



Spring 2010

President's Message

2010 may be an exciting year for cyclists! Velo-City Global 2010 is a 4-day cycling conference taking place in Copenhagen at the end of June. Cycling experts, city planners, researchers and others from all over the world will come together to share ideas on how to deal with global problems of congestion, climate change and obesity. I wish them well and hope that Councillor Legendre, who is representing Ottawa, and Marie Lemay, NCC chief executive, bring back some productive ideas to improve and encourage cycling. With a municipal election coming up, let's hope some more money will be promised for cycling infrastructure and maybe the implementation of the Ottawa Cycling plan that was passed 18 months ago.

The mission of our Bike Club is to provide recreational opportunities for its members. There are more tours than ever, and with rides at a variety of speeds, I am finding that the rides have more homogenous groups that stay together. Safety is an important consideration in the club. We are organizing a First Aid course on May 18, and I hope that those available that day will take advantage of it. More knowledgeable people will make us better able to deal with an emergency, should it arise. We also hope to run a CAN-BIKE 2 course this year, possibly in July or August, so stay tuned for an announcement about that. Everyone I know who has ever taken the course recommends it as a real confidence booster.

I look forward to another great year riding with fellow cyclists. Remember, it is the members who make the club what it is. Thanks to all the volunteers who are leading rides this spring and summer. We'll be recruiting more tour leaders in June for the second half of the season, so think about stepping up to the plate, and volunteering to lead or co-lead a ride.

Stella Val

KNBC Membership as of April 28, 2010

Number of members	131
Females	75
Males	56
Number of new members	25
Number of renewals	
• New members in 2009	30
• Club members prior to 2009	76
OBC members	11

Mary Aaflink

S2 Challenge Rides

Last season we introduced a few challenging rides into the S2 speed category. These generally involved more hills as in the Tour de Gatineau Park, or distances of 100+ km or a bit of both. Finally a group of 6 S2 riders completed the Imperial Century ride in October. Since then some members have expressed an interest in doing more challenging rides but at the S2 level. So we are going to give it a try. There are already a couple such rides in the current tour schedule and Odette Regimbal and I are going to add some. These will be advertised in Bike Shorts. Look to see more of them in the next schedule. Because these rides are more challenging they will not appeal to all S2 riders so they may be scheduled on the same day as another S2 ride. It will be easy to tell one from the other by the distances and tour descriptions. But the challenging rides will not be every week, because there are lots of good S2 rides that many of us want to attend with our fellow club members.

Generally, the longer rides will be characterized by remote starts, earlier start times, a speed at the upper end of the S2 range, interesting scenery and hopefully for



most S2's, new territory as we take on rides currently only done by S3 or S4 riders. We will normally have lots of breaks, picnic lunches because of the time lost in restaurants, and where possible a stop for a quick but refreshing swim. In short, we want to enjoy the countryside and smell the roses even if it means starting earlier and finishing later than the norm.

So, if you are one of those S2 riders who would like more of a challenge but are not ready to go to S3, keep an eye out for these rides. And don't forget, anyone can suggest and lead a ride.

Happy touring
Jim Cale

Cycling in Calabogie

Mike and I spent Easter weekend in Calabogie this spring and enjoyed cycling on the K&P trail. The initials K&P stand for Kingston and Pembroke, although the railway never made it as far north as Pembroke. The path now stretches from Renfrew to Calabogie, then after a break where the trestle over the lake is no longer complete, there is a pretty stretch south alongside Calabogie Lake for seven kilometres. South of that you can go another 50 km, all the way to Sharbot Lake. From there you could go either east or west along the Trans Canada Trail that is 143 km long. These paths are all unpaved and "multi-use" for walkers, cyclists, horseback riders and ATV's.

The surface is rougher than the stone dust paths in the Ottawa region, but a great way to get off the beaten track and pass through marshes and alongside lakes and meadows. It was a wet week when we were there and at one point I was cycling through a four foot long puddle, when I had to avoid what I thought was a rock in the water. Mike was behind me and shouted for me to come look

at a snapping turtle, making its way along the path between the rock cut. We watched it slowly make its way to the swamp another 30' away, and we presume it got there as it was not there the following day. A bit further on, we stopped by a lake, where there were ducks and an otter, poking his head out like a seal on the east coast.

I don't recommend these paths for KNBC rides, but for anyone likes a quiet day in nature, they are fun to explore. We plan to go further next time when there is less water!

Stella Val

Wildlife

Cyclists come in all shapes and sizes. Here's a guide to the menagerie:

Climber

Body type: lung on a stick
Distinguishing bike characteristic: single water bottle cage, no valve caps
If not a cyclist, would be: runner, supermodel or loincloth-wearing ascetic
Favourite conversation topics: weight in grams of cable end caps; long-forgotten taste of ice cream
In the peloton, likes to: hide

Sprinter

Body type: quads the size of beer kegs, elbows sharper than a stiletto, multiple road-rash scars
Distinguishing bike characteristic: 11-tooth cog, shredded front-tire sidewall from sticking wheel into tight places such as others' cassettes
If not a cyclist, would be: street fighter
Favourite conversation topics: anything involving smack talk
In the peloton, likes to: yell at everyone to "Close that gap!" but never takes a pull



Time Trialist

Body type: flexible enough to join Chinese acrobat troupe
Distinguishing bike characteristic: aerodynamic frame, wheels, handlebar, water bottle, cable end caps
If not a cyclist, would be: computer programmer or engineer
Favourite conversation topics: drag coefficients, most recent visit to wind tunnel, slipperiness of skinsuit
In the peloton, likes to: get on the front and ride, dammit

Commuter

Body type: N/A
Distinguishing bike characteristic: grime
If not a cyclist, would be: NASCAR driver
Favourite conversation topics: carbon footprints, climate change, recyclability of objects not commonly known to be recyclable
In the peloton, likes to: ring handlebar bell

Ultradistance Rider

Body type: all of the above
Distinguishing bike characteristic: lights, handlebar bag and/or large seat bag, comfy saddle
If not a cyclist, would be: institutionalized
Favourite conversation topics: food, miles/kilometres ridden, food, extreme weather experiences, food
In the peloton, likes to: "Peloton?"

Jim Cale

Mufferaw Joe Lucky 7 Sportif

Got up early Sunday morning, 2 May 2010, and there was no hint of rain despite the wet forecast for the days before, so I drove up to Gavan's Hotel in Quyon for 8am to register and ride the West Quebec Wheelers' "Mufferaw Joe Lucky 7 Sportif" event (www.wqwheelers.com/events/mufferaw-

joe/). There were a handful of other early-birds, too. One guy had Stompin' Tom's "Mufferaw Joe" blasting from his car stereo as he pulled in to the parking lot. Walked in to the hotel. There was bar, and a big dance hall. A scattering of locals and other riders were there, having breakfast. Wish the WQW boys would have told me that was available when I wrote in to ask for details on this event a couple days before. So I had a plate of eggs, bacon, toast, and potatoes (about \$6) until the organizers arrived. I'm not sure why they dragged along a big box of recently-received club clothing to distribute to club members instead of concentrating on running the tour. About sixty folks came out. No mention or reference was made regarding the seven-person squads that were promoted for this event. There was also some talk that a guy named Alex, who sounded like one of the WQW leaders who ought to have been there but wasn't, bailed out because he went out drinking with some buddies from Montreal the night before and was too hung over. Not impressive. I paid my \$25 and signed the waiver. The provided map was nearly useless and there was no cue sheet at all. I was glad I made up a (slightly) better one for myself in advance. I wasn't too worried since the route isn't that complicated and there were many WQW club members in attendance. As it turns out, I should have been concerned.

Things started off well. There was a short briefing in the parking lot across from the hotel. The bulk of the riders started on time at 9:00am; there was a smaller group made up of the obviously faster riders who were asked to hang back and start 15 minutes or so later so that everyone would arrive back closer together. There was an impressive array of other clubs and groups, dressed in their kits. Ride With Rendall, Euro-Sports, Tall Tree Cycles in their green outfits. Plenty of WQW, too, of course. I should have worn my KNBC. Next time, if there is a next time.



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I rolled out at 9:00am with about 40-45 others. I tried to stick close to the front. I noticed that one of the two leaders, a couple, had the quick release of her rear brake completely open. She wasn't the only WQW I saw who did. I've seen this in OBC sometimes, too. Not sure how such strong cyclists don't appear to know much about their bikes, but whatever. That reminds me, I saw one of the all-time weirdest rigs ever. It appeared to be a traditional welded steel frame, built up as a classic touring bike with shiny chrome fenders and racks, front and rear, with a canvas handlebar bag and Brooks saddle--the kind of set-up that Karine would drool over--with, get this, a PowerTap!

Less than 10 km in, we're already off the prescribed route. We turn off Chemin Wyman and onto the PPJ rail trail for about 4 km to Chemin Knox instead of taking Gold Mine and 6 Line. It's good-quality packed crushed stone surface, so no harm no foul and we're back on the road soon enough. Not long after that, we're back on dirt, only this time it's the road. No worries, this was in the promotion and I was okay with that. It's fairly well-packed with moderate loose gravel, not difficult to navigate. But bottles start flying off on the washboard sections. I dodged three, and I was closer to the front than the back. Also, these folks generally don't appear to descend well, so I'm scrubbing a bunch of speed in the pack on downhills (on pavement as well as dirt, it turns out). I still have some of my off-road biking skills filed away.

The pack starts splintering, which is actually a good thing. About 40 riders in one large group is not the ideal way to travel, although we are still mostly together at about the 45-minute mark when we stop for...a pee break. Yeesh. Also, it's about this time that it occurs to me that in Quebec, it's prohibited to cycle two-abreast and group sizes are to be no larger than 15. Maybe the organizers of this event should have included that in the pre-ride briefing.

We turn north onto Route 303 at Shawville and head towards Ladysmith. The pace picks up and I'm dropped on the last few kilometres into Ladysmith, but the dozen or so ahead of me slow down after turning west onto Route 366 and we re-group into a pack of about 20. There is another stretch of dirt road here, with rolling hills. Again, not a problem, except that it really slows you down.

We turn south on Route 301, and again we're turning and burning. This is now obviously a sportif cook-off and not the tour it started out as. Which is fine, I at least half-expected it, plus I occasionally enjoy testing myself like this against stronger riders. I'm still part of the lead group that's fluctuating in size from about eight to about 20. One guy, the fastest, is wearing a vintage-style Bianchi-green (except it says "Campagnolo" across the front) wool jersey with button-up pockets.

At 72 km, we pull into what must be Campbell's Bay. We stop for a few minutes to reload our bottles at a convenience store. After starting again, we immediately took a wrong turn and inexplicably entered the PPJ trail again. This was obviously not the prescribed route, but I thought I'd play along to see how screwed up we'd get. I also figured we'd get straightened out soon enough, but I figured wrong. We ploughed along for nearly half an hour before we came upon a paved road crossing. We were saved when a guy with an iPhone fired up a GPS map and we (sort of) figured out where we were. Soon, we were heading towards Portage du Fort. I fell back not long after and rode the rest of the way on my own. The needle on my bullshit meter was redlining along with my heart rate and I just couldn't take it anymore. I got passed by a few (sub-)groups on the way back, around Norway Bay, and noticed that one turn on the prescribed route was onto a dead end road. Sigh.

I rode the last 5 km or so with a group and



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made it back to the Gavin hotel in Quyon for the post-ride meal. There were two enormous pots of chilli, meat and vegetarian, baskets of rye bread, and something frosted for dessert which I didn't sample. About 15 to 20 riders made it back before I did. I thought it was odd that there were no pitchers of water on the tables, so I got one myself. Pretty much everyone else was sucking back a tallboy. The food was pretty good, and I chatted with Mr. Campagnolo wool jersey, who had recently moved to Ottawa from Saskatoon. I took off early, just a moment after one of the tour organizers announced to the crowd that he'd arranged for everyone to get one free bottle of beer from the bar. Thanks for letting us all know after most of us had already paid for our own beer.

I cannot recommend this event due to the level of disorganization, but I can recommend the route, assuming the final 60 km are similar to the first 70 km, which I may go back and check out myself one day soon. If you're looking for a challenging ride through some pretty countryside in the Pontiac, through a number of cute little towns (suitable for short rests & reloads) and don't mind moderate rolling hills and a few stretches of hard-pack, this is it. If you want a group ride at a moderately challenging pack or faster--I'd estimate this event would be suitable for solid OBC touring 2 level and up--this is a good choice, but come prepared. Knowing what I do now after having done this tour, I'd do it again but I'll make my own maps & cue sheet, which I've started to work on. Let me know if you'd like this information and I'd be happy to provide it.

Tom Seniuk

From the Editor

Thank you to all our contributors for this edition.

If you have any cycling news, views, tips or trips you'd like to share with us, we'd like to hear from you!

Please submit to:
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