

THE DAILY NOTE

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STUFF&THINGS

WHISTLER, CANADA / 2026 / PAGES FOR YOUR WALL

\$FREE

BEST EVER

WHISTLER WORLD CUP 2026





TWO STROKE SMOKE

AN EXTRACT FROM THE ARTICLE ORIGINALLY PUBLISHED BY MISSPENT SUMMERS IN 2016. WRITTEN BY NIGEL REEVE, STEVIE SMITH'S MECHANIC FROM 2011 TO 2016.

We'd driven eight hours from our pre-season test session in San Romolo, Italy, to Lourdes, France, for the first race of the 2016 downhill World Cup season. Testing had gone well, fine-tuning the suspension to complement a new carbon frame, and a switch from air to coil forks providing us with more mid-stroke support and better front-end grip.

Stevie was on good form. Fit and feeling strong after an off-season of training and just excited to be back racing bikes. It seemed like nothing could dampen his mood. Cold weather and repetitive test runs on the same track day after day all reduced to nothing by his positive, matter-of-fact attitude. Even the tyre and rim sponsorship changes that had left us struggling (and would contribute to his DNF in Cairns a few weeks later) could not bring him down.

But no amount of positivity could completely erase the shadow of the two seasons prior. It was strange for all of us to arrive at a venue we were familiar with and have Stevie, the number one rider, asking questions like a first-year junior. Where are we staying? Is that the track? How long is the uplift? Every question a quiet reminder of the two hard years since he had stood as World Cup Champion on top of the podium in Leogang.

Soon enough it was time for track walk, and it was like a 2013 flashback. Every technical section or difficult line choice got Stevie more and more excited to ride. He was itching all over just to get on his bike and go as fast as he could.

The enthusiasm carried over into practice. Unable to contain his excitement any longer, on his first practice run Stevie completely forgot to stop and check out the various gaps and lines he had planned,

instead just hitting everything fast and blind first go; a full non-stop fast run, up to pace immediately.

Then the rain came. Turning an already technical track into a slimy, slick nightmare. The clay and limestone combination of the mountain so difficult to ride in the wet conditions, one of our juniors remarked to Stevie before elite practice on the morning of qualifying, 'It's impossible to ride, they're going

to have to cancel the race.' Stevie's reply? 'Well, that's not going to happen.' Later, after his first practice run, I asked him his thoughts on the conditions: 'A bit slick' was all he replied.

Stevie had an ease of going fast in difficult conditions. Now, looking back, I can see that when he was on form, he was just naturally fast, excited rather than inhibited by the challenges of the track and simply

enjoying riding his bike flat out.

When asked about one of his timed runs at Lourdes (timed practice or qualifying), he proceeded to tell me a list of errors: offline here, foot out there, almost in the tape, barely enough speed for the road gap. I'm standing there thinking, 'OK, so maybe he is in the top 20.' I asked him if he knew where he finished; 'fourth or fifth I think' was his reply! Thankfully the sunshine returned

on race day, providing a drying track. The challenge for riders was now working out exactly how hard to push without getting caught out by the many slimy sniper spots on the track.

Warming up at the top, Stevie was quiet but obviously happy and confident. We enjoyed the view across to the Pyrenees and the warmth of the sun after so many cold, wet days. We could hear the crowd further down the hill, accompanied of course by the growl of chainsaws. He commented on the feeling of drawing a big breath of two-stroke fumes; I said he only had himself to blame for the proliferation of chainsaws at races these days. We laughed together and headed down to the start gate. Time to go to work.

Although the riding conditions were improving, it created a problem for us in trying to guess setup changes for race run. Our final decision proved too conservative. On the rock drop two thirds of the way down (which very few riders even attempted), he landed heavily and there was a loud snapping noise, drawing a worried response from the crowd.

Despite the bike feeling suddenly different (we found later it was a prototype frame component that had failed), Stevie pushed hard towards the bottom. He topped it off with a typical Sender Steve over-jump to flat on the finish bridge.

Across the line into second, a quick glance down at his bike the only indication everything was not perfect. But then his obvious elation took over as he looked to the leaderboard.

There he stood, later that spring afternoon, on the podium in front of an appreciative French crowd. Alongside the very best in the sport. Stevie was well and truly back where he belonged.



Stevie Smith's (1989-2016) limitless energy, wholesome smile and hunter's glare characterised a star whose immense motivation was complemented by deep modesty, a humble man who muscled a bike for a living then went back to the woods smiling. Smith's success and the hard work that led to it inspired a generation of racers, some of whom are at the top of the sport in 2026, a decade after his passing.

INFORMATION STATION

WHISTLER WORLD CUP 2026

Information, misinformation and other tangents about Whistler's first downhill World Cup and everything that came before.

WHISTLER WORLD CUP SCHEDULE:

THURS

- Track walk catwalk
- RockShox-Misspent Summers home deliveries

FRI

- Practice 08:30-12:30
- Timed training 12:30-16:30

SAT

- Traffic jam 00:00-23:59
- Practice 08:30-12:00
- Elite Q1 qualifying 12:30-14:00
- Junior qualifying 14:00-15:00
- Elite Q2 qualifying 15:00-16:20
- Monster Energy-Commencal party at Dusty's 16:00-19:00
- RideWrap DJ session 17:00-22:00 Longhorn Patio

SUN

- Practice 09:00-11:00
- Junior racing 11:30-12:45
- Elite racing 13:00-15:45

1ST

STEVIE SMITH WAS THE FIRST-EVER CANADIAN TO WIN A DH WORLD CUP OVERALL TITLE.

ROCKSHOX BOXXER WORLD CHAMPS

The biggest mechanic's race of the season, back for 2026.

SUNDAY 27 SEPTEMBER 17:30-19:00
DUSTY'S BAR & GRILL

MTB GEEK CHALLENGE

Find Archie from Misspent Summers and ask him for a mountain bike product knowledge battle. Bet you he knows more than you do. If you outsmart him on anything ranging from crank length on Santa Cruz's latest Nomad to what tyre pressure Ryan Pinkerton prefers, he'll give you a free gift courtesy of Misspent Summers.

2001

Whistler *almost* hosted its first downhill World Cup at the turn of the century. Cycling's governing body, the UCI, awarded a World Cup round to Whistler for the 2001 season but the resort cancelled its bid. The circus still came to BC though and the event took place on Grouse Mountain in Vancouver instead.

Number of Canadians who have won DH World Cup races in Canada (Shandro, Smith, Iles, Goldstone).

1199

STEVIE SMITH'S POINTS TOTAL IN HIS 2013 WORLD CUP SERIES-WINNING YEAR.

LONGLIVECHAINSAW

WHISTLER'S LIFTS STARTED WELCOMING MOUNTAIN BIKERS IN SUMMER 1993^{ISH} ACCORDING TO WHISTLER MUSEUM.

IMPORTANT NOTE: THERE ARE NO FAKE RUMOURS ON THE FRONT COVER.

In 2002, the Grouse Mountain downhill and four-cross World Cup rounds were cancelled. There was too much snow on the mountain to host the race. The cross-country World Cup still went ahead. Many of the gravity racers headed up the road to Whistler for the pyride Bikercross event the following week.

TRIVIA: **who was disqualified after winning the 2001 Grouse Mountain DH World Cup?** Answer somewhere on this page.

13

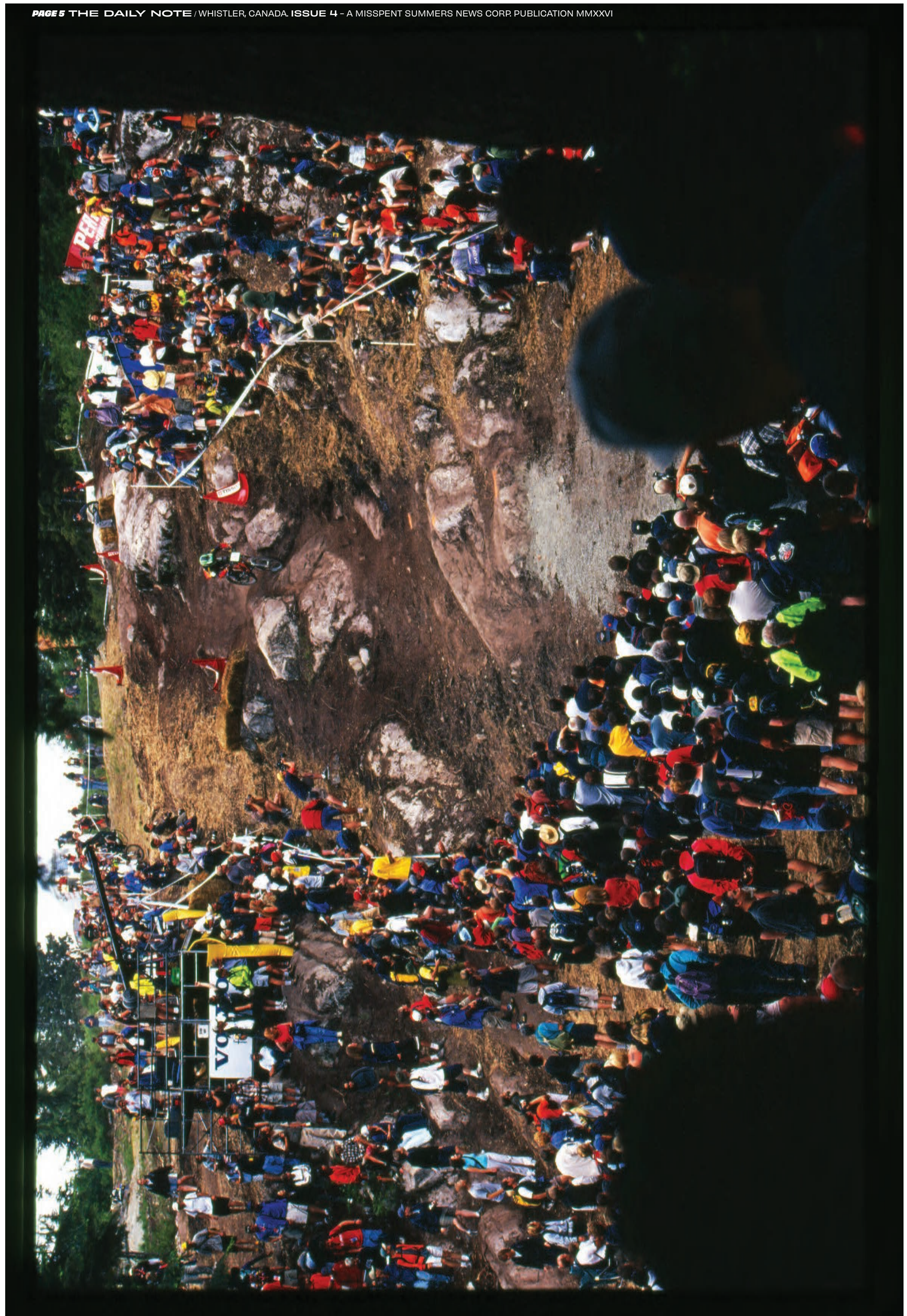
FINN ILES AGE WHEN STEVIE SMITH WON THE MONT-SAINTE-ANNE WORLD CUP IN 2013.

6,000

Estimated crowd size at the 2001 Grouse Mountain World Cup Dual race.

Trivia answer: Gary Houseman's win was revoked after he tested positive for a Canadian substance.

Solution to page 14 Canadian Winners Name Scramble: / Cindy Devine / Finn Iles / Andrew Shandro / Miranda Miller / Stevie Smith



Whistler nearly had its first mountain bike World Cup in 2001. A round of the series was scheduled, but then cancelled. Racing instead went to Vancouver's Grouse Mountain, which hosted three World Cup events in 2001, 2002 and 2003. (The DH was cancelled in 2002 due to lingering snow.) Pictured: Anne Walton racing Grouse Mountain DH World Cup in 2001.

PHOTO BY JOHN GIBSON



DESTINATION INSPIRATION: WHISTLER

Whistler is on every mountain biker's radar. It's the place that arguably invented bike park riding; its jump lines certainly inspired trail builders around the world. But it is far more than a resort or place people go on holidays.

There is a real mountain bike scene in Whistler and a core of locals who dig trails, ride hard and go home to talk about bikes. One of those people is a certain Brandon Semenuk, famous for his dirt, slopestyle and freeride flair but also someone who loves all types of riding.

We asked Semenuk for some local tips on what to ride around Whistler.

The Daily Note: Can you introduce yourself?
Brandon Semenuk: Whistler BC, Gypsy, part-time athlete, full-time logistics coordinator.

DN: Describe Whistler
BS: Big mountains, small town and an unusually high number of people who are way too good on bikes and skis.

DN: What's the riding like?
BS: The bike park gets the attention, but the real depth is outside it. Steep, raw, rooty and usually a little damp.

DN: What are your favourite places to ride here?
BS: The quieter zones with good dirt, no lift lines and trails that don't need to be named.

DN: Can people only visit in the summer or is it worth coming here at other times too?
BS: Nope, not worth it. Everyone, stay home.

DN: Describe the Sea to Sky. How has the riding and scene developed over the years?
BS: Whistler is still the hub, but Squamish and Pemberton have helped turn the whole corridor into one massive riding zone.

DN: Where do a lot of riders live and why?
BS: Staff housing? Garf's?

DN: Where's the best place to go and watch talented riders?
BS: I don't know about talented riders, but stand anywhere on A-Line to see a bunch of riders getting out of their comfort zone.

DN: Why do you think Whistler keeps drawing people back?
BS: The riding is good, but I think it's the scene that keeps people coming back. Care-free mountain lifestyle.

DN: Are there some lines in the bike park you've been eyeing up but have never hit?
BS: I wouldn't say eyeing up, but there's still some that exist.

DN: Having competed here, in your hometown, for so many years, is there one moment that stands out to you when looking back over the years? And how do you think a Downhill World Cup will compare to the events you took part in?
BS: There was a time when competing in Whistler felt like a movement, something bigger than the event itself. That energy faded years ago, but I believe the DH World Cup could bring it back.

DN: What does your perfect day of riding in Whistler look like?
BS: Bike park, Ingrid's Cafe (RIP), dirt jumps.

DN: What was it like growing up in Whistler?
BS: I thought all towns had world-class trails and insane riders everywhere. It took a while to realise this place wasn't normal.

I THOUGHT ALL TOWNS HAD WORLD-CLASS TRAILS AND INSANE RIDERS EVERYWHERE. IT TOOK A WHILE TO REALISE THIS PLACE WASN'T NORMAL.



RAPID-FIRE QUESTIONS:
Favourite pedalling ride: Valley Trail.
One view everyone should see: Longhorn patio.
Most chill riding area: Trespasser.
Great van camping spot: Ask the hippies.
Best post-ride eat: Sachi Sushi.
Corner/feature/section you could ride all day: Rippin' Rutabaga.
One track/trail everyone should ride: Old Clown Shoes.

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MAX ALRAN

Round seven of the 2026 DH World Cup series in Les Gets saw tens of thousands of fans flock to the French venue. They weren't disappointed: Frenchman Max Alran took his first-ever elite World Cup win, triggering a huge rush into the finish arena. Photo by Sebastian Schleck



RYAN 'R-DOG' HOWARD IS FAMOUS FOR HIS FLOATY DIRT-JUMP STYLE ON ANY BIKE; RYAN PINKERTON IS A TOP-TIER WORLD CUP RACER WHO RATTLES THROUGH TERRIFYING ROCK GARDENS AS IF THEY WERE NOTHING.

Ryan and Ryan ride differently, but you'll find them both in Whistler on downhill bikes. One might boost to the moon on any given jump, the other might scrub up the take-off and go sideways a centimetre off the ground.

Two styles take two same-but-different bike setups. We asked Ryan and Ryan how they run their Mondraker (Pinkerton) and Trek (Howard) rigs.

RYAN PINKERTON
FRAME: Mondraker Summum DH
FORK: RockShox BoXXer Ultimate
SHOCK: RockShox Vivid Coil Ultimate DH
DRIVETRAIN: SRAM XX DH Transmission with Ochain R
BRAKES: SRAM Maven Ultimate
BARS: Renthal Fatbar
STEM: Renthal Integra
GRIPS: Ergon GDH
WHEELS: DT Swiss EX471
TYRES: Usually Maxxis Assegai front, Maxxis Minion DHR II rear. **AS PICTURED:** Maxxis WetScreams
SEAT: Ergon SM Downhill
PEDALS: Crankbrothers Mallet DH

RAPID FIRE QUESTIONS
FAVOURITE PART OF THE BIKE? I don't have one. Each part has so many different characteristics that make it unique and fun. The bike as a whole is what provides that comfort and fun to my riding. Overall, it is an insane machine to ride.
WHAT TYRE PRESSURES DO YOU RUN? Across all my bikes I normally run around 24 PSI in the front and 28-30 PSI in the rear.

DOES THE BIKE GET CLEANED AFTER EVERY RIDE? When I am at home, I am really bad at washing my bikes and rarely clean them. But at the World Cup and races, my bike gets cleaned every day.
FAVOURITE MEMORY ON THE BIKE? My favourite memory on the bike has got to be between a good result – my first elite podium in Andorra or my second elite National Championship win because those are just moments of pure happiness coming from all the hard work and time put into it. Also, it could be the times away from the races riding with the boys when I get to have fun on the bike and throw some big whips instead of focusing on just the fastest way down the hill.
DOES THE BIKE HAVE A NAME? My bikes currently do not have any names outside of the brand names.
HOW DO YOU SET UP YOUR SUSPENSION? I won't get into too much detail. But being one of the bigger riders, I like my suspension to have a lot of support at the end of its travel while having the initial travel on the softer side. This allows me to relax on the bike more and let the suspension do its job.

RYAN HOWARD
FRAME: Trek Session HP
FORK: RockShox BoXXer Ultimate
SHOCK: RockShox Vivid Coil Ultimate
DRIVETRAIN: SRAM XX DH Transmission
BRAKES: SRAM Maven Ultimate
BARS: Truvativ Descendant
STEM: Truvativ Descendant
GRIPS: Sensus Lites
WHEELS: Bontrager Line DH30
TYRES: Continental Kryptotal front and rear
SEAT: Chromag Overture
PEDALS: Crankbrothers Stamp 7

RAPID FIRE QUESTIONS
FAVOURITE PART OF THE BIKE? Riding it.
WHAT TYRE PRESSURES DO YOU RUN? 25 PSI front, 28 PSI rear.
DOES THE BIKE GET CLEANED AFTER EVERY RIDE? No, I like it dilliiirty.
FAVOURITE MEMORY ON THE BIKE? Summer 2026 road trip in the US and Canada.
DOES THE BIKE HAVE A NAME? Oi Miss.
HOW DO YOU SET UP YOUR SUSPENSION? Running RockShox is a cheat code. I'll be honest I set it up and just run it cuz it's f*n dialled!



SUNDAY BEST

Words by Dan Roberts (garagebikeproject.com)

Self-employment gives you freedom, but it means banging your own drum. A simple business card would have been easier – I could have obsessed over colour and fonts like Patrick Bateman. But to showcase what I can do as a bike engineer, I wanted something a little more leftfield: a custom bike as a calling card.

Growing up in the Sprung, Earthed and Dirt Magazine era left a permanent mark. For me, downhill racing is mountain biking. While icons like Steve Peat and Greg Minnaar were legendary, Sam Hill edged them out with his quiet demeanour and devastating speed. I bought an Iron Horse Sunday straight off his influence, copying every trick his mechanic Jacy Shumilak used to make it faster and quieter.

A Victor Lucas photo print hangs on my kitchen wall: Sam on the deck at the 2008 Val di Sole World Championships, eyes looking back up the track while still sliding on the dirt. I stop and look at it daily. It's an iconic



moment in time, reminding me of the raw excitement that stoked my fire for mountain bikes in the first place.

Like a mullet, building this bike was business up front. But hanging out back, blowing in the breeze, it became about giving my teenage self a piece of his own history – and getting an Iron Horse Sunday back in my garage, properly sized for grown-up me.

Throughout midnight oil CAD sessions, I

drew on everything I've learned developing modern World Cup race bikes for Frameworks, the company and team run by ex-pro Neko Mulally. Hill's original was built purely to win, so this version needed to match. The geometry, kinematics, wheel size and every single piece, no matter how small, were all modernised, while carefully preserving the visual look and soul of the original.

Adam Prosisie of Prosisie Metal Works was the only man to fabricate it. He pulled late-night shifts machining, welding, heat-treating and polishing. Unboxing the frame and seeing all the tiny details I'd sweated over in CAD was wild. Slik Graphics knocked the decals out of the park, and seeing those iconic DT Swiss EX 1750 graphics on a modern mullet setup was a total mind-melter.

As quick as it came together, it was off to the 2026 Les Gets World Cup. I'd heard Hill was in town, but walking into the beer garden and seeing him standing right there induced

PROVEN AT THE TOP

ROCKSHOX'S ALL-NEW MY27 SUSPENSION ON THE WORLD'S BIGGEST STAGE

Words by RockShox's Sarah Rawley

Racing doesn't leave room for guesswork. This season, RockShox's all-new MY27 (model year 2027) suspension answered that test on both ends of the gravity spectrum, carrying Luca Shaw to his first elite Downhill World Cup win at Loudenvielle and helping Ella Conolly claim her second consecutive overall Enduro World Cup title.

LUCA SHAW: PREDICTABILITY UNDER PRESSURE
For Shaw, the story of MY27 starts with grip. 'The thing that stands out for me the most is the overall grip that I have,' he says. 'That just translates to comfort and speed on the track.'

Grip like that traces back to two major updates: the LinearXL air spring system and ButterWagonTech. LinearXL reshapes the air spring curve to feel more linear and consistent through the entire stroke, delivering coil-like predictability no matter how fast the fork is moving. 'It makes the fork work smoother past the mid-stroke and all the way through the travel,' Shaw explains.

ButterWagonTech machines a pattern of divots into the fork's upper tubes that carry oil up to the bushings with every millimetre of travel, cutting the breakaway force needed to get the suspension moving. Less friction means more traction, and traction is what grip actually is. 'Right off the top, you notice that there is way less breakaway force,' Shaw says. 'That's exactly what you want in a fork: just ultimate traction.'

Shaw's Loudenvielle win came down to a setup he trusted completely. 'I had full confidence in it and felt like I knew exactly what to expect from my bike,' he says. 'That familiarity really helped me ride with ultimate confidence and without doubt in my setup.'

ELLA CONOLLY: CONFIDENCE BUILT ON CONSISTENCY
Conolly's season tells a parallel story. She points to a new level of front-end plushness that lets her push into the unknown, a defining feature of enduro racing. 'As a racer, you're always looking for the confidence to push faster, go harder,' she says. 'We found a really sweet spot where I have the confidence to just let go and see what happens.'

That confidence comes from predictability. Racing long, unfamiliar stages in shifting conditions, Conolly says she knows exactly how her fork will react before she gets there. ButterWagonTech plays its part here, too. 'You can feel



ButterWagonTech and how smooth the fork is through the whole travel,' she notes. The result is a front end she describes as floating. 'It's like a monster truck, but not heavy. I'm floating over the rough stuff,' she says, adding that the feeling opens up entirely new lines on track.

ONE SEASON, TWO DISCIPLINES, ONE STANDARD
From downhill's raw speed to enduro's marathon efforts, MY27 suspension delivers the same thing: grip, consistency and the confidence to go all in. Shaw puts it simply: 'We couldn't perform at the level that we do without it.'

an immediate internal meltdown. Meeting him turned the whole project on its head: instantly, I forgot this was ever supposed to be about business. Hill had brought one of his original World Champs Sundays; lining it up alongside my bike confirmed that mine was a Sunday too, but a modern one.

Sitting on the sofa looking at it now, it still doesn't feel real. That icon from the most formative era of my life sits right in front of me, begging to be ridden down a hill. Huge thanks to everyone involved – from all the individuals and brands who jumped on board to the family and friends who cheered it on, even if they didn't fully get it. Explaining 'bike engineer' as a career choice all those years ago wasn't easy, but hopefully, I've done my Mum and Dad proud.



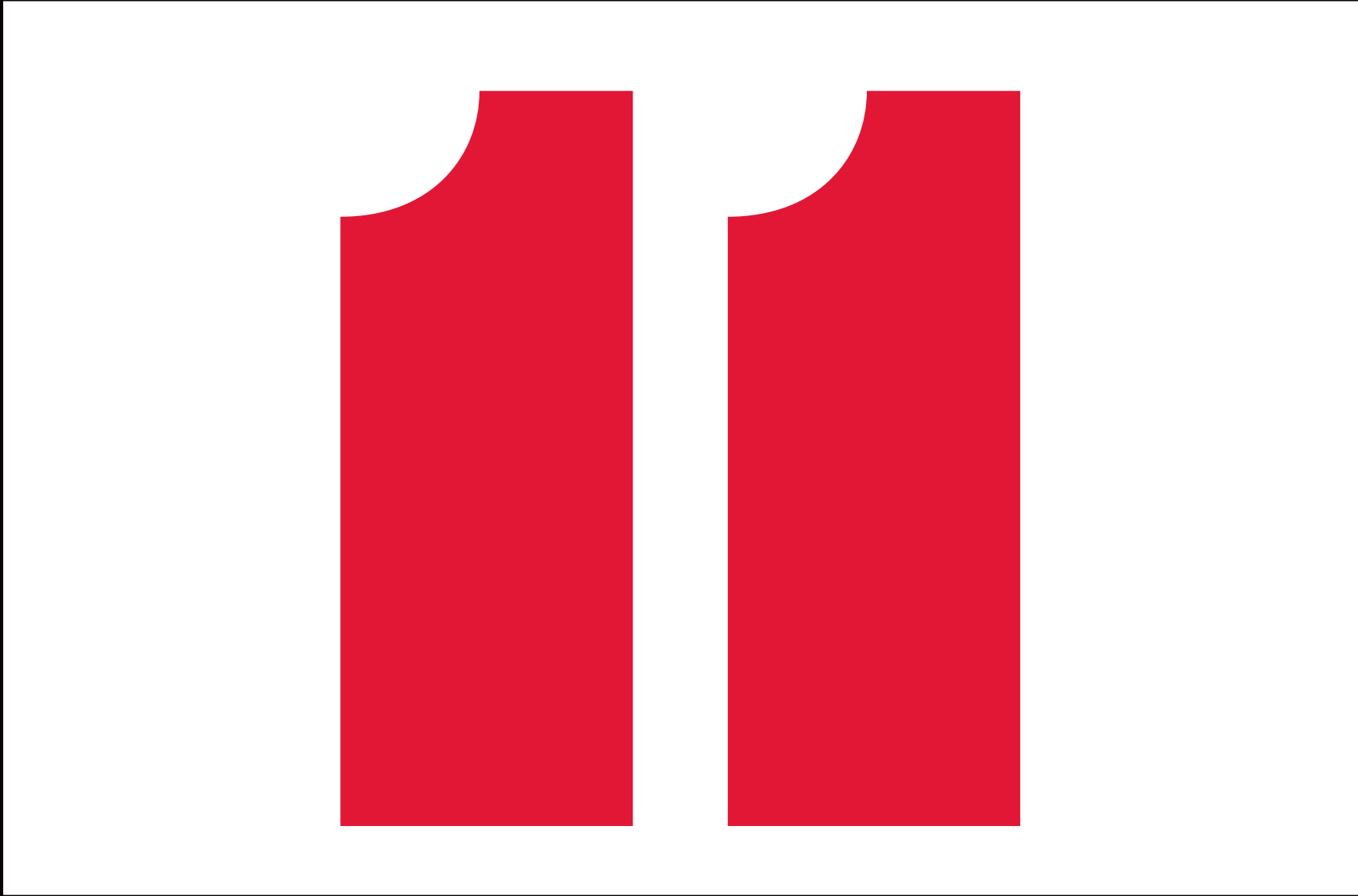
RETROMOD SPECS
FRAME: Garage Bike Project Sunday Custom, fabricated by Prosisie Metal Works
DECALS: Slik Graphics
FORK: RockShox BoXXer Ultimate
SHOCK: RockShox Vivid Coil Ultimate DH
HEADSET: RAAW Yalla!
HANDLEBAR: FUNN Kingpin Riser
STEM: FUNN RSX Direct Mount, re-anodised by BWB Oberflächentechnik
GRIPS: FUNN Hilt Lock-On
BRAKES: SRAM Maven Silver
ROTORS: SRAM HS2
CALLIPER COVERS: Finesse Components
SHIFTER: SRAM AXS Pod Ultimate
REAR DERAILLEUR: SRAM XX DH Transmission
CHAINGUIDE: e*thirteen Vario DH
CRANKS: SRAM XX DH Transmission
CHAINRING: SRAM XX Eagle Transmission
BOTTOM BRACKET: SRAM DUB BSA MTB
SPIDER: Ochain R
CHAIN: SRAM XX Eagle Transmission Flattop
CASSETTE: SRAM XX DH Transmission
PEDALS: Crank Brothers Stamp EVO
WHEELS: DT Swiss EX 1750
TYRES: Maxxis Minion DHX
SADDLE: WTB Solano SL
SEATPOST: FSA KFX SBO
VALVE CAPS: Capsternpiece Monster Cans
CABLE ROUTING: RAAW Cable Guides
WORKSHOP: Motorex Bike Line

UNDELTYCHATEHAR



Stevie Smith scored a total of 1,199 points in the 2013 UCI DH World Cup to become the first-ever Canadian to win the series. Whistler's 2026 World Cup track is named after Smith's win: 1199.

REAL TRAIL TECHNOLOGY



99



PHOTO BY SVEN MARTIN



PHOTO BY SVEN MARTIN



ALCETHA OSTGAARD

After seven of the nine rounds of 2026 DH World Cup racing, there have been 13 total winners across the elite and junior categories. Alcetha Ostgaard has won four junior women's races and holds the series lead before Whistler.



TIME CRISIS

Report by SRAM's Peter Matthews

One of the most tired adages I hear is 'we all have the same 24 hours.' I get that it's meant to inspire purpose to your minutes. But sometimes the time spent figuring out how to maximise moments burns worse than the feeling of wasted time. Sometimes it takes a full-scale shutdown to remember what you're capable of.

The concept of the All Day Ride is simple: ride until you or your bike give out and share time with like-minded individuals. But we've forgotten how to think about time that way. It isn't because we don't want to. It's because we're busy. Jobs, kids, chores, second jobs, I don't have to tell you what it's like.

In Les Gets, France, we had the opportunity to flip the grind. For everyone following the mountain bike World Cup, riding time is limited. The irony is that you're surrounded by it. So we sent out a challenge: if you're in Les Gets and available, come spend the day with us. Bring your bike, we'll take care of the rest. We left at 8am.

Over 80km and 2,500m elevation later – via chairlifts, shuttles, thunderstorms, fresh cheese and charcuterie – we ended up right back where we started. Bodies empty, minds full. A mutual agreement of why we devote ourselves to riding. Whatever time you have, do yourself a favour and ride

OBSERVATIONS

THE 2026 UCI MTB WORLD SERIES DH WORLD CUP SEASON HAS BEEN EPIC SO FAR. HERE ARE SOME OF THE NUMBERS OF THE YEAR.

7 rounds of 2026 DH World Cup racing before Whistler. The season started in Mona Yongpyong, South Korea, in early May before going to Europe for the next six rounds in France (twice), Switzerland, Austria, Italy and Andorra

2 Whistler and Lake Placid are the last two rounds of the 2026 UCI MTB DH World Cup series, adding Canada and the USA to the nine-stop world tour. Elite women's and junior men's series titles have already been decided, but elite men's and junior women's title hunts are well and truly on

3 different elite women winners so far: Vali Höll x 5, Anna Newkirk x 1, Harriet Harnden x 1. Also three in juniors: Aletha Ostgaard x 4, Lina Frenér x 2, Rosä Zierl x 1

5 different elite men winners so far: Asa Vermette x 1, Luca Shaw x 1, Finn Iles x 2, Jordan Williams x 2, Max Alran x 1. But only two in junior men: Jonty Williamson x 6, Kasper Hickman x 1

5x2 after the first seven rounds of racing, Vali Höll had already won the 2026 elite women's DH World Cup series. With two rounds left to go, her lead was so great in the points standings that it would be mathematically impossible for anyone to beat her. That made it Höll's fifth elite series title; she also won her fifth elite DH World Championships in August in Val di Sole, Italy.

2.331 seconds: biggest elite men's winning margin so far in 2026. Jordan Williams took his third-ever elite win in Pal Arinsal, Andorra, just a week after his second-ever elite win. His winning time of 2:41.666 was leagues ahead of an otherwise tightly packed field

3.835 seconds: biggest elite women's winning margin so far in 2026. Vali Höll took her third win in a row at round three of the series in Leogang, Austria, with a huge advantage over Marine Cabirou in second place

300k spectators across all MTB World Series races (DH, XC, EDR) between May and August 2026 according to the organiser. That's a lot of chainsaws

THE DAILY GAMES ♣♣♣ CANADIAN WINNERS NAME SCRAMBLE

Can you unscramble the names of famous Canadian racers who have won downhill World Championships or World Cup races?

DICED IN ENVY
NIL FINES
ROD WANNA SHRED
VISITS THEME
MR ARMENIA DILL

Answers hidden on another page.



THEY COULD ALL RIDE FOR THREE DAYS, 12 HOURS A DAY AND GO ON THESE ADVENTURES. THAT WAS EVERYDAY LIFE IN WHISTLER. THAT'S THE CORE, WHISTLER'S ESSENCE.

WHISTLER'S SUPERHEROES

A CONVERSATION WITH SRAM'S TYLER MORLAND

I remember driving through Whistler as a kid with my parents in the nineties and stopping at the gas station. There were 10 bikes out front, each one of them the coolest bike ever: a Cove Hummer, Team Edition Rockies. You never saw those bikes growing up.

I went into the gas station, saw the bikes' owners and was like, 'Oh. Those people are kind of dirtbags, and they ride the coolest bikes ever.' They looked the part, felt the part. I was like, 'Whoa, this place must be so cool.

I don't even know if you'd call it a bike park then. But there were trails up on Whistler – two of them. You still ride up the hill at that point, although they started to get some chairlift

access early on.

Later, I went back with a bike, firstly as a kid from rural BC showing up to Whistler to race XC. I think it was a Cactus Cup XC of all things, in '95, '96, somewhere in there. I was 15 or something and almost too young to enter. We raced what most people know today as a rendition of Ho Chi Minh. It was a couple trails.

The next year I went back down to Whistler in a car full of kids. We got our licences and drove eight hours to go to this race. I think I was on a Rocky Mountain Vertex T0, which was very cool back then. A friend of mine was on a Trek Y Bike.

We rode the XC racetrack, some stuff down low. Then we rode a trail called Cop Killer, which still exists today, on our XC bikes. It blew our minds. We didn't know that kind of stuff existed.

The next morning, we went and bought the biggest tyres possible. I remember trying to fit a 2.5 or 2.6 or even a 2.7-inch Intense tyre in there (it rubbed). I had Avid Ultimate V-brakes, all machined and cool, and a weird Manitou fork. It was totally sketchy, but it was all we could do to get the most out of our bikes.

We rode two laps of Cop Killer. I don't know how high that trail goes, but one lap back then was a big deal. We were fit kids that just didn't know any better. It must've been an hour and a half of climbing on the road, then a huge descent.

From that moment I just wanted to move to Whistler, Pemberton, anything in that region. It was just one of those places where you thought anything was possible. The mountains were huge, the riding was so cool and interesting, it was the best.

In '98 I moved to Whistler, took the winter off and snowboarded a tonne. Then spring came around and I was like, 'Oh, I really have to get a job.'

There was a guy called Eric Paulson from where I grew up who was in those Superheros videos on Santa Cruz Bikes way back when. Total shredder. He was managing a bike shop called Evolution in Whistler.

Eric was riding this Intense, their six-inch bike, the Uzzi at the time, and he had a Hanebrink fork on it, but the bike was geared to climb mountains all day. I looked at it like, 'This is so foreign to me.'

I was like, 'Hey, Eric, can I get a job?' And he said, 'Oh yeah, why don't you start in a week?' I was like, 'Great.' Did the song and dance a little bit. He said, 'Yeah, you can start whenever.' I was like, 'Oh, okay. Wow, that was totally surprising.'

Eric called the next morning and said, 'Can you start work at 10am?' I was like, 'Yeah, sure.' I'm doing nothing at this point. I'm a total dirtbag.

I rolled in there and Eric had ridden all night. He'd done a thing called the Musical Bumps that doesn't really happen much anymore. You started at 1am or 2am, and then you'd go all the way up Whistler. It's probably a six-hour ride. I was like, 'These guys are just doing that at will.' All the dudes at the shop had done this big ride the night before; that's just what they did.

We always joked that in Whistler everyone's an extreme athlete. From the barista to the snowmaker to the business owner, they're all mutants. They could all ride for three days, 12 hours a day and go on these adventures. That was everyday life in Whistler. That's the core, Whistler's essence.

When you build on top of that foundation, you get this notoriety and the community grows exponentially. Whistler always had that no matter what, and it's never lost it. The community's alive and well.

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