



# KNBC NEWS

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Fall 2006

## Annual General Meeting

Wednesday, November 8  
Biagio's  
1394 Richmond Road  
(just west of Lincoln Fields Shopping  
Centre; side entrance, downstairs)  
Drinks at 6:30  
Pizza at 7:00  
Meeting at 7:30

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## Slate for new Executive

The proposed slate of KNBC Board of Directors is:

President	Stella Val
Secretary	Caroline Deslisle
Treasurer	Iris Krajcarski
Newsletter	Debbie Wright
Publicity	Barb Gibson
Web Site	Penny Estabrooks
Membership	Tom Seniuk
Tours & Brochures	Barrie Kirk
OCA Liaison	Christine Walton
Member at Large	Doug Gilchrist
	Odette Regimbal

If you wish to volunteer or nominate someone for a position, please call Stella Val at 613-225-8879. Also, confirm that the individual you have nominated is willing to let his or her name stand for that position! As further nominations are received the slate will be updated the membership will be informed by e-mail.

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## President's Message

How does time fly by so fast? It only seems a "blink of an eye" since I was welcoming everyone to a new season with the club. Being busy certainly seems to make time fly, and with two or three rides a week and some weekends away, the club planned over 4000 km. in rides this year! I would like to thank the executive members,

tour leaders and sweeps for all their hard work.

Now that the season is well underway, I notice many competent cyclists on our rides and congratulate members on their impressive fitness levels. We continue to work on addressing the challenge of providing rides of various difficulties and speeds to fulfil everyone's need.

Intermediate cyclists form the majority of club members, and many rides are geared to them. Faster riders are welcome to go ahead when a map or directions are provided. When a rider is slower, for whatever reason, and we all have slow days now and then, it is my hope that they will still be able to enjoy the ride with support from the tour leader or sweep. I encourage novice riders to come out on the S1 rides (listed below) and know that the tour leaders, and other members, will be supportive and encouraging. If you have any question about the rides, please call the tour leader, the Tour Director, Barrie Kirk at 613 592-6672 or myself at 613 225-8879.

Before we plan next year's schedule, we are conducting a survey similar to one carried out in 1999, in order to get an accurate picture people's preferences in areas such as the length, speed and destination of our rides. You will be receiving this by mail shortly, and we would appreciate it if everyone could respond by mid-October. We hope to summarise the results at the AGM.

Meanwhile, cycle safely and see you at the AGM.

Stella Val

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## Remaining Speed 1 rides:

- Sunday, Sept. 24: **New** - Ottawa Paths - CentrepoinTE 10:00, (35 km), Stella Val
- Saturday Sept. 30: Merrickville to Kemptville (45 km), Ronald Simard



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- Sunday Oct. 1: Harvest Moon - Kanata (45 km), tba
- Sunday Oct. 22: **New** - Carp - Kanata (40 km), Stella Val
- Maps and turn-by-turn directions as separate files;
- Same ride for different years - tour leaders sometimes vary the route.

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## Who Rides with KNBC?

Some interesting stats regarding KNBC membership:

- Total 2006 membership (as of the beginning of September): 104
- Last year's total: 94
- This is the first time KNBC has been over 100
- Renewals from last year: 61
- Women: 65 (62.5%)
- Men: 39 (37.5%)
- Average age: 53
- 14 took advantage of the new policy regarding lower membership fees for belonging to other OCA affiliated clubs; all were OBC members except one from a Kingston club.

Thomas Seniuk

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## Library of Tour Maps / Directions on Web Site

The KNBC web site now includes an on-line library of maps and turn-by-turn directions for many of the club's tours.

To access it, click on the "Members Only" link (the username is knbc and the password is biking4u). Then click on "Library of route descriptions for previous tours" and you will see the list of tours arranged alphabetically.

There are currently 62 files covering 40 different rides. There is some duplication for a number of reasons:

- Word and PDF versions of the same file;

Right-clicking a file allows you to either open a file or copy it to a folder on your hard-drive.

This library is a work-in-progress and we will keep adding to it in the months and years ahead.

Note: accessing the library uses the FTP protocol and not the HTTP protocol normally used on the web. Some corporate / government firewalls may block commands that use FTP. If you have any problems accessing this library, please let me know.

Barrie Kirk

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## KNBC Photo Contest

There is still time to enter the KNBC photo contest. Here's what you need to know:

- Categories: Best Scenery, Best Social and Funniest. Competitors should indicate which category each photo is meant to compete for (judges reserve the right to consider a photo for another category);
- A maximum of 10 photos to be submitted by any one competitor;
- Photos to be taken while attending a KNBC event;
- Photos to be submitted digitally whether taken with a digital camera or scanned from a print;
- Winning photos will be displayed on the KNBC web site;
- Judging to be completed in time to award prizes at the Annual General Meeting.

To enter, submit photos to Don McIntosh at [damcntsh@aol.com](mailto:damcntsh@aol.com).



Quinte Tour - June, 2006  
Photo by Stella Val

## Quinte Tour - June, 2006

The June 2006 weekend tour of the Isle of Quinte attracted 27 riders - and if this is not a record for a weekend tour it must be close to it.

We met in a pub in Picton on the Friday evening for drinks and/or a meal; we had the front room of the pub to ourselves which meant that we did not disturb the other patrons.

Saturday morning, the weather was sunny and great and we met at the War Memorial in downtown Picton. We headed south-west and the first stop was at the famous Sandbanks. The water was calm so some people paddled in the water while others went further in. A couple of kilometres further on, we stopped at the site of the former Lakeshore Lodge; the view was wonderful and Stella took some great pictures.

From there we cycled along the picturesque Athol Bay, through Cherry Valley and Milford. Along the way, a convoy of vintage cars went the other way and (of course) we all waved at each other. Lunch was at the Duke of Marysburgh pub and we were all

impressed with the food - not your average pub food! Even the coffee came in individual French press coffee pots.

Because the weather was great, we all agreed to a slight extension to the route and visited The County Cider Company and enjoyed free cider tastings. To someone like me who thinks all ciders are basically the same, sampling the wide variety available was very educational.

From there we crossed the peninsula on the eastern end of Quinte and visited the aptly-named Lake on the Mountain - from the observation deck you can see both the lake itself and the nearby Lake Ontario some distance below.

Then it was a short trip back into Picton for an ice cream. The total distance for the day was 86 kms, except for a few people who took an extended route around the peninsula which added an extra 20 kms or so.

The weather on Sunday was equally wonderful and we had a remote start in Bloomfield -- a short drive from Picton. The first stop was in the small town of Wellington where we lined up on the sea



wall overlooking Lake Ontario and had a group photo taken by a professional photographer (at no charge!).

From there, onto the Carmela Estates winery for a tour and wine tasting. We learned the reason for the large turbines in the vineyard (to direct warmer air to prevent the grapes from freezing) and we gazed at a flock / flight / whatever of butterflies taking advantage of the moisture in a muddy patch of ground at the edge of the vineyard. Another photo-op!

We then headed north to Consecon and had lunch in a pub located beside a weir located on a small river. The journey back to Bloomfield took us along the north shore of Lake Consecon and that was where we had the only problem of the weekend. Ross had a blow-out of his inner tube *and* tire. A quick conference and we concluded that as the ride was almost over, the best solution was for the rest of us to head back to Bloomfield and that Wendy would drive back to pickup Ross and his bike.

Sunday's ride was 62 km. and we left for home by mid-afternoon. Stella took some great photos that can be downloaded from the Members Only part of the web site. The instructions are basically the same as downloading tour directions; please go to the article in this newsletter titled *Library of Tour Maps / Directions on Web Site*.

Overall, it was a wonderful weekend, I am pleased to report that everybody had a great time - and the weather cooperated beautifully.

Barrie Kirk

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## Weekend at Ste. Adele - September 15-17, 2006

16 people have registered for the weekend in the Laurentians north of Montreal. There is still space available at the Auberge du

P'tit Train du Nord in Ste Adele. The single rooms are all \$60/night and the doubles are all \$100/night + tax.

Breakfast will consist of cereal, fruit, yoghurt, choice of croissants, bagel, toast, coffee etc. Saturday morning we will cycle to Ste Agathe on the cycle path, and for those on the Level 2 ride, we will cycle around Lac du Sable on the road. We will have lunch in Ste Agathe, after about 25 or 38 km of cycling. We will then continue back to Ste Adele directly on the path (Level 1 and 2 ride) or for the level 3 ride, by road from Ste Agathe through Saint Adolphe d'Howard, Morin Heights and Ste Sauveur for a hilly ride of 80 km. Dinner on Saturday will be at Ste. Sauveur.

Sunday's route will be to St Jerome and include a choice for the return: level 1 ride will return on the cycle path (50 km.), and the level 2 ride will make a loop - also on the road and also some hills. Lunch will be in a restaurant either in St. Jerome or somewhere on the return route.

The Auberge, which was built as a hotel for the railway, has a nice atmosphere with large dining room and sitting room with large fireplace. The rooms are basic, but each has a small 3-piece bathroom attached with a shower stall. To book a room please call Danielle at 1-877-979-2225 and also let me know so I can add you to my group mailing list.

Stella Val

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## News from a Former Member

Where there's a wheel, there's a way  
(Cycling Adventures in England & Scotland)

I did it, I did it! Oh there were times when ... but with the support, encouragement and humour of the other five, I felt an aura of mmmm.....light which helped me continue. Proceeding along those bloody



hills in Cornwall and Devon, made me think of the lyrics "and did those feet in ancient times", only this time it was wheels.

The first day we had a practice ride down to Lizard Point, the extreme south part of Cornwall. By the third day, after climbing some hills, walking my bike while counting fifty steps, then breathing to ten and repeating it, I got in at the farm we were staying at, around ten at night. I don't remember the hot tea, cozy bath or going to bed, but was told the next day. After that I never looked back. I was positive we would all make it. Of course the weather was perfect, I wore shorts all the way and seldom a jacket. I must have an internal combustion engine or something since it was a bit brisk. I also felt I could breathe better with more freedom of movement. Then the moors, the sheep, the cattle grids and the endless green patchwork landscapes could be seen going on for what seemed to be forever.

The beauty of England and Scotland can be found in highland cattle, ancient monasteries, castles and the crass pub inn which was located in the middle of nowhere. There often seems to be nothing for miles. After a climb, crossing the Pennines, which went on and on, we reached the Scottish borders and lochs. There was a scary descent crossing the grids, passing through gates, dark and shady areas of forests, when finally we came through some pleasant cities.

We followed the bicycle routes in the cities and towns becoming more daring as our confidence grew. We encountered admiring glances, friendly locals, helpful shopkeepers, lots of restaurants and tea rooms. Bed and breakfasts were first class. Our hosts were interesting and interested. They coddled us with welcome. Full breakies consisted of eggs, bacon, sausage, beans tomatoes, mushrooms or kippers, porridge etc. My mainstay was porridge, barley sugar and Mars bars. By the time we reached Scotland it was haggis and whiskey

for some; however I insisted on my Guinness.

Near John O' Groats we went to the furthest northern point called Dunnetts Head before whooping it up at the final post. We then donned red headed wigs and tam o' shanters appearing like cousins at the local pub for a celebration.

#### Memories:

- Stinging nettles and cars on a narrow country lane;
- Dropping a leg down a cattle grid, no wonder there are lots of sheep shanks on the menus;
- Understanding the local brogues, like the way they said Drumnadrochit
- Burst up the Cheddar Gorge, saw hairy goats;
- Going to the top of Ben Nevis, the highest mount, no sermons here;
- Bridge over troubled waters, Severn and the Firth;
- An outdoor concert at "Have a Fitz Manor", strawberries, cream and all liquored up;
- Cycling on a tiddly bike, the crossed countries and I, the Yorkshire Moors all day;
- Tow paths along the Clyde, cycling through London to brother John's;
- Wearing my yellow jacket and mistaken for a police constable.

Beti Darvell-Jones

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### Cycling Education and Safety

With the days getting shorter, if you cycle in the evening at all, now is the time to make sure your lights are working and have charged batteries. The Highway Traffic Act requires a red reflector at the back and front white light - both should be mounted on the bike. In order to be visible, however, a red light on the back is also advisable.



The KNBC encourages its members and especially tour leaders to take CanBike II cycling education courses. The Canadian Cycling Association designed these courses for the recreational and utilitarian cyclist to enable them to enjoy cycling safely. Several of our Tour Leaders have already taken the course and the club subsidizes the fees for Tour Leaders by 50%. (Definition of the Tour Leader is someone who has led at least 2 rides in a given year, or, if the course is to be taken in the fall or spring, at least two tours in the subsequent year.) The course covers two days and one evening and is a combination of theory and practice on roads in traffic and includes both written and practical tests on the last day.

Many people also benefit from the one day courses usually offered on a Saturday. A list of cycling courses offered by Citizens for safe Cycling can be found at:

[http://www.safecycling.ca/education/2006\\_schedule.pdf](http://www.safecycling.ca/education/2006_schedule.pdf)

The advertised dates this fall are:  
Can Bike II:

- Sat. (9-5), Sun.(9-5), Mon. (6-9):  
October 21, 22, 23

Traffic Skills:

- Oct. 14: 9 - 5

Stella Val

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## Tom & Carolyn's PEI Trip

**Day 1, Thursday 13 May 2004: Ottawa to Charlottetown, PEI**

We were out of bed at 5:30am in order to be on an 8:20am flight to Halifax. Once there, our flight to Charlottetown was cancelled (mechanical problems), and before Air Canada lined up a new, larger plane later in the day, we chose to rent a

car and drive. Nova Scotia and the bit of New Brunswick we passed through were no big whoop, but crossing the Northumberland Strait on the Confederation Bridge was a bit of a thrill. Just after hitting PEI, we saw a large dump truck full of potatoes pulling in to a McCain's plant—hilarious! We made it to the Delta Prince Edward, right downtown on the waterfront in Charlottetown, and checked in before heading out to the airport to pick up the bike which we had shipped a few days earlier.

**Day 4, Sunday 16 May 2004:  
Charlottetown to Victoria-By-The-Sea**

After a big breakfast buffet at the Delta before checking out, and some delays in reassembling the bike (an odd problem with front brakes that somehow resolved itself), we were off at about noon. We were able to leave the shipping case for our bike at the B&B we had reserved for our last night in PEI, after we returned from our bike tour the following Thursday.

With a little wind at our back and hardly enough rain to be even worth mentioning, we had no problem covering 44 km in 2 hours, west to Victoria-By-The-Sea where our room at the Orient Hotel was waiting for us. Man is this place small! But quite charming. Four very small square blocks, right on a small harbour.

Obviously relying on tourism in the summer (which hadn't actually started yet), and the mail-order business of Weather Sense, a shop that sells an impressive selection of weather-related items (example: your own personal weather station, including solar radiation intensity and UV dose meters, with a wireless connection to an impressive LCD display unit for only \$1500) for survival, we were lucky to be able to get dinner at the only open café in town (about 5 tables) just before it closed for the evening. The inn was excellent, quite comfortable and very quiet. After dinner and a short (short!) stroll around town, we rested quietly that



evening after a busy day getting started and a couple of solid hours in the saddle.

## **Day 5, Monday 17 May 2004: Victoria-By-The-Sea to Kensington**

Up early for an energizing breakfast of herbed eggs and toast with rhubarb jam at the Orient Hotel, we were back on the road after a quick browse through the weather store and a second-hand book shop. There was a working lighthouse that was supposed to be available for tours, but it was unfortunately not open. As we were getting set to hit the road, a large tour bus pulled up and emptied its passengers into two groups of about 20 to 25 who proceeded to be lead around town by guides. The guides in charge seemed to be talking an awful lot, and most of their charges were taking notes: it was PEI tourism info centre workers on training!

We started off on secondary roads towards Borden, which is at the PEI end of the Confederation Bridge. Our first stop was the info centre, but it was deserted—everyone was on training! D’oh! Of course. After a quick lunch at Subway, some browsing at the shops and the info centre’s bridge propaganda, and a stop at the PEI approach to the bridge for some photos, we departed on an off-road, rail-to-trail path towards Kensington.

The previous day (and all future days) of our trip was on paved, secondary routes through PEI, which are great for cycling, especially in spring before the tourism season really starts and the road get plugged with RVs. The only real downside is the constant rolling hills (they are small, but never-ending so you can’t really get in a “groove”) and the pretty-much-constant wind, which is either the best friend you ever had or, as we would find out, your worst enemy. However, now following what was previously a rail line, we got to experience two new things. First: long, gradual grades (mostly up, since we started from the shore) mostly in a straight line. Second, the

other business of PEI, after tourism: agriculture. And when I say agriculture, I mean potato farms in every direction, with almost comically red soil.

Today turned out to be a long day on the bike, over three hours and 58 km (much of it on the fairly soft crushed stone rail trail) before arriving at The Station House B&B in Kensington. This home was originally built for the train station master over 100 years ago, and it has been kept up and updated well—and is a real bargain at only \$45/night. After passing through a number of towns on the way that were really collections of about a half-dozen houses along the side of the road and maybe a service station, it was nice to see that Kensington was a “real” town, with streets, stores, a couple of restaurants, and a magnificent old railway station made from stones. After a necessary, hearty, and well-deserved feast of seafood (a platter with a little of everything, including wonderful fresh scallops and even a scallop burger) at a diner recommended by the B&B hosts, and a quick stop at the dairy bar for some ice cream cones while walking the long way back, we fell asleep early again.

## **Day 6, Tuesday 18 May 2004: Kensington to Cavendish**

Our kind hosts at The Station House bed and breakfast got our bike out of storage this morning and even filled our bottles with ice water before we headed out. Not only is this B&B easy on the pocketbook, it is also located in one of the few “real” towns on the island and is only about 20 km from Cavendish and PEI National Park, although today we planned a longer route that would first take us north to Malpeque Bay.

There was a strong south wind today, so the first half hour or so toward Malpeque Bay we were riding along at 30 km/h to 40 km/h without really working hard. We stopped briefly at a working harbour in Darnley Basin just off the bay.



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Now turning east, and then southeast for a while, the wind turned from friend to foe. Our speed slowed dramatically, and we had to switch off driving periodically since it's difficult to captain a tandem, especially so in high winds. However, we persevered and made it to the Kindred Spirits Inn in Cavendish, through French River and Stanley Bridge. The total distance for today was 54.8 km in about 3 hours.

This early in the season, few restaurants were open. The nearest ones were in North Rustico, several kilometres away, and the cab service was not operating yet, but the good news is that this is a small town. It turns out that the wife of the fellow who operates the cab in season works at the inn, so we were able to cut a deal with them to get us over to Fisherman's Wharf for some excellent seafood and back again. We even sampled fresh Malpeque oysters. After dinner, we took advantage of the hot tub at the inn, and enjoyed tea and fresh cookies with the other guests, served up nightly at 9:00pm in the lobby.

## **Day 7, Wednesday 19 May 2004: Cavendish**

After three straight days of riding (and a pretty tough day on Tuesday, on account of the wind), we planned to stay in Cavendish for two nights. Breakfast here was pleasantly later than we were used to, at 9:00am.

Green Gables was only a short walk from Kindred Spirits, so we went to check it out. While everywhere else we had been on the island was still very quiet as tourist season was still some weeks away, there were 3 large tour buses in the parking lot at Green Gables this morning. After walking through the house, along the "Haunted Woods" path that ends at a cemetery where L. M. Montgomery is buried (with her husband), we returned to the snack bar for a few bottles of "Raspberry Cordial" soft drinks, which we have been seeing everywhere on the island, and a trip through the gift shop

where I picked up a nicely goofy stuffed lobster.

The cool, misty weather this morning was showing no signs of changing, but we walked up to Cavendish beach anyway (also only a short walk from the inn) before returning to our room to rest and watch a movie from the video library at the inn ("Gladiator"). By mid afternoon, though, the weather had changed and it was now a sunny, warm day. We went for a soak in the hot tub once more before going back to Fisherman's Wharf in North Rustico for dinner again, where I had a traditional lobster supper one last time. After dinner, we returned to Cavendish beach. Still too early in the season for entering the water, but much nicer than our visit earlier that day.

Tea and fresh, warm chocolate chunk cookies were served up again this evening.

## **Day 8, Thursday 20 May 2004: Cavendish to Charlottetown**

Today was our last day on the road, and the nicest. It was warm enough that we didn't wear our jackets and Caroline wore only her shorts (no tights) for the first and only time the whole trip. Before leaving Kindred Spirits, the owner took a photo of us with our bike.

We traveled almost directly south today towards Charlottetown, entering the city on a rail trail to avoid the traffic on the busy streets. After we reached McInnis B&B, where we had reserved a room for the night and also had left the shipping case for our bike, our trip odometer read 210 km, which we estimated took a total of about 11 hours of riding over the previous five days.

After checking in and cleaning up, it was a little too late for souvenir shopping (I left this to the last day since I did not want to carry much more than I absolutely had to on the bike) this evening, so we just went for



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dinner at the excellent “Off Broadway” restaurant, and then returned to the B&B and disassembled our bike and packed it up to be ready to go to the airport the next morning

## **Day 9, Friday 21 May 2004: Charlottetown to Ottawa**

After a little shopping early this morning, we were able to find a cab company that has a minivan to get us and our bike to the airport. Luckily, we were able to get our bike home as oversized/overweight checked luggage for a fee of only about \$70 instead of the \$225 it cost to ship it to PEI in the first place on Air Canada Cargo...you live, you learn. It was unlikely to arrive in Ottawa when we did, but picking it up a day or two later would not be a problem.

Caroline was a little nervous on the 18-seater from Charlottetown to Halifax—the near-constant winds on the island do not do anything to smooth these flights. But we made it home safe and on time.

Thomas Seniuk

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### 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:  
[Deborah.Wright@ottawa.ca](mailto:Deborah.Wright@ottawa.ca)

Debbie Wright



The KNBC In Montreal - July 2, 2006  
Photo by Stella Val