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PHILIPPE RUEL

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# PEDAL

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<b>subscriptions (2018)</b>	
Newsstand	\$4.95
Annual Buyers Guide	\$5.95
1-yr Subscription (6 issues)	\$20.95
2-yr Subscription (12 issues)	\$36.95
US Subscribers: US\$28.95 (1-yr);	US\$51.95 (2-yr)
Int'l Subscribers: US\$50.95 (1-yr);	US\$91.95 (2-yr)



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### Gear 2018

Pedal, a division of 1198189 Ontario Inc., is published 6 times annually: Annual Buyer's Guide, Spring/Summer, Fashion, Fall, Winter, at 260 Spadina Ave., Suite 200, Toronto, Ontario M5T 2E4. The entire contents are the property of Pedal Magazine and may not be reprinted or reproduced, in whole or in part, without the written permission of the publisher. Unsolicited material or contributions must be accompanied by return postage. Pedal assumes no responsibility for such photographs or manuscripts. 2nd Class Publications Mail Registration #9874, paid at 969 Eastern Ave., Toronto, ON M4L 1A5. If undeliverable or address changed, please notify: 260 Spadina Ave., #200, Toronto, ON M5T 2E4. U.S. Office of Publication: 240 Portage Road, PO Box 670-25, Lewiston, NY, 14092. Periodicals postage paid at Niagara Falls, NY. 2nd Class U.S. Publications, USPS Registration #012177. POSTMASTER: Send address changes to Pedal Magazine, PO Box 553, Niagara Falls, NY 14304

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# TREAD

## **Season Start**

With the beginning of a new season, riders across the country are anticipating their next epic ride or start line. Check out our coverage inside, as Canada brought home so many medals last year we lost count, leaving us stoked to see if the ante can be upped this year. With the Commonwealth Games on the horizon as well, local riders are giving two thumbs up to such events at home as the world-class Quebec Singletrack Experience that launched last year, featured within and pictured on the cover, along with the legendary Paris to Ancaster race in Ontario. Billed as Canada's Cycling Classic, it's celebrating its 25th anniversary this year. Did we mention mud? Whatever your passion, be sure to check out our Smart Trainers review (pages 30-35) and our mammoth Gear 2018 feature that highlights a ton of new products (pages 60-69) to help you through any cycling adventure. Have a great season ahead. — BAS



Billed as Canada's Cycling Classic, Ontario's Paris to Ancaster is celebrating its 25th anniversary this year and hosts 2,000+ riders. This picture shows why it's so popular.

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## CONTRIBUTORS



### Mike Sarnecki

Based in Edmonton, Alta., Mike Sarnecki has contributed to *Pedal* magazine since 2008. He is a commuter who rides to work year-round and is also a racer who focuses on MTB and cyclocross events. Sarnecki is the 2014 Alberta

MTB XCO provincial champion, and his love of cycling is steadfast. Driven by the lifestyle of a cyclist, he hopes to share his passion with others on the road, the trails, or over a good cup of coffee.



### Sandra Walter

Sandra Walter began contributing regularly to *Pedal* magazine in 2002 while earning a B.A. in writing at the University of Victoria and training to be an Elite XC MTB racer. Walter has traveled all over the globe in pursuit of podiums

and sweet trails and has participated in four World Championships. She spent three seasons in Europe, and traversed Costa Rica in La Ruta de los Conquistadores in 2008. Despite having sampled some of the planet's best off-road offerings, she still prefers home dirt to anything else, which she confirmed while contesting the BC Bike Race in 2009. In addition to race reports and bike reviews, she shares with readers the inside scoop on many of Canada's top cyclists and her lifelong passion for the sport.



### Paul Craig

Paul Craig has spent 25+ years racing and managing cycling teams on the West Coast and currently operates Team Giant Vancouver. His mountain-bike racing history includes everything from XCO and 24 Hour

events to seven-day TransRockies events. He can now proudly add the Quebec Singletrack Experience to his list. His local "claim to fame" is having raced every Test of Metal in Squamish, B.C. for a total of 23 consecutive years, and he kept the tradition going by racing at the inaugural Spakwus 50 in 2017. For Craig, cycling is not just about the racing, it's lifestyle. Although his first passion is mountain biking, Craig enjoys other cycling disciplines such as multi-day track events, road racing and cyclocross.



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# Marinoni and Veal Headline Four New World Records at Day of the Hour

Legendary Giuseppe Marinoni set a new Best Hour World Record for 80-84 UCI Masters on his second attempt.



National team rider Ed Veal claimed a Best Hour World Record for 40-44 UCI Masters on his second attempt as well.



PHOTOS: IVAN RUPES

Legendary Giuseppe Marinoni, 80, and seasoned pro Ed Veal, 42, set new UCI Best Hour World Records to headline the inaugural Day of the Hour event presented by Mercedes-Benz Oakville, as eight Master track cyclists delivered an astounding show at the Mattamy National Cycling Centre in Milton, Ont. last fall on Sept. 23.

Four world records and four Canadian records were set at the remarkable event that will go down in the annals of Canadian cycling, as all eight riders demonstrated that the tradition of record-winning cycling is alive and well in the land of the red Maple Leaf.

"Feeling great, very happy and proud to have beaten the record," said Marinoni, who set a new Best Hour World Record of 39.004 kilometres for 80-84 UCI Masters. This was Marinoni's second attempt to eclipse the distance of 38.657 kilometres held by Paul Martinez of France. One month earlier on Aug. 20, he was one lap short (200 metres). His new record also bested his own Canadian record of 38.334 kilometres. At a final speed of 29.171 seconds per lap, Marinoni completed 156+ laps to set both records.

In 2012, the renowned framebuilder and owner of Marinoni Cycles set the record in 75-79 age category with a distance of 35.728 kilometres. The now-famous film *Marinoni: The Fire in the Frame* tells the story of that victory.

According to filmmaker Tony

Girardin, "In classic form, he had to wait about three hours to pee after the record for the anti-doping test. When all was done, he hit the [Highway] 401 with his wife, Simone, and they got home to Montreal at midnight."

National team rider Veal left it all out on the track to claim a Best Hour World Record of 48.587 kilometres for 40-44 UCI Masters, eclipsing the standard of 48.411 kilometres set by Jayson Austin from Sydney, Australia in February 2013. Veal also beat the existing Canadian record of 45.189 kilometres, set by fellow Day of the Hour athlete Mike Nash in 2011.

"It feels great, but I can hardly believe it when I hear you say the words 'new world record.' I missed it back in 2015 during the #EdsHour event, and knew I had to come back, so a bit of redemption and great to check that box off," said a smiling Veal.

All eight cyclists were from Canada – specifically from the provinces of Ontario and Quebec. The idea for the event grew from the desire of one man, Michael Kolesar, to attempt the Hour Record in his age category, and gradually drew interest from several other cyclists. The Mattamy National Cycling Centre is a 250-metre indoor velodrome, and is only the second Olympic-approved velodrome in North America. – JC

## New UCI World Best Hour Record Holders

- ▶ Ed Veal, Men 40-44, 48.587 km/h
- ▶ Giuseppe Marinoni, Men 80-84, 39.004 km/h
- ▶ Jane Emans, Women 35-39, 42.425 km/h
- ▶ Jody Levine, Women 45-49, 38.156 km/h

## New Canadian Hour Record Holders

- ▶ David Hainish, Men 30-34, 45.325 km/h
- ▶ Mike Nash, Men 50-54, 46.434 km/h
- ▶ Michael Kolesar, Men 65-69, 35.949 km/h
- ▶ Bryn Currie, Women 50-54, 40.366 km/h



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*Paul Craig, Pedal Magazine*

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# Cycling Canada Summit Hosted at Bear Mountain

The weekend of Oct. 21-22 last fall saw the annual Cycling Canada Summit held at The Westin Bear Mountain Golf Resort and Spa near Victoria, B.C., which featured partner meetings and sessions that included a gala fundraiser on the Saturday evening. Bear Mountain is the official training centre of Cycling Canada's Canadian MTB team, and has hosted the opening round of the Canada Cup MTB XC series since 2016.

A crowd of 175 attended to share a glass as local sportscaster Jeff King emcee'd a stellar evening featuring a silent auction that raised more than \$15,000 for the National team.



(l-r) Ryan Anderson, Adam de Vos, Ben Perry

Stars such as Michael Woods (EF Education First-Drapac p/b Cannondale), Leah Kirchmann (Team Sunweb), Rob Britton (Rally), Ryan Anderson (Rally), Ben Perry (Israel Cycling Academy), Alison Jackson (Team



MC Jeff King interviews the Panel (l-r) Leah Kirchmann, Michael Woods, Alex Stieda.

TIBCO), Geoff Kabush (Yeti Cycles), Adam de Vos (Rally) and many more were joined by such past greats as Alex Stieda, Ron Hayman and others for a superb evening of stories and camaraderie. A special 7-11 replica jersey honouring the veteran duo of Stieda and Hayman was part of the silent auction.

In addition, Woods, Kirchmann and Stieda joined King for a short question-and-answer session loved by the crowd, as they covered such topics as their highs and lows, advice for young riders, as well as their views on doping.

Also honoured was local supporter Bob Cameron of Robert Cameron Law Corp., who received an award for his longstanding support of cycling in Victoria. – JS



Alex Stieda (l) and Ron Hayman

PHOTOS: PEDALMAG.COM

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# Changing of the Guard at Louis Garneau Sports

**W**illiam Garneau, 27, has been named general manager at Louis Garneau Sports (LGS). In December, he took over the reins from his legendary father, Louis Garneau, who founded the global sportswear company in 1983.

It was a tweet from longtime friend and supporter Pierre Karl Péladeau, CEO of Quebecor, that broke the news: “Congratulations to William Garneau, who has been named director-general of Group @Louis\_Garneau.” Péladeau was attending an LGS Christmas party on Dec. 8 when Louis made the announcement.

Louis added that he hopes that his two other children, Edouard, who is director of sales-IBD USA, and Victoria, who is currently completing her college studies in fashion design, will eventually join William to run the company.

Louis started LGS in his father’s garage, and grew it into a global enterprise of more than 500 employees and \$50 million in sales. A year after founding his company, Louis competed for Canada in the road race at the 1984 Los Angeles Olympics. Louis designed the National team’s kit for those Games, and since then, LGS has continuously been the official cycling-apparel sponsor of Cycling Canada for all cycling disciplines.

William has an MBA and raced for Canada back in 2008 at the Junior Road World Championships. He has held various roles at the company, including all aspects of its Dreamfactory custom-bike program, as well as sourcing and procurement. Father and son jointly accepted an award at Eurobike in 2016 for Garneau’s Dreamfactory Trilogy concept.

“Garneau is more than a company; it’s a family,” said William. “I’m grateful to my father and my brother Edouard for entrusting me with this tremendous responsibility.”

Louis will remain the president designer, influencing seasonal collections, nurturing



William Garneau

GARNEAU

new talent and leaving his imprint on the creative direction of the brand.

When interviewed for LGS’s 30th anniversary, Louis spoke about plans for succession, saying, “Only 30% of companies are carried on by the second generation, and only some 10% of companies are still run by the family after two generations. I’m going to play with the 30%.” – JS



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## Rally Turns Pro Conti in 2018

In December, the Rally Cycling men's team announced that after 11 years of racing on the Continental circuit, it will be moving up to the Professional Continental ranks in 2018. The upgrade means access to a new level of international competition, as events on the international WorldTour racing calendar are now possible, and the team is close to finalizing important invitations to start the season.

The men's team has begun revamping its race calendar, adding more excursions into Europe, but will also continue to target key North American races. With bigger races and a stronger roster come higher expectations for one of America's oldest domestic-cycling teams.

"Races such as the Tour of California, Tour of Utah, Colorado Classic and Tour of Alberta will be our main North American objectives in 2018," said Jonas Carney, performance director of Rally Cycling.

The team, which was winner of the UCI America Tour and USA Cycling Pro Road Tour, made several important additions that strengthen an already formidable roster, accounting for 58 wins



Rally Cycling's Huffman and Britton go 1-2 on Stage 4 at the Tour of California.

CORVOS

and 107 podiums in 2017.

The most successful rider in the team's 11-year history, Evan Huffman, is back. Huffman's victories in the WorldTour-ranked Tour of California were the first by a Continental rider at the sport's highest level. Prior that victory, he won the Tour of the Gila in April, and later in September, he won the Tour of Alberta.

The team is comprised of five Canadians, including Rob Britton, who had an amazing breakthrough season winning the Tour of Utah in 2017. Other members include Matteo Dal-Cin (Canadian road champion), Adam de Vos and new team members Ryan Anderson and Nigel Ellsay. The women's roster includes Canadians Sara Bergen, Allison Beveridge, Gillian Ellsay, Kirsti Lay, Katherine Maine and Sara Poidevin.

## Curt Harnett Inducted as Member of the Order of Canada

Canadian track-cycling icon Curt Harnett will be inducted as a Member of the Order of Canada. This year's list includes such famous Canadians as William Shatner and Jann Arden. The Order of Canada, one of Canada's highest civilian honours, recognizes outstanding achievement, dedication to the community and service to the nation.

Harnett was inducted for "achieving excellence in the sport of cycling and for his leadership as an advocate for Canadian athletes." He joins three other cyclists who were previously inducted: Louis Garneau, Clara Hughes and Gordon Singleton.

"I wore the Maple Leaf with great pride. The same pride I feel at this moment. Congrats to my fellow appointees. #proud #humbled," tweeted Harnett.

Harnett competed at three Olympic Games, winning silver in 1984 (100-metre ITT) and bronze in both 1992 and 1996 (Match sprint). He also notably set a world record in the Flying 200-metre event at 9.865 seconds. Harnett also brought home silver twice from the UCI Worlds (1990, 1995), gold and bronze from the Pan Am



Curt Harnett at 1996 Olympic Games in Atlanta where he won bronze in the Match sprint.

HEINZ RUCKEMANN

Games (1987) and silver twice from the Commonwealth Games (1990, 1994). He also won five gold and three silver medals from World Cup competitions.

Harnett served as chef de mission for Team Canada at the Toronto 2015 Pan Am Games and the Rio 2016 Olympic Games. He was also among the inaugural nine athletes inducted into the Cycling Canada Hall of Fame in 2015.

## WAYNE POMARIO: FIRST CANADIAN TO LEAD PANEL OF COMMISSAIRES AT GRAND TOUR

Wayne Pomario of Vancouver, B.C. will become the first Canadian to act as president of the Panel of Commissaires at a Grand Tour event when he leads the panel at La Vuelta a España 2018 (Tour of Spain) – a WorldTour event.

He is also assigned to three additional WorldTour events, twice as president of the panel and once as a member of the panel. Pomario is one of Canada's top sports officials, and was inducted into the Sports Officials Canada Hall of Fame in 2014.

He served as an official at the 2008 and 2012 Olympic Games, as the No. 2 official at the 2006 Commonwealth Games and as chief official at the 2010 Commonwealth Games. He qualified as a Union Cycliste Internationale official in 1997.

## NCIM WELCOMES CHRIS REID AS NEW EXECUTIVE DIRECTOR

The National Cycling Institute Milton (NCIM) announced in December that it has hired Chris Reid as its director. Reid comes to the NCIM having worked with a number of development programs including the Cyclery-4iis women's program and having been a board member of Cycling Canada for two terms. NCIM is based at the Mattamy National Cycling Centre in Milton, Ont.

"I'm looking forward to helping foster a lifelong love of the sport, especially amongst the youth and to help develop Canada's next cycling champions," declared Reid.

"Chris's long history in cycling, coaching and engagement at the top levels of the sport in Canada make him uniquely qualified for this role at the NCIM," said Paul DeVries, chairman of the NCIM board.

## PEPPERMINT CYCLING IN MONT-TREMBLANT DESTROYED BY FIRE

Fire destroyed a building housing Peppermint Cycling Co. in early October in the resort town of Mont-Tremblant, 90 minutes north of Montreal, Que. The women's cycling-apparel business was described as a total loss, but its owners vowed to return. Nobody was hurt in the blaze.

"The brand-new Peppermint House burned during the night and so did all of our stocks, promotional materials and, basically, everything we had," the owners wrote on Facebook.

Peppermint was founded by Michèle and Véronik Bastien, twin sisters "... overflowing with energy, passionate [about] cycling and aiming to create a new innovative and engaging brand.

Continued on page 14

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# Tragic Death of Clément Ouimet

The cycling community was sad to learn that Clément Ouimet, 18, a member of the Fédération québécois des sports cyclistes, was killed on Oct. 4 while cycling on Camillien-Houde Way, a popular spot for cyclists on Mont-Royal in Montreal, Que.

Ouimet was on the descent between the Camillien-Houde lookout and Côte-Ste-Catherine when a 59-year-old driver from California, traveling in the same direction in front of Ouimet,

**Memorial ride honouring Clément Ouimet following his tragic death.**



FOSC

executed an illegal U-turn in front of the rider, who was thrown heavily onto the ground. Ouimet was rushed to the hospital, where he succumbed to his injuries later that evening.

A silent memorial ride on Oct. 6 at the site of the accident saw 300 riders climb Camillien-Houde in silence. "I didn't know Clément personally," ride organizer Marc-Antoine Desjardins told *Pedal*. "But I feel as if I just lost a younger brother."

Ouimet was a junior racer and a "rising star" riding for the PACK and Espoirs Élite Primeau cycling club in Laval, including racing in the Tour de L'Abitibi. Ouimet had already distinguished himself with a 58th place in Red Hook Criterium Brooklyn No.10 and a fifth place in the IBike Crit.

**Clément Ouimet, a rising Junior racer in Quebec, was struck by a car and killed.**

FOSC



In late October, Ouimet was honoured with a ghost-bike memorial ceremony as friends, family and fellow cyclists gathered on Mont-Royal at the scene of the fatal accident that took the young cyclist's life on Oct. 4. The bike frame used in the memorial belonged to Ouimet and his father donned his son's racing bib at the ceremony.

The latest news is that no charges of criminal negligence will be laid in the death of the young cyclist. "His [Ouimet's] death and the controversy it sparked over the safety of cyclists in Montreal led to increased security measures on the thoroughfare where he died, including improved signage for motorists and the extension of a concrete median," said a police spokesperson.

Camillien-Houde is part of the Grand Prix Cycliste de Montréal WorldTour course and is also a popular training route for local riders. Safety measures for Camillien-Houde became a campaign issue in Montreal's municipal elections in late 2017. – JS

**Ghost Bike Ceremony on Mont-Royal to honour Clément Ouimet**



CHRISTOPHER MCMULLEN

## UPS to Launch Cargo Bicycle Project in Toronto

Shipping giant United Parcel Service (UPS) has unveiled a pilot project in October to use cargo bicycles to deliver packages in the more densely populated parts of Toronto, Ont. "I applaud @UPS\_Canada for launching this forward-thinking initiative. We all have a part to play to #getTOMoving," tweeted Mayor John Tory. The announcement follows a Pembina Institute report that suggested the city use more cargo bikes to cut down on traffic and emissions. According to the report, 16.4% of greenhouse gas emissions in the city comes from vans, light-duty trucks and SUVs. A similar UPS package-delivery service was launched in Hamburg, Germany in 2012 to help make that city more sustainable. Tory's administration is amending parking regulations to facilitate this new service. UPS is also working with the Ontario government to amend the Highway Traffic Act to allow commercial use of cargo electric bikes in the future.



**Toronto Mayor, John Tory, supports the UPS Cargo Bike Project.**

TORONTO.CA

Continued from page 12

Peppermint creates, develops and commercializes fashionable functional cyclewear that meets the demands of women," according to its website.

The office of the local newspaper *L'Information du Nord Mont-Tremblant* was also destroyed by the same fire. The newspaper nonetheless managed to produce an online report of the blaze, but gave no indication as to a possible cause.

### CYCLING CANADA HIRES NEW COACHES



Jono Hailstone

Jono Hailstone has been hired as men's track Endurance head coach. He started at the Mattamy National Cycling

Centre in January, working closely with Luc Arseneau, men's track Endurance NextGen coach, and with other staff. Ultimately the goal is to optimize the performances of our men's track Endurance riders in the men's Team Pursuit at the 2020 Tokyo Olympics.

Hailstone has experience coaching for Cycling New Zealand and for the New Zealand Paralympic Committee. He holds a Bachelor's degree in exercise science and a high level of coaching certification.

"Canada is a rapidly developing nation on the international track-cycling scene; I'm looking forward to contributing to that momentum going forward," said Hailstone.

"Through our extensive debrief process, we were able to identify gaps that our riders had in the Team Pursuit event; Jono has the skills to bridge those gaps," said Jacques Landry, Cycling Canada's Chief Technical Officer.



Philippe Abbott

Cycling Canada has also appointed Philippe Abbott to the position of NextGen para-cycling coach-West,

identifying and developing para-cycling talent from Manitoba to B.C.

Working under head para-cycling coach Sebastien Travers, and in tandem with the NextGen para-cycling coach-East, Guillaume Plourde, Abbott will head the para-cycling development program based out of Calgary, Alta.

Abbott previously worked at Alberta Bicycle Association as high-performance director and as the high-performance cycling coach at the Canadian Sport Institute Calgary.

"Being involved in the program with current world champion Mike Sametz, Phil will bring his experience and knowledge to the next generation of para-cyclists in Western Canada," said Travers.

Continued on page 16



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# Pan-Am CX Championships Coming to Canada

The Pan-American Cyclocross (CX) Championships are coming to Canada for 2018 and 2019, and will be held in Midland, Ont., two hours north of Toronto. CykelHaus Race Promotions will stage the event in conjunction with Cycling Canada and The Pan-American Cycling Confederation. Riders from 44 nations of the Pan-American Cycling Confederation (COPACI) may compete.

“Our organizing team is incredibly excited to invite the Americas to Midland. It is a fantastic opportunity, and the benefits will go well beyond cycling for our rural community. We have partnered with the local Georgian Bay Hospital Foundation to raise funds through the event,” said John Hauser, also the event director for Silver Goose Cyclocross.

This marks the first time ever that Canada will host the Championships. Its 2018 dates are Nov. 3-4. Also, for the first time, a Masters Pan-American Championships will be held this year, offering the title to racers in 10-year age groups, aged 35 and above.



Canada will debut as host of the 2018 Pan-Am CX Championships in Midland, Ont.

PETER KRAIKER

Pan-American champions will be selected in five categories of Elite racing: junior men, U23 women and men, as well as Elite women and men. The Championships provide an opportunity for racers to gain valuable Union Cycliste Internationale points for international seeding and to receive the prestigious Pan Am champion's jersey to wear in competition.

Continued from page 14

The NextGen coach-West position is made possible by partnerships between Cycling Canada and the Canadian Paralympic Committee, the Alberta Cycling Association, Own the Podium and the Canadian Sport Institute Calgary.

In November, the Canadian Sport



Steve Di Ciacca

Institute Ontario (CSIO) and Cycling Canada announced that Steve Di Ciacca was hired as lead of Performance

Services Cycling. Di Ciacca will work out of the Mattamy National Cycling Centre in Milton, Ont.

Di Ciacca holds a Bachelors of Science and a Masters in Physiotherapy from Western University. He brings more than 14 years of experience working with Rowing Canada. Di Ciacca will be working with Cycling Canada for the delivery of world-class sport-science and sport-medicine services to National team athletes.

“Steve brings years of expertise to this role, including his experience leading an integrated support team,” said Pierre McCourt, director of performance services at Canadian Sport Institute Ontario.

## IAN MELVIN DEPARTS CYCLING CANADA

Last fall, Ian Melvin departed the helm of Cycling Canada's Men's Track Endurance Program to help Japan qualify for the 2020 Tokyo Olympic Games and to create a long-term high-performance pathway for that country.

During his four-year tenure, he was able to take Canada's program that was hovering around the 4:14 mark in the men's Team Pursuit event and shave off 15 seconds. Along the way, he created a high performance environment underpinned by a solid road program, including great technical work on the track while surrounding himself with key support staff.

“I am incredibly proud of what I have been a part of creating since I joined Cycling Canada. This has been the toughest decision I've ever had to make professionally. As a program, we have achieved some wonderful performances and results, laying down a strong foundation for this group to continue building upon towards their goal of 2020 Olympic qualification,” said Melvin.

“It is pretty impressive what Ian was able to accomplish during his four-year span,” said Jacques Landry, Chief Technical Officer and head coach at Cycling Canada. “We're sorry to lose him, and we thank him for his contributions. My only consolation is that we must be doing something right if other countries are looking at what we are doing and want to emulate.”

# Cycling BC Evening of Champions Raises Over \$150,000

The fifth annual Evening of Champions Gala fundraising dinner hosted by Cycling BC in early October was a success. The event raised more than \$150,000, as 265 supporters and athletes gathered at the Vancouver Convention Centre to share a glass and celebrate another milestone year.

Richard Wooles and Alex Stieda emcee'd proceedings as the Who's Who of cycling joined special guests who included Pierre Lafontaine, CEO of Cycling Canada, and countless stars, Olympians, Paralympians and world champions such as Catharine Pendrel, Tristen Chernove, Maggie Coles-Lyster, Tory Nyhaug, Aiden Caves, Holden Jones, Sandra Walter, Sara Bergen, Gillian Ellsay, Erin Atwell and many more riders.

Approximately two-thirds of the guests represented corporate supporters such as Hayward Securities. Former hockey great Trevor Linden was also in the crowd.

A highlight of the evening was the



Alex Stieda (l) and Richard Wooles emcee'd the evening.

HEINZ RUCKEMANN

presentation of a cheque for \$61,750 to Cycling Canada for the Canadian Junior Cycling Development Fund, a Wooles initiative.

Funds raised at the evening of celebration will support youth- and junior-development programs, the Canadian Junior National team, iRide programs, training camps, competitive opportunities for young cyclists and B.C.'s rising stars.

# NOUVELLES

## Mérite cycliste québécois et Temple de la renommée

Le dimanche 19 novembre marquait symboliquement la fin de la saison cycliste 2017, laquelle s'est officiellement conclue le 4 novembre avec la présentation de la finale de la Série de cyclocross Maglia Rosa, dernière épreuve figurant au calendrier. Afin de marquer l'aboutissement d'une autre année remarquable, la Fédération québécoise des sports cyclistes (FQSC) a tenu son traditionnel brunch de clôture, à l'occasion duquel s'est effectuée la remise des prix du Mérite cycliste québécois. Les différents intervenants du milieu cycliste ont alors été récompensés pour leur contribution au sport.

### Vedettes québécoises du cyclisme

En vertu de performances éclatantes, Hugo Barrette (cyclisme sur piste), Léandre Bouchard (vélo de montagne), Karol-Ann Canuel (cyclisme sur route), Kirsti Lay (cyclisme sur piste), Félix Maltais (BMX), Marie-Claude Molnar (paracyclisme), Charles Moreau (paracyclisme), Maghalie Rochette (vélo de montagne) et Michael Woods (cyclisme sur route) ont été honorés dans la catégorie **ATHLÈTE PAR EXCELLENCE**.

### La Belle Province, sous les projecteurs

2017 a également été une année exceptionnelle sur le plan événementiel. Des quelque 360 épreuves au calendrier cycliste québécois, 2 se sont mérités un prix dans la catégorie **ÉVÈNEMENT NATIONAL/INTERNATIONAL**.

Les événements qui ont été couronnés sont :

- Vélirium – Coupe du monde, au Mont-Sainte-Anne (vélo de montagne)
- Tour de Beauce (cyclisme sur route)

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Louis Bertrand, maître de cérémonie.

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Pour connaître l'ensemble des récipiendaires de cette édition 2017 du Mérite cycliste québécois, visitez le [fqsc.net](http://fqsc.net)

### Hommage aux ambassadeurs du sport

À l'occasion de son 31<sup>e</sup> anniversaire, le Temple de la renommée du cyclisme québécois a ouvert ses portes à trois intronisés. Dans la catégorie **ATHLÈTE**, cet honneur est revenu à Mathieu Toulouse, alors que du côté de la catégorie **BÂTISSEUR**, cette marque de reconnaissance a été accordée à Luc Dugal et Pierre Gendron.

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## Pierre Gendron (bâtitteur)

Natif de Sorel (né le 25 octobre 1945)

Les participantes se sont donné rendez-vous au Val C'est tardivement que le sport fait son entrée dans la vie de Pierre Gendron. Auparavant, il complète un baccalauréat en sciences politiques à l'Université de Montréal, au sein d'une prestigieuse cohorte qui compte notamment dans ses rangs Denise Bombardier, Simon Durivage et Claude Charron. Diplôme en poche, il se lance dans l'enseignement, où il transmet ses connaissances dans diverses matières aux étudiants de niveau secondaire.

À 42 ans, l'homme au mode de vie sédentaire a une un sorte d'épiphanie. Du jour au lendemain, il décide d'écraser la cigarette et se met à l'activité physique. Un an après sa résolution, il court même des marathons. Or, à la course à pied s'ajoute le vélo. C'est un voisin qui le traîne dans les sentiers et l'initie au vélo de montagne. Mais l'amour n'est pas instantané. Il s'inscrit néanmoins à sa première course en 1991. Bien qu'il termine bon dernier, c'est à ce moment que le délice se fait. L'année suivante, il domine dans sa catégorie, soit celle des 45 ans et plus.

Ayant lui-même pratiqué le vélo de montagne et le cyclocross, Pierre Gendron souhaite faire sa part et s'impliquer à titre d'intervenant dans le milieu. Très actif sur les circuits de courses, il bénéficie déjà d'une certaine crédibilité, et ses démarches sont empreintes de réalisme et de pragmatisme, ce qui est fort apprécié sur le terrain.

En 1994, il rejoint le comité directeur de vélo de montagne. Il met alors en place un système de chronométrage propre à la FQSC et crée un Championnat des régions. Toujours en lien avec ses activités à la FQSC, il siège sur le comité de sélection du Temple de la renommée du cyclisme québécois de 2005 à 2016.

Co-fondateur de l'Association régionale de vélo de montagne du Québec Chaudière-Appalaches (ARVMQCA), Pierre Gendron s'affaire à construire un réseau régional solide, dès 1995. Sous sa présidence, soit de 1996 à 2010, il lance un circuit régional qui comprend 10 épreuves et qui enregistre une moyenne de participation de 275 coureurs par course. Il instaure un système de chronométrage informatisé (inscription et classement). Un système à ce point efficace que la FQSC l'achète plus tard. Ses études en sciences politiques sont mises à profit lorsqu'il entame



des démarches pour l'inclusion du vélo de montagne au programme de la Finale des Jeux du Québec. Finalement, il veille à la réalisation d'une étude de marché sur les habitudes de consommation des athlètes en vélo de montagne de la région de Québec afin de mieux cerner et répondre aux besoins des pratiquants.

Durant ce temps, il continue toujours de rouler. Dans la vie de tous les jours, c'est à vélo qu'il se déplace. Il le fait souvent en solo, mais parfois en tandem avec son épouse. Il se découvre également une passion pour la descente, discipline dans laquelle il est sacré champion du monde chez les maîtres en 2003.

En plus de lancer un circuit de descente à la portée des débutants, Pierre Gendron crée le vélo-tir, pendant estival du biathlon.

À l'extérieur du cadre compétitif, il anime des ateliers d'initiation au vélo de montagne dans une école, en hiver. En été, il gère et anime ces mêmes ateliers dans des parcs de Québec, le tout avec l'appui de l'Unité de sport et de Loisir de la Capitale-Nationale.

Maintenant retraité, celui que l'on surnomme le patriarche, ou encore Gendronix, car sa barbe rappelle celle d'Assurancetourix, consacre une partie de son temps libre à rédiger des textes pour le site Web de l'ARVMQCA. Mais parce qu'il ne peut pas renier sa vocation de pédagogue et qu'il embrasse son rôle de grand-père, il continue d'animer les activités des bibittes-coccinelles sur le circuit régional de courses. Décidément, la passion n'a pas d'âge!

# DÉTAILLANTS RECHERCHÉS

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## Mathieu Toulouse (athlète)

Natif de Montréal (né le 3 août 1976)

À l'école secondaire, Mathieu Toulouse pratique l'escrime. Il s'agit de sa première exposition à la compétition. Mais ce sport, il le délaisse au profit du vélo de montagne, qu'il débute à l'âge de 18 ans, après avoir pris part à des sorties clandestines sur le Mont-Royal. Il participe à sa première course dans le cadre des Mercredis de Terrebonne, et roule ensuite sous les couleurs de la formation Cycles ABC. En 1995, il passe sous la bannière du club de vélo de montagne de Bromont, où il évolue pour deux saisons.

À partir de 1997, il s'aligne dans les rangs de l'équipe Ford-Devinci. Mais de temps à autre, il troque le maillot de sa formation régulière pour celui de l'unifolié, alors qu'il participe aux projets de l'équipe nationale. C'est d'ailleurs le cas lorsqu'il prend part à ses premiers Championnats du monde XCO, en 1997, où il s'inscrit au 48<sup>e</sup> rang chez les U23.

Au cours de sa carrière, il signe un total de sept participations aux Mondiaux et réalise sa meilleure performance à Livigno (Italie), en 2005, en vertu d'une 28<sup>e</sup> place. Sur le circuit de la Coupe du monde, il perce le top-20 à deux reprises, en 2008; au Mont-Sainte-Anne, devant une



foule partisane, il se faufile en 18<sup>e</sup> place, alors qu'à Angel Fire, aux États-Unis, il finit au 20<sup>e</sup> rang. Toujours lors de tranches de la série mondiale, il termine 24<sup>e</sup> en Belgique (2000) et en Écosse (2004).

Athlète polyvalent, Mathieu Toulouse roule également sur route, discipline dans laquelle il s'illustre de belle façon, comme en témoigne sa 20<sup>e</sup> place au classement général du Tour de Beauce en 1999. En 2004, il complète le Tour d'Okinawa (Japon) au huitième rang.

Durant la dizaine d'années où il roule sur les sentiers, et parfois sur le bitume, des épreuves des circuits mondiaux et nord-américains, il obtient deux laissez-passer pour les Jeux panaméricains : le premier en 2003, en cyclisme sur route, et le second en 2007, en vélo de montagne. Aux Championnats panaméricains, alors qu'il enfourche sa monture tout-terrain, il prend la septième place au Chili, en 2002, et termine deuxième au Brésil, en 2006. Son meilleur souvenir sportif est toutefois associé à sa victoire à la cinquième étape de la série nationale américaine présentée à Windham, en 2008.

Au niveau national, il décroche notamment la médaille de bronze aux Championnats canadiens de cyclocross, en 2006, ainsi qu'à ceux de cross-country, en 2008. Il s'empare aussi de plusieurs titres provinciaux en vélo de montagne et est sacré double champion en cyclisme sur route (course sur route et contre-la-montre) en 2007. D'ailleurs, il est le seul Québécois à avoir été remporté un titre en vélo de montagne, en cyclocross, à la course sur route et au contre-la-montre.

En 2008, il annonce son retrait de la compétition. L'avenir de Team Maxxis, équipe avec laquelle il a un contrat depuis 2005, étant fragilisé par le contexte économique difficile aux États-Unis, et de nombreux projets mijotant dans sa tête, il accroche son vélo. Celui qui a fait un baccalauréat en droit en parallèle de son parcours sportif décide de retourner sur les bancs d'école, en médecine cette fois. Toujours à l'Université de Montréal, il complète un doctorat en médecine, puis entreprend une spécialité en médecine d'urgence.

Après avoir siégé sur le comité haute performance à Cyclisme Canada (2007 à 2009), il devient membre du comité du développement et de l'élite à la FQSC (2010 à 2014). En compagnie de son ancien coéquipier sur route, Dominique Perras, il lance également l'entreprise de consultation en entraînement cycliste [avelocoaching.com](http://avelocoaching.com) en 2010. En plus d'agir à titre de conseiller technique pour le Cyclo-défi contre le cancer (2009-2010), il assume le rôle d'entraîneur et porte-parole des activités de financement de l'Institut de recherche en immunologie et en oncologie (IRIC) de l'Université de Montréal (2010 à 2013). Et encore à ce jour, on peut l'entendre analyser les épreuves de vélo de montagne à l'occasion des Jeux olympiques et des Championnats du monde.

**...il est le seul Québécois à avoir été remporté un titre en vélo de montagne, en cyclocross, à la course sur route et au contre-la-montre.**



s'y entraînent. Or, avec la venue des Jeux du Canada à Sherbrooke et les investissements majeurs qui s'y rattachent, la montagne peut se refaire une beauté et bénéficier de la revitalisation tant espérée. Grâce à l'implication de Luc Dugal et son club, la Ville de Sherbrooke continue d'investir dans la montagne après le rendez-vous sportif de 2013. Évidemment, tous ces aménagements contribuent à faire tripler le nombre de coureurs au sein du club Dalbix Sherbrooke (nouvelle appellation du CCS Dalbix), qui franchit le cap des 450 membres en 2017.

Président du club Dalbix Sherbrooke, Luc Dugal est aussi membre du conseil d'administration de Vélo Sherbrooke et du Regroupement du Parc du Mont-Bellevue, ainsi que représentant désigné pour tous les dossiers en lien avec le vélo de montagne à Sherbrooke.

À titre de membre du comité directeur de vélo de montagne à la FQSC, poste qu'il occupe depuis 2013, il met tout en œuvre afin de faciliter le travail des organisateurs et d'harmoniser les efforts des organisations avec ceux de la fédération. Durant son mandat, il parvient également à créer la catégorie atome.

Au cours des 20 dernières années, Luc Dugal a grandement contribué au développement du vélo de montagne dans l'Estrie, mais ailleurs aussi, en organisant une multitude d'événements. Parmi les 220 courses auxquelles il est associé, mentionnons le Championnat provincial scolaire (1999 et 2003), le Trophée des jeunes (2004, 2005 et 2008), une tranche de la Coupe du Québec en 2000, 2015, 2016 et 2017), le Circuit régional Estrie (depuis 2002), le Raid Jean D'Avignon (depuis 2004) et les Championnats québécois. Mais sa contribution la plus notable est certainement son implication à titre directeur sportif pour les épreuves de vélo de montagne lors des Jeux du Canada présentés à Sherbrooke. Plus récemment, soit en 2016 et 2017, il a livré deux éditions des Championnats canadiens de raid/marathon, une discipline qui gagne en popularité.

Luc Dugal s'investit plus particulièrement auprès des jeunes catégories. Mais son objectif n'en est pas un de détection de talents. Ce qu'il souhaite, c'est propager son amour contagieux du sport. Car par-dessus tout, il est persuadé que le vélo a une influence positive dans la vie de ceux qui le pratiquent.

## Luc Dugal (bâtitteur)

### Natif de Trois-Rivières (né le 23 novembre 1971)

**D**éjà au secondaire, Luc Dugal est récompensé pour son implication dans l'organisation sportive. Sur le plan académique, il complète trois certificats universitaires, dont un en marketing. À l'âge de 17 ans, il joint les rangs de l'armée de réserve des blindés, et ce pour une durée de 11 ans.

En 1996, il monte en selle en tant que courrier à vélo, et arpente les rues de Montréal dans le cadre de ses livraisons. Il se tourne ensuite vers la vente, domaine d'activité dans lequel il œuvre toujours. Bien que le boulot il ait délaissé sa monture à deux roues, il l'enfourche régulièrement pour le loisir, et prend même part sa première course en vélo de montagne à l'été 1996. Or, cette expérience est déterminante. En plus de rouler, il décide de mettre l'épaule à la roue et de s'impliquer dans le milieu du cyclisme.

En 2004, Luc Dugal fonde le club CCS Dalbix avec l'aide de Daniel Cyr et Marie-Josée Thibault. Entre 2004 et 2012, malgré un engouement grandissant pour le sport dans la région, les pratiquants doivent se satisfaire d'infrastructures plus ou moins adéquates. Les pistes du Mont-Bellevue, affectueusement surnommées Mont-Belle-Bouette, sont désuètes et ralentissent les ambitions des cyclistes qui



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Hugo Houle prend la parole dans le cadre du Méritas Jean-Yves Labonté.



Cette bourse a été créée par Michel Lacouline, un ancien protégé de Jean-Yves Labonté, en l'honneur de ce grand du cyclisme québécois auquel on doit plus de 600 courses.

Invité d'honneur, le cycliste professionnel Hugo Houle a offert une conférence et répondu aux questions des participants. À travers son récit, ponctué d'anecdotes et teinté d'humour, il a permis aux chanceux qui se trouvaient dans la salle de faire une petite incursion dans le monde sélect du WorldTour.

Un encan silencieux s'est également déroulé durant la soirée. Les montants ainsi recueillis, en plus de la vente des billets pour le banquet, ont été remis aux athlètes sous forme de bourses.

## Méritas Jean-Yves Labonté

Le 19 novembre dernier, six athlètes se sont vu remettre une bourse à l'occasion de la première édition du Méritas Jean-Yves Labonté. L'activité de type banquet se déroulait au Château Mont-Sainte-Anne, dans le cadre du week-end de congrès de la Fédération québécoise des sports cyclistes.

Les six athlètes d'âge junior (parfois cadet) qui ont été récompensés pour la saison 2017 sont Simone Boilard (route et piste), Charles-Étienne Chrétien (route et piste), William Côté (vélo de montagne), Félix Maltais (BMX), Alexandrine Trottier (BMX) et Roxane Vermette (vélo de montagne).



Jean-Yves Labonté et ses protégés (de gauche à droite: Gervais Rioux, Marc Blouin, Jean-Yves Labonté et David Veilleux).

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# Devastating Fire at Hardwood Ski and Bike

Trails Re-opened Jan. 6

**H**ardwood Ski and Bike near Barrie, Ont. suffered a devastating fire this past Christmas Day that broke out in the main chalet of the popular resort, approximately 90 minutes north of Toronto. No one was hurt in the fire, but material damage is estimated at approximately \$1 million [CDN].

The chalet and most of its contents were rendered unusable, but the centre's trails reopened on Jan. 6. Meanwhile, portable washrooms have been set up and a waxing hut has been converted into a warm-up hut. Management is also working to restore food services.

"This is the first step in a long journey to full recovery. I am optimistic that Hardwood, with the support of our community, will be back stronger than ever before," said Gareth Houben, Hardwood's president and general manager.

Hardwood management also the praised community support they have been receiving; nearby Highlands Nordic will honour current Hardwood season passes.

In mid-January, various discounts and refunds were announced, including a 20% reduction for season-pass holders. Some



Christmas Day fire at Hardwood Ski and bike ... fortunately no one was hurt.



Hardwood management praised the community support.



The chalet was unusable, but plans are underway to come back bigger and better.

programs were disrupted and regular progress updates have been posted on the Hardwood website, which also reported "excellent" trail conditions.

"I am excited that we will be able to get back to skiing on the great trails at Hardwood. The staff has been working very hard to get us started back on the road to a bigger and better Hardwood Ski and Bike," said Jack Sasseville, past president and general manager of Hardwood Ski and Bike.

The cause of the fire was attributed to an electrical fault. Some 70 employees work at Hardwood. Apart from Nordic-skiing activities, the site is also known for mountain biking and was the venue for that sport at the 2015 Toronto Pan Am Games. For more information, visit [www.hardwoodskiandbike.com](http://www.hardwoodskiandbike.com). – JS



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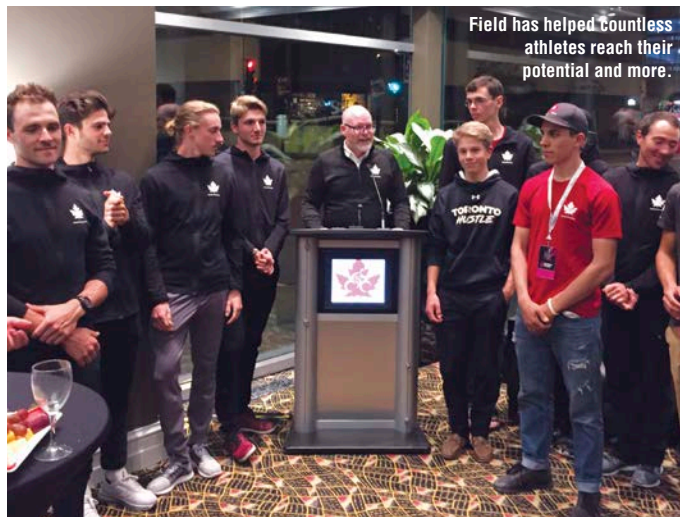
# Tuft Enough

## My Friend Kevin Field

BY SVEIN TUFT

I wanted to shed some light on one of the best people I know and one of Canada's greatest cycling resources. This is normally a place for my wacky cycling stories and related topics, but I would not be where I currently am without one special individual, Kevin Field, helping me along the way.

Field has been involved in Canadian cycling at its top level for some 30+ years, at all points on the spectrum. He is a man who flies under the radar, not seeking recognition or status. Field was the director sportif on Team Symmetrics, Canada's greatest team in my opinion. This was not just a directing job. With limited resources, he had to juggle a little bit of everything. When we went to such crazy races as the Vuelta a Venezuela (a 14-day stage race) chasing Union Cycliste Internationale points, Field was everything from travel agent, translator, logistics manager, bike washer/mechanic, grocery-getter, team doctor, psychiatrist, negotiator, manager and, finally, a director.



Field has helped countless athletes reach their potential and more.

PEDALMAG.COM

Every one of these races was an adventure, and with Field at the wheel with his positive energy, life on the road was always a laugh. Despite the many crazy things that happened to the team in South America, Field always kept us focused and laughing. This is a very rare skill and something I admire so much. I personally believe this is what allowed Symmetrics to have the success it did, and on such a small budget. Field's passion is infectious and rubbed off on all of us, and as I've said before, it's that attitude that gave all of the riders who went through that program the great life skill of persevering in difficult environments. This is the beauty of sport, and life, in my opinion.

Sure, results and success are nice, but the greatest thing sport provides is these hard lessons to set you up for a lifetime. People such as Field are crucial to the development of cycling in the present and the future. He's a rare specimen in that his passion has kept him in the game with very little payment in return. I remember in the final months of 2008, he was floating our race projects with his own credit card.

He knew that the only way any of us had a chance to move on from the sinking ship was to keep racing. This shows the man's character. I know Field had many opportunities in his personal career, but he set



Kevin Field has been involved with cycling for more than 30 years.

CYCLING CANADA

those aside to do what he loved. What an example for all of us young guys. Through all of these highs and lows, Field's wonderful wife, Sheri, was there for support, and I believe this was essential for him to do what he did for us.

Now with Cycling Canada, Field is our main man on the road, and we are lucky to have him there. With limited funding, you need someone with experience to help stretch the dollars and with the passion to keep trying new ideas in a world that has a pretty old-school mentality. In a country such as ours, you can't tell me we can't produce great cyclists. When you see the great, world-level athletes we are producing in all other sports, for me, it just illustrates how cycling isn't a part of our culture.

My hope is that with others like Field we can bring anomalies similar to Leah Kirchmann and Mike Woods into the sport and help them develop and transition into the world of Professional cycling more easily. It's a difficult game, and as I've said before, talent is just a small part of it.

This is something Field understands well, but has a hard time conveying to the powers that be. They tend to think, "Well so and so has these incredible numbers! Why aren't they performing?" Throw in international travel, living in a foreign environment, different race styles, language barriers and team conflicts/dramas, and I can tell you there can be a million reasons why. Let's get behind our athletes trying to find their way and let's understand that this is a long road filled with ups and downs, but positive support will always help these athletes prevail.

If you get to meet Kevin Field at a race or other event, please introduce yourself and tell him how much he's appreciated. The man is a gem.



Kevin Field's passion and optimism are infectious – the man is a gem.

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# GRAN FONDO WORLD SERIES

*UCI Gran Fondo World Series is the UCI series of mass participation events in which amateur and masters' cyclists can qualify for the UCI Gran Fondo World Championships. If they finish in the first 25% of their age group, they are entitled to race for the coveted UCI rainbow jersey per age group. The series are accessible without a race license. The World Championships will take place in Varese, Italy from 28 August – 2 September 2018.*

## 2018 CALENDAR

9-10 Sep 2017	Poznan Bike Challenge	Poznan, Poland
17 Sep 17	Amy's Granfondo	Lorne, Australia
30 Sep - 1 Oct 17	Tre Valli Varesine	Varese, Italy
15 Dec 17	Dubai First Gran Fondo	Dubai, UAE
23-25 Mar 2018	Cyprus Granfondo	Pafos, Cyprus
23-25 Mar 2018	Tour de Bintan	Bintan, Indonesia
7 April 2018	Forrest Grape Ride	Marlborough, New Zealand
8 April 2018	Granfondo Golfe de Saint Tropez	Saint-Tropez, France
13-15 Apr 2018	Kos Gran Fondo	Kos, Greece
21-22 Apr 2018	B2B Cyclo Sportif Challenge	Bathurst, Australia
12-13 May 2018	Granfondo Antalya	Antalya, Turkey
20 May 2018	Cheaha Challenge Granfondo	Jacksonville, AL, USA
26 May 2018	Schleck Granfondo	Mondorf Les Bains, Luxemburg
2-3 June 2018	Tour of Cambridgeshire	Peterborough, England
8-10 June 2018	Maraton Franja	Ljubljana, Slovenia
14-16 June 2018	Grey County Road Race	The Blue Mountains, ON, Canada
23-24 June 2018	Gran Fondo Denmark	Grinsted, Denmark
6-8 July 2018	La leggendaria Charly Gaul	Trento, Italy
7-8 July 2018	UCI San Luis Potosi	San Luis Potosi, Mexico
7-8 July 2018	Niseko Classic	Niseko, Japan
8 July 2018	Granfondo Ezaro	Ezaro, Spain
28 Aug - 2 Sep 2018	UCI Gran Fondo World Championships	Varese, Italy

## QUALIFYING EVENTS FOR 2019

8-9 Sep 2018	Poznan Bike Challenge	Poznan, Poland
16 Sep 2018	Amy's Granfondo	Lorne, Australia
6-7 Oct 2018	Tre Valli Varesine	Varese, Italy

# HISTORIC FIVE TITLES FOR CANADA

## 2017 Para Road World Championships

BY JACK CRACKER

Canada finished the 2017 Para Road Cycling World Championships in Pietermaritzburg, South Africa, held Aug. 31-Sept. 3, with a historic five World titles and seven medals.

Team Canada opened the Championships with two medals, as Shelley Gautier (Toronto, Ont.) won gold in the women's T1 time trial, while Charles Moreau (Victoriaville, Que.) won bronze in the H3 men's time trial.

"It feels magical," said Gautier, "to have a team of people who all do the little things that help me . . . we did it! I'm really, really excited to be world champion, and I'll treasure it and ride well wearing [the rainbow jersey] in the next year."

Moreau was a two-time bronze medalist at the 2016 Rio Paralympics, and this was his first World Championships medal.

"It feels really good to get my first [Worlds] medal," admitted Moreau. "This year being a post-Games year and me having a new baby . . . it's been a year of ups and downs. So it's been hard to work [train] consistently, and I was not sure what to expect at these first Worlds after Rio. Today was a great experience, with a bigger field than in Rio actually, but I did well against some really experienced racers, and I'm really happy about that."

Canada took its medal count to five after the second day of competition, as Canucks won two more golds and a silver in the time-trial competitions.

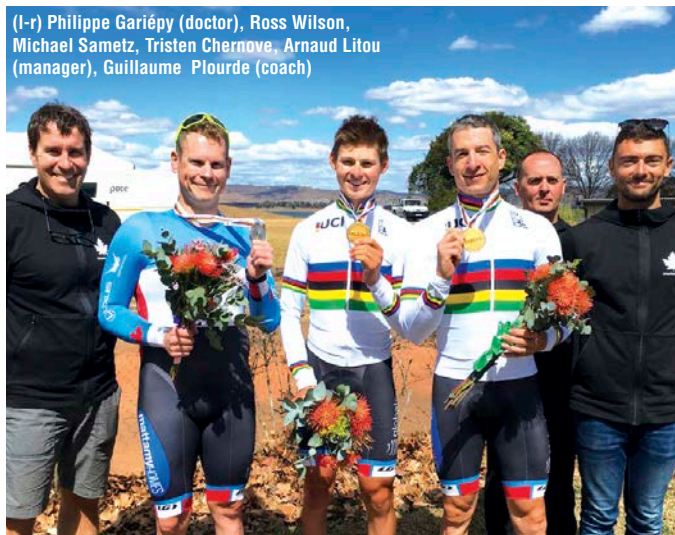
In the men's C2 category, Paralympic champion Tristen Chernove (Cranbrook, B.C.) won his first road title, to add to the four track World titles he already holds. Chernove's winning time for the 23.3km race was 35 minutes and 32.72 seconds, 16.44 seconds ahead of silver medalist Darren Hicks (AUS).

"It was wonderful to win today at my first opportunity to compete at the Road World Championships," said Chernove. "It's my fifth World title, and what strikes me most today is how ideally set the atmosphere is amongst this amazing Canadian team. I'm loving it."

Michael Sametz (Calgary, Alta.), a bronze medalist in Rio, racing in the 23.3km men's C3 category also won his first road title with a time of 32 minutes and 48.92 seconds. Benjamin Watson (GBR) finished second, 37.19 seconds behind.

"It feels really good to win the big one after winning a couple of World Cups this year," admitted Sametz.

Ross Wilson (Sherwood Park, Alta.), a double silver medalist at the Rio Games, led his 23.3km C1-category race at the first split, but faded slightly to finish 28.21 seconds behind winner Michael Teuber (GER).



"It was a great course and a lot of fun to be out there racing," said Wilson. "I felt I rode really well and my training is paying off. I'm working with my coaches to devise a plan to find that half-minute that I need to take the rainbow jersey next year."

In other categories, Marie-Claude Molnar (Saint-Hubert, Que.) was fifth in the women's C4 competition, Nicole Clermont (Saint-Denis-de-Brompton, Que.) was eighth in the women's C5 category, the women's tandem team of Shawna Ryan (Saskatoon, Sask.) and Joanie Caron (Rimouski, Que.) was seventh, and the men's tandem team of Matthieu Croteau-Daigle (Sherbrooke, Que.) and Benoit Lussier (Montreal, Que.) was 12th.



PHOTOS: CYCLING CANADA

Ontario's Shelley Gautier took home two golds.

Ontario's Gautier won her second World title at the Para-cycling Road Worlds, bringing Canada's total medal count to six for these Championships. Gautier, who had earlier won the women's T1-category time trial, won the 24.3km road race with a time of one hour, one minute and 41 seconds, finishing a lap ahead of Toni Mould (RSA).

Moreau finished seventh in the men's H3 60.7km race, Alex Hyndman of Morpeth, Ont. was 10th and Joey Desjardins of Hawkesbury, Ont. was 14th. Moreau was with the winning break until he suffered a mechanical problem.

On the final day, Chernove initiated the winning move and won the C2 men's road race in a three-up sprint after 60.7 kilometres of racing. This is his sixth title in six World Championship events (four track, two road) since he began racing two years ago.

"It's been a-dream-come-true kind of a season," admitted Chernove. "This was my first Road Worlds and I had high expectations. I've worked really hard since Rio without taking a break. It's my sixth rainbow jersey and I can't get the smile off my face."

Wilson missed out on a chance for a second medal in the men's C1 road race after he got caught behind a crash that saw three riders who managed to avoid the incident winning the medals. Wilson, who won silver in the time trial, chased for the rest of the race to finish fourth.

In other Canadian road-race results, Molnar took sixth in the women's C4 category, Clermont was seventh in women's C5, the women's tandem team of Ryan and Caron was sixth, and the men's tandem team of Croteau-Daigle and Lussier were 10th.

"It's been a very successful World Championships – obviously on results, but also on all performances. The most positive aspect is that our team is very cohesive, which is what we have been aiming for," said Sebastien Travers, Para head coach at Cycling Canada.



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# P2A CELEBRATES 25<sup>TH</sup> ANNIVERSARY

## CANADA'S CYCLING CLASSIC

BY PETER KRAIKER

The year was 1994. A couple of guys with event-timing equipment wanted to fill a gap in their calendar and thought it would be fun to hold a Paris-Roubaix tribute race. The idea wasn't unique, as others had a similar thought and other tribute races already existed. But Tim Farrar and John Thorpe, along with Chris Kiriakopoulos, had the town of Paris, Ont. in their sights for the start. And so Paris to Ancaster (P2A) was born.

The idea was to host a "road race for mountain bikers or a mountain-bike race for road racers" over a course, avoiding roads as much as possible, according to Farrar. While the two main stretches of rail trail (the Grand River and Jerseyville rail trails) were easy to decide on, the rest is primarily private property. It took the organizers a couple of years to attain enough sectors to make the full course work. While the course changes from year to year based on permission, many of the landowners have been long-time supporters, with one privately owned sector being included for every edition.

### THE EARLY YEARS

While Farrar, Thorpe and Kiriakopoulos couldn't foresee how popular P2A would become, there were early signs. That first year

they hoped for perhaps 100 people. According to Farrar, "We had to delay the start to sign everybody up. Two hundred and sixty-six finished that year."

From the first year, the race has ended with the Martin's Road hill. It starts out relatively easy and ends with a steep pitch now filled with cheering spectators. The original start was at the Syl Apps Sports Centre in Paris, and according to Paul St. Pierre, the only rider to have raced every edition of P2A, no one knew what to expect between the two ends. The 70km race now starts at the Green Lane Sports Complex near the Grand River, which is well suited to the large field of racers.

The in-between sections change from year to year. This is due in part to the use of private land and in part to weather. However, a couple of sections have not changed, and they help define the very character of the race. Readers who have raced any of the P2A distances know what I'm talking about before I even finish the thought, and are already remembering their own experiences in the Powerline and Mineral Springs mud chutes. If you are reading this and wondering, because you haven't raced it, just search for "P2A mud" to see for yourself. There are rumours that people have lost shoes in the strength-sapping deep mud.



Gunnar Holmgren wins the 70km race at P2A in 2017.

MARTIN REID



Paris to Ancaster has become an iconic bucket-list Classic.

PHOTOS: COURTESY OF PARIS TO ANCASTER



"P2A mud" is something you won't soon forget.

MARTIN REID

### #P2A18 EDITION

There are still some final approvals to secure before the route is confirmed and, as always, the organizers won't publish a route map in advance, so the mystery of the in-between continues. There will likely be more farm lanes, gravel roads and the return of sectors missing from the past few editions. Farrar also mentioned a tunnel for the 2018 edition – perhaps locals can guess where. He went on to say, "As ever, the race-day route depends on conditions on the day. Powerline and Mineral Springs mud chutes remain in their traditional condition and decisive role in the race."

In addition to delivering a challenging course, the organizers also deliver a stimulating field for the top racers. It's a tradition to have Pro racers from around the world participate in both the women's and men's first wave. This year will see Canadians Gunnar Holmgren (hoping to defend his 2017 title), Ruby West, Jodi Wendland and Matt Surch line up with international racers who include Rebecca Fahringer (the top woman in 2017), Helen Wyman, Margreit Kloppenberg and Ian Field. Expect the race to be fast and furious from start to finish. According to Farrar, "Canada, France, U.S.A., Great Britain and Denmark are expected to be podium threats/top five in both men's and women's races."

Registration continues to be capped at 3,000 overall, with each distance having its own cap based on start-line capacity. As of this writing, there are still some spots available in later waves, although a VIP entry gives access into any wave or distance. The first three waves in the 70km distance have been full for quite a while, so if you're late registering, a VIP entry is the only way to be near the front at this point.



Many cycling rock stars such as legendary Steve Bauer have taken on P2A.

MARTIN REID



P2A founders (l-r) Tim Farrar, Chris Kiriakopoulos and John Thorpe

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One significant change for 2018 is that there will no longer be race-day registration-package pick-up. This difficult decision made by the organizers is intended to help smooth both the start and the results at the finish, so be sure to get your package before race day. Ahead of the Sunday, April 29 race there is a Demo Day on Saturday with exhibitors such as Cannondale, Giant, Garneau and Milton, Ont.-based Canadian Cycling Supplies, to name a few. It's an opportunity to try out some great gear and bikes while you pick up your registration package.

Who will win the 25th edition? And what special trophy will they win? Those questions will be answered in a few short weeks. And if you're wondering how to train for this "Classic," you'll find some great tips on the Paris to Ancaster website at [www.parisancaster.com](http://www.parisancaster.com).



Words of wisdom

# LOUIS GARNEAU Dreamfactory

BY MIKE SARNECKI

**F**ounded in 1983, Garneau's first order was for custom cycling clothing, and this company believes that all riders, not just the Pros, deserve to ride the bike that defines them. While materials have evolved, technology has advanced and process has been refined, Garneau's commitment to delivering quality custom cycling, triathlon and Nordic clothing remains true, and creating custom kit is part of its DNA. With this belief in mind, the Dreamfactory lets you "live your dream" by providing customization options for one of Garneau's aero road, road, triathlon, cyclocross or even fat bikes!

As fall was just around the corner, cyclocross was in the air, so a custom Course skinsuit with a matching custom-painted Steeple Elite was just what I needed to receive the Garneau Dreamfactory treatment and thereby live out my dream.

Although the task may seem daunting for those who have never designed cycling clothing before, the Dreamfactory staff makes it incredibly easy to do. Their communication is topnotch, prompt and very helpful – exactly what you need when designing your own custom kit and bike. What really stood out to me was both departments' excitement (clothing and bicycle) when going back and forth with me on my vision. Each individual at Garneau I spoke with was genuinely excited to help me make my custom kit and bike a reality.

When it came to designing the Steeple Elite's frame paint job, it was simple to bring my ideas to life. The custom Dreamfactory website allows you to effortlessly pick your make and model and then start painting your dream. With four colour-zone options and 25 colours to choose from, thousands of combinations can be created, making the bike distinctly your own.

After I settled on Option 3, which allowed me to completely customize the bike's colours, I went to work using Dreamfactory online tool to simulate various colour combinations. As a fan of bright and high-vis colours, I quickly went to work creating the brightest, loudest frame designs I could imagine. With the online tool, this is so easy and fun to do! In the end, I toned down my design and settled on a matte-finish metallic midnight-blue base colour with a metallic crystal-blue accent colour and a neon-yellow logo colour (in keeping with my high-vis affection) with a slash of white for the intricate inner decals of the fork and rear seatstays.

Tested by the Canadian Olympic Team and developed in collaboration with Alphamantis Technologies, an aerodynamics company specializing in cycling, the Course skinsuit is designed to slice through the air. Wind-tunnel testing has shown that this suit is capable of shaving up to one second per kilometre off when compared to other suits. When taking into account the length and level of difficulty of the season's most important races, these saved watts could prove most precious in the final sprint. The Course skinsuit is truly an evolution in racing kit. With the full-length detachable jersey, seamless inner leg and three floating back pockets, the Course skinsuit is as practical as it is aerodynamic. Its fit walks the fine line of being snug but comfortable.

The design team was super-easy to deal with. I began with an idea, provided some photos that I drew inspiration from and the Garneau team took it from there and provided me with multiple design options to choose from. In the end, the Garneau team was able to quickly deliver two designs based on my ideas. Once the design was finalized, it was a simple process to sign off on the proof over email, and two weeks later, my fancy fast custom skinsuit was on my doorstep.

If you're looking for high standards in terms of aerodynamics, comfort, ventilation and compression, the Course skinsuit is a great choice. Taking it to the next level, designing your own bike, Garneau really lets you to "live your dream."



PHOTOS COURTESY OF MIKE SARNECKI



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Garneau's Steeple Elite is lightweight, like a pure racing steed ready for a win or any off-road riding adventure.

# DREAMFACTORY

PHOTOS: MIKE SARNECKI

## THE BIKE

**Price:**  
\$6,449.99  
(custom-painted)

**Weight:**  
17.9 lbs. (as tested)

### Components:

SRAM Force 1 hydraulic 11-speed with flat-mount brakes, Force 1 X-SYNC 40T cranks, 3T Ergoterra Pro handlebar, 3T ARX II stem, Easton EA90 SL wheels, Vittoria Cross XG Pro 33c tires and Selle Royal Asphalt saddle

### Frame/Fork:

RTCC2 carbon, No Void Molding2 technology with T12 axle, RTCC2 full-carbon fork with T12 axle

### Geometry:

71.5° headtube/74° seat-tube (as tested)

### Sizes:

S, M, L and XL

### Comments:

Light, comfortable and nimble with a customizable paint job and versatility.

## Garneau Steeple Elite

BY MIKE SARNECKI

**T**he rise in popularity of cyclocross over the past 10 years has been focused around racing, however in recent years, more and more events have opened up the possibility of cyclocross throughout North America. The weapon of choice for recently crowned Canadian Cyclocross National champion Michael van den Ham and his team Garneau-Easton p/b Transitions LifeCare, the Garneau Steeple Elite has been redesigned and is available as a custom bike from Garneau's Dreamfactory.

The entire package of a light and laterally stiff carbon frame with thru axles makes the bike handle like a dream, and during the test, I was able to dive in and out of corners with confidence. The RTCC2 carbon frame makes the Steeple Elite both comfortable and light due to the employment of No Void Molding2 technology, a process that reduces the amount of excess material inside of the frame. The geometry of the bike coupled with the laterally stiff frame make you want to rail corners and get accelerated back to speed, putting a wide grin across your face. The bottom-bracket drop is 66mm, which is a nice compromise between a low center of gravity for stability and maintaining the ease to bunny-hop obstacles and keep the power down through twisty corners. As well, ventures off into singletrack were a blast as pedal strikes were less likely.

The 12mm thru axles on the front and rear of the bike stiffen up the steering by reducing the amount of flex induced by steering forces, which allows for more precise control and provides a snappy feel while cornering. The responsive steering made flowing singletrack super-sweet to ride, as the bike felt like it was floating around corners.

The Steeple Elite has an abundance of tire clearance, which makes the bike very versatile. Not everyone will use this bike to exclusively do UCI cyclocross races, where a mandated maximum tire width of 33mm is applied, so the Steeple Elite will accommodate up to a 45mm-wide

tire, which equates to a 1.75" mountain-bike tire, perfect for those off-road adventure rides.

With the custom-paint process of Garneau's Dreamfactory, initially the frame is literally a blank canvas. With all colour options available and the intuitive and easy-to-use online custom tool, it was effortless to dream up the design I liked the most, and the excitement of waiting to see my creation delivered was met by full satisfaction.

SRAM Force 1 is considered the groupset for cyclocross. With its reliability and sure-footed feel, Force 1 is an excellent choice of drivetrain, and the Steeple Elite spares nothing. Shifters, cranks, derailleur and hydro brakes complete the build, making for a thoroughbred CX racing steed. With the superb stopping power of the SRAM Force 1 flat-mount brakes, braking can be postponed later, enabling you to carry a higher level of speed for longer, gaining a subtle but substantial advantage over the competition. Shifting and braking performance are dialed, so you can leave it all out on the race course.

The Vittoria Cross XG Pro tires hook up with confidence-inspiring grip due to the smartly shaped and spaced knobs, while the beefier TNT sidewalls accommodate a robust tubeless set-up and provide additional protection from sidewalk tears when riding over rougher terrain. In addition, the Easton wheels roll into smooth and carved corners with their light and bombproof set-up. These aluminum wheels weigh in at a respectable 1,560g and are built with Sapim double-but-

ted straight-pull spokes on futureproof Easton M1 6 bolt disc hubs. The 27mm-deep tubeless clincher rim's internal width is 19.5mm, making it an ideal wheelset for tubeless cyclocross tires. Tested with tubes, a tubeless set-up would lighten the load, plus a lighter racing wheelset would really make this a killer on the CX course.

With a wider 3T bar and shorter stem, the Steeple Elite has a feel of a MTB fit (wide bars, shorter stem), and this position in cyclocross provides the similar benefits of more stability and control when handling the bike.

Like a pure racing steed, the Steeple XC Elite awaits only the start signal to tear it up. The combination of a lightweight carbon frame that's stable in turns, high-performance disc brakes and a SRAM Force group allows its rider to push his limits lap after lap, knowing he has the right bike for the win, or any off-road riding adventure.



### Highlights:

- Full RTCC2 carbon frame and fork
- 12mm thru axles, front and rear
- complete SRAM Force 1 groupset



# BMC

## BMC ROADMACHINE 01 LTD

BY BEN ANDREW

If you value integration, comfort and some great looks all in a quick-rolling, multi-surface machine, look no further than the BMC Roadmachine 01 LTD. The new Roadmachine brings together attributes from BMC's altitude-series Teammachine and the older-model GF01 Endurance bike to create a quiver-killer.



The Roadmachine 01 LTD sports a Shimano Dura-Ace Di2 R9150 drivetrain, keeping all wires and cables neatly hidden throughout the frame, fork and cockpit. It's also compatible with mechanical groupsets, however the sleek look of the Di2-equipped bike is certainly something special. BMC's Dual Transmission Integration allows for mechanical, wired and wireless groupsets to integrate seamlessly into the Roadmachine frameset, using a clever access port located near the headtube. The Roadmachine 01 LTD boasts BMC's Integrated Cockpit System that conceals the hydraulic brake hoses and shift wires, as they are routed through the stem into BMC's patented flat steerer tube and then out into the frame and fork.

The frameset itself has a balanced design with aero attributes without sacrificing ride quality, a concept that is derived from BMC's Tuned Compliance Concept. The seat-tube has a Kamm Tail profile, which, in turn, supports a D-shaped seatpost. BMC suggests that this

seatpost profile increases comfort. The integrated cockpit and stem blend into the front end of the Roadmachine, with the sleek design continuing down the headtube to where the fork crown and downtube join seamlessly. Farther back, the rear wheel of the Roadmachine tucks into a seatpost cutout, while low chainstays continue the slippery profile, while also contributing to increased road dampening. The Roadmachine shines with its Swiss-design heritage.

The Roadmachine's search for a higher level of ride quality doesn't stop there. The rig came stock with Vittoria Corsa 28mm tires, however the bike has ample room for 30mm of rubber for even more comfort and control. This and 12mm thru-axles front and rear and Shimano Ultegra BR-RS805 hydraulic-disc brakes create a trifecta that is hard to beat.

To complete this all-day comfort, yet race-ready build, the Roadmachine 01 LTD is finished off with a Shimano Dura-Ace 50-34T



## THE BIKE

### Price:

\$11,199

### Weight:

17.4 lbs.

### Components:

Shimano Dura-Ace R9150 Di2, Shimano ST-R785 Di2 hydraulic shifters, Shimano BR-RS805 hydraulic disc brakes, 3T Ergonova Team handlebar, DT Swiss ER 1600 Spline thru-axle wheelset

### Frame/Fork:

Roadmachine 01 Tuned Compliance Concept frame with TTC 01 Premium Carbon tubing, Roadmachine 01 Premium Carbon disc-specific fork with integrated cockpit

### Geometry:

Headtube 73°/  
Seat-tube 73.5°

### Sizes:

47, 51, 54 (tested),  
56, 58 and 61cm

### Comments:

Integration, comfort, speed and versatility.

**The Roadmachine shines with its Swiss-design heritage, every tube shape and angle optimized for functionality foremost.**

crankset, Dura-Ace 11-28T cassette, Shimano Alfine ST-R785 Di2 hydraulic-disc brake shifters, DT Swiss ER 1600 Spline db 23 wheels and a f'zi:k Aliante R5 saddle.

For those looking for a true Endurance bike, the compact crankset and wide-range cassette on the Roadmachine are welcome, however racing-inclined cyclists may wish for gearing that allows them to add a little more spice to their riding.

The Roadmachine is a pleasure to ride. The bike rolls extremely well at speed, and uneven surfaces are eaten up by the frame. At this level of quality and price, it's tempting to consider a wheelset upgrade, as DT Swiss offers many higher grade options. Purists may note the lower-level Shimano shifters and brakes for this price range, but overall, the Roadmachine 01 LTD is an incredible performer.

BMC has truly created a well-rounded steed that will put the need for multiple bikes for gravel and road riding to the test.

# INSIDE LOOK AT SMART TRAINERS

by Mike Sarnecki



## ELITE DIRETO

New from Elite is the Direto, an ANT+, FE-C and Bluetooth-compliant direct-drive home trainer. Part of the new generation of home trainers, the Direto interacts with a multitude of apps, software, computers and devices with iOS, Android, OSX and Windows, including programs such as Zwift and TrainerRoad. Out of the box, the trainer was simple to set up and boasts one of the largest footprints in its class. With its long, sturdy legs locked in place, the Direto was one of the most stable trainers tested. Power, speed and virtual cadence can be broadcast by ANT+ or Bluetooth Smart to a bike-computer head unit or phone, tablet or laptop.

With its Integrated OTS (Optical Torque Sensor) power meter, watts are measured with a 2.5% accuracy, and the optional pedaling analysis measures power during the entire pedaling movement and sets 12 points that determine the effort in your legs, so you can optimize your training session. I found this helpful, as the power I measured via the OTS was in line with what I expected to see for my various efforts.



The introduction of the ANT+ and Bluetooth LE open-source communication platforms has opened the door for the next step in the evolution of trainers – the emergence of “smart” trainers. The definition of a “smart” trainer varies, but in general terms, a “smart” trainer is an indoor trainer that provides two-way communications via ANT+, Bluetooth or both, with built-in electronics to control resistance while measuring power output and speed. Some realistic resistance units also are capable of ERG mode, which allows training applications to control the load on the trainer at a target power, regardless of the rider’s cadence. Smart trainers work so well that many users, whether for convenience or safety, are choosing to the indoor-riding experience year-round, even on sunny bluebird days. *Pedal Magazine* tested a few options to meet your smart-training needs, and here’s what we found.

Noticeably smooth, the Direto can simulate up to a 14% incline and can produce 1,400 watts at 40kph due to the large 4.2kg flywheel. Similar to the other direct-drive trainers tested, riding the Direto provides a very smooth, outdoor-like pedaling feel and has the available option of ERG mode. The Direto delivers a very pleasant feel and makes ticking off the virtual kilometres a breeze.

Wheel-axle compatibility is excellent, as it is compatible with both road and mountain bikes, including 142x12mm thru-axles and 9-, 10- or 11-speed drivetrains from SRAM, Shimano and Campagnolo. The direct-drive mount provides easy set-up, with no tire wear or slippage.

Stable, easy to transport, folding quickly for storage when limited space is available, the Direto is ideal for any type of training. The SRP is \$1,199.



## STAC Zero



### STAC ZERO

The STAC Zero is a unique trainer, being one of the quietest, smallest and easiest-to-use power-compatible trainers available. Using a set of powerful specially arrayed magnets to induce eddy currents in the wheel rim as it passes through, the trainer creates a slowing-down of the wheel, which you feel as resistance.

With its zero-contact resistance unit, there is no noise and no tire wear. The trainer itself is completely silent, which is ideal for riders who live in an apartment with neighbours below. The only noises generated in a training session are from the bike's drivetrain and the rider's suffering. During the test (also nap-time), my baby remained fast asleep.

The only downside to this technology is that it will not work with a carbon wheel. Since the tire does not contact the trainer, a trainer tire is no longer required. I was able to leave my cyclocross tires on my 'cross bike, making the transition from indoor to outdoor riding a breeze. There was no need to swap tires or wheels.

Where the STAC Zero really stands out is in size and weight. Without a bulky flywheel or resistance unit, the STAC Zero folds completely flat. When stowed, the STAC Zero is only three inches tall, and can easily fit into checked baggage or even a large backpack as well as be effortlessly stashed under a bed for out-of-sight storage, making it a perfect trainer option for pre-race warm-ups. Weather can turn cold and nasty, especially in cyclocross season, and the STAC Zero is the perfect tool for those late-fall 'cross race warm-ups under a tent in front of a space heater. The trainer is the lightest one tested, making it very easy to move about.

Available in basic or power-equipped models, the power-meter model is both Bluetooth- and ANT+-compatible, so it is able to transmit to a standard head unit or a computer with such software as TrainerRoad or Zwift. The SRP is \$589.99.

### TACX FLUX SMART

One of the most popular new models to hit the market, the Tacx FLUX Smart is a maintenance-free, compact, interactive direct-drive trainer. Tacx has combined direct-drive technology with an electro brake to offer a value-priced "smart" direct-drive trainer. The swift response of the smart electronics and the seven-kilogram flywheel transmit the slightest fluctuations in resistance directly and accurately to your legs. With a flywheel creating 22.8 kilograms, an ample amount of resistance, the FLUX provides a realistic road feel.

Eight permanent ferrite magnets and eight electromagnets provide up to 1,500 watts of resistance, and with the ability to mimic a 10% slope, the FLUX provides good, consistent power feel to the indoor ride. From an easy spin to all-out-effort sprinting for a virtual finish line, during the test, the FLUX gave more than enough resistance, with a road-like feel that saw the hours riding indoors speed by. Automatically calibrating, the FLUX power measurement is accurate to within a claimed 3%.

Out of the box, the FLUX is compatible with 130mm and 135mm quick-release axles, and it will also work with 135x10mm, 142x12mm and 148x12mm axles with an adapter that is sold separately. The universal EDCO Multisys body fits all Shimano and SRAM non-XD cassettes, and will also work with some Campagnolo drivetrains. Set-up was relatively easy, as a small amount of base assembly is required.

All Tacx Smart trainers use the Bluetooth Smart and ANT+ FE-C protocol for communication, which allows them to be controlled by such third-party software as Zwift and TrainerRoad. Pairing the trainer with the iPad to use with Zwift was very easy and consistently reliable each and every ride. The software receives the speed, cadence and power from the trainer and controls the brake. Connections are confirmed by LED indication lights on the side of the trainer, making it easy to connect third-party apps. The FLUX can also be used in stand-alone mode – when no apps are connected, the trainer will simulate a flat road. The Tacx Utility app ensures that the latest firmware for the FLUX is installed, as the app sends notifications when an update is available. The ERG mode is also available for all your interval needs.

The footprint of the FLUX is 670x650mm, and was more compact and a little less sturdy than other trainers in this category, though not enough to cause any issues. The FLUX trainer is low to the ground, thus no wheel block is required, an added bonus.

The 142x12mm and 148x12mm bicycles will require a special adaptor axle that is available separately, and the FLUX Smart includes a two-year warranty. The SRP is \$1,199.99.



Tacx FLUX Smart

**CYCLEOPS HAMMER**

The Hammer is CycleOps' attempt to redefine indoor training via its ultimate riding experience, one that is versatile enough to handle anything from the most intense interval sessions to the easiest of recovery rides. This direct-drive trainer is one of the most compact in its category due to the innovated electromagnetic resistance that provides rapid-resistance response and maximum power.

The direct-drive-style Hammer eliminates the tire-to-roller contact, and is capable of replicating any outdoor ride, from conversational group rides to rolling hills to pain-face-inducing 20% grades. This is achieved with the use of a massive 20-pound precision-balanced flywheel, replicating real-world inertia. Coupled with CycleOps' rapid-response electromagnetic-resistance system, resistance changes are covered in the blink of an eye. The ERG mode is also an option.

The Hammer stands out in its quiet delivery of a smooth road feel. At only 64 decibels, the Hammer was, anecdotally, one of the most silent of the trainers tested. With no tire-to-roller contact, the Hammer is quite quiet and replicates a near-road feel whether spinning along at recovery pace or hammering a simulated 14% grade in Zwift.

The Hammer looks good with the near-iconic CycleOps yellow logo, a brand steeped in precision-power measurement. The Hammer is "PowerTuned," using PowerTap power-measuring technology for accurate power readings. In addition, the trainer seamlessly connects to virtual-training apps with dual ANT+ FE-C and Bluetooth 4.0.

This trainer has a slick folding-leg design that provides a wide footprint and handy storage for the integrated front-wheel tray and includes a disc-brake caliper spacer. With its accessible balanced handle, the entire package is easy to carry. The impressive axle compatibility is best in class, giving you the freedom to choose any thru-axle or quick-release bike now and for years to come. During the



CycleOps Hammer

test, bikes needed to be swapped out, and going from 135mm QR to 142mm thru-axle was a 30-second process.

Simply add a cassette, pop off your rear wheel, connect to your favourite virtual-training software and prepare to hammer away. The SRP is \$1,699.



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## Kinetic Riser Ring



## Kinetic Rock and Roll | Smart



### KINETIC ROCK AND ROLL | SMART

The Kinetic Rock and Roll | Smart trainer is unique. It is a free-moving fluid trainer that rocks side to side, providing a life-like feel to indoor riding. The pre-installed inRide sensor technology made it easy to connect with such third-party smartphone apps as Kinetic Fit, Zwift, TrainerRoad, Rouvy, Kinomap Trainer and FulGaz, with the added bonus of requiring no additional sensors or add-ons. In addition, to fulfill all your trainer interval needs, the trainer can be used in ERG mode.

Out of the box, the Rock and Roll was very easy to set up and required only the simple tool included to assemble. The adjustment knobs are large, making it a breeze to mount the bike to the trainer frame, and it is simple to dial the correct amount of tension onto the wheel. The long legs of the base make the Rock and Roll very stable in supporting its unique side-to-side rocking feature.

The patented frame mimics real-road movement, and riding the Rock and Roll is really quite an interesting, unique experience. It feels similar to riding a bike outside, while still providing the stability of an indoor trainer. It was fun to lean the bike over, side to side, while hammering up a virtual climb! Surprisingly quiet, the Rock and Roll delivered a real-road feel via its precision-calibrated, progressive, large-diameter fluid-resistance unit. The left side of the resistance unit has a cooling unit featuring 80 fins to help dissipate excess heat, ensuring there is no decrease in the trainer's performance. With a simulated max slope of 10% and topping out at 1,800 watts at 50kph, I didn't experience any tire slippage, a regular drawback with many on-wheel trainer systems of the past. This is thanks to the robust 14.4-pound flywheel. But if that is not enough, the trainer is compat-

ible with the Kinetic Pro Flywheel, providing 12 additional pounds of extra inertia.

Also tested was the Kinetic Turntable Riser Ring. Featuring a swivelling base that allows the front wheel to move freely, the Riser complements the rocking feature of the Rock and Roll, giving a near-road-riding experience, as a certain level of balance and coordination is required.

Kinetic trainers are compatible with virtually all bike-wheel sizes, from 26" to 29", as well as thru-axle-designed bikes equipped with the Kinetic Traxle thru-axle adapter. Every Smart Control purchased includes a free six-month subscription to the Kinetic Fit power-training app, a lifetime frame warranty and a two-year warranty on the inRide sensor. The SRP is \$729.95.

### JETBLACK Z1 PRO FLUID

JetBlack is an Australian company with a simple philosophy to create the best products at the best prices. With innovation and affordability at the heart of the company, the JetBlack Z1 PRO Fluid is built to be a high-quality, fluid-resistance bicycle trainer. Right out of the box, the Z1 PRO was super-easy to set up and required no tools whatsoever, as it is pre-assembled and ready to ride. The wheel-axle clamping mechanism includes a large, wide lever arm, providing a best-in-class leverage point to clamp down the axle of the bicycle into the trainer. This Set-clip Quick Release system makes for easy bike entry, as it requires a one-time-only set-up – "set and forget." The on-wheel tension is effortless to adjust, thanks to the oversized adjustment knob.

With an impressively compact design, the trainer can lay near-flat, making storage and transport a breeze. Although the flywheel is small in size, it does not compromise the road-like feel of the fluid-resistance unit. Right from the initial pedal strokes, the Z1 PRO trainer provides a buttery-smooth road-like feel due to the high-weight fluid flywheel. Delivering a much greater "road-like" feel compared to magnetic trainers, the proprietary fluid in the JetBlack Z1 PRO Fluid increases resistance exponentially up to 900 watts, so the faster you spin, the harder it gets.

A unique feature of the Z1 PRO is the Hydrogel roller. The internally cross-linked network of the three-dimensional polyionic polymers covers the roller to reduce noise by a claimed 55%. It has a jelly-like feel that helps reduce tire wear by lowering the contact heat between the tire and roller and significantly reducing the slippage over conventional alloy rollers – something that was thoroughly appreciated during the test.

### JetBlack Z1 PRO Fluid





BKool Smart Pro 2

Although the Z1 PRO is not directly compatible with third-party apps such as Zwift and TrainerRoad, the trainer can be used with these apps in conjunction with a power meter or speed/cadence sensor set-up, and JetBlack is set to soon have available in Canada the WhisperDrive Smart direct-drive trainer.

Wheel compatibility includes road and mountain bikes, with wheel sizes ranging from 700c, 29", 27.5", 26" and some 24" bikes. The Z1 PRO has a lifetime warranty. The SRP is \$369.99.

**BKool SMART PRO 2**

The second generation of Bkool's best-selling smart trainer, the Smart Pro 2, is now quieter. This sleek and simply designed on-wheel trainer packs a punch, as it can simulate up to 1,200 watts and slopes up to 20% with simulated inertia and smart adjustments on slopes thanks to the magnetically controlled resistance unit.

Set-up was minimal, and the ride feel is good for an on-wheel trainer, as the unique design of the Bkool uses the weight of the bicycle and rider to provide the friction required between the rear tire and flywheel. With the unique weighted tire design, you don't have to waste time dialling in the right amount of tension on the wheel – it is perfect every time. The telescoping legs ensure stability at all times, even during the most intense sprints and power surges. The folding swingarm and flywheel weigh only 12 kilograms, making it easy to transport and move around the house. Connecting to third-party apps was a little challenging, but worked seamlessly once I began using the Bkool ANT+ dongle included with the trainer.

Similar to all the trainers tested, the noise level, or lack thereof, was good. Bkool claims a decibel level of 68 at 30kph, and in tests, I would concur that this is probably pretty accurate. The Smart Pro 2 is quiet!

Included with the trainer is a one-year premium subscription to the Bkool Simulator. Pick from various options, routes, workouts, velodrome events or video classes. There is no need to ride alone, as thousands of cyclists from all over the world can ride with you. Improve with Bkool's workouts, created by experts and customized to your profile. The SRP is \$959.99.

**JUST THE FACTS**

- Elite Direto – [www.elite-it.com](http://www.elite-it.com)
- STAC Zero – [www.staczero.com](http://www.staczero.com)
- Tacx FLUX Smart – [www.tacx.com](http://www.tacx.com)
- CycleOps Hammer – [www.cycleops.com](http://www.cycleops.com)
- Kinetic Rock and Roll I Smart – [www.kurtkinetic.com](http://www.kurtkinetic.com)
- JetBlack Z1 PRO Fluid – [www.jetblackcycling.com](http://www.jetblackcycling.com)
- Bkool Smart Pro 2 – [www.bkool.com](http://www.bkool.com)



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# QUEBEC

## SINGLETRACK

## EXPERIENCE

### LIVING THE DREAM

by Paul Craig

The opportunity to compete in a seven-day mountain-bike event that includes World Cup singletrack while staying in a world-class city is something normally reserved for European events. However, the Quebec Singletrack Experience [QSE] has created exactly that in an adventure that combines the variety of a multi-stage event with the simplicity of an all-inclusive vacation.

When I got the call from Pedal, I was on Cloud Nine and stoked to head east and “live the dream.” After registration and orientation, the Quebec Singletrack Experience 2017 began with a police-escorted night ride through the streets of Old Quebec. The people of the City of Quebec welcomed us with cheers from the cafes and restaurants as we rode to the Chateau Frontenac to pose for a photo. Later, we made our way to the Citadelle du Quebec, where we had a spectacular view of the city and the St. Lawrence River.

The City of Quebec was absolutely stunning for this first-timer, and knowing that we had the luxury of staying in this world-class city while we spent our days riding the local trails remains an astounding adventure to me.



The QSE trails offered an amazing variety of superb singletrack.

## STAGE 2

Stage Two took us from Saint Raymond to Vallée Bras-du-Nord. Entering the start town, the heritage of the lumber industry was evident in the picturesque homes and buildings lining the streets. The local trailbuilders and companies promoting all things outdoors did a wonderful job of putting together a fun, challenging network of mountain-bike trails.

On this day, we enjoyed two distinct trail systems – Mount Laura and Le Suisse Mountain, with a section of challenging doubletrack connecting the areas. The timed descent put a smile on the face of every rider. Fast swooping berms and pump-track-style sections were super-tacky, allowing for maximum speed and enjoyment. The trail finished up with a dozen perfectly built tabletops. For those wanting to let it fly, there were plenty of opportunities for serious air. Others had the option of rolling up and over them at a controlled pace.

The highlight of the stage for me was getting into a group of four riders within the first three kilometres and staying together until the finish. In our group, each rider had their strengths and weaknesses, but as a “team,” we were stronger, rode faster and had more fun than any of us could have done individually. Many thanks to Mark and Bill (Wyevale, Ont.) and Bevin (Toronto, Ont.) for making it a most memorable day.

## STAGE 1

Sentiers du Moulin hosted the first stage of the inaugural Quebec Singletrack Experience. The organization operated like a well-oiled machine. Breakfast was served, buses were loaded and a short 30-minute bus transfer had us at the venue. When we arrived, our bikes were ready and waiting, as was a spectacular ribbon of 95% singletrack. Raphael Gagné, Canadian Olympian and Commonwealth Games gold medalist, was at the start to welcome us to his home trails. Many of us would travel to Mont-Ste-Anne (MSA) on the final day of the Quebec Singletrack Experience to watch Gagné take on the best riders in the world at the MSA World Cup XCO – something that I was really looking forward to.

The stage was a 15.3-kilometre loop and was run as a Prologue, with riders starting four at a time in 15-second intervals to alleviate any bottlenecks. As much as one might like to start a seven-day event at a controlled pace, the Prologue had many riders, including myself, going full gas from the start.



Following each stage we enjoyed superb meals that included fabulous deserts.



Each day was an adventure that put a smile on every rider's face.

## STAGE 3

Mont-Ste-Anne hosted Stage Three. It included old-school XC trails as well as fast, flowy Enduro trails with options for air and style. The route included numerous well-known trails, including Pénélope, Vietnam and l'Échappée. At the top of Mont-Ste-Anne, the view of the St. Lawrence River and surrounding area was quite breathtaking. I slowed my pace and soaked in the sights for a few seconds before dropping into the Vietnam trail for a high-speed descent.

After following the ribbons of the Quebec Singletrack Experience for some 44 kilometres, we were directed to enter the World Cup XCO course. Making the turn onto the trails bordered by Shimano race-tape gave me goosebumps. The first World Cup section was immediately recognized by its S-école berms. I was surprised at the steepness of these short S-turns and the G-force that was created as I carved the turns. A short grassy climb took me up to a flyover, and as I crested the top, I caught a glimpse of the finish line and my heart raced. As I approached the World Cup finish line, I zipped up my jersey and tears filled my eyes. In 25+ years of mountain-bike racing, this is a moment I will never forget. This stage can be summed up by saying it was a bucket-list ride with a dream finish.

#### STAGE 4

Stage Four included an unexpected venue – it was held entirely on Canadian Forces Base Valcartier. With military helicopters buzzing overhead and live gunfire in the distance, we were fully immersed in what seemed like a military exercise. This short stage of 24 kilometres was filled with punchy climbs and twisty singletrack. As a B.C. boy, I'm used to my twisty singletrack descending down the side of a mountain. However in today's stage, the trail weaved across the forest floor. Numerous Ontario riders indicated that it was just like home and they were absolutely flying in this terrain.

Following the stage, we were served a first-class meal and free beer from Boréale. The highlight was a low-level hover of a military helicopter over the lake just metres from the shore. On a day when temperatures were topping 30°C, the breezy mist kicked up by the chopper's prop wash was as cooling as it was delightful.

Our evening finished with a dinner at the Quebec City cruise-ship terminal on the banks of the St. Lawrence River. The food was plentiful and delicious, and included an appetizer course with salads, a main course of beef with mushroom sauce over rice with fresh vegetables and, finally, desserts including chocolate cake and apple crumble. Following dinner, riders moved to the terrace to watch the fireworks show on the St. Lawrence River. A perfect party ending to a very fun day.

#### STAGE 5

Stage Five at Lac Beauport began on the trails of the Centre d'entraînement Cycliste Raphael Gagné on the slopes of Mont du Domaine. The facility is absolutely topnotch, with a number of riders taking advantage of a pre-stage cappuccino or espresso at the Siberia Café.

The highlight of the day for me would come at the top of the timed descent. As I approached the crest of the hill, there was the immediately recognizable sound of chainsaws. Rounding the final corner of the climb, the smell of two-stroke exhaust filled the air and the noise was unreal. This was full-on "World Cup DH-style" mayhem, and the crew providing us with this rush of adrenaline was a group of young boys from the LB Cycle "Diggers" trail crew. They are passionate fans of the sport, and with trails of the quality they are building, it won't be long before they will be following in the footsteps of Canadian legend Steve "Chainsaw Massacre" Smith.



LB Cycle "Diggers" trail crew cheering us on.

#### STAGE 6

Stage Six at Vallée Bras-du-Nord-Shannahan had been billed as a single stage that could justify participation in the event, and it delivered at every turn. The venue for the start was on the shore of Lac-Gouat. Surrounded by mountains and granite cliffs, you could not help but feel you were on the West Coast. I spoke to Tommy Paquet, a Quebec rider who knew this stage well. Paquet has spent some time riding with Greg Day of the Rocky Factory XC team in Squamish, B.C. "You are going to love the timed descent," he said. "It's going to remind you a lot of the trails in Squamish."

The timed descent was on a trail called Neilson Est, and as per Paquet's description, it delivered in true West Coast fashion – a steep downhill with perfect berms punctuated with granite roll-downs and a few rocky, rooty sections to keep you on your toes. This led us to the signature trails of this area along the Neilson River. The combination of natural granite slabs and bridgework was unlike anything I've ever



It was emotional for many riders to cross the final finish line, receive their medal and officially earn the title of "Que-Biker."

PHOTOS COURTESY OF GROUPE PENTATHLON

seen. The imagination and artistry that went into the building of this trail made it one of the most impressive routes I have ever ridden. To the trail-builders of Vallée Bras-du-Nord-Shanahan and all the builders from every stage who shared their hard work and passion with us, a sincere *merci beaucoup*.

#### STAGE 7

For the final stage in Lac-Delage, emotions were running high for riders as well as the local trail crew. A dramatic change in the weather took us from 30°C sunshine to 20°C and rain. With epic rain overnight, the local organizing committee had to make the call to reroute the stage.

The original plan was to have us ride a brand-new trail named the Kamasu-trail, however sending us down it in the pouring rain would have caused significant damage. Riders were very understanding about the requirement to shorten the stage by three kilometres. In fact, there was quite a loud cheer from the back of the pack when it was announced.

**They have created a world-class MTB event in the City of Quebec that will forever put it on the list of “must do” multi-stage events.**

For me, the day was about the people, the new friends who were made on the trail, at the breakfast table and on the buses. It was very emotional for many of the riders as they crossed the finish line, receiving their medal and officially earning the title of “Que-Biker.”

The event wrapped up with a fantastic banquet under the big top at the hub. Throughout the evening, photos of the stages were played on large TV screens. Awards were given to the top-three teams and riders in each category, and every rider received a finisher’s T-shirt to wear proudly from this day forward. The night ended with a video review of each of the seven stages, and when it was done, there was a standing ovation for all parties involved. Countless hours of preparation had gone into this event and they had accomplished their goal. They have created a world-class mountain-bike event in the City of Quebec that will forever put it on the list of “must do” multi-stage events.

I’m proud to call myself a Que-Biker, and look forward to coming back again.

#### JUST THE FACTS

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Team Sunweb with Canada's Kirchmann (l) en route to women's TTT gold at the 2017 Road Worlds.

# 2017 UCI Road Cycling World Championships



Canada's Kirchmann celebrates her first Road Worlds gold medal.

PHOTOS THIS PAGE: CORVOS

Canada brought home two medals from the 2017 UCI Road Cycling World Championships held in Bergen, Norway from Sept. 16-24, claiming Team time-trial (TTT) gold with Leah Kirchmann (Sunweb) and silver with Karol-Ann Canuel (Boels-Dolmans Cycling Team). Twenty-three riders raced for the Red Maple Leaf, with several notable results by junior riders such as Quebec's Simone Boilard with her stellar eighth in the junior women's road race.

## TIME TRIALS

### TEAM TIME TRIAL

Canada's Kirchmann from Manitoba celebrated her first Road Worlds gold medal as Team Sunweb won the 42.5km women's TTT at the 2017 UCI Road World Championships.

Defending champions Boels-Dolmans Cycling Team with fellow Canuck Canuel settled for silver, giving Canada two medals on the opening day of the Championships. Alison Jackson finished eighth with her BePink squad.

Cervelo-Bigla set an early best time that only Boels-Dolmans could challenge and beat until Sunweb put the hammer down and won gold at a dozen seconds faster, with Cervelo-Bigla taking the bronze.

"It's an incredible feeling to win and stand on the podium as a team. For sure Boels was the favourite," said Kirchmann. "We knew we could fight for a podium spot if we rode a really good race, but we didn't expect to win. It's pretty cool to be a world champion. Our strategy was just to pace the whole race; not go too crazy from the

start and lose time at the end. We knew that the times were close from communications we were getting, but in the end, you just have to ride your own race."

In the men's TTT race, Team Sunweb triumphed yet again over powerhouses such as defending champions BMC Racing Team, who finished second, with Team Sky third on the final podium. Canada's Svein Tuft was fifth with Orica-Scott.

Team Sky made a very strong start, clocking the fastest early time ahead of defending champions Quick-Step Floors. However, they were forced to settle for a repeat of their bronze medal in the 2013. BMC Racing Team showed their strength in depth too, but on the descent back to the Festplassen, they began to struggle.

"First the women, and now us. It's crazy," said Team Sunweb's Tom Dumoulin. "The team was so homogenous. It was absolutely amazing. It's the team event of the year, and we pulled it off."

## JUNIORS

Canada's Laurie Jussaume from Contrecoeur, Que. was the top Canadian, placing 19th in the junior women's 16.1km Individual time trial (ITT), followed by teammate Erin Attwell in 20th. Italy dominated as Elena Pirrone won gold and Alessia Vigilia claimed silver, with Madeleine Fasnacht (AUS) landing on the final podium in third.



## U23 MEN

Calgary's Alexander Cowan led Canada, placing 25th overall in the 37.2km U23 men's ITT, with Mikkel Bjerg (DEN) claiming the gold, while Brandon McNulty (USA) was second and Corentin Ermenault (FRA) third. Canadian Jack Burke from Squamish, B.C. finished 56th.



Reigning Canadian road champion Charles-Etienne Chretien from Amos, Que. placed 28th in the junior men's 21.1km ITT, with teammate Graydon Staples from Orillia, Ont. in 62nd. Thomas Pidcock (GBR) won the gold over Antonio Puppio (ITA) in second, with Filip Maciejuk (POL) in third.

## ELITE WOMEN

Canada's Canuel from Amos, Que., a silver medalist in the women's TTT and the reigning Canadian time-trial champion, finished 21st in the Elite women's ITT 21.1km, as The Netherlands went 1-2 with Annemiek van Vleuten winning gold and Anna van der Breggen taking home the silver. Katrin Garfoot (AUS) landed third on the final podium.

## ELITE MEN

On a 31km ITT that featured a unique 3.4km summit finish, Canadian rider Hugo Houle from Sainte-Perpetue, Que. battled to 29th in the Elite men's ITT.

Tom Dumoulin captured The Netherlands' second Elite time-trial gold, clinching the victory just 24 hours after compatriot Van Vleuten triumphed in the women's equivalent event. His victory was an emphatic 57 seconds faster than second-place Slovenian Primoz Roglic, while Great Britain's Chris Froome took home the bronze at 1:21 back.

"It was very steep, with many turns, and the crowd was amazing! It was really impressive to see how they encouraged us. I am still quite satisfied with my overall time," commented Houle.

Fellow Canuck Robert Britton from Regina, Sask., who races for Rally Cycling, finished 48th.

## ROAD RACES

### JUNIORS

Canada's Boilard delivered a stellar eighth-place result in the junior women's 76.4km road race at the 2017 Road Worlds. Pirrone (ITA) took the win over Emma Jorgensen (DEN) in second, with Italy's Letizia Paternoster in third. Team Canada's Attwell was 37th, Jussaume was 63rd and Maggie Coles-Lyster finished in 70th. Boilard won gold at the 2017 Canada Summer Games in Winnipeg, Man. in July.

Staples had a superb day in the saddle in the main break for most of the day in the junior men's 133.8km race, won by Julius Johansen (DEN). The break fell apart on the fourth lap as riders started attacking and the peloton closed in. Luca Rastelli (ITA) finished second, with teammate Michele Gazzoli in third.

The top Canuck was Chretien, the reigning Canadian junior champion, in 45th, as Staples fell back after a long hard day to finish 107th. Kurt Penno from Brandon, Man. was 116th and Michael Foley from Milton, Ont. did not finish.

### U23 MEN

Team Canada's Nickolas Zukowsky was the top Canuck, finishing 93rd, as Benoit Cosnefroy (FRA) emerged victorious in the U23 men's 191km 10-lap road race, capturing the 2017 Road Worlds title.

Lennard Kamna (GER) was second and Michael Carbel Svendgaard (DEN) was third. Team Canada's Burke, Alexander Cowan, Pier-André Côté and Marc-Antoine Soucy did not finish.

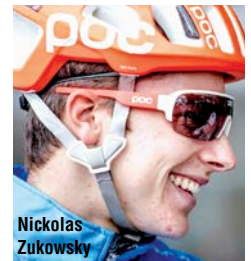
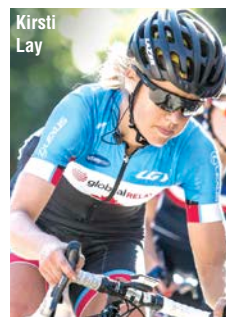
### ELITE WOMEN

Kirchmann led the Canadian charge, finishing 12th in a hard-fought 152.8km Elite women's road race, an eight-lap race won by Chantal Blaak (NED) on the final lap of the competition.

Garfoot (AUS) claimed the silver, and Amalie Dideriksen (DEN), the defending champion, took home the bronze medal in the bunch sprint to the line.

All Canadians finished the tough course with the brutal Salmon Hill climb and much longer distance than usual for the Elite women.

Canuel finished 32nd, Alison Jackson was 57th, Lex Albrecht finished 67th, Sara Bergen was 68th, and Kirsti Lay placed 73rd despite being caught up in a crash and going down on the fifth lap.



## ELITE MEN

Guillaume Boivin led the Canadian charge in the Elite men's 267.5km road race, finishing 35th at the conclusion of the 2017 Road World Championships.

The finale featured a historic result when Peter Sagan (SLK) won his third consecutive title, setting a record as he edged out Norwegian star Alexander Kristoff at the line in a photo finish, with Michael Matthews (AUS) taking third.

"It was a pretty hard race," admitted Boivin, "a hard tempo all day on a very technical circuit. It was just a race of elimination. Thanks to Antoine and Hugo, in the final three laps they helped me move forward. I wasn't missing much to make the split of the final climb, just 1% maybe . . . I was right there, so it was heartbreaking not to make it. But at the same time, it is probably one of the best World Champi-



Guillaume Boivin led the Canadian charge in the Elite men's 267.5km road race, finishing 35th.

CHRIS AULD

onships we have done with this group, so I think we can build some confidence and maybe next year we can be there at the end."

Fellow Canadians Houle and Antoine Duchesne of Saguenay, Que. finished 81st and 120th respectively, working hard for Boivin throughout the race to set him up for the final push to contend at the finish.

The tough challenging course was a race of attrition, with 60+ riders abandoning, but the Canadian trio was there until the end, as Boivin just missed the final split of 25-30 riders the last time up the Salmon Hill climb when Julian Alaphilippe (FRA) attacked, taking Giovanni Moscon (ITA) with him.

Alaphilippe tried to go it alone, but the pack caught him before the finish, setting up a bunch sprint. Kristoff looked strong leading the field sprint, but Sagan came around and caught him in a perfectly timed photo finish at the line for the historic hat-trick victory.

"I think for the most part it went to plan," said Kevin Field, Road Team manager, "and I was really happy with how the guys rode. We realized after a few races that the course is a lot more difficult than we expected coming in, and to have our three guys right up there on the last lap, that's an impressive ride for us. Guillaume was very, very close, and that's a really good performance for our guys."

"Reflecting on the Elite men and women, we have all the bases covered, I think, to prepare our riders for Road Worlds. The programs they have are obviously through their trade teams, but we had good team cohesiveness and tactics. For the junior and Under-23 categories to really be competitive, we would need to step up our programs considerably through training camps and racing in Europe," said Jacques Landry, Chief Technical Officer at Cycling Canada.



Peter Sagan won a historic third consecutive Elite men's road race world title title; (l-r): Kristoff, Sagan, Matthews

COR VOS

"We have some exceptions, like Simone Boilard [eighth, junior women's road race], but we need to be developing more riders like Simone, and not counting on phenoms just showing up. I do strongly believe that the Track Endurance program is the way to get things going to fast-track these athletes into the road scene; we see it through other countries such as Great Britain and Australia. There's some work to do, but we have a lot of talent and we just need to find the resources and the most efficient pathway to develop these athletes properly."



Antoine Duchesne

CHRIS AULD



Hugo Houle

CHRIS AULD

## 2017 UCI Road World Championships

Sept. 16-24, 2017 – Bergen, Norway

### TTT

**Elite Men** 1. Team Sunweb 0:47:50; 2. BMC Racing Team 0:08; 3. Team Sky 0:22; **Elite Women** 1. Team Sunweb 0:55:41; 2. Boels-Dolmans Cycling Team 0:12; 3. Cervelo-Bigla Pro Cycling Team 0:28.

### ITT

**Elite Men** 1. Tom Dumoulin (NED) 44:41.00; 2. Primoz Roglic (SLV) 57:79; 3. Chris Froome (GBR) 1:21.25; **Canadians** 29. Hugo Houle (CAN) 3:06.61; 48. Robert Britton (CAN) 4:57.29; **Elite Women** 1. Annemiek van Vleuten (NED) 28:50.35; 2. Anna van der Bregbogen (NED) 12.16; 3. Katrin Garfoot (AUS) 18.93; **Canadians** 21. Karol-Ann Canuel (CAN) 2:18.95; **Junior Men** 1. Thomas Pidcock (GBR) 0:28:02.15; 2. Antonio Puccio (ITA) 0:11.92; 3. Filip Maciejuk (POL) 0:13.29; **Canadians** 28. Charles-Etienne Chretien (CAN) 1:30.91; 62. Graydon Staples (CAN) 3:01.55; **Junior Women** 1. Elena Pirrone (ITA) 23:19.7; 2. Alessia Vigilia (ITA) 0:06.4; 3. Madeleine Fasnacht (AUS) 0:42.3; **Canadians** 19. Laurie Jussaume (CAN) 02:08.4; 20. Erin Attwell (CAN) 02:09.1; **U23 Men** 1. Mikkel Bjerg (DEN) 47:06.5; 2. Brandon McNulty (USA) 01:05.9; 3. Corentin Ermenault (FRA) 01:16.6; **Canadians** 25. Alexander Cowan (CAN) 02:58.4; 56. Jack Burke (CAN) 09:25.6.

### Road Race

**Elite Men** 1. Peter Sagan (SLK) 6:28:11; 2. Alexander Kristoff (NOR); 3. Michael Matthews (AUS); **Canadians** 35. Guillaume Boivin (CAN) 1:20; 81. Hugo Houle (CAN) 3:13; 120. Antoine Duchesne (CAN) 10:21; **Elite Women** 1. Chantal Blaak (NED) 4:06:30; 2. Katrin Garfoot (AUS) 0:28; 3. Amalie Dideriksen (DEN); **Canadians** 12. Leah Kirchmann (CAN); 32. Karol-Ann Canuel (CAN); 57. Alison Jackson (CAN) 4:43; 67. Lex Albrecht (CAN) 8:38; 68. Sara Bergen (CAN) 9:37; 73. Kirsti Lay (CAN) 14:02; **Junior Men** 1. Julius Johansen (DEN) 3:10:48; 2. Luca Rastelli (ITA) 0:51; 3. Michele Gazzoli (ITA); **Canadians** 45. Charles-Etienne Chretien (CAN) 1:08; 107. Graydon Staples (CAN) 12:35; 116. Kurt Penno (CAN) 15:47; DNF Michael Foley (CAN); **Junior Women** 1. Elena Pirrone (ITA) 2:06:17; 2. Emma Jorgensen (DEN) 0:12; 3. Letizia Paternoster (ITA); **Canadians** 8. Simone Boilard (CAN); 37. Erin Attwell (CAN) 4:14; 63. Laurie Jussaume (CAN) 9:59; 70. Maggie Coles-Lyster (CAN) 16:09; **U23 Men** 1. Benoit Cosnefroy (FRA) 4:48:23; 2. Lennard Kanna (GER); 3. Michael Carbel Svendgaard (DEN) 0:03; **Canadians** 93. Nickolas Zukowsky (CAN) 7:34; DNF Jack Burke (CAN); DNF Alexander Cowan (CAN); DNF Pier-André Côté (CAN); DNF Marc-Antoine Soucy (CAN).

# SAGAN TAKES 100TH PRO WIN

## 8th Annual GP Cycliste de Québec et Montréal

**P**eter Sagan (SLK, Bora-Hansrohe) took home his 100th Professional win as he defended his title at the 201.6km Grand Prix Cycliste de Québec last fall. Finishing second for the third time at this race was Sagan's archrival Greg Van Avermaet (BEL, BMC Racing Team).

Another pre-race favourite, Australian Michael Matthews (Team Sunweb), claimed the final podium spot. The top Canadian was Guillaume Boivin (Israel Cycling Academy), finishing 29th with the same time as Sagan.

The break of the day took shape at Kilometre Seven when Tyler Williams (Israel Cycling Academy), Pier-André Côté (Team Canada), Tosh Van der Sande (Lotto Soudal) and Baptiste Planckaert (Team Katusha Alpecin) joined forces. The gap reached a maximum of 9:45 as Côté took advantage of Côte des Glacis to collect eight points in the GPM standings.

The break began to fall apart as Côté was dropped and the pack came together for the final lap. When the peloton arrived at the

red flame for the final kilometre, the event's 2015 winner, Rigoberto Uran, launched an attack, hoping to escape again, but he was unsuccessful.

As the finish line approached, Sagan made his move on the right side and easily prevailed for the victory with Van Avermaet and Matthews on his wheel.

"The last kilometre here is always hard. Thanks very



Guillaume Boivin was the top Canadian in Québec City

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Antoine Duchesne led the Canucks in Montréal

CHRIS AULD

much to all our team who did an amazing job. To win a 100th victory is a special number, but it's maybe better if you could live 100 years," said Sagan.

At Round Two in Montreal, Diego Ulissi (ITA, UAE Team Emirates) attacked from a lead group of six riders on the final lap to claim his first WorldTour victory, outwitting his breakaway companions in a nail-biting finale to win the eighth annual Grand Prix Cycliste de Montréal, 205.7 kilometres ahead of Jesus Herrada (ESP, Movistar Team) and Tom-Jelte Slagter (NED, Cannondale-Drpac Pro Cycling Team).

Peter Sagan defended his title at the 2017 Grand Prix Cycliste de Québec for his 100th Professional win.

COR VOS



COR VOS



Diego Ulissi claimed his first WorldTour victory at Grand Prix Cycliste de Montréal.

Antoine Duchesne (Team Canada) was the top Canuck leading a strong Canadian contingent, finishing in 42nd. Similar to last year, the race was highlighted by an early break featuring Matteo Dal-Cin (CAN, Team Canada) and Benjamin Perry (CAN, Israel Cycling Academy) that rose to just more than six minutes, but the duo was caught with approximately 40 kilometres to go, which set up the final attacks.

Nothing stuck however until a 16-rider group broke clear on the last lap. On the final ascent of Camillien-Houde, a break of six escaped to battle it out for the final victory. They managed to keep the pack at bay, setting the stage for Ulissi to take the final laurels.

"I had been looking for a victory in a one-day Classic for a long time, and the Grand Prix Cycliste de Montréal was the perfect one for me, as I finished third last year," said Ulissi. "In the finale when we saw that the favourites [such as] Greg Van Avermaet or Peter Sagan were not there in the leading group, I started to believe in my chances."— JC

### Grand Prix Cycliste de Québec et Montréal

Sept. 8-10, 2017

#### Grand Prix Cycliste de Québec

1. Peter Sagan (SLK, Bora-Hansrohe) 5:00:31; 2. Greg Van Avermaet (BEL, BMC Racing Team); 3. Michael Matthews (AUS, Team Sunweb); **Canadians** 29. Guillaume Boivin (CAN, Israel Cycling Academy).

#### Grand Prix Cycliste de Montréal

1. Diego Ulissi (ITA, UAE Team Emirates) 5:22:29; 2. Jesus Herrada (ESP, Movistar Team); 3. Tom-Jelte Slagter (NED, Cannondale-Drpac); **Canadians** 42. Antoine Duchesne (CAN, Team Canada) 1:40.

B.C.'s Miranda Miller became the first Elite woman to win a world title in downhill for Canada since Cindy Devine in 1990.



FRASER BRITTON

# CANADA'S MIRANDA MILLER WINS GOLD

## 2017 UCI MTB Downhill World Championships

BY SANDRA WALTER

Sept. 10 was a wild day in the jungles of northeastern Australia at the Cairns 2017 UCI MTB Downhill World Championships, as Squamish, B.C.'s Miranda Miller (CAN) captured the rainbow jersey – the first Elite woman to win a world title in downhill for Canada since Cindy Devine in 1990 at the first-ever MTB Worlds in Durango, Colo. “It’s pretty crazy,” admitted Miller. “I don’t think it has sunk in yet. I feel like I had some luck on my side, but I’ll take it. It’s pretty cool.”

After finishing 10th in the timed seeding, Miller was not on the radar for the victory. She’d battled for years with setbacks, most recently coming off of a knee injury from which she’d only just recovered.

Her best World Cup result of the season was a sixth place, while her best Elite World Championship result ever was eighth in 2015. Only once had she cracked the top three in a World Cup, with a career-best third in Leogang, Austria in 2016. She clearly had podium potential, but could she win?

That day in Cairns, the stars aligned for Miller. Defending champion and downhill legend Rachel Atherton (GBR) had gone down in training and was out with a broken collarbone. Miller threw down a clean, fast run to land in the hot seat with six more riders to go, including World

Cup overall winner Myriam Nicole (FRA), top-seed Tahnee Seagrave (GBR), as well as hometown hero and third-seed Tracey Hannah (AUS).

Seagrave was the first to fall, as she set the fastest time in the top split, only to suffer a costly crash farther down the dusty 1.9km track that would see her wind up a distant 11th. Then it was Hannah’s turn, as she too bailed hard on the rough, loose course. Miraculously, she would still earn a bronze medal – a heartbreaking testament to how fast the Aussie rocket tore through the rest of her run. With only Nicole left at the top, Miller knew she was guaranteed a medal.

“When Myriam [Nicole] came down, I thought: ‘Oh, this is real,’” said Miller. “For Canada, we haven’t had a [downhill] medal since Stevie [Smith, 2013] and Claire [Buchar, 2011], so it is cool. We got a medal in the junior XC as well, so it’s great for Canada.”

But Nicole went off-line at the top and was unable to recoup the lost time, finishing a devastating 0.097 seconds behind Miller. In a surprising turn of events, a timing error had originally put Nicole way out of the medals, but after the application of the back-up timing system, she was bumped up to the silver medal, demoting Hannah to bronze.

“After reviewing the back-up timing of today’s women’s Elite downhill race at the 2017 UCI Mountain Bike World Championships

France's Loic Bruni was crowned the King of Downhill for the second time in three years.

MICHAL CERVENY



Canada's Finnley Iles qualified fastest but could not defend his junior men's DH 2016 title, ending up 10th.

FRASER BRITTON

in Cairns [Australia], the Commissaires' panel realized that a mistake had occurred in the primary timing, thus amended the final ranking," read a statement from the Union Cycliste Internationale (UCI).

Vaea Verbeeck, the field's only other Canadian entrant, finished 16th.

It was a tough day for Miller's Specialized and Canadian teammate Finnley Iles. After clocking the quickest junior men's seeding run and winning six of seven World Cup rounds and the series' overall, Iles was the frontrunner to defend his 2016 title, but after two big mistakes in his final, his podium hopes evaporated and he ended up a disappointing 10th. This left the door open for Matt Walker (GBR), who took full advantage to capture the jersey.

Canada was further represented by Kendall McLean in 23rd, Ben Wallace in 25th, Jacob Stefiuk in 37th, Joshua Fultz-Veinotte in 41st, Anthony Poulson in 46th and Cole Mooney in 47th.

The Elite men's was another nail-biter with local boy and top-seed Mick Hannah (AUT) – and brother to Tracey – the crowd's clear top pick. However, the field was absolutely stacked and it was anyone's guess who would win the rainbow stripes on the dry and slippery track.

The 40th man down the hill, it appeared Hannah and his blistering run could stand up to the test as rider after rider failed to knock him out of the top spot. But finally, 23 riders later, the winner of the 2016 World Cup on the same track, 2015 world champion and second-seed Loic Bruni (FRA) leveled a devastating blow with his time of 3:26.656, a mere 0.339 seconds better than Hannah's.

After that, only five riders remained, but they were riders to be feared and included defending world champion Danny Hart (GBR), World Cup overall winner Aaron Gwin (USA) and the sport's winning'est man, Greg Minnaar (RSA). In the end, Bruni's time endured and he was crowned the King of Downhill for the second time in three years. Hannah hung on for silver, while Gwin took bronze.

Samuel Thibault (CAN) was Canada's top finisher in 53rd, followed by Mark Wallace (CAN), who was ranked ninth in the UCI standings, but crashed and finished 54th.

Mélanie Chappaz (FRA) charged to first in the junior women's race. No Canadians took part.



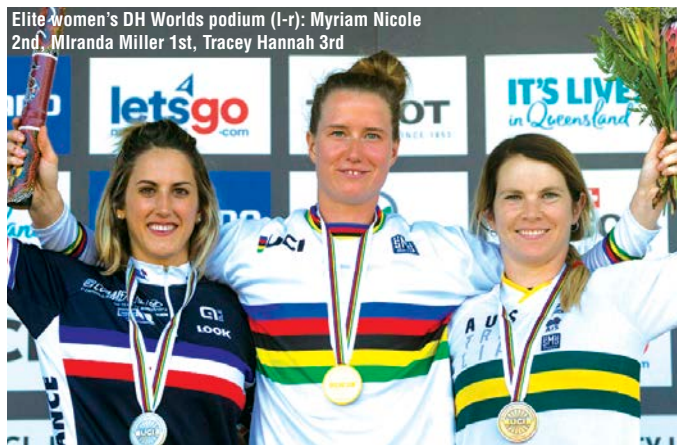
Vaea Verbeeck finished 16th.

FRASER BRITTON



Ranked 9th, Mark Wallace finished 54th.

FRASER BRITTON



Elite women's DH Worlds podium (l-r): Myriam Nicole 2nd, Miranda Miller 1st, Tracey Hannah 3rd

MICHAL CERVENY

## 2017 UCI DH World Championships

Sept. 9-10, 2017 – Cairns, Australia

**Elite Men** 1. Loic Bruni (FRA) 3:26.656; 2. Michael Hannah (AUS) 0.339; 3. Aaron Gwin (USA) 1.967; 4. Jack Moir (AUS) 2.601; 5. Troy Brosnan (AUS) 2.993; **Canadians** 53. Samuel Thibault (CAN) 22.289; 54. Mark Wallace (CAN) 22.380; DNS Magnus Manson (CAN); **Elite Women** 1. Miranda Miller (CAN) 4:10.245; 2. Myriam Nicole (FRA) 0.097; 3. Tracey Hannah (AUS) 1.985; 4. Eleonora Farina (ITA) 4.923; 5. Danielle Beecroft (AUS) 9.116; **Canadians** 16. Vaea Verbeeck (CAN) 35.959; **Junior Men** 1. Matt Walker (GBR) 3:37.796; 2. Joe Breedon (GBR) 3.448; 3. Max Hartenstern (GER) 3.978; 4. Sylvain Cougoureux (FRA) 4.358; 5. Kaos Seagrave (GBR) 4.960; **Canadians** 10. Finnley Iles (CAN) 9.779; 23. Kendall Mclean (CAN) 17.975; 37. Jacob Stefiuk (CAN) 26.500; 41. Joshua Fultz-Veinotte (CAN) 30.665; 46. Anthony Poulson (CAN) 40.703; 47. Cole Mooney (CAN) 52.201; **Junior Women** 1. Mélanie Chappaz (FRA) 4:28.617; 2. Shania Rawson (NZL) 4:31.3; 3. Flora Lesoin (FRA) 6.935; 4. Beatrice Migliorini (ITA) 9.481; 5. Ellie Smith (AUS) 14.964.

# MTB WORLDS HOLDEN JONES WINS BRONZE

## SCHURTER TAKES HISTORIC VICTORY

BY JACK CRACKER

Canada's Holden Jones from Squamish, B.C. debuted with a gutsy bronze medal in the junior men's XCO race at the MTB World Championships in Cairns, Australia on Sept. 5-10. Fellow Canuck Emily Batty of Brooklin, Ont. brought home a strong seventh in the Elite women's competition.



Canada's Holden Jones won a gutsy junior men's XCO bronze medal at his MTB Worlds debut in Cairns, Australia.

Marc-André Fortier finished a strong 12th in the U23 men's race.



Elite men's start



Catharine Pendrel was part of the initial lead group, but ended up 27th in the Elite women's race.



Swiss star Nino Schurter made history defending his title in the Elite men's XCO race for the perfect season. Schurter also won all six World Cup races to claim the 2017 UCI MTB World Cup XCO title. Switzerland dominated the Championships, as Jolanda Neff took the Elite women's title, while Sina Frei captured the Under-23 women's gold medal.

### ELITE WOMEN

Batty and Catharine Pendrel were part of the initial lead group in the 27.4km Elite women's race spearheaded by Neff and Annie Last of Great Britain. Neff attacked on third lap of six, establishing a

20+-second gap that she extended to more than two minutes at the finish, claiming her first Elite title.

Last took the silver, with 2015 champion Pauline Ferrand-Prévot of France recovering from a flat to win the bronze. Batty settled into seventh, which she held to the finish, although a crash on the final descent led to a sprint finish with Corina Gantenbein of Switzerland.

Haley Smith continued her strong season since joining the Elite ranks, with a steady climb from the mid-30s to finish 16th for her best-ever international result. Pendrel was 27th, Sandra Walter was 30th, Cindy Montambault 37th and Rebecca Beaumont 41st.

"I don't know what to think," admitted Smith. "I've never been

PHOTOS: MICHAL CERVENY



Soren Meeuwisse finished 16th, the top Canadian in the U23 women's race.



Swiss star Nino Schurter made history defending his title in the Elite men's XCO race for the perfect season.



Emily Batty brought home a strong 7th in the Elite women's competition.



Léandre Bouchard was the top Canadian Elite man, finishing 24th.



Ontario's Quinton Disera was 17th in the U23 men's race.



Junior woman Roxane Vermette led the Canucks in 16th.



Switzerland's Jolanda Neff took the Elite women's title.

inside the top-20 before, and to do a top-20... I know it's not a podium result, but it's absolutely huge for me, so I don't know how to process it. But I'm really happy! I had a crappy start loop and actually crashed in the first couple of laps, but I just stayed focused and moved through people. I couldn't have hoped for a season this good; this is a big jump for me, and I'm very happy to end the year on this note."

### ELITE MEN

In the Elite men's 31.7km race, Schurter and 2012 Olympic champion Jaroslav Kulhavy of the Czech Republic took an early lead, but were soon joined by Thomas Litscher of Switzerland and Brazil's Henrique Avancini.

Avancini was dropped and a cat-and-mouse battle raged until the final half-lap of the seven-lap race, when Schurter attacked and gapped Kulhavy, taking the ultimate prize for a perfect season. Kulhavy secured

the silver and Litscher the bronze.

"It was a tough race, as Jaroslav was super-strong, but Thomas was there to help. It's been an incredible year, and it all came together with such an amazing team around me," commented Schurter.

Léandre Bouchard was Canada's top performer in the Elite men's race, finishing 24th. Andrew L'Esperance was 44th, Derek Zandstra 45th, Evan McNeely 46th and Raphael Gagné 52nd.



Dana Gilligan en route to 20th in the junior women's race.

"I was pretty lucky on the start," said Bouchard. "I had some space to move up, and the start was really important. So I was able to move up quickly and then protect my place. I'm really happy with this race because I had almost no errors; it was the most dusty race of my life!"

"You are just eating dust by the first lap. I did my first top-20 in the World Cup here last year, so I knew I could do well, and so I was looking for a top-25. It's good to end the season like this."

#### U23 MEN

Marc-André Fortier of Victoriaville, Que. finished a strong 12th and Quinton Disera of Horseshoe Valley, Ont. was 17th for two



The junior men's XCO podium (l-r): Joel Roth, Cameron Wright, Holden Jones

Canadians in the top-20 in the U23 men's 25.8km cross-country race.

A group of 14 riders had split from the main field by the end of the start loop, as the riders headed out for six laps of the 4.3km circuit through the rainforest at Smithfield Park. The group included Quinton Disera, with Fortier eight seconds behind, along with Peter Disera.

Quinton Disera, a first-year Under-23 rider, held onto a top-12 place throughout the first four laps before fading slightly in the final two laps. Fortier worked his way up from a start position on the sixth row to top-20 by the end of the start loop and into the top-15 by the end of the third lap. For the final two laps, he was in a three-way battle for 10th.

"It was amazing; I didn't have any prob-

lems all race," said Fortier. "I started 48th, and by the end of the start loop, I had moved up a lot; an amazing day for me. Usually I prefer courses with shorter punchy climbs like Mont-Ste-Anne, and here it was a long climb. So it was not the perfect course for me, but today it was perfect! It's a good way to end the season, so for the winter, I will have lots of motivation to train."

Peter Disera was in the top-15 as the race entered the third lap, but suffered a flat, dropping him back to the mid-20s, where he finished in 24th place.

Canadian Under-23 champion Sean Fincham of Squamish, B.C., who started near the back of the field, moved up steadily in the first half of the race to finish 33rd. Raphael Auclair of La Haute-Saint-Charles, Que. had moved up to the mid-30s before a twisted chain forced him into the pits on the second lap, and he finished 60th.

#### U23 WOMEN

In the Under-23 women's 23.1 km race, Soren Meeuwisse moved up steadily to finish as the top Canadian in 16th place. Anne-Julie Tremblay suffered mechanical problems on the start loop and finished 23rd.

Frei, the European champion, was in charge from the start, with Anna Tauber (NED) joining her, but she suffered a

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mechanical. The U.S.A.'s Kate Courtney recovered from an early crash to take the silver, while Alessandra Keller gave Switzerland another medal, claiming the bronze.

### JUNIOR MEN

At his debut Worlds, B.C.'s Jones was in a hot battle for the silver in the 23.1km junior men's XCO race. Jones was neck and neck with Joel Roth (SUI) for much of the latter part of the competition until the final half-lap, when Roth was able to gain a gap. Jones claimed a gutsy bronze for his stellar ride, bringing home Canada's first and only medal from the 2017 MTB Worlds.

Cameron Wright (AUS) took the win after jumping to comfortable lead in the race that consisted of a start loop plus five laps and crossed the finish line with a 35-second margin over Roth. Canada's Tyler Clark was 27th, Gunnar Holmgren was 29th and Brody Sanderson did not finish following a crash.

### JUNIOR WOMEN

Roxane Vermette led the Canadians, finishing 16th in the junior women's XCO 18.8km race that consisted of a start loop plus four laps. Laura Stigger (AUT) took the win over Loana Lecomte (FRA) in second, with Nadia Grod (SUI) in third. Dana Gilligan was 20th and Leya Masson placed 23rd, while Sidney

McGill did not start the competition due to a strained wrist sustained during training.

Team Canada's head coach, Dan Proulx, summarized the project positively: "We had a great Worlds team this year – new energy and enthusiasm! The highlight was Holden Jones' bronze medal! The team really impressed me with their effort level. They gave everything. Amongst our team, there were

several massive improvements in performance – Haley Smith, Marc-André Fortier, Quinton Disera, Soren Meeuwisse, Andrew L'Esperance. Overall, it was a race where at least one Canadian in every category was strong and competitive. That bodes well for the future. The ones who performed best are just getting started in their careers as high-performance athletes."

## 2017 UCI MTB XCO World Championships

Sept. 5-10, 2017 – Cairns, Australia

**Elite Men** 1. Nino Schurter (SUI) 1:27:44; 2. Jaroslav Kulhavy (CZE) 0:07; 3. Thomas Litscher (SUI) 0:15; 4. Henrique Avancini (BRA) 1:04; 5. Manuel Fumic (GER) 1:11; **Canadians** 24. Léandre Bouchard (CAN) 4:04; 44. Andrew L'Esperance (CAN) 6:51; 45. Derek Zandstra (CAN) 7:09; 46. Evan McNeely (CAN) 7:47; 52. Raphael Gagné (CAN) 9:13; **Elite Women** 1. Jolanda Neff (SUI); 2. Annie Last (GBR) 2:23; 3. Pauline Ferrand-Prévoit (FRA) 3:04; 4. Maja Wloszczowska (POL) 3:36; 5. Irina Kalentyeva (RUS) 3:51; **Canadians** 7. Emily Batty (CAN) 4:23; 16. Haley Smith (CAN) 6:21; 27. Catharine Pendrel (CAN) 8:01; 30. Sandra Walter (CAN) 9:07; 37. Cindy Montambault (CAN) -1 lap; 41. Rebecca Beaumont (CAN) -1 lap; DNS Catherine Fleury (CAN); **U23 Men** 1. Samuel Gaze (NZL) 1:17:46; 2. Alan Hatherly (RSA) 0:11; 3. Maximilian Brandl (GER) 0:51; 4. Sebastian Fini Carstensen (DEN) 1:26; 5. Milan Vader (NED) 1:33; **Canadians** 12. Marc-André Fortier (CAN) 3:00; 17. Quinton Disera (CAN) 3:37; 24. Peter Disera (CAN) 4:45; 33. Sean Fincham (CAN) 5:31; 60. Raphael Auclair (CAN) 11:32; **U23 Women** 1. Sina Frei (SUI) 1:15:10; 2. Kate Courtney (USA) 0:49; 3. Alessandra Keller (SUI) 2:18; 4. Barbora Prudkova (CZE) 3:01; 5. Rocío Del Alba García Martínez (ESP) 3:11; **Canadians** 16. Soren Meeuwisse (CAN) 7:26; 23. Anne-Julie Tremblay (CAN) 12:53; **Junior Men** 1. Cameron Wright (AUS) 1:07:56; 2. Joel Roth (SUI) 0:35; 3. Holden Jones (CAN) 0:44; 4. Juri Zanotti (ITA) 0:48; 5. David List (GER) 0:57; **Other Canadians** 27. Tyler Clark (CAN) 4:07; 29. Gunnar Holmgren (CAN) 4:50; DNF Brody Sanderson (CAN); **Junior Women** 1. Laura Stigger (AUT) 1:03:27; 2. Loana Lecomte (FRA) 0:15; 3. Nadia Grod (SUI) 1:41; 4. Marika Tovo (ITA) 2:01; 5. Franziska Koch (GER) 2:21; **Canadians** 16. Roxane Vermette (CAN) 5:32; 20. Dana Gilligan (CAN) 6:50; 23. Leya Masson (CAN) 7:36; DNS Sidney McGill (CAN); **Team Relay** 1. Switzerland (Filippo Colombo, Joel Roth, Sina Frei, Jolanda Neff, Nino Schurter) 1:05:08; 2. Denmark (Sebastian Fini Carstensen, Alexander Young Andersen, Annika Langvad, Malene Degn, Simon Andreassen) 0:24; 3. France (Jordan Sarrou, Mathis Azzaro, Pauline Ferrand-Prévoit, Lena Gerault, Neilo Perrin Ganier; 4. Great Britain (Frazer Clacherty, Cameron Orr, Evie Richards, Annie Last, Grant Ferguson) 0:30; 5. United States (Christopher Blevins, Kate Courtney, Kevin Vermaerke, Lea Davison, Howard Grotts) 0:32; **Canadians** 10. Canada (Peter Disera, Raphael Gagné, Holden Jones, Catharine Pendrel, Anne-Julie Tremblay) 2:50.

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# CYCLOCROSS NATIONALS

## NEW CHAMPIONS CROWNED

BY DAVID MALTAIS



Elite men's fast start (l-r)  
Raphael Gagne, Mark McConnell  
(holeshot) and Geoff Kabush

PHOTOS: MARTIN LABELLE

Sunny conditions greeted athletes for the 2017 Canadian Cyclocross Championships in Sherbrooke, Que., where 11 titles were awarded, headlined by Christel Ferrier-Bruneau (QC, SAS Macogep Acquisio) and Michael van den Ham (AB, Garneau-Easton p/b Transitions LifeCare), who each won their first Elite women's and Elite men's National titles.

In the Elite women's five-lap race, Ferrier-Bruneau, from France and now a Canadian citizen, battled with defending champion Maghalie Rochette (QC, Clif Pro Team), as the two favourites quickly established a gap on the chasing field following the first lap.

It was Rochette who attacked first, gaining 10 seconds on her rival, but Ferrier-Bruneau never gave up, eventually closing on Rochette in the latter stages of the race. She took the lead with two laps to go and eventually claimed her first Canadian Championship jersey after having been French road-race champion twice in her career.

"I was losing a bit to Rochette on every technical section right from the start. But I was feeling good after three laps and was confident I could catch her," Ferrier-Bruneau said. "After catching her, I attacked hard and spent the last two laps in front. It was a very nice race." Ex-National cyclocross champion Mical Dyck (BC, Naked Factory Racing) completed the podium after spending most of the race in third.

For Van den Ham, his victory in the Elite men's seven-lap competition was a long-awaited journey. The veteran cyclocross'er fought hard at both the 2015 and 2016 Cyclocross Nationals, but now was finally his time.

He quickly recovered after a challenging, fast start initiated by

Mark McConnell (AB, Hot Sauce Cycling) and made his way to the front, where he started to apply pressure in the lead group of five that included Geoff Kabush (BC, Scott Sports-Maxxis), Léandre Bouchard (QC, BH SR Suntour KMC) and Raphael Gagné (QC, Cannondale-3Rox Racing).

Bouchard suffered a puncture, and then Van den Ham and McConnell charged to the front, forcing Kabush and Gagné to chase, as the duo soon made it a two-horse race. But Van den Ham was on a mission, and dropped McConnell on the fourth lap and would not be caught.

"McConnell was pushing the pace and created a gap with Gagné and Kabush," explained Van den Ham. "I sort of had a secret weapon, which was riding the run-up. I saw that McConnell was starting to hurt a little bit and making some mistakes, so I figured that was the best time to apply pressure.

"On lap three, I rode the run-up and opened a five-second gap and then tried to ride as smooth and fast as possible. I knew I could never count Kabush out, and he was coming up strong in the end. But on the last lap, I was pretty confident I could win it."

Kabush eventually caught McConnell and dropped him to take over second, as both riders finished silver and bronze respectively in the exciting race, with Gagné fourth.

Ontario's Ruby West has been on fire and headed into the four-lap U23 women's race as one of the top favourites. With defending champion Sidney McGill (Focus CX Canada) ill, the door was open, and West proved she was up to the challenge, eventually dominating the event.



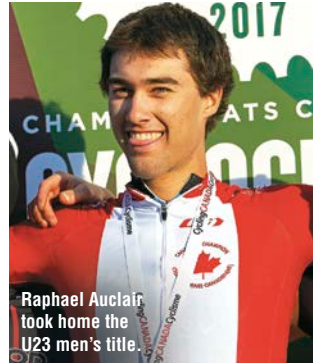
New Elite women's champ  
Christel Ferrier-Bruneau



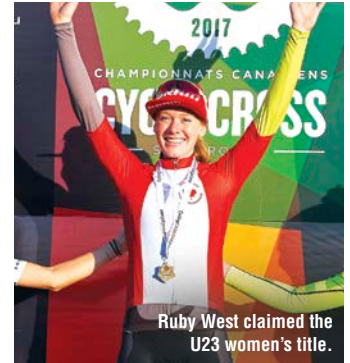
Michael van den Ham's victory  
in the Elite men's race was a  
long-awaited journey.



Cyclocross National  
champions



Raphael Auclair  
took home the  
U23 men's title.



Ruby West claimed the  
U23 women's title.

She overcame a rough start to catch local Sherbrooke star Magdeleine Vallières after the first lap and then never looked back. "Some girls started pretty fast, and it took me some time to catch up," said West. "When I finally caught Vallières, I was able to open up a bit of a gap. It worked and I kept pushing until the end."

In the U23 men's six-lap race, Raphael Auclair (QC, Pivot Cycles-OTE) powered through with a strong start and an early lead from the get-go. The only one who survived Auclair's blistering pace was Brody Sanderson (ON, Centurion Nextwave), who eventually caught the Pivot Cycles-OTE rider on the second lap.

"I knew Sanderson would come back, since he's been riding pretty strong," explained Auclair. "On the second lap, I was trying to dial in my lines and keep calm. Sanderson got back on my wheel, so I started to play a tactical game."

"I watched how he took his lines and figured out where the best place was to attack him. On the last lap, I knew that if it came to a sprint he would be hard to beat. So I started putting pressure on. I was fast on the run-up on the stairs so I just went as fast as I could, got a small gap and it held on until the finish."

In the Junior men's five-lap, Tyler Clark (ON, KMS Cycling-Killington Mountain) was unstoppable, taking an early lead and forcing everyone to chase. In the end, Colton Woods (ON, Trek Store CC) followed Clark in second, with William Côté (QC, Dalbix Sherbrooke) landing third on the final podium.

In the Masters races that kicked off the Championships, Caitlin Callaghan (AB, Hardcore Bikes) took the Women's 30-39 title, while Alana Heise (AB, Terrascape Racing) was the Women's 40+ winner. Terry Tomlin (NS, Oakley Atlantic Racing) took the Men's 50-59 victory, with Michel Hamel (QC, Club Cycliste de Sherbrooke) earning the Men's 60+ jersey. Aroussen Laflamme (QC, Trek-GPL) won a close race in the Men's 40-49 category over Frédéric Francoeur (QC, Dalbix Sherbrooke) in second and Frederic Auger (QC, Laflammerouge) in third. In the Men's 30-39 race, Thierry Laliberte (QC, YPC Bolle) bested Aaron Schooler (AB, Focus CX Canada) by three seconds.

## 2017 Canadian CX Championships 2017

Oct. 28, 2017 – Sherbrooke, Que.

**Elite Men (21km)** 1. Michael van den Ham (AB, Garneau-Easton p/b Transition) 0:58:43; 2. Geoff Kabush (BC, Scott Sports-Maxxis) 00:29; 3. Mark McConnell (AB, Hot Sauce Cycling) 01:05; 4. Raphael Gagné (QC, Cannondale-3Rox Racing) 01:15; 5. Craig Richey (BC, Garneau-Easton p/b Transition) 01:16; **Elite Women (15km)** 1. Christel Ferrier Bruneau (QC, SAS Macogep Acquisio) 0:45:57; 2. Maghalie Rochette (QC, Clif Pro Team) 00:34; 3. Mical Dyck (BC, Naked Factory Racing) 02:28; 4. Sandra Walter (BC, Liv Cycling Canada) 03:05; 5. Cindy Montambault (QC, Trek-GPL) 03:13; **U23 Men (18km)** 1. Raphael Auclair (QC, Pivot Cycles-OTE) 0:51:26; 2. Brody Sanderson (ON, Centurion Next Wave) 00:08; 3. Trevor O'Donnell (ON, Lakeside Storage Cyclocross) 01:15; 4. Gunnar Holmgren (ON, Garneau-Easton p/b Transition) 01:51; 5. Nicholas Diniz (ON, NCCCH Elite p/b MGCC) 02:01; **U23 Women (12km)** 1. Ruby West (ON, Cannondale Cyclocrossworld.com) 0:38:59; 2. Magdeleine Vallières-Mill (QC, Club Cycliste de Sherbrooke) 00:38; 3. Dana Gilligan (ON, Transitions Lifecare p/b Garneau) 01:11; 4. Erica Leonard (ON, Transitions Lifecare p/b Garneau) 02:14; 5. Laurie Arseneault (QC, La Cordee 02:22); **U19 Men (15km)** 1. Tyler Clark (ON, KMS Cycling) 0:44:35; 2. Colton Woods (ON, Trek Store CC) 00:31; 3. William Côté (QC, Dalbix de Sherbrooke) 00:35; 4. Conor Martin (BC, Garneau-Easton p/b Transition) 00:41; 5. Ryan Maclean (AB, Team Alberta) 00:44; **Men 30-39 (15km)** 1. Thierry Laliberte (QC, YPC Bolle) 0:46:08; 2. Aaron Schooler (AB, Focus CX Canada) 00:03; 3. Eric Jeannotte (QC, Ultime Velo) 00:55; 4. Scott Lundy (CA, Serious Cycling) 01:17; 5. Ryan Rutherford (ON, Bateman's Bicycle Company Ltd.) 01:31; **Women 30-39 (9km)** 1. Caitlin Callaghan (AB, Hardcore Bikes) 0:36:16; 2. Elsie Torresan (QC, Po Bole) 00:35; 3. Marie-Eve Lahaie (QC, Dalbix de Sherbrooke) 01:06; 4. Jules Gorham (QC, Independent) 03:45; 5. Elisa Piscoallo (QC, Scott Rack Ultra) 08:16; **Men 40-49 (15km)** 1. Aroussen Laflamme (QC, Trek-GPL) 0:48:18; 2. Frédéric Francoeur (QC, Dalbix Sherbrooke) 00:01; 3. Frédéric Auger (QC, Independent) 00:02; 4. Jean-Francois Blais (QC, Trek Cyclocross Collective) 00:23; 5. Andre Sutton (AB, Hardcore Bikes) 00:49; **Women 40+ (9km)** 1. Alana Heise (AB, Terrascape Racing) 0:34:31; 2. Nicole Muzechka (AB, Deadgoat Racing) 00:41; 3. Michelle Jackman (AB, Terrascape Racing) 01:03; 4. Anne-Marie Gagnon (BC, Liv Cycling Vancouver) 02:08; 5. Jane Mckeown (NB, Radical Cycle) 02:27; **Men 50+ (12km)** 1. Terry Tomlin (NS, Oakley Atlantic Racing) 0:40:17; 2. Norman Thibault (BC, Mid Island Velo) 00:15; 3. Lorenzo Caterini (NS, Hub Cycle Spokebenders) 00:23; 4. Robert Orange (QC, Ride With Rendall p/b Biemme) 00:37; 5. Kevin Simms (ON, Centurion Next Wave) 01:43; **Men 60+ (12km)** 1. Michel Hamel (QC, Dalbix de Sherbrooke) 0:44:26; 2. James Laird (ON, Independent) 01:25; 3. Ian Stewart (ON, Euro-Sports) 02:04; 4. David Staples (ON, Centurion Next Wave) 02:24; 5. Claude Breau (QC, Martin Swiss Cycles) 03:21.

# Canadian Track Championships

## Emerging New Talent Challenges Top Performers

BY CHRIS REID

**T**he 2017 Canadian Track Championships were held Sept. 28-Oct. 1 at the indoor 250-metre Mattamy National Cycling Centre Velodrome for the fourth consecutive year, and the momentum around the facility continues to grow. This year's Championships were marked by the emergence of young talent vying to usurp some of Canada's top international performers in nearly every discipline and saw some exciting new faces win their first National titles.

### MEN

Second-year senior Derek Gee (Team RaceClean) from Ottawa, Ont. was the revelation of the Championships, winning a clean sweep of four titles: Omnium, Madison, Individual and Team Pursuit.

Gee was joined on the Omnium podium by National team stalwart Ed Veal (Real Deal Racing) and Emile De Rosnay, a veteran of the West Coast track-cycling scene who had last medalled at the Canadian Championships in 2008. The Championships marked the first time that the Omnium was held under its new format, having seen a significant change to its program last season when all of the timed events were removed and the Tempo added to the schedule.

In the individual Pursuit, Gee faced off against the versatile Ryan Roth (Silber Pro Cycling) in the gold-medal final, while Adam Roberge (QC) won over Evan Burtnik (Team RaceClean) in the bronze-medal final.

Hugo Barrette confirmed that he is the current king of sprinting in Canada, as he also swept the sprint events, leading a dominant Quebec team, which not only won the Team sprint, but also swept a crash-marred Keirin final. Barrette won the Match sprint competition over Joel Archambault, while Ontario's Je'Land Sydney (FCV) took the bronze medal over Patrice St-Louis Pivin (QC). Sydney represented Canada earlier this season at the Junior World Championships in Italy.

Adam Attwell (BC) took the National Kilo title ahead of Veal and Adam Reddy (BC). In the men's Madison, Gee would partner with RaceClean teammate Burtnik to take the gold ahead of the elder statesmen team of Veal and De Rosnay, with Team Quebec (Lachance/Kirouac Marcassa) finishing third.

### WOMEN

The women's Team Pursuit highlighted some of the depth that has developed in Canada over the past two Olympic cycles. In a tightly contested gold-medal final, the core National World Cup team of Allison Beveridge, Laura Brown, Annie-Foreman Mackey and Jasmine Duehring joined forces with Rally Pro rider Katherine Maine to narrowly edge out a hard-charging Cyclery-4iiii's team by just two seconds. The Cyclery-4iiii team was composed of Next Gen-program riders Kinley Gibson, Ariane Bonhomme, Sara Giovenetti and Laurie Jussaume.

The Omnium was poised to see a battle between riders from these top women's squads, and the Cyclery-4iiii team put the rest of the field on their back foot with a 1-2 finish in the Scratch race, courtesy of Gibson and Bonhomme. Veteran Beveridge (Rally Pro Cycling) from Alberta demonstrated her fantastic bike skills in the Elimination race with a win over Bonhomme. Not to be forgotten, B.C.'s Duehring

Derek Gee was the revelation of the Championships, winning a clean sweep of four titles.



IVAN RUPES

(TWENTY20 Pro Cycling) laid down an impressive solo effort to dominate the Tempo event.

Going into the final Points race, Duehring and Bonhomme were tied for first place. Disaster struck on the very first sprint for points when both riders were taken down in a massive crash. While Duehring was eventually able to re-join the race, she lost two laps in the process (riders are allotted five laps to service mechanicals after a crash), and Bonhomme fared worse, cracking her bike in three pieces and suffering a mild concussion.

In the end, Beveridge was able to use her sprinting prowess to overcome a significant points deficit and grab the gold over Gibson, while Ontario's Foreman-Mackey (TWENTY20 Pro Cycling) won the bronze.

Gibson defended her Individual Pursuit crown, claiming her third senior title in the process. She faced off against a stunning Jussaume (QC) in the gold-medal final. Jussaume, who finished an impressive sixth at this year's Junior World Championships, put in a shocking performance to win the silver. Foreman-Mackey took home the bronze ahead of Marie Soleil-Blais (QC).

The sprint events saw a power vacuum this year with the retirement of two-time Olympian Monique Sullivan and the tragic injury of Kate O'Brien. With Amelia Walsh out of the Championships suffering a minor injury, there was new crop of National champions. Unheralded Équipe Québec rider Lauriane Genest rode a stunning 500-metre time of 35.33 to take the title over B.C.'s Tegan Cochrane, with Beveridge in third.

Cochrane got vengeance in the Match sprints, taking the final two straight over Genest, while Lizanne Wilmott (NCCH) claimed the bronze. Cochrane made it 2-1 with a win in the Keirin over Genest. Ontario junior National team rider Charlotte Creswick crossed the line third, but was relegated, awarding Jenna Nestman (BC) the bronze medal.

The final women's event of the Championships was the inaugural women's Madison, which was won by Team RaceClean (Duehring/Beveridge) ahead of the TWENTY20 (Foreman-Mackey/Brown) and Cyclery-4iiii (Gibson/Jussaume).

### MASTERS

The Master's Championships were held in conjunction with the Elite event and saw large fields – especially in the track-capacity-sized Master D men. Notable highlights were Ontario's Candice Moote's domination of the women's events and Alberta's Cameron Macleod winning the Master A men's kilo with a 1:06.4 – a time that would have seen him win the Elite title outright, not just the Masters event. Many riders in the Masters field were using the event as a tune-up for the upcoming Masters World Championships to be held in Los Angeles, Calif.

# Gold and Silver for Team Canada

## 2017 UCI Junior Track World Championships

BY JACK CRACKER

**T**eam Canada finished the 2017 Junior Track Cycling World Championships in Montichiari, Italy at the Velodromo Fassa Bortolo di Montichiari track on Aug. 23-27 with a gold medal and a silver medal, plus multiple new Canadian records.

Canada's first medal was won by Maggie Coles-Lyster of Maple Ridge, B.C., who took the silver in the women's Omnium. She finished fourth in the Scratch race and won the Tempo, but was fifth in the Elimination race. In the final Points race, Coles-Lyster took eight points, while eventual winner Letizia Paternoster of Italy took 11 points for the gold. Mylene de Zoete of The Netherlands won the bronze.

"This was the first time I had done a complete Omnium like that," revealed Coles-Lyster, "and it had many highs and lows. I rode my heart out in the final Points race and just managed to hold onto second."

Just prior on Day Two, Team Canada's Coles-Lyster, Ali Van Zendoorn, Erin J. Attwell and Laurie Jussaume set a new Canadian junior women's Team Pursuit record of 4:32.600 in the qualification round, but fell short of their top-four goal overall, finishing fifth.



The men's Team Pursuit squad of Canadians Gabriel Drapeau Zgoralski, Tristan Guillemette, Chris Ernst and Michael Foley

also set a new Canadian record of 4:09.813, but finished ninth in the qualifications and did not advance.

On the final day of the Championships, Coles-Lyster became the first Canadian junior woman to win a title at the Junior Track Worlds with her victory in the women's Points race. It was Coles-Lyster's second medal, after winning silver a day earlier in the Omnium event.

Coles-Lyster was one of six riders to gain a lap on the field in the 80-lap race, and also won intermediate sprints in four of eight sprints for a total of 41 points. Marii Novolodskaya of Russia finished a distant second with 29 points, tied with Chiara Consonni of Italy.

"It's unreal," admitted Coles-Lyster. "I've been dreaming about this and I could see it in my mind and I knew I could do it today. I was hoping it would happen in the Omnium, but after the silver medal, I knew I wouldn't be happy leaving the Worlds without the rainbow stripes. I just went into it to have fun, because the more I do, the better I race. So I was just trying to enjoy myself."

In the other Canadian action, Jussaume of Contrecoeur, Que. finished sixth in the Individual Pursuit and Attwell of Victoria, B.C. was eighth. Both beat the previous Canadian record, with Jussaume setting a new record of two minutes, 24.838 seconds. Michael Foley of Milton, Ont. competed in the men's Omnium, but did not advance past the qualifying round. In the women's and men's Madison

also set a new Canadian record of 4:09.813, but finished ninth in the qualifications and did not advance.

B.C.'s Maggie Coles-Lyster won Points Race gold claiming Canada's first-ever Junior Track Worlds women's title.



races, Coles-Lyster and Jussaume finished seventh, while the men's team of Ernst and Foley finished tenth.

"The 2017 Junior Track Worlds was a success for all our athletes [who] competed, in that they all came away with personal bests in their respective timed events and National records in the men and women's Team Pursuit and women's Individual Pursuit," said Craig Griffin, Track Endurance coach at Cycling Canada, at the conclusion of the Championships.

"While the women's Team Pursuit squad fell short of their top-four goal, placing fifth, and the Team Pursuit men missed their top-eight goal by placing ninth, we're really excited about the talent assembled and the future of these athletes moving forward into the senior ranks.

"Obviously, the highlight of the trip was Maggie's gutsy ride in the Points race for the gold medal. Her skill and determination prevailed against a field that was marking her the entire race, and this result definitely made up for her disappointment of winning silver in the Omnium.

"The number of world records that were broken is proof of the ever-increasing level of competition at the junior level. We have work to do, but the fine efforts of the athletes' personal coaches to get them to the level they are at can't go unmentioned," he concluded.

### 2017 Junior Track World Championships

August 23-27, 2017 – Montichiari, Italy

**Men's Team Sprint** 1. Russia 44.355; 2. Germany 45.314; 3. Poland 45.049; **Women's Team Sprint** 1. Russia 34.438; 2. Germany 34.446; 3. Great Britain 35.102; **Men's Team Pursuit** 1. Russia 4:01.675; 2. Denmark 4:03.928; 3. New Zealand 4:03.044; 9. **Canada** 4:03.309; **Women's Team Pursuit** 1. Italy 4:21.554; 2. New Zealand 4:27.610; 3. France 4:30.749; 5. **Canada** 4:39.572; **Men's Kilo Time Trial** 1. Pavel Perchuk (RUS) 1:01.768; 2. Carl Hinze (GER) 1:02.403; 3. Jackson Ogle (NZL) 1:02.756; **Women's 500m Time Trial** 1. Mathilde Gros (FRA) 33.937; 2. Lea Sophie Friedrich (GER) 34.301; 3. Yana Tyshenko (RUS) 34.625; **Men's 3km Individual Pursuit** 1. Johan Price-Pettersen (DEN) 3:15.856; 2. Xeno Young (IRE) 3:16.591; 3. Lev Gonov (RUS) 3:17.407; **Canadians** 35. Ethan Sittlington (CAN); DSQ Michael Foley (CAN); **Women's 2km Individual Pursuit** 1. Ellesse Andrews (NZL) 2:19.038; 2. Letizia Paternoster (ITA) 2:19.641; 3. Elena Pirrone (ITA) 2:22.626; **Canadians** 6. Laurie Jussaume (CAN); 8. Erin Attwell (CAN); **Men's Sprint** 1. Rayan Helal (FRA) 10.441; 2. Dmitry Nesterov (RUS); 3. James Brister (AUS) 11.028; **Women's Sprint** 1. Mathilde Gros (FRA) 11.751; 2. Lauren Bate-Lowe (GBR); 3. Lea Sophie Friedrich (GER) 11.751; **Men's Point Race** 1. Oleg Kanaka (UKR) 38 pts.; 2. Ivan Gerasimov (RUS) 30; 3. J.B. Murphy (IRE) 29; **Canadians** 15. Gabriel Drapeau-Zgoralski (CAN) 1; **Women's Points Race** 1. Maggie Coles-Lyster (CAN) 41 pts.; 2. Marii Novolodskaya (RUS) 29; 3. Chiara Consonni (ITA) 29; **Men's Omnium** 1. Julius Johansen (DEN) 117 pts.; 2. Stephen Cuff (AUS) 109; 3. Uladzislau Tsimoshyk (BEL) 96; **Women's Omnium** 1. Letizia Paternoster (ITA) 125 pts.; 2. Maggie Coles-Lyster (CAN) 115; 3. Mylene de Zoete (NED) 112; **Men's Scratch Race** 1. Daniel Babor (CZE); 2. Filip Prokopyszyn (POL); 3. J.B. Murphy (IRE) 29; **Canadians** DNF Ethan Sittlington (CAN); **Women's Scratch Race** 1. Martina Fidanza (ITA); 2. Mylene De Zoete (NED); 3. Alexandra Martin-Wallace (AUS); **Men's Keirin** 1. Pavel Perchuk (RUS); 2. Daniel Rochna (POL); 3. James Brister (AUS); **Women's Keirin** 1. Mathilde Gros (FRA); 2. Steffie van der Peet (NED); 3. Hyesu Kim (KOR); **Men's Madison** 1. Denmark 43 pts.; 2. Russia 25; 3. Australia 23; 10. Canada 19; **Women's Madison** 1. Italy 70 pts.; 2. Russia 55; 3. France 39; 7. **Canada** 1.

# CANADA SUMMER GAMES

## 17 Medals for Quebec

BY SANDRA WALTER



Team Quebec's Anne-Julie Tremblay captured the first gold of the Games and got her province's medal train rolling.

PHOTOS: CANADA SUMMER GAMES

**T**he 2017 Canada Summer Games in Winnipeg, Man. gave mountain bikers and road cyclists aged 17-22 three chances each to win a prestigious medal for their province in the country's biggest multi-sport Games, July 30 to Aug. 12. Team Quebec arose as a major force, taking home a whopping 17 cycling medals, eight of them gold.

Week One was for the mountain bikers, with the XCO kicking things off on a six-kilometre loop in Bison Butte, complete with berms and whoops. Due to high heat, officials shortened the men's race by one lap, with both women and men contesting five blistering laps. Anne-Julie Tremblay (Team Quebec) captured the first gold of the Games and got the province's medal train rolling, finishing 45 seconds ahead of Canadian U23 champion Jenn Jackson (Team Ontario), with teammate Soren Meeuwisse (Team Ontario) another 23 seconds back for bronze in the women's race.

Felix Burke (Team Quebec) took a page out of his compatriot's book, crossing the finish line first in the men's competition, 17 seconds ahead of second-place Brody Sanderson (Team Ontario). Felix Belhumeur (Team Quebec) was third.

Team Quebec maintained momentum into Day Two of competition, the relay, as the women's roster of Tremblay, Marine Lewis and Sophie-Anne Samson snatched gold in a late-race surge to overtake Team Ontario. Team B.C. rounded out the podium in third.

Team B.C. was the first to break Quebec's winning streak, as the men's relay trio of Sean Fincham, Holden Jones and Rhys Verner grabbed gold in the three-lap, 15.6km competition, when Team B.C. anchor Fincham put the hammer down and reeled in Felix Longpre



PHOTOS: CYCLING CANADA

Team B.C.'s Holden Jones, Rhys Verner and Sean Fincham grabbed gold in the men's relay.

(Team Quebec) on the final lap for the win. Team Ontario took third.

The 2016 Canadian Eliminator champion, Tremblay, proved indomitable in the women's sprint, the mountain-bikers' final event, as she powered to a third consecutive gold. Mackenzie Myatt earned Nova Scotia's first mountain-bike medal with a silver, while Ontario's Jackson pocketed the bronze.

Bolstered by his province's relay triumph, Team B.C.'s Verner tore through the men's sprint quarterfinals and semis to land in the medal round, where he won his second gold of the Games. Alberta's Isaac Niles put his province on the podium with a silver medal, while XCO winner Burke settled for bronze.

Skinny tires ruled the second week of the Games in the road-cycling events. The competition opened with the Individual Time Trial (ITT), where Team B.C.'s Gillian Ellsay blazed along the 13km route in 18 minutes and 59 seconds to clinch victory in the women's competition, nearly four seconds faster than second-place Simone Boilard (Team Quebec) and more than 15 seconds quicker than bronze-medalist Catherine Ouellette (Team Quebec).

Adam Roberge (Team Quebec) flew through the 20km men's Time Trial a massive 17.87 seconds ahead of silver medalist and fellow Quebecker Pier-André Côté (Team Quebec). Team B.C.'s Jay Lamoureux avoided a Quebec sweep with a strong bronze-medal ride.

Riders attacked the 83.4km women's road race – a rainy, windy six-lap battle around Birds Hill Park. After numerous unsuccessful attacks, the finish came down to a sprint won by ITT silver-medalist Boilard ahead of Katherine Maine (Team Ontario) and Anna Talman (Team Alberta) in second and third, respectively.

The field split early in the 120km men's road race, with a large breakaway going clear. Despite many attempts to whittle the selection down further, it stayed together until late in the race, when a group of six escaped. The leading group contained two Quebec riders and one each from B.C., Alberta, Ontario and Manitoba. With the odds in their favour, the Team Quebec racers worked together, and in the final kilometre, sprinter Côté (Team Quebec) accelerated from the break with only Connor Toppings (Team Alberta) in tow. Côté outgunned Toppings to win by three seconds, while B.C.'s Lamoureux won the sprint for bronze.

An exciting Points Criterium wrapped up the 2017 Games, with B.C.'s Ellsay capitalizing on an early move on lap six of the 25-lap women's contest. She stayed away to win four of five sprints, riding solo for most of the race to collect her second gold medal. Quebec's Boilard earned 22 points to finish second, and Maine (Team Ontario) finished third with 13 points.

Team Quebec dominated the 35-lap men's Points Crit, winning each of the seven sprints and sweeping the top-three podium spots. Côté won four sprints for a total 38 points, while teammates Marc-Antoine Soucy and Raphael Auclair netted 27 and 24 points to finish second and third respectively.

After two action-packed weeks, athletes and fans will have to wait another four years for the next Games, which will be held in Ontario's Niagara Region in 2019.

**B.C.'s Gillian Ellsay won ITT gold and Jay Lamoureux took home bronze.**



**Quebec's Pier-André Côté won the 120km men's road race.**



**Felix Burke (Team Quebec) won the men's MTB XC competition.**



**ITT Men's podium (l-r): Pier-André Côté, Adam Roberge and Jay Lamoureux**

# Canada Wins 12 Medals

## 2017 Pan American Track Championships

by Chris Reid

**H**eld at the newly constructed National Cycling Centre in Couva, Trinidad and Tobago, the Pan Am Track Cycling Championships on Aug. 30-Sept. 3 hosted a banner performance by the Canadian team as they start to rebuild after the 2016 Rio Olympics.

Canada finished second in the medals' table, tied with the U.S. with 12 medals apiece, but winning five gold medals versus seven for the Americans.

The tournament started with a bang for Canada, as both Team Pursuit squads crushed the field, winning both titles. The women (Kinley Gibson, Arianne Bonhomme, Devaney Collier and Meghan



PHOTOS: CYCLING CANADA

Grant) finished ahead of Mexico and Cuba, while the Canadian men (Aidan Caves, Jay Lamoureux, Derek Gee and Bayley Simpson) beat a resurgent American team for gold, while Chile took the bronze. It's worth noting that the American team was composed of some of the top domestic talent, including Tour of Utah stage winner Eric Young. For the women, this was the first major win by an entirely NextGen-member roster – a key step in Canada retaining its position internationally.

### MEN

The lone male sprinter for Canada at the event was Hugo Barrette, and he didn't disappoint, winning the Match sprint competition and finishing second in the Keirin. Barrette battled Fabian Puerta of Colombia in both events, with Puerta taking home the win in the



Keirin. Unsung cyclist Jair Tjon En Fa of Suriname took home the bronze in the sprint competition.

The Canadian men transferred their Team Pursuit dominance to yet another event, with Gee and Lamoureux qualifying first and second in the Individual Pursuit. Unfortunately, Lamoureux did not get to contest the gold-medal final against his teammate, as he broke his collarbone in an ugly crash in the men's Points race immediately prior to the Pursuit finals, leaving Gee uncontested for the win. The Points race was won by the U.S.A.'s Young.

The men's Omnium was a wild affair with confusion during the final race of the event, as the electronic scoreboard was showing inaccurate results for much of the race. Thankfully Team Canada's coaching staff was videoing the entire event for review, and officials literally had to re-watch and re-score the entire Points race for more than an hour after the event's conclusion to determine the correct results. When the dust settled, Caves of B.C. took the silver behind Ignacio Prado of Mexico and ahead of bronze medalist Thomas Prado of Argentina. While Caves was the defending champion in this event, it's worth noting that the format is remarkably different from the event he won last year, as all of the individual timed races have been removed from the schedule.

Caves' golden streak was short-lived however, as he was brought down in a heavy crash in the men's Madison event, which was won by the American team of Zachary Kovalcik and Zachary Carlson, ahead of the perennially strong Argentinians and Colombians.

Local fans were given something to cheer about as the Trinidad and Tobago Team sprint squad finished second behind Colombia and ahead of Argentina. Trinidad added a second medal with a bronze, as Quincy Alexander finished third in the Kilo, which was won by fastman Puerta of Colombia.

### WOMEN

If there was an individual standout in the women's field, it was American Jennifer Valente, who took home the gold in the Omnium, Scratch and Points race events. In doing so, she made a significant difference in assisting the Americans at topping the medal standings. Yet Canada put up a strong fight, as Steph Roorda took the bronze medal in the Points race, while compatriot Allison Beveridge repeated that result in the Scratch race. Beveridge also competed in a hotly contested Omnium, where she finished fourth.

However Beveridge and Roorda showed the depth of the Canadian program in winning the Omnium ahead of the American duo of Kimberly Geist



and Kimberly Zubris. The bronze medal went to the Mexican pairing of Mayra Rocha and Sofia Arreola, who is teammate of Roorda on TWENTY20 Pro team.

A horrific training accident suffered by Kate O'Brien meant that Amelia Walsh was Canada's lone sprinter at this tournament. It was a baptism of fire for the crossover BMX athlete but valuable experience, as she begins her transition into international track competition. Walsh combined forces with the versatile Roorda to take home a silver medal in the Team sprint behind the American team of Madalyn Godby and Mandy Marquardt.

NextGen Endurance Program member Collier jumped at the opportunity to ride in the women's Keirin. The young Endurance rider (a former Junior Worlds silver medalist) turned heads, making the gold-medal final and finishing fifth. Countrywoman Walsh finished 12th in the 7-12th final.

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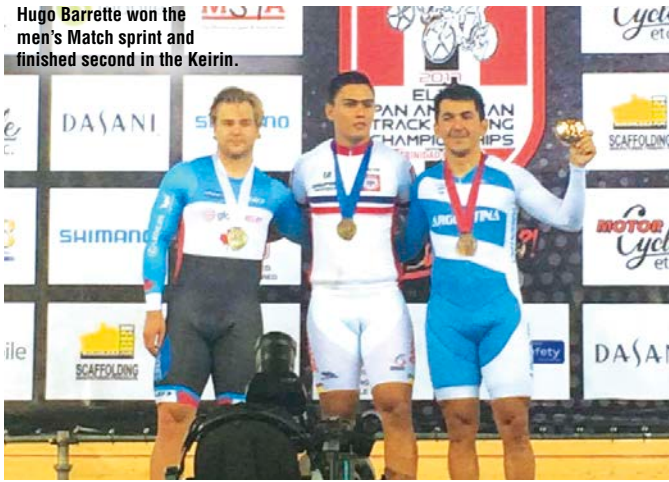
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CANADA'S CYCLING MAG  
**PEDAL**



Hugo Barrette won the men's Match sprint and finished second in the Keirin.

The Championships were a remarkable success for the Canadian program, especially given the number of young or developing riders who were given the opportunity to compete.

"These past Pan Am Championships in Trinidad and Tobago have yielded some of our greatest results since we've started participating in the Continental Championships during the London Olympic Quadrennial," commented Jacques Landry, Chief Technical Officer and head coach for Cycling Canada.

"For our track program, it is always hard to strike a balance between performing at the Championships to qualify for World Championships and offering this event to some of our Development Performance Pool athletes for development purposes. I think we've achieved this balance at these Pan American Track Cycling Championships."



Amelia Walsh and Steph Roorda took home a silver medal in the Team Sprint.

PHOTOS: CYCLING CANADA

# UCI MTB World Cup Wrap-up

BY SANDRA WALTER

**M**ont-Stee-Anne, Que. celebrated its 27th consecutive year of hosting Union Cycliste Internationale world-class events and featured the penultimate stop on the 2017 XCO and DH World Cup calendar on Aug. 5-6. Canadians used home-turf advantage to its fullest to post season-best results, with junior DH world champion Finnley Iles (CAN, Specialized) bagging the win on a relentless track. Catharine Pendrel (CAN, Clif Pro Team) and Emily Batty (CAN, Trek Factory Racing) landing on the podium in the Elite women's XCO competition in third and fourth respectively, and U23 men's rocket, Quinton Disera (CAN, Norco Factory Team), nabbing his first World Cup podium in fourth.

World Cup overall leader Yana Belomoina (UKR, CST Sandd American Eagle) secured her title in the Elite women's series in Mont-Stee-Anne with still one round to go as she surpassed early attackers Pendrel and eventual second-place finisher Pauline-Prévoit (FRA, Canyon-SRAM). Two weeks later, Belomoina had to settle for second in the Val di Sole, Italy finale, but still took home the crystal trophy as the series champion. It was Jolanda Neff (SUI, Kross Racing Team) who won the final race, signaling she was back on form, while the best that Canada's Pendrel and Batty could manage was 12th and 17th respectively.

Nino Schurter (SUI, Scott-SRAM MTB Racing Team) continued his unbeaten record for the World Cup season when he won the Elite men's race at Mont-Stee-Anne, but his competitors didn't make it easy. Schurter finally attacked decisively on lap five of seven, soloing in for the win. Local hero Raphael Gagné (QC, Cannondale-3Rox) was the top Canadian in 34th. In Val di Sole, Schurter overcame immense pressure to win an historic sixth consecutive World Cup round for a perfect season. Facing challenges from all sides, the Olympic and world champion kept his cool, and escaped on the last lap to put another one in the bag. Gagné was top Canuck again in 54th.



Nino Schurter (SUI) wins a historic 6th consecutive UCI World Cup XCO for a perfect season.

MICHAL CERVENY



PETER KRAIKER

B.C.'s Emily Unterberger (CAN, Independent) made her World Cup debut in the U23 women's category at Mont-Stee-Anne and landed the best Canadian finish in 17th, while Kate Courtney (USA, Specialized) won by a massive two-and-a-half minutes over second-place Sina Frei (SUI, JB Brunex Felt Team). In Val di Sole, Courtney soloed in for the win again to cement the series' victory. No Canadians lined up for the race, but Anne-Julie Tremblay (CAN, Cyclone d'Alma) wound up top Canadian in the overall standings in 30th.

Canadian U23 men's champion Peter Disera (CAN, Norco Factory Team) stormed out of the gate to establish himself with the leaders at Mont-Stee-Anne, but he was unable to maintain the pace and eventually faded to 15th, while Martins Blums (LAT, ZZK) rode to victory. Quinton Disera picked up where his big brother left off to finish a strong fourth. Blums couldn't repeat in Val di Sole, where he was bested by Nadir Colledani (ITA, Torpado Gabogas), but second place was good enough for the Latvian to take home the World Cup title. No Canadians contested the final round, and Peter Disera retained the country's top overall spot in the standings in seventh.

After her teammate and countryman Iles bested the junior men's field, Miranda Miller (CAN, Specialized) led the Canadian Elite women in the DH with a seventh at Mont-Stee-Anne. Tahnee Seagrave (GBR, Transition Bikes/FMD Factory Racing) won decisively, flying down the track nearly six seconds faster than her closest competitor and series leader Myriam Nicole (FRA, Commencal/Vallnord). Canada's Vaea Verbeeck (CAN, Rocky Mountain) also made the top 10 in eighth. The competition was fierce in Val di Sole with the title still up for grabs. Despite another win by Seagrave, Nicole managed to hang onto the lead and take the title with a second-place run. Miller once again sped to the best Canadian finish in seventh, wrapping up the season in ninth overall. Canada's Iles put an exclamation mark on his junior series' win by also taking victory in the final.

The Elite men's DH at Mont-Stee-Anne saw chaos literally rain down as the skies opened and unleashed a torrential shower for the final 20 riders, rendering the course absolutely crazy. The freak storm saw Dean Lucas (AUS, Intense Factory Racing DH) – who landed in the hot seat before it started – earn a career-best second-place finish behind eventual winner Aaron Gwin (USA, The YT Mob). The American crushed his run despite the weather. Canadian champion Kirk McDowall (CAN) benefited from a dry run and logged the country's fastest run of the day in 12th.

Everyone held their breaths going into Val di Sole because the standings were so close, but a flat tire for Greg Minnaar (RSA, Santa Cruz Syndicate) took the heavy favourite out of contention and Gwin rode away with the fastest run of the day and the World Cup title. Canada's Mark Wallace finished seventh in the final and eighth overall.

## Final Overall Standings

### XCO

**Elite Men** 1. Nino Schurter (SUI, Scott-SRAM MTB Racing Team) 1,500 points; 2. Stéphane Tempier (FRA, Bianchi Countervail) 850; 3. Maxime Marotte (FRA, Cannondale Factory) 772; **Canadians** 37. Léandre Bouchard (CAN, BH SR Suntour KMC) 217; 57. Derek Zandstra (CAN, Cannondale 3Rox) 134; 65. Raphael Gagné (CAN, Cannondale 3Rox) 79; 78. Andrew L'Esperance (CAN, Team Canada/Forward Racing) 26; 80. Evan McNeely (CAN, Team Canada/Forward Racing) 21; 87. Ross Davis (CAN, AWI Racing) 15; 89. Alexandre Vialle (CAN, Specialized) 13; **Elite Women** 1. Yana Belomoina (UKR, CST Sandd American Eagle) 1,250 points; 2. Maja Wloszczowska (POL, Kross Racing) 770; 3. Annika Langvad (DEN, Specialized) 744; **Canadians** 9. Emily Batty (CAN, Trek Factory Racing) 641; 12. Catharine Pendrel (CAN, Clif Pro Team) 556; 30. Sandra Walter (CAN, Team Canada/Liv Cycling Canada) 254; 31. Haley Smith (CAN, Norco Factory Team) 235; 38. Catherine Fleury (CAN, Team Canada/Specialized Canada) 142; 52. Cindy Montambault (CAN, Team Canada/Trek GPL) 100; 68. Maghalie Rochette (CAN, Clif Pro Team) 52; 69. Jayne Rossworn (CAN, Independent) 42; 76. Rebecca Beaumont (CAN, Marin-Peppermint Cycling) 34; **U23 Men** 1. Martins Blums (LAT, ZZK) 420 points; 2. Nadir Colledani (ITA, Torpado Gabogas) 363; 3. Petter Fagerhaug (NOR) 207; **Canadians** 7. Peter Disera (CAN, Norco Factory Team) 151; 23. Quinton Disera (CAN, Norco Factory Team) 50; 35. Marc-André Fortier (CAN, Pivot-OTE) 18; 39. Raphael Auclair (CAN, Pivot OTE) 14; 53. Sean Fincham (CAN, Team Canada/Forward Racing) 5; 59. Félix Longpré (CAN, Pivot-OTE); **U23 Women** 1. Kate Courtney (USA, Specialized) 500 points; 2. Sina Frei (SUI, JB Brunex Felt Team) 420; 3. Evie Richards (GBR, Team GB) 340; **Canadians** 30. Anne-Julie Tremblay (CAN, Cyclone d'Alma) 19; 38. Emily Unterberger (BC, Independent) 9; 43. Sophie-Anne Samson (CAN) 6; 46. Juliette Tetreault (CAN) 5; 49. Amelie Simard (CAN) 4; 52. Laurie Arsenault (CAN) 3; 54. Siobhan Kelly (CAN) 2.

### DH

**Elite Men** 1. Aaron Gwin (USA, The YT Mob) 1,149 points; 2. Troy Brosnan (AUS, Canyon) 990; 3. Greg Minnaar (RSA, Santa Cruz Syndicate) 974; **Canadians** 8. Mark Wallace (CAN, Canyon) 641; 55. Forrest Riesco (CAN) 201; 75. Kirk McDowall (CAN) 111; 99. Hugo Langevin (CAN) 55; 104. Henry Fitzgerald (CAN) 46; **Elite Women** 1. Myrian Nicole (FRA, Commencal/Vallnord) 1,375 points; 2. Tahnee Seagrave (GBR, Transition/FMD) 1,284; 3. Tracey Hannah (AUS, Polygon UR) 1,270; **Canadians** 9. Miranda Miller (CAN, Specialized) 387; 11. Vaea Verbeek (CAN, Rocky Mountain) 285; **Junior Men** 1. Finnley Iles (CAN, Specialized) 400 points; 2. Sylvain Cougoureux (FRA, Les Gets-Intense) 185; 3. Matt Walker (GBR, Madison Saracen Factory Team) 180; **Other Canadians** 28. Blake Bunting (CAN) 10; 32. Ben Wallace (CAN) 4; 37. Anthony Poulson (CAN) 2.

# Canada Cup Downhill Finale

BY SANDRA WALTER

The three-round Canada Cup DH series wound up at the height of summer in Whistler, B.C. on Aug. 19 during the much-anticipated Crankworx Mountain Bike Festival. Conditions were hot and dry and the course degraded rapidly over multiple training runs, leading to poor visibility from the resulting dust clouds.

Dubbed the Canadian Open DH, this event always attracts huge international competition and the 2017 edition was no exception, as Elite women's World Cup superstar Tracey Hannah (AUS, Polygon UR) blasted to victory with a run more than 10 seconds faster than that of second-place finisher Canada's Vaea Verbeek (QC, Rocky Mountain). Multiple World Cup podium finisher Emilie Siegenthaler (SUI, Pivot Factory Racing) took third. Sarah Konefal (QC, Independent) had accumulated enough points in the first two rounds to secure the overall series' title, despite being absent from the final.



CYCLING CANADA

Sarah Konefal won the Elite women's DH title.



Overall Canada Cup Elite men's DH series champion, Jonathan Lefrançois

DEVINCI

An even more stacked Elite men's field saw the Canadians shut out of the medals as World Cupper Troy Brosnan (AUS, Canyon Factory Team) took no prisoners, landing at the top of the heap and logging a run that was four seconds faster than second-place Sam Blenkinsop's (NZL, Norco Factory Racing), followed by the U.S.A.'s Bruce Klein (USA, KHS Factory Racing) in third. Mark Wallace (CAN, Canyon Factory Racing) was the top Canuck in fifth. The overall Canada Cup series' champion Jonathan Lefrançois (QC, Devinci) finished 27th.

### Final overall standings

**Elite Men** 1. Jonathan Lefrançois (QC, Devinci) 399 points; 2. Samuel Thibault (QC, Rocky Mountain) 320; 3. Philippe Ricard (QC, Major Cycles/Devinci) 305; **Elite Women** 1. Sarah Konefal (QC, Independent) 355 points; 2. Aurée Vaillancourt (QC, Pivot Cycles/Trees/FiveTeam) 350; 3. Maxine Bergeron (QC, Team Laferte/Trou du Diable) 285.



Canada's Finnley Iles won the final round and defended his junior men's DH World Cup title with a near-perfect season.

MICHAL CERVENY

# 2018 GEAR PREVIEW

This past fall, cycling trade shows the world over were buzzing as companies rolled out the red carpet on lots of great new products for 2016. Around the globe, from Interbike in Las Vegas, Nev. to Eurobike in Friedrichshafen, Germany and ExpoBici in Padua, Italy, the wheels keep spinning with exciting and innovative products coming to a bike shop near you.

BY BEN ANDREW, MIKE SARNECKI,  
CHRIS REDDEN, MATT SURCH AND PAUL NEWITT



Felt Doctrine

**Felt** The 27.5"-wheeled Decree deploys Felt's FAST suspension platform in a trail-bike platform, making use of sag molded into the rear triangle. The Decree's FAST progressive 140mm rear end provides great pedaling and excellent responsiveness. Riders can tweak the carbon Decree's ride height by 10mm and adjust head angle by one degree by swapping the orientation of the bike's eccentric "flip chips" located in the seatstay pivot. It is available in four carbon models and as a framekit.

For 2018, Felt re-launches its Edict 29'er built around Felt's FAST rear-suspension system, yielding a progressive 100mm of travel. The Edict range uses Boost spacing front and rear, SRAM drivetrains, RockShox forks and delivers a crowd-pleasing return to threaded bottom brackets. It is available in four carbon models and as a framekit.

Also for 2018, Felt's new Doctrine in its 29'er XC-race platform shaves 60g off its predecessor, while mixing 430mm chainstays with longer toptubes and short stems. SRAM single-chainring drivetrains cut across each model: NX-11 components round out the Doctrine 5, while its cutting-edge 12-speed Eagle group is found on the Doctrine 1 and 3. Each model runs on 148mm-wide Boost rear hubs. Boost carries forward as well: 100mm-travel RockShox forks run 110mm-wide 15mm thru axles on each model. Tubeless-ready rims on all models enable easy conversion to drop weight and increase performance, and clearance is amped up to a generous 2.35 width.

**BMC** The Agonist is BMC's new 110mm-travel full-suspension marathon bike. The Agonist 01 sports a full-carbon front and rear triangle, while the Agonist 02 has a carbon front triangle and aluminum rear triangle. The Agonist series roll on 29" wheels and is based around BMC's Advanced Pivot System (APS) suspension design that aims to create a light, stiff and compact rear-suspension design through the use of two short links that move concentrically.

The Speedfox series of full-suspension trail bikes features BMC's new Trailsync technology, which uses a single remote on the handlebar to drop the seatpost while opening the rear suspension. The Speedfox also uses the APS suspension design and comes in four sizes, with the small size using 27.5" wheels, medium coming with either

27.5" or 29" wheels, while the large and extra-large roll on 29".

The Trailfox AMP is a brand-new Enduro-focused e-assist mountain bike that features an e-MTB-specific geometry, APS suspension with larger linkages, a Shimano E-8000 drive unit, integrated speed sensor and battery.

On the road side of things, BMC has rolled out a new Teammachine SLR01 Disc. This facelift has resulted in a new asymmetric tube design, an integrated cockpit system, a direct frontal flat mount for the brake on the fork and a proprietary thru-axle design.

**Kona** Kona has many new 2018 models, including the Process 153 CR/DL 27.5 and 153 CR/DL 29 representing its top-of-the-line Enduro offerings. Both feature a Kona DH carbon frame and 6061 aluminum chainstays, RockShox Super Deluxe RCT Trunnion shock, Lyrik RCT3 Solo Air 160mm fork, SRAM X01 Eagle 12-speed drivetrain, WTB Asym i29 TCS wheels and tubeless-ready 3C Maxxis Minion tires. Seven more Process models offer lower-cost component packages.

Shred is an entry-level hardtail featuring a Kona 6061 aluminum frame, XCM Coil Spring 120mm fork, Shimano Altus/Deore nine-speed, Tektro Auriga brakes and doublewall 27.5/26 alloy wheels.

Unit-X takes Kona's Reynolds 520 butted chromoly frame into the 27.5 category and, for the first time, features a SRAM NX 1x11 drivetrain.

The Remote features a Bosch Performance Line CX motor with 500W

battery and Purion display, RockShox Recon fork, 3" Maxxis Chronicle tires and Old Man Mountain rack.

Splice-E offers a Bosch Performance Line electric-assist motor with 500W battery and Intuvia display, Shimano drivetrain and hydraulic-disc brakes, built-in Busch & Müller headlight and taillight system, fenders and a rear rack.

Dew-E also offers the same Bosch Performance Line electric-assist motor and comes standard with full fenders, Busch & Müller front and rear lights and an Abus Plus battery lock.

The Super Jake offers an all-new full-carbon cyclocross frame and fork with flat-mount disc brakes, thru-axles front and rear, Clement Ushuaia wheelset, tubeless-ready and fender mounts, SRAM Force 1x drivetrain with hydraulic discs and Clement tubeless-ready wheels and tires.

Major Jake features a similar build to the Super Jake, but lowers the price with Shimano 105.

Rove LTD heads the Rove Multi-Surface line-up with a Reynolds 853 frame, clearance for high-volume 650b tires, Kona's new full-carbon thru-axle fork and WTB KOM i25 TCS wheels.

Dr. Dew is Kona's flagship urban bike that features an 11-speed SRAM drivetrain, 650b wheels and tires, sensible fenders and a bell.

Big Dew drops the price down with the Shimano Alivio/Acera nine-speed drivetrain and brakes, but pumps the tire volume up with Schwalbe Road Cruiser K-Guard 700x47c tires.

**Linus** The one-speed Roadster Classic and three-speed internally geared Sport are daily drivers now available in matte stone white. The Sport adds rear rack and fenders over the bare-bones Classic.

The Linus Dutchi features upright easy steering, full-coverage chain-guard, fenders, rear rack and internal three-speed gearing. With 26" wheels in small and 700c in medium, it comes in new school-eraser pink.

**Merckx** Merckx adds the Sallanches 64 Gran Fondo racing bike between its performance and Endurance bikes. Designed to have a shorter set-back and weight slightly forward, this ride offers stable steering and handling while keeping a fast feel. The carbon frame comes in either mechanical or disc-brake versions. The disc uses flat brake mounts and 12mm thru-axles front and rear. Both versions are available with Shimano Tiagra, 105, Ultegra and Di2 builds.

**Kuota** Kuota's K9000 Alloy features a great price point with five sizes available and a fit for almost any rider. The alloy frame and fork use custom-shaped tubes to maximize stiffness as well as aerodynamics. The K Race wheelset features CST race tires, and the drivetrain choices include Shimano Tiagra, 105 or Ultegra. It comes in two colour options.

The Kuota Kobalt Disc monocoque carbon frame also features an excellent quality machine at a competitive price. This ride boasts a new build with a disc-brake system and a reinforced structure able to withstand the high stresses caused by aggressive stopping. The Endurance geometry optimizes rider position and delivers the level of comfort needed for long hours in the saddle, as well as a more stable crouching posture. It's available with Shimano groups that include Tiagra, 105, Ultegra, Dura-Ace or Di2.

Kuota's new innovative K-Allroad gravel disc bike can accommodate tires up to 35mm in size, and the seatstays in the rear triangle have a flattened section to allow for larger tires. It includes a 142mm e-thru-axle with an adjustable quick-release, or a Torx key can also be used. The K-Allroad also uses flat-mount disc-brake calipers. The frame features high-modulus carbon fibre with a weight of 1,100g (medium). The bottom bracket is a standard 386, and the headset fits a tapered 1-1/8" to 1.5" headtube. A unique feature is that it can be used with flat handlebars, and can mount fenders and touring racks to transform the bike into a touring bike. It comes with the choice of Shimano groups that include 105, Ultegra, Dura-Ace or Di2.



Devinci Spartan

**Devinci** Devinci's all-new Spartan Enduro bike features 27.5" wheels, Split-Pivot suspension, 165mm of rear travel and 170mm of fork travel. The Spartan is available in both carbon and alloy models, with the carbon frameset claiming a 310g savings over its predecessor. The Spartan also provides 2.6" tire clearance, metric shock, and front and back boost spacing. Five carbon models and two alloy models are available, all in sizes S, M, L and XL.

Devinci's hybrid and city bike lines have been revamped for 2018, now organized into four categories: E-Bike, Fitness, Urban and Leisure. The new Cartier line comprises Devinci's Urban offerings and features three models with conventional drivetrains as well as an e-bike variation called the E-Cartier. The HEX line fits into Devinci's Fitness category and features six models, all based around an aluminum frame and full-carbon fork. Highlights of the HEX line-up include the HEX Tiagra 10S and the HEX Deore Gravel spec.

**Trek** Trek's new Domane Gravel is its first gravel-specific bike available in aluminum and carbon models at varying price points. All models feature road-smoothing IsoSpeed, stable Endurance Geometry and wide tire clearance. The package is completed with gravel-specific, tubeless-compatible 700x35c Schwalbe G-One Allround tires. The Domane SLR 6 Gravel offers an OCLV carbon frame and Shimano Ultegra groupo. The Domane SL 5 uses an OCLV carbon frame and a Shimano 105 group with hydraulic-disc brakes. The Domane ALR 5 Gravel is equipped with an aluminum frame and Shimano 105 group.

**Specialized** The new Specialized MTB Epic features a completely redesigned, ultra-lightweight frame, confidence-inspiring geometry, a new Brain 2.0 that is completely redesigned to sit closer to the rear axle for improved bump responsiveness, a new layout and oil-flow path for more consistent damping control and bump performance.

The Chisel packs some serious XC prowess into an aluminum frame. Key features include a stiff, lightweight alloy frame and longer toptube, shortened headtube and slack front end.

For e-bikes, the Turbo Levo FSR Carbon embodies a trail bike with pedal-assisted power on climbs so you can ride more trails. Features



Kuota K-Allroad



Opus Horizon

include Specialized trail geometry, short chainstays, low BB and trail-worthy tires.

The Turbo Kenevo offers up 180mm of trail-eating travel with Öhlins coil suspension.

Both models offer Specialized's integrated Turbo 1.3 motor, which is more efficient than its predecessor, is incredibly silent with smooth power delivery and provides a 15% power boost.

On the road, the all-new Tarmac takes lessons learned from Specialized's partnership with McLaren Applied Technologies and applies them to a structural analysis simulation that provides a ply-by-ply analysis of each frame's layup schedule alongside its real-time wind-tunnel testing. The weight is down to 733g for a 56cm frame, thanks to ultra-light paint that adds only 10g to the S-Works Tarmac Ultralight (limited to 500 bikes).

The 2018 Allez features a redesigned E5 alloy frame that allowed for aggressive butting profiles to save weight and improve ride quality, as well as a 450g weight reduction. It also features a tapered headtube, dropped seatstays, internal cable routing and large cable stops for easier maintenance.

The Diverge is a drop-bar bike that is equally at home on asphalt or gravel. The carbon-fibre frame accommodates up to 700x42mm and 650bx47mm tires, but weighs in at a feathery 880g (S-Works). The frame also features Plug + Play fender mounts, three bottle mounts, compatibility for both SWAT and dropper posts and uses the flat-mount disc standard. This year's Diverge is now offered in a men's and women's version.

The Crux is now Rider-First Engineered and is more than 400g lighter and features a 20mm lower collar for more seatpost deflection and increased rear-end compliance. It also features 12x142mm rear-axle spacing and 160mm rotors for swapping wheels.



Specialized Tarmac

**Opus** Opus introduces the Horizon, a high-performing carbon Adventure model with Progressive Geometry sizing that provides up to 8cm of stack adjustment.

Both Horizon models feature FSA's Omega Adventure crank, shod with 32/48 chainrings. Paired with 11-28 cassettes, this gearing delivers a wide range of choices.

The Horizon's 33mm Vittoria Terreno Dry tubeless tires are great performers for smooth gravel and dry cyclocross courses. With clearance for 42mm tires, the Horizon will also accept 650b/27.5 models.

For urban use, the new Grid E-Cruiser uses Vittoria's electric-assist motor housed in the rear hub. The Grid harnesses regenerative braking to expand the bike's 38km range at assisted speeds up to 32kph.

The Opus Pronghorn enables off-road access and is powered by Shimano's new E-8000 STEPS system, which provides 250W assist. It also features an e-bike-specific Suntour fork with 130mm of travel and lockout for suspension, Vittoria 27.5/3" tires and a mix of Shimano SLX and M615 components. A KS Lev dropper post rounds out the package.

The new Mullard MTB platform runs on the amped-up 27.5+ format, blending classic aluminum hardtail Meta 20 6061 frames with wide rims shod with 3" tires. Relaxed geometry lends the Mullard the ability to take on any surface, and 1X drivetrains provide ample gearing.

Finally, Opus delivers the attractive Rambler for young riders with its standard full fenders and front rack. Broad gearing and disc brakes support all-terrain and all-conditions riding.



Scott Contessa Genius

**Scott** Scott launches the Contessa Genius specifically designed for women MTB riders. The full-suspension ride has the same long, slack geometry and Horst-link rear-suspension design as the men's version, and comes with Scott's Twinloc suspension-lockout system. It can run 29" and 27.5+" wheels using a flip chip.

The women's-specific features include smaller-diameter grips with softer foam, a women's-specific Syncros saddle, a slightly shorter stem, narrower 740mm bars and a smaller 30T front chainring. It comes in carbon or aluminum frames.

The all-new Scott Addict Disc was redesigned from the ground up for 2018. There are two versions of the Addict, with the Addict Disc using an Endurance-frame geometry, while the RC Disc frames use a proven race geometry.

All frames use HMF or MF carbon. The Addict Disc is designed with longer days in mind and new geometry that is less focused on racing and more on Endurance. The addition of disc brakes makes for quality stopping power in all conditions.

There are three versions of each type of Addict with varying levels of Shimano components and featuring Syncros carbon and alloy parts and wheels. The non-RC version also has wider tires and larger cassettes for gravel or gran fondo riding.

**Norco** The all-new Search XR uses Norco's Adventure geometry and a Power Chassis design that is found on the company's racing bicycles. ARC Endurance bridgeless seatstays and curved, ovalized chainstays

aim to increase vertical compliance and help temper road vibrations. A removable chainstay bridge and threaded inserts allow fenders and accessories to be mounted, and all models have ample tire clearance, with up to 700x45c gravel or 27.5x2.1" mountain tires.

The new Fluid FS+ 2 Women's bike is a full-suspension trail bike with 2.8" tires targeted at novice riders looking to progress and feel more comfortable on the trails.

The Threshold C is all-new for 2018, with updated geometry and a redesigned frame with Norco's ARC Race technology to reduce rider fatigue. It features increased tire clearance, low-profile fender mounts, improved internal cable routing and a seat-clamp cover.

The VLT series presents alloy frame e-bikes equipped with a Bosch drive unit, hydraulic-disc brakes with 180mm rotors, a kickstand and mounts for fenders, racks and other accessories.

The Scene is a hybrid bike spec'd with 650b wheels and large-volume tires as well as disc brakes. The Scene 1 and 3 feature 1x gearing, while the Scene 2 has a 24-speed drivetrain.

**Rocky Mountain** For 2018, Rocky's Altitude has been redesigned with an all-new frame to increase stiffness, improve pedaling efficiency and small-bump sensitivity. This aggressive trail bike features 27.5" wheels and has 160mm front and 150mm rear travel. Designed for 1x gearing use only the frame is available in carbon and alloy. All models use the Ride9 adjustable geometry and suspension rate.

The Instinct is a stable yet aggressive and versatile trail bike with 29" wheels. An all-new frame for 2018 pushes the rear travel to 140mm while increasing stiffness and matching the front travel, which is also 140mm. Ride9 geometry and suspension-rate adjustability are available on all models and come solely in 1x gearing.

The 27.5+"-wheeled Pipeline is designed for trail use and boasts 140mm of travel front and rear. It is 29"-wheel-compatible as well and is available in both carbon and alloy models.

**Argon 18** The Argon 18 Gallium Pro carbon frame has a new lightweight carbon layup that brings the weight in at 794g. The fork also has a new carbon-fibre layup to save weight while maintaining stiffness.

Three different headtube heights are available with the 3D system without sacrificing rigidity. The bottom bracket uses the BB86 standard for better stiffness and power transfer. It comes with Shimano Dura-Ace, DA Di2 or Ultegra Di2 groupsets and FSA parts and Vision wheels.

The new Krypton CS features Endurance geometry on the carbon frame as well as an Endurance-specific fork that offers balance between vibration absorption and control. Aerodynamics are also addressed with smooth-shaped tubes and cleanly routed cables. The bike uses flat-mount hydraulic-disc brakes and 12mm thru axles with Vision wheels. It comes with either Shimano Ultegra or 105 groups.

The Krypton GF, ideal for gran fondos, features a carbon frame that is designed with Endurance geometry and an Endurance-specific fork for comfort and control. Its 3D different-sized cap system allows you to increase the height of the steering tube without using spacers. The parts are FSA, with either Shimano Ultegra or Ultegra Di2 groups.

**Intense** The Intense 2018 Carbine Expert features 160mm of travel in the front and 155mm in the rear, with shorter chainstays for nimble handling. It comes with a SRAM GX Eagle groupset and Shimano XT M8000 hydraulics to keep things under control.

The Intense 2018 Primer Foundation offers a lightweight carbon frame along with innovative i-BOX Pivot system and a Rockshox Revelation RC suspension, combined with 29'er wheels. It features SRAM 1x11 components, Shimano M500 hydraulic-disc brakes and a Race Face Aeffect seatpost.

The Intense 2018 Spider Pro features a lightweight monocoque unidirectional carbon SL frame and comes equipped with SRAM Eagle GX and X01 components, SRAM Guide RS brakes, a Fox Transfer dropper seatpost and tubeless-ready DT Swiss wheels for any riding adventure.



**Marin** Marin Bikes and Naild teamed up on Wolf Ridge for a true all-mountain carbon bike that's built around the 160mm-travel Naild R3ACT 2 Play suspension system. Using biometric fit data based on body-proportion statistics, Marin offers four bike sizes of the Wolf Ridge and three models – Pro, 9 and 8. Full internal cable routing through the front and rear triangle offers the cleanest look possible.

Available in three models, the B-17 combines Marin's 120mm Multi-Trac rear-suspension system with 27.5+ tires for an all-conditions trail bike. The B-17 has a Series 3 6061-butted and hydro-formed aluminum frame and the large-volume tires allow for extra-low tire pressure. Boost front spacing is paired with a 148x12mm Boost rear thru-axle.

Marin's Cortina AX is built with the aspiring cyclocross or gravel racer in mind and features a lightweight Series 4 CX 6061 aluminum-alloy frame and Naild Navlt carbon fork, chainstay disc-brake mount, race-ready geometry and Naild 12.3.9 locking quick-release thru-axles front and rear. Also great for commuting, the Cortina is available in two models, the AX1 and AX2.

**Garneau** The new e-M2 is Garneau's new electric hybrid bike. The e-M2 joins the M2 hybrid bike from the Quebec manufacturer, and aims to provide extensive reliability and versatility for users. The e-M2 features the Shimano STEPS City E6000 drive system.

**Colnago** The new V2-r is the top-of-the-line carbon-fibre monocoque frame from Colnago. Designed to ensure lightness, rigidity and aerodynamics, the result is a high-quality bicycle capable of handling all terrain. It is based on the V1-r, but it boasts some details that dramatically improve its performance. The weight remains unchanged from the V1-r at 835g for the medium-sized frame. The lateral rigidity of the bottom bracket has increased by 13%, and by 4% at the headtube – making the V2-r even more rigid and brilliant during acceleration. From an aesthetic point of view, the integrated seat clamp is a feature that gives the frame cleaner lines, and the toptube/headtube junction has also been redesigned.



# PARTS & ACCESSORIES

New from Elite is the Direto, an ANT+, FE-C- and Bluetooth-compliant direct-drive home trainer. With its Integrated OTS (Optical Torque Sensor) power meter, watts are measured within a 2.5% accuracy range. The optional pedaling analysis measures power during the entire pedaling movement, setting 12 points that determine how much effort you put in your legs so you can optimize your training session. Simulating climbs up to 14% and speeds up to 40kph, the Direto provides up to 1,400 watts of resistance.

Silca is celebrating its 100th anniversary this year, and has teamed up with one of the greatest steel-frame builders in the world, Dario Pegoretti, to produce five Centennial Edition

SuperPista Ultimates. These one-of-a-kind pumps feature hand-painted renderings, logos and specs of products that the brand has released throughout the past century.

Alongside the stunning, classic Italian craftsmanship represented within the SuperPista Ultimates line, Silca has launched the Tattico, featuring unique technology that brings ultra-high-precision gauge technology to a portable pump. After years of studying tire pressure in relation to rolling resistance, Silca partnered with Co-Luck Enterprise Co., which has a proven stable air-pressure-monitoring phone app. When combined with Tattico's Bluetooth, it displays tire pressures to better than 2% accuracy and 0.5psi precision.

Compared to other mini-pumps on the market, Tattico's internal working components are inverted. The hose and check valve are housed in the inner tube of the pump rather than the outer cylinder, as commonly seen in other designs. Silca says this design protects the Bluetooth pres-



Elite Direto direct-drive trainer

sure sensor from the elements and vibrations when out on the road or trail, enabling it to function reliably and accurately in all conditions.

Designed to handle all-mountain riding, the Pearl Izumi X-Alp Launch is a flat pedal shoe that delivers confidence, control and comfort. This lightweight shoe uses a premium dual-compound Vibram Megagrip sole for instant pedal engagement combined with long-wearing rubber at the toe and heel. Seamless bonded upper construction offers unmatched comfort and lightweight durability for hours of riding.

The lightest, stiffest and most breathable shoe from Pearl Izumi, the P.R.O. Leader v4 features a high-tech three-layer seamless composite upper that mitigates foot discomfort by avoiding the soft tissue running along the top of the foot while offering breathability, eliminating hot spots and adapting to your unique foot shape. The unibody construction delivers a super-low 5mm stack height for maximum pedaling efficiency and dual Boa IP1 reels allow 1mm micro-adjustability and pop up for full release.

Designed in California and made in Europe, the new limited-edition 100% Peter Sagan Chromium Gunmetal Green Speedtrap delivers enhanced vision and clarity by following the natural contours of the eye to increase peripheral vision and eye protection. High-impact-resistant and lightweight polycarbonate lenses and a five-base cylindrical-shield lens

have cooling vents and three-way adjustable temple arms. The top-view raised frame is optimal for field of vision, and interchangeable lenses deliver versatility, while the lower air scoops to increase ventilation, thereby reducing moisture on



100% Peter Sagan Speedtrap sunglasses

# COMPONENTS

**Campagnolo's** Centaur mechanical group has been revamped for 2018. Made of aluminum, it offers race-ready performance at a more affordable price. The Centaur uses a four-arm spider crankset that is compatible with all chainring combinations. The Ergopower shifters share the same feel as the upper-end groups and Powershift internals allow for an EPS-style downshifting lever. The rear derailleur has been designed to handle a variety of 11-speed cassettes with up to 32 teeth. The chain has been redesigned for increased durability and the brakes are lighter as well. The entire group weighs 2,471g.

Campy has embraced disc-brake technology and added a flat-mount hydraulic caliper to both mechanical and EPS groups. The 11-speed shifters add a hydraulic piston, but only increase the height by 8mm. The mechanical groups with disc brakes are now Super Record, Record, Chorus and Potenza. The EPS groups with disc are now Super Record EPS and Record EPS electronic-shifting groups. Rotors come in 140mm and 160mm.

The MyCampy app has improved functionality and is the first free item from Campy. There is a MyGarage function that allows riders to keep track of their components and when they need service. MySessions lets riders keep track of all of their cycling activities, and the ETETET function allows riders to customize their EPS performance.

**Shimano's** STEPS cranksets, previously only available in Hollowtech and Solid 175mm and 170mm lengths, are now joined by the company's new 165mm Hollowtech crank arms. The shorter length provides greater ground clearance, less chance of pedal strike and is optimized for a smooth cadence.



Shimano's Ultegra R8000 group

The BR-M8020 hydraulic-brake calipers feature an upgrade to four ceramic pistons for increased stopping power over two-piston systems. Features include the ICE Technologies heat-management system, reach and stroke adjustments and one-way bleeding.

Shimano's new Ultegra R8000 group comes in an impressive range of gear choices, including 11-25T, 11-28T, 11-30T, 11-32T, 12-25T, 14-28T and 11-34T. But gear combos are not the only option you have when it comes to Ultegra customization. Brakes are available in both rim and hydraulic options with ICE Technologies Freeza rotors, and newly redesigned dual-control levers and remote-shifting options allow you to truly customize your entire drivetrain to your desired preference.

Interestingly, the centerpiece of the Ultegra R8000 package has no cen-

the lens. It comes with a hard case, microfibre cleaning bag and clear replacement lens. The SRP is \$230 [US].

Time is introducing two new pedals, the Speciale 12 and the XPRO, for 2018. Designed around the foundation of its ATAC pedals, the Speciale 12 is an Enduro pedal featuring an all-new platform shape with a longer, thinner profile, providing a more stable and comfortable platform for off-road riders. The thinner body profile, along with a hollow-steel spindle (202g per pedal), keeps the weight down, and the low profile also decreases the chance of pedal hits on rocky, rooty trails.



Time's Speciale XPRO road pedals

The new XPRO road pedals are built around the high-performance, ease-of-use Xpresso pedal platform. This next-generation road pedal features a wider platform for more power transfer and greater rider comfort, as well as a new lightweight aerodynamic design.

Packed with features, the XPRO is targeted at high-performance and Elite-level athletes. Three models are available. The XPRO 15, the flagship model, features a hollow titanium spindle and CeramicSpeed bearings for very lightweight top-of-the-line performance.

Conceived in France, the RACER bike collection line of protective gear was designed by riders for riders. The Motion top is designed to be the most advanced protection for your upper body. Made with 100% breathable mesh panels, it incorporates the latest D30 AEROBP3 dorsal and T4 and T5 D30 pads on the shoulders and elbows. A perforated EVA foam pad on the chest prevents shocks while ensuring good ven-

tilation. Two rear pockets provide storage space for cellphones, energy bars or tools, while the anti-microbial and anti-odour treatments prevent skin irritations and preserve freshness.

The Profile elbow guards are ergonomic protectors that offer an extremely soft, comfortable fit. The Aramid-reinforced protective pads around the joints provide a high level of protection, and the non-slip strips and adjustable Velcro belt ensure the pads stay in place. The use of ventilated Neoprene easily wicks away perspiration.

The Profile sub-short is ergonomic seamless underwear with D30 integrated protectors on the hips, the tailbone and legs. Its Lycra construction provides an excellent fit providing comfort and good breathability. The short is lightweight, while providing a high level of protection.

Kuat has added a trunk rack to round out its bike-rack offerings for 2018. The Highline rack features a lightweight aluminum design that offers a sleek easy-to-mount system, with two-bike and three-bike models available. The Highline attaches via user-friendly ratchet straps and adapts easily to trunk designs thanks to pivoting bracing arms.



Racer Motion top

ter at all. The sleek silhouette of the arms on the Hollowtech II crankset are direct from Dura-Ace design and offer low weight without loss of stiffness or power transfer.

The Ultegra R8000 mechanical shifters feature new dual-control levers that offer greater reach for adjusting brake and gear levers, and the redesigned internal-shifting unit makes rear-shifting quick and intuitive. Shadow RD technology makes the derailleur more compact and closer to the frame, ensuring less damage in the event of a crash. The groupset offers two rear derailleurs: one for 11-25/11-30 and one for 11-28/11-34 cassettes.

Shimano's Di2 can also be customized to your personal shifting preferences via PC or wirelessly through the E-Tube app for Android and iOS. New Ultegra Di2 levers also include top-of-the-hood buttons for remote shifting, which can be programmed to shift gears or to control ancillary devices such as compatible computers or lighting.

In time trial/triathlon use, the Ultegra ST-R8060 TT/Triathlon Dual Control lever allows you to shift the front and rear derailleurs from the brake levers

on your time-trial base bar. The SW-R671 Remote Triathlon shifter will mount to any aero extension bar for accurate shifts while in the aero position.

New brake calipers in the Ultegra R8000 series offer superior stopping power and a wider clearance makes them compatible with larger tires such as 28C.

Shimano also rolls out the tubeless WH-RS700 rim-brake wheels and the tubeless WH-RS770 disc-brake wheels. New HB/FH-RS700/770 hubs offer a weight saving of almost 60g, compared to a pair of Ultegra 6800 hubs, while the rims are made using a lighter carbon layup process, creating a rim-brake wheelset that is 80g lighter than its predecessor.

SRAM launches the S-900 Aero HRD disc brake for aero disciplines with the idea that spending less time slowing down means more time that the rider can spend going fast. The disc brake allows for aerodynamic optimization of the front of the crown by removing the conventional brake and clearing that area.

The power of the hydraulic brakes allows the rider to go into corners faster and use a shorter braking distance. The reach-adjustable carbon brake lever is textured for better grip, and the power and modulation are optimized for triathlon and time-trial use.

The HydroT aero-specific caliper offers superior control and heat management and can work with either a CenterLineX 140 or 160mm rotor. It comes in a stealth-black finish.



SRAM's new S-900 Aero HRD disc brake



Campagnolo's new Centaur mechanical groupset

Oakley has focused its sights on a line of new road helmets for the 2018 season. The new ARO series of helmets are an extension of its MIPS-equipped snow helmets. Both the ARO 5 (speed/sprint) and ARO 3 (climb) models feature an integrated eyewear dock that allows a seamless fit, and the ARO 7 (time trial) model features an interchangeable Prizm Road visor.

All three helmets feature an exclusive BOA-braided-textile lace-retention system that offers a comfortable 360° custom fit that also prevents pressure on eyewear arms along the temple. Another feature on the ARO 3 and 5 helmets is the use of X-STATIC brow pads, an anti-bacterial technology using silver to help eliminate odour for the life of the product.

Doubling up on its power-monitoring tech, Stages offers up a left/right power meter for 2018. The LR is the meter ridden by Team Sky and Chris Froome to his last two Tour de France victories, and builds on the success of the Stages left-only solution. The Stages Power LR meter works with the Stages Dash head unit or any other third-party ANT+- and Bluetooth Smart-compatible cycling computer to measure power within +/-2% accuracy of total measurement at 100W/90rpm.

Specialized's MTB 2FO flat shoes bring control, comfort and protection to platform-pedal footwear with a SlipNot rubber-tread compound. The 2FO 1.0 and 2.0 step up to Specialized's SlipNot 2.0 rubber-tread compound for ultimate platform-pedal hook-up. A captured-foam upper protects feet from rocks, roots and hits and a Body Geometry

design with longitudinal arch support, Varus wedge and a metatarsal button boosts efficiency and reduces the chance of injury.

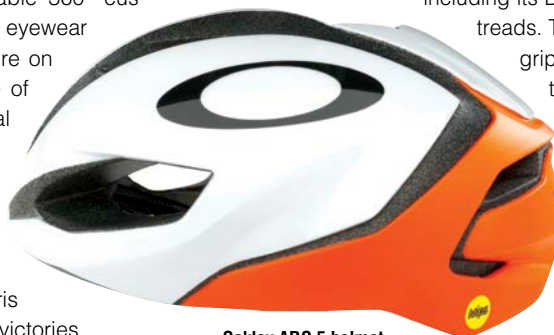
The new Tactic 3 helmet features a versatile HairPort SL II fit system with six height positions and a micro-adjustable dial. Ventilation is handled by Specialized's 4th Dimension cooling system, and comfort is provided by the Tri-Fix web splitters and ease-of-strap adjustments.

Specialized's Gripton tire compound is now available for off-road tires, including its Butcher, Slaughter, Purgatory and Ground Control treads. The proprietary compound maximizes mechanical grip, dampens vibration and offers unparalleled traction in both wet and dry conditions.

Specialized has combined its light, stiff carbon-fibre S-Works road cranks with a dual-sided power meter. They weigh in at 440g for 172.5mm crank arms and 3D power measurement; as well, on-board temperature compensation provides +/-1% static, +/-1.6% real-world accuracy.

At 265g, Specialized's new Torch 3.0 top-end road shoes with Body Geometry are packed with features. The mesh and TPU forefoot provides comfort, while the FACT carbon-composite sole and torsion-box construction are directionally rigid for outstanding power transfer. The dual Boa S2-SV snap-dial closure system also offers on-the-fly micro-adjustment, all at the great price point of \$200 per pair.

The Torch 2.0 Body Geometry road shoes create the perfect blend of comfort and performance. The fully welded mesh TPU upper helps eliminate hot spots and adds room for natural foot movement, and the single proprietary Boa closure system further reduces hot spots and



Oakley ARO 5 helmet

## CLOTHING

Garneau's new casual urban Cityzen Collection is comfortable, technical activewear that blends comfort and functionality for urban cyclists.

The men's Manchester and London jerseys are lightweight with moisture-wicking properties and include a sunglasses hook on the front chest, reflective stitching and one zippered back pocket with routing capabilities for headphone wires. The Urban shorts come with a detachable inner liner and a removable chamois. The outer fabric is water-, stain- and abrasion-resistant, with a plush elastic waistband for a comfortable fit.

Garneau Venice top



The women's Venice top features deep armholes to increase freedom of movement and a longer, shirt-tail length that is both flattering and stylish. The fabric is quick-drying, and the back is "burnout," which is soft, light and vintage.

The Urban skirt is the perfect blend of style and substance with its detachable inner shorts and removable chamois.

The Urban shoes feature T-Flex technology that offers greater flex in the forefoot. The lace-up construction with elastic lace-holders is lightweight and easily adjusted. The shoes are optimized for use with SPD cleat systems.

**Castelli's** Idro Pro jacket features Gore-Tex Shakedry two-layer fabric that offers waterproof functionality while still being breathable. The elbows, shoulders and side panels all have Gore-Tex's new Topo sections for stretch and mobility, as well as moisture management. The fully taped seams are part of the waterproof construction. Tested and developed by Castelli's WorldTour riders, this jacket also packs up small to easily store in a jersey pocket.

The Podio Doppio jersey was developed by Castelli specifically for Team

Sky riders' training. The new cut ensures the fit is right, while extensive fabric development keeps riders dry. The jersey features an overlap collar to protect the neck, inset sleeves, easy-sliding YKK Vislon zipper with Scorpion zipper pull and a drop pocket. An updated elastic gripper helps to keep the jersey in place. Available in four colours, it can be customized with club, team or corporate logos.

Castelli Idro Pro jacket



**Biemme's** new innovative and customizable Garun Biomeccanico cycling pad features 16 interchangeable silicone inserts (four per area) with a variable thickness from 1mm to 4mm.

The design, which is patent pending, is meant to correspond with ischial tuberosity (sitz bones) and the perineum to balance the left and right side via a special saddle cover equipped with sensors to allow a better bike fit, increase pedaling efficiency and to reduce scoliotic attitude while sitting.

Biemme's new graduated-compression mid-calf and short socks with F.I.R. (Far InfraRed) technology enhance performance by increasing micro-circulation at the skin's surface, reducing body temperature and water cluster while accelerating recovery.

Also new for 2018 is a Biemme Jampa 2 unisex jacket featuring next-generation fabric that pairs polyurethane with a waterproof membrane for a light, windproof, highly flexible jacket.

**Shimano's** new Evolve line features wide, ribbon-style shoulder straps and gripper-free hems for lightweight comfort, discreet reflectivity ele-

increases comfort. The full FACT carbon-fibre sole brings stiffness and performance you'd expect from a shoe twice the price.

Take the performance and Body Geometry ergonomics of Specialized's high-end road shoes, put them in an affordable design, and you have the Torch 1.0 road shoes. Features include Velcro closures for a customizable, adjustable fit and a composite outsole that provides just the right level of rigidity.

The new S-Works Power Arc saddle expands on the success of Specialized's original S-Works Power saddle, while featuring the same Body Geometry channel and length as the original. With a curved Body Geometry shape that better contours to your body, you'll feel as if you're "in the saddle," not on it.

The SeaSucker Talon is the company's best-selling workhorse one-bike carrier. This fork-mount-style rack uses three powerful vacuum cups, each rated with a 210-lb. pull strength to hold virtually any bike onto your car's roof, trunk or back glass. The Talon is small and light



**Specialized Torch 3.0 road shoes**

enough to fit into a bike bag or in carry-on luggage for those who travel with their bikes, and it's considered one of the easiest racks in the world to install and remove in just seconds, all without marking your car and fitting on most makes and models.

Briko's new line of helmets, including the Gass

ments positioned for visibility in low light, unique dual-layer Dry Touch jersey with UPF 50+ and an inner mesh surface to keep moisture away.

The new Climbers jersey is geared toward super-lightweight construction and offers "air-diffusing two-way stretch fabric," engineered to rid you of excess heat while maximizing airflow.

The new Breakaway jersey dials it back a notch for those looking for a more casual option for training with its four-way stretch and more relaxed fit.

The new Explorer line, also a casual jersey option aimed at the adventure cyclist, is offered in three forms: two technical T-shirts, one with a crew neck and the other with a higher neck and mid-chest zipper, as well as a buttoned-up, collared polo-shirt option.

Shimano's team jerseys offer unique colour choices for roadies, including two camo options and new women's-specific options that include the team jersey, shorts and bib tights.

Shimano's hybrid windbreak jacket easily converts to a vest when the weather changes. A drawcord inside the chest pockets allows adjustments to prevent flapping excess material.

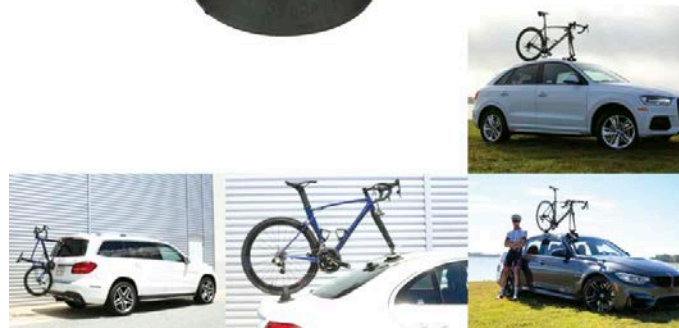
**Sportful's** new lightweight BodyFit Pro Evo jersey features multiple fabric construction, Aero stretch on the shoulders and minimal stitching on the collar for comfort and a clean look. The arms feature light silicone and an elastic cuff, while the waist elastic uses silicone for grip. A full YKK Vislon front zipper, three rear pockets and reflective accents finish off the jersey that's the choice of Pro cyclists riding in a wide range of conditions, from racing in warm temperatures to fast training.

For 2018, **Craft's** new Verve Glow bib short offers Lycra Sport Energy body-control fabric with four-way elasticity. The bib construction is ergonomic with mesh Superlight fabric made of polyester hexachannel material for active cooling. UV protection is built in thanks to the inclusion of Cold-

**Shimano Evolve bib shorts**



**SeaSucker Talon**



and Ventus, feature Fluid technology that mimics cerebral spinal fluid, your brain's natural protection, to act as an extra layer of protection inside your helmet. Fluid improves the overall ability of your helmet to protect against the types of linear and rotational forces that scientific research has shown can cause concussions.

The Diadora X Vortex Comp Nano is an MTB race shoe that makes use of 1 BOA L5 technology and a one-strap closure system. The up-

black fabric, and a special knit construction enhances moisture wicking and ventilation, as does the Infinity C1 pad.

The Verve Glow jersey comes with body-mapped mesh, active cooling, high elasticity and a great fit. Lightweight polyester fabric with six-channel fibre construction pulls perspiration away from your body. It also offers four back pockets, a full front zipper, UPF 50+ protection on the back and shoulders and 360° of reflective print for high visibility.

Lithe is an ultra-lightweight, wind-protective, water-repellent jacket made of 37g-per-square-metre woven polyester. Ventilation panels are located along the side and under the sleeves, and elastic panels provide optimal fit. It packs into its own back pocket for easy storage.

PI Dry technology is a hydrophobic treatment used on **Pearl Izumi's** knit and woven fabrics that makes these fibres repel water without affecting the breathability or feel of the fabric. The treatment coats each individual fibre, will never wash off or lose its effectiveness and will last the life of the garment.

Pearl Izumi's go-anywhere Versa collection is designed for a one-hour ride, and includes the Performance T-shirt with a slightly dropped tail to provide coverage in the riding position. The short-sleeved Button-Up is lightweight with a subtle bike-focused design. The Boardwalk short features a lightweight shell with a laidback feel and subtle reflective elements, and the Versa quilted hoodie is a great choice when the weather turns cold.

**7Mesh's** new WK2 bib short features Pull2P technology that combines a supportive yoga-style waistband with soft-stretch bib straps crossed at the back and carefully located so the shorts can be pulled down for mid-ride pit stops without any unclipping, unzipping or undressing. Features include raw-edge leg hems with printed leg gripper for smooth, secure comfort and Clean Finish Construction that eliminates chafe points. The matching WK2 half-short offers an updated fit, and both WK2 shorts use the women's Elastic Interface Road Performance Max chamois.

per is Suprell-Tech-Air mesh with a Morpho A.M. Cage. The sole is reinforced with COMP MTB CR composite for medium stiffness.

In footwear, Shimano updates its RP9, RP7W and RP5 shoes with a micro-adjustable Boa IP1 dial with hidden-wire routing and a Velcro strap.

The RP9, Shimano's top-end performance shoe, is made from supple microfibre synthetic leather with perforated vents for breathability. A light carbon outsole brings optimized all-day comfort and stiffness (its weight is 224g).



Shimano RP9 road shoe

The RP1 also gets an update with the addition of a new neon-yellow colour option. Off-road/gravel-head riders will now see the cross-country-designed XC5 available in a lace-up version, featuring the same Michelin sole and toe-spike mounts.

A new mountain-touring MT7 shoe offers a breathable ripstop mesh with Boa L6 dial for quick and precise-fitting adjustments, and the rugged and affordable All Mountain ME3 and ME2 receive colour updates.

City riders are offered a new versatile casual city-touring CT5 sneaker cleverly designed with inner shank plate and SPD or Shimano Click'R pedal-system sole for adding power to your pedaling (its weight is 326g).

New for 2018, Shimano introduces eight eyewear models, including the Spark and Aerolite designs, co-developed with LottoNL-Jumbo riders for race performance, and the street-savvy Pulsar, Meteor, Square and Tokyo casual designs that perform on and off the bike.

In its bag collection, Shimano expands its highly praised Tokyo urban daypack range with a new 23L desert-camo version. In addition, the new Rokko (8L, 12L and 16L sizes) is made for road and mountain touring with its micro-daypack with a helmet holder, sculpted air-mesh back panels and a zippered waist-belt pocket.

Leatt's new DBX 2.0 is an affordable helmet that features 360° Turbine Technology that reduces rotational acceleration to the head and brain and absorbs energy upon impact at concussion level. Other features include a Dri-Lex liner that is washable, moisture-wicking, anti-odour and breathable.

DBX 6.0 knee guards are soft protectors with additional co-molded hardshell sliders. They are made of 3DF AirFit impact foam that will harden upon impact for additional protection. The pre-curved design offers a great fit that stays put, thanks to its new anti-slip kneecap and calf band with a silicone grip lining.

Unior's new Euro Multitools are designed and produced in Slovenia. Tool spindles are chrome-plated, and the tips are black oxide-coated to optimize tolerance and durability. The kit includes hex wrenches 4, 5, 6; a TX wrench 25; a flat screwdriver 1.0 x 5.0 and a PH1 screwdriver.

Unior's Tire Tread Cutter is a first-of-its-kind plier designed to cut tire treads and developed specifically for MTB tires.

Suomy's Gun Wind road helmet features a thermoplastic resin-composite reinforcement and a super-air-flowed inter-space between the head and the helmet. It also offers SEXC, a new fitting system, along with a polycarbonate shell, antibacterial fabric, removable/washable anti-odour inner padding, biaxial size adjuster and free helmet bag.

Mountain-bike riders asked for it and Maxxis delivered. The very popular High Roller II and Aggressor are now available in 2.5 WT with either EXO or DoubleDown puncture protection.

Orange Seal's new VersaValves are designed to work with any tubeless-compatible rim. Various grommet profiles slide onto the valve stem and create a strong seal against most tubeless rims. One grommet is a conical shape, while the other is flatter and square.

Zipp's new 858 NSW carbon-clincher wheelset offers both disc- and rim-brake versions for riders who want aerodynamic performance with crosswind stability. The 858 uses biomimicry to replicate how nature has solved the problem of speed, control and efficiency. The irregular shape of the humpback-whale's pectoral fins inspired the wheelset's leading-edge shaped nodes found along the inner circumference of the rim. The product of years of research and hundreds of hours in the wind tunnel, the resulting Sawtooth rim shape delivers aerodynamic efficiency and crosswind stability that far surpass what is possible with conventionally shaped wheels.

Both wheelsets have a 17mm width. The disc-brake version weighs 1,834g using 24 spokes front and rear. The rim-brake wheels use 17 front and 24 rear spokes and weigh 1,750g.

When it comes time to control that speed, the rim-brake version of the 858 NSW comes equipped with a silicon-carbide Showstopper brake track. Showstopper allows later braking with more stopping power and greater control – regardless of weather conditions or the length of the descent. Faster than an 808 and riding like a 404, the 858 is a deep-section rim for all conditions.

Pioneer has introduced its new SGY-PM80 Series Dual Leg and Single Leg power meters, and each is compatible with the new Shimano

Ultra R8000 Hollowtech II crankset.

While Pioneer's single-leg option helps cyclists with the basics of power training, the dual-leg power meter lets riders uncover sources of pedaling imbalance and identify bike fit, power loss and absorption issues, making it an essential tool for improving pedaling technique and efficiency.

Pioneer claims its dual-leg power meter to

be the most advanced system on the market, going beyond the standard ANT+ power metrics by measuring force in all directions at 30° intervals, 24 times per rotation.

When combined with Pioneer's SGX-CA500 GPS cycle computer, the power meter provides riders with access to HDPower metrics for enhanced power data and analysis. The cycle computer with the dual-leg power meter enables you to see comprehensive performance analysis and highly detailed data gathered from 24 points of measurement, displayed graphically in real-time, including force and torque vectors and pedaling efficiency.

A decade after the original Kenda Nevgal hit the trails, the Nevgal2 makes its debut with an updated tread pattern and Kenda's latest Enduro Dual Tread Compound (EN-DTC), which boasts reduced rolling resistance (50%, according to Kenda) and reduced wear.

Another feature of the Nevgal2 is Kenda's new Advanced Trail Casing (ATC), which is a proprietary lightweight K-Armor material that increases puncture resistance by 174% versus traditional Aramid breakers. Nevgal2 is also tubeless-ready and is E-Bike-50kph-certified.

Kenda's cross-country-category best-in-class Saber adds 29x2.4 and 2.6, and 27.5x2.4 and 2.6 versions.

Pioneer Dual Leg power meter



In cyclocross, a reflective hot patch that increases visibility at night has been added to the Flintridge and Happy Medium. The Cholla adds a super-soft CX-DTC version, and Kommando X gets a bump up with a 700x36c option.

The road line sees the Valkyrie add tubeless-ready, the Kountach and Kountach Endurance updated with K-Armor, and the Kadence gain 25% more tire life.

Fulcrum's Speed wheels are a new line of carbon clinchers that are designed to be fast in all conditions. The versatile Speed 40C wheelset features a 40mm-rim profile with an aerodynamic advantage, while not being tall enough to represent a risk from crosswinds. The Speed 55C offers a deeper 55mm profile with more aerodynamic advantages, but also a larger rotating mass capable of maintaining high speeds. The Speed 40C weighs 1,420g per pair and the Speed 55C is 1,470g per pair.

The new Speed 55T DB is a top-level disc-brake carbon-tubular wheelset for road racing that uses a completely new lightweight Fulcrum carbon-fibre rim that offers all of the aero advantages, yet is more stable in crosswinds. It comes with ceramic bearings, and is available in either AFS or six-bolt configurations, along with HH12-100mm front and HH12-142 rear spacing. Its weight is 1,395g per pair.

The Dynaplug Air is the only tool of its kind in the world that it plugs your tubeless tire and airs it up with CO<sub>2</sub>. It works by inserting the repair nozzle into the puncture, then opening the regulated air valve to achieve desired pressure. As the valve is closed and the tool is removed, the plug will seal the puncture and hold air simultaneously. The kit includes two threaded 16g cartridges, and the tool will work with all threaded 12-25g CO<sub>2</sub> cartridges.

The Hamex Caress baby seat is a rear-frame-mounted system that works with both round and oval seat-tubes. It features an adjustable seatback system to adjust for height and for sleeping position. The integrated padding provides comfort, and the new footrest system can be adjusted one-handed. Visibility is improved with reflective elements on the back, and the new harness system has improved shoulder pads to keep children ages nine months and up safe and sound. The fastening bracket is lockable and can handle children up to 22kg in weight.

The BuzzRack Scorpion H is a two-bike foldable-platform bicycle carrier that features a solid steel frame robust enough to carry up to two e-bikes totalling a combined mass of 50kg. Fitting 1-1/4" and 2" hitch receivers with a locking mechanism, soft pads provide bicycle-frame protection and the large wheel supports can accommodate most models, from 29" wheels to kids bikes. A fatbike adaptor is sold separately.

JetBlack trainers are now in Canada via ACS with its manufacturer introducing its WhisperDrive Smart wheel-off trainer. The WhisperDrive Smart is self-generating, so it does not need to be plugged in. Link to your phone, tablet or computer or instantly connect to Zwift and other training apps.

Kali helmets are also new, offering a winner with its Lunati XC that retails for \$109.99 and comes with an integrated mount for lights or a GoPro. A bug-net liner and integrated-dial fit system make the Lunati a great-fitting helmet at a great price.

Bryton has introduced the Rider 10 GPS cycling computer, which retails for \$84.99. Place on your handlebars and go. No pick-ups or wheel size needed. The Rider 10 links to the Bryton app, which tracks all of your riding and links to Strava and Training Peaks.

Kona is introducing Wah Wah 2 fibreglass-reinforced, nylon-composite pedals that weigh in at 360g per pair. With a thin profile, wide platform and 14 replaceable pins, these pedals ensure a solid grip and feature a 100% serviceable-bearing system, and are available in six colour options.

**Rudy Project Sintryx sunglasses**



The Rudy Project Tralyx Slim allows athletes and weekend warriors with narrower faces to benefit from the superior comfort and light weight of Rudy Project's award-winning original Tralyx.

Tralyx Slim is designed to maximize fit for women, narrower faces, Asians, as well as younger athletes. The slimmer shape incorporates the same features of the original Tralyx, such as a shield lens for uninterrupted field of vision, the Power Flow ventilation system, adaptive tips and a co-injected Ergonose IX.

Shaped by speed and dynamically designed, Rudy's new Sintryx blends style with performance. Featuring the new quick-change lens system, the full-coverage frame offers high-wrap protection and a wide field of vision.

The Protera is the first Rudy Project helmet designed specifically for mountain biking. Rudy drew from years of experience to build a mountain-bike helmet with a great fit and ventilation as good as its other road and TT helmets. Ideal for Enduro and cross-country riders, the edgy, compact geometry is designed for those who demand the highest level of protection, while enjoying the perfect balance of weight savings, fit, style and ventilation for technical rides.

Reynolds Cycling announces the launch of its new TR S trail-rated wheels for riders looking for a lower-cost alternative to the company's premium-level Blacklabel wheels. Available in two models, the TR 307 S wheels are 27.5" weighing in at 1,560g per set, while the TR 309 S are 29" wheels weighing in at 1,635g per set. Both wheelsets feature an asymmetric carbon rim that enables even spoke tension for increased durability and ride quality, and a 30mm internal-rim width provides outstanding tire fit. Both TR S wheelsets can be custom-colour-matched and come with a 30-day customer-satisfaction guarantee as well as a lifetime warranty. The SRP is \$1,550 per pair.

The ER 1400 Spline is a premium aluminum road option from DT Swiss with a 20mm wide superlight resilient rim and a hub based on its well-proven 240s. It is equipped with DT Swiss' patented freewheel system, a no-tool concept that allows extremely simple, quick maintenance and features high-precision star ratchets.

The ER 1400 Spline Carbon Performance model features a 19mm Aero+ rim and top-end Aerolite and Aero Comp spokes laced to premium Ratchet System hubs, encouraging new benchmarks for all riding situations.

For MTB riders, the M1700 Spline is an All Mountain wheelset with 3D-machined Ratchet System hubs and butted, straight-pull spokes laced to tough, light aluminum rims. It is available in three different internal widths of 25, 30, and 35mm for 27.5 and 29" diameter wheels.

The DT Swiss XM 1501 Spline One wheels feature light, tough aluminum rims in internal widths of 25, 30, 35 and 40mm that also offer tubeless compatibility for puncture resistance and include DT Swiss' Star Ratchet System hubs for All Mountain adventures..



**DT Swiss ERC 1400 Spline**



# Backpedaling

## Pedaling for Resilience

BY WILLIAM HUMBER

**F**ires in Fort McMurray, Alta., water-logged basements in Montreal, Que., GO trains stranded in Toronto, Ont.'s Don Valley and buildings brought to a standstill by power outages are daily reminders that as more of us work and live in dense urban places, our vulnerability to unexpected weather and environmental conditions is now routine.

For instance, our travelling expectations, once comfortably aimed at day-to-day predictability, are now increasingly challenged by road gridlock. Even the availability of gas for our car can be impacted by an unanticipated calamity preventing its delivery to a nearby service station. It doesn't take much wisdom to conclude that failed electrical service, heating systems engulfed by water, suddenly inoperable fire sprinklers or tenants unable to reach their 45th-floor residence or workplace can often mean the best line of defense is to escape from the problem.

Resilience is the new watchword not only in building design and ongoing maintenance, but also increasingly in how we anticipate the actions, needs and safety of our fellow humans.

If we look back to the 19th century, we often see it as a far more flexible moment in

time with regard to responding to unanticipated trauma. People lived in more intimate communities in which they knew their neighbours and could help out if necessary. Most people were not far from a countryside replete with necessary foodstuffs. Finally the newly popular bicycle in the last decade of that century was an effective, relatively cheap means of getting about.

Of course, one would be remiss in looking back to those days if they ignored the incidents of childhood mortality, the catastrophic effects of infection without today's life-saving medication and the socially restricted life choices many faced.

Still there are some things from those days we can learn, and at their center was the bicycle.

The bicycle is the ultimate decentralized, or distributed, means of transit. If other forms fail, one has at least this option. There are, of course, limitations. Flooded streets make the act of pedaling almost impossible, depending on depth. In New York City, however, with its recently landscaped High Line right-of-way, at least one option is available. The High Line was once an elevated freight line passing through Manhattan, but it faced an

David Viney competing in cycle-cross event, 1975.



FREEWHEELING

uncertain future after its decommissioning, that is until the brilliant recommendation that it be turned into a linear park in the sky. Today it's one of New York City's marvels, but also a handy means of getting people about if flood conditions threaten below.

Elevated bike paths might just be a handy model for other places and a particularly novel, safe way of encouraging regular city use.

A second challenge is the inappropriateness of the bicycle for many physically leery seniors, but here again we err in assuming one either is or is not a candidate for bicycling. The increasing potential of electric bikes at least widens the scope of its use.

The environmental benefits of such bikes shouldn't be ignored either. Granted they are not as environmentally benign as the solely human-powered wheel, but the small size of the recharge battery pack makes them ideal candidates for renewable resources such as solar energy.

Sanyo took advantage of this possibility by setting up what are described as "solar parking lots," in which e-bike riders can recharge their bicycles under photovoltaic panels while parked during the day.

The potential of linking such solar-powered bikes with at least a minimal capacity to transport the truly immobile person caught up in the maelstrom of weather-related disaster should not be ignored. And once a safe place is reached, what about using the tiny bit of energy a person on a stationary bike might generate to at least provide some lighting or back-up radio support.

The bicycle will not keep us from disaster, though it might go a long way to mitigating some of its harm, and with a little imagination, it just might be one tool of the many required in the event of those almost certain weather and environmental calamities sure to occur in this century.

## MARKETPLACE

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# Pathways to Excellence

## Cycling and Business Share Common Traits

BY ALEX STIEDA

**B**icycle racing is a team sport, and as such, it requires top performers who not only strive for their own excellence, but also take on the role of raising the execution level of their peers. The success or failure of the team depends on these key players to raise the bar higher than most think possible.

The first trait that leaders often look for in top performers is ability. Can these individuals perform their given tasks at a high level and, more crucially, are they able to “think on their feet” and build successful strategies based on situations “on the ground?”

Racing in the 1988 Coors Classic, a two-week stage race in the high mountains of Colorado, I was able to take the leader’s jersey with a calculated move in an early stage. The next day was a mountain stage, not my specialty. The Colombian team forged an early lead in the stage while I was hanging on for dear life in the main peloton. After cresting the climb together, Davis Phinney, our road captain on Team 7-Eleven, brought our team together and had our six men riding hard at the front to bring back the early aggressors. Based on strategy that was planned during the race, the boys rode harder than I thought possible to defend my leader’s jersey – pure sacrifice in the face of massive adversity.

A second key factor that can determine high performance is social skill, also called Emotional Intelligence. High-performance players can manage their own complex tasks with integrity while at the same time building and maintaining cooperative working relationships with their teammates and other competing influences.

Bike racing often requires “co-opetition” between teams as they work toward similar goals. The peloton is full of Type-A personalities all competing for the same thing – winning at all costs. During the 1989 Tour de Trump, a 10-day stage race, it became apparent that the

Russian team was going to be hard to beat. Our leader, Dag-Otto Lauritzen, quietly went to a few other teams who were also threatened by the “communists.” We formed a temporary alliance with those teams and all attacked together during the feed zone, leaving the Russians far behind. With our full support for our leader, Lauritzen went on to win the inaugural Tour de Trump.

The third pathway to excellence is drive. These individuals are willing to sacrifice to get the job done, often to higher levels than previously attained. They are never satisfied with past achievements and continually strive for improvement, both within themselves and for their team. Motivation is key here, and drive works as a force multiplier of ability and social skill.

At the 1988 Tour of Italy (Giro), our 7-Eleven teammate Andy Hampsten took the pink leader’s jersey during a fearsome snowstorm that defied the imagination. Riders finished the stage in full hypothermic condition. There was still one week to go in the three-week stage race, and everyone had to continue racing the next day. Our 7-Eleven team knew that the Europeans were out to beat us. No American team had ever won a major stage race, and we were not going to go down without a fight. With our team leader Hampsten in pink as our motivation, the 7-Eleven boys sacrificed themselves fully to lead Hampsten to an historic win never done before.

Assembling a team of players who have a complete grasp of ability, social skill and drive can be difficult. However, it often takes only one key person to change the dynamic of a team, and the bar will be raised to levels higher than what was previously thought possible. They say that those who suffer together, stay together. To this day, the bond between the 7-Eleven team is as strong as it was 30 years ago – something that I will always treasure.

**The bond between our 7-Eleven team is as strong as it was 30 years ago – something that I will always treasure.**



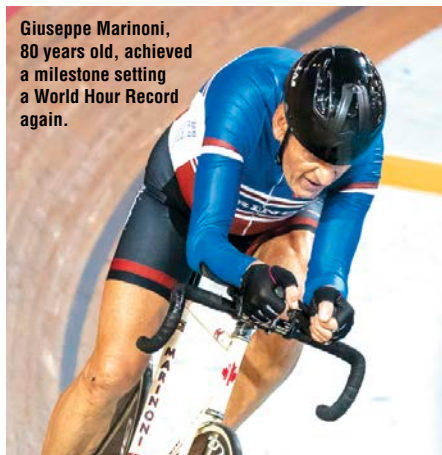
COURTESY OF ALEX STIEDA



# Last Word

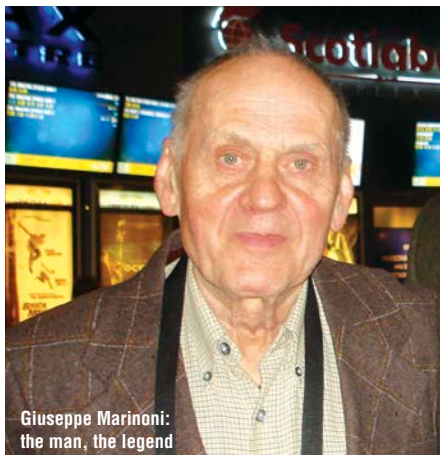
## World Records and Surpassing Greatness

BY GORD SINGLETON



Giuseppe Marinoni, 80 years old, achieved a milestone setting a World Hour Record again.

IVAN RUPES



Giuseppe Marinoni: the man, the legend

PEDALMAG.COM



Marinoni, the renowned frame builder

MARINONI COLLECTION

Setting a world record is an accomplishment that surpasses greatness. It is a window of opportunity that is given to you and then you take it to the next level. You become a trailblazer in the relay of life, setting the mark for the next privileged one who will catch your baton and ascend to a new height. Let's face it, records are set and meant to be broken. It is a moment in time that is fleeting, but that moment is one of life's great honours. It makes you a part of the evolution of life.

Breaking a world record is a moment in time when the environment has to be absolutely perfect. In 1980, I broke the 200-metre, 500-metre and 1,000-metre world records in Mexico City. The 333-metre outdoor velodrome in Mexico City was chosen due to its high altitude and refined air pressure, making it the fastest track in the world. Today, the Union Cycliste Internationale (UCI) has mandated that all indoor tracks are specifically 250 metres. We've learned to control the atmospheric pressure by raising the indoor temperature to 28°C.

My records were accomplished completely out of competition. There were no screaming fans, no electricity in the air – it was simply man and machine versus distance and time. On Sept. 24, 2017, the Milton Velodrome was the scene of World Hour Record attempts, and very much like the atmosphere in Mexico City, the velodrome only had a handful of spectators consisting mostly of family and friends of the participants. Self-motivation and courage were the order of the day and essential to endure the pain and suffering of sustaining a World Hour Record pace.

Like any great accomplishment in life, preparation is a prerequisite and it is the key that provides the confidence you need to overcome your demons when going into battle. It is important to assess a situation fully before you commit to venturing into the unknown. Preparation gives you the confidence to take a leap of faith. But you can't just have faith; you must realistically assess your preparation. Preparation is completely different for each and every racer.

Giuseppe Marinoni began a couple of years prior. He called on the expertise of mentor Eric Van den Eynde for support, initially working hard to get his body back into condition to withstand the intense training. Ed Veal continued his racing and training regime, but focused on optimizing his performance for a 60-minute effort.

I was in a similar situation when for five years I was preparing for the 1980 Olympics. After the 1980 Olympic boycott was announced, I turned my focus toward a new goal. It was eight weeks of nothing but speed and power and aiming to do it all on one specific designated day and moment.

If we look back when cycling records were first established, many aspects have evolved. Velodromes have changed. Track surfaces have improved. We've moved entirely indoors. No more are there 500-metre or 333-metre outdoor velodromes. The UCI has regulations concerning bicycle geometry, and F1 research, technology and aerodynamics have become the norm. Budgets and financial support have taken training and equipment to an entirely different level than existed for those who attempted the feat in the grassroots stages of the sport.

Sir Bradley Wiggins of Great Britain, with an almost unlimited financial budget and no stone was left unturned, broke the Open World Hour Record in 2015, riding 54.526 kilometres in one hour. Team Sky spent £6000 to perfect the efficiency of the bicycle chain alone. Marinoni used a bike he had personally handcrafted for the late great Jocelyn Lovell in 1978. Fitted with disc wheels and aero bars, he set off in pursuit, and 60 minutes later, a new mark was established in the 80+-age category – 39.004 kilometres.

Afterward, Marinoni said, "I got hungry near the end, but I was too nervous to eat before the ride." Ed Veal (40-44 age category) was very confident in his equipment selection and used the same bike as he had for his previous attempt back in 2015. He said, "The big difference was my knowledge of what to expect."

At the end of the day, it takes an enormous amount of courage for an athlete to mentally arrive at this level of high performance. It takes a tremendous determination to remain focused during the record attempt and, even more importantly, earlier determination to remain focused during the preparation. Everything you strive for and attempt to do in life is influenced by doubt and belief.

Success is accomplished by never letting doubt win. Instead, belief pushes you toward your goal. When you wholeheartedly believe in yourself and have faith you have accomplished all mental and physical preparations, success happens without surprise.



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