control and dismounting behind your saddle. Now you should be able to tackle most steeps with the confidence you can get off the bike safely if things get too crazy.

If you have any questions you would like me to answer and post at the end of the next **Self Coaching Corner** please submit them to:  
[mailto:dh\\_girl@hotmail.com](mailto:dh_girl@hotmail.com)

Or

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

## Race, not weather, this year's Challenge

*by Fern Jordan*

After a month and a half of very hot, very dry weather, the morning of this race grew wetter and darker. Was it to be a repeat of the 2001 race when over six inches of rain fell in 12 hours? Apprehension soaked



the already heavy air. But the sun prevailed, and although the early races were somewhat soggy and greasy, conditions improved by the afternoon start and the final laps were dry and hard.

Interesting statistics (based on the 182 who actually started):

- 141 licensed racers and 41 Single Event Licensees (SEL)
- 35 women raced, from U13 to Elite, more than in any other year, many from the new Dirt Girls team.
- the biggest category showings were in Senior Sport Men (31) and Master Sport Men A (22)
- 33 racers were under 17

The youngest riders did quite well. In the U13 Men category, Robert McPhalen (Dynamic Cycle), posted a very fast time of 32.0 minutes, followed quickly by Justin Middleton and Cody Grant both of St. Albert Trailriders. Mike Bidniak (U15 Men, Juventus) finished at 29.3 minutes, followed one second later by Paul MacDonald. (*Editor's note: That's Paul MacDonald The Younger of Sportchek, not the old guy of Juventus. -JD*)

In the following notable wins, we've used average lap times to compare performance across categories.

A sprint at the end of the U17 Expert Men resulted in Mark MacDonald (Bow Cycle/CMC) coming in one-tenth of a second ahead of his teammate Brian Bain (with average lap times of 26.14 and 26.16 minutes respectively) while the next four finished within one minute of each other — close race, boys!

Senior Beginner Woman, SEL Brenda Haley (Hindgrinders) finished four minutes ahead of second-place Janke Hegedus (Juventus). In Senior Expert Women, Kathryn Johnson (United Cycle) placed first with an average time of 30.96 minutes over 3 laps, while Kristy Sarnoksi (Dirt Girls), who worked darn hard during several pre-rides, was third.

Senior Elite Women winner Annie Tykwinski (Pedalhead) raced a very fast average time of 26.99 minutes over 4 laps, while Lisa Licis (Hardcore) a Master Woman newly upgraded to Elite after a sterling performance last year, placed third, with an average of 29.54 minutes per lap.

Fastest times of the day were posted by Senior Expert Evan Sherman (Hardcore) with an average 24.66 minutes over 4 laps (adding this to a string of great wins this year), Master Expert Kirk Schmiedke (Bicisport) (24.88 minutes per lap), and despite a sore back following the Nationals at Sun Peaks, Senior Elite Roddi Lega (Trek/United Cycle), who raced 5 laps in under 2 hours with an average time of 23.30 minutes) in his third straight win at Accept the Challenge.

A good story that we heard concerned the Battle of the Fifty-One Year-Olds in the Master Expert Men A race. From the start of the race, Garry Froehler (Crankers) chased Dave Whitten (Hardcore) over three laps, unable to close in despite the power of his Hinton-trained legs and lungs. Finally on the last lap, as Dave slowed in the feed zone to grab some nourishment, Garry whizzed past him, never to be caught again. Dave later said, "I knew he was behind me, but didn't know he'd got that close. I just couldn't catch him again and he lost me on the next hill." Good for the tough old guys!

Many thanks to our long-time sponsors St. Albert Sports and Hardcore Mountain Bike Store, and to the individuals and clubs who have entered this race. We had particularly good turnouts from the St. Albert Trailriders, Hardcore Racing, United Cycle, Dirt Girls, and Pedalhead. Sincere thanks also to the great riders of heart and soul who have raced here. It has been our pleasure.

Please see our website <http://www.connect.ab.ca/~fjordan/bikerace> for complete results and photos.

## Race-Do

Set the finish of a road race a bit before the top of the Big Finish Hill when you're not on Ventoux or L'Alpe d'Huez and the road is open to traffic. This gives cars coming from both directions have some

warning of the existence of the finish area. Keep the area as clear as possible. Pedestrian spectators are OK but keep parked cars to necessary official vehicles only.

Tour the course the day before the race, spray painting any obstacles like potholes on road courses. If possible ride the course to get the bike racer's-eye view.

Remind marshals that their view of the race is different from a spectator's view. A marshal must focus on the progress of the race and be mindful of other traffic in the immediate area. They shouldn't just "watch the race".

Commissaires following road races who want to get time gaps between groups of riders, e.g. breaks and chases, should use a specific landmark such as a sign as a reference point to start and stop the timing. One telephone pole looks like another and compound disappearing hills being what they are, "the top of the next rise" is hard to determine exactly. If you're using the time on your race-time stopwatch, write the start time down so you don't lose track.