



Summer 2007

Annual General Meeting

Tuesday, November 6, 2007
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

Slate for new Executive

The proposed slate of KNBC Board of Directors is:

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

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!

President's Message

I find it amazing that it is August already and over half of our cycling season is behind us. Since returning from my holidays I have been out on

several tours and am pleased to see new members and old friends enjoying the rides together. The KNBC club culture is alive and well, and by that I mean that rides are fun and relaxed with lots of opportunity for socializing and enjoying the scenery in a supportive atmosphere.

The bike maintenance course at the end of April was well attended and I expect we will have a similar event next year. Several members took the Can-Bike II cycling course in June, and again, cycling education will continue to be a commitment of the club. Many people are involved in keeping the club running smoothly throughout the year. Thanks to those who have helped in any way with any of the jobs necessary to keep things rolling. The KNBC AGM will be on November 6 so please keep that date free. We will be electing the 2008 executive at that time. Call me at 613 225-8879 or e-mail me at stella-val@rogers.com if you would like to serve on the executive or volunteer in any way, or if you have any concerns, questions.

May the sun shine on weekends, the rain wait until the evenings and the wind be ever at our backs! Happy cycling!

Stella Val



Let The Good Times Roll

The BON TON ROULET or "Let The Good Times Roll" is a 350 miles, 7 day bicycle tour in the Finger Lakes area of New York State organized and supported annually by local communities. This year's tour in July was in its eleventh year and 368 cyclists from all over the States participated. I finally participated as well after having considered the tour for a number of years. I recommend it highly.

The lakes which give the area its name were created by the various glacial periods in earth's history. They are located south of Lake Ontario and are a mere 4 to 5 hour drive away from Ottawa. They offer superb cycling on quiet paved country roads over the hills between the lakes, or on major roads with wide shoulders (6' to 8' feet) along the lakes. Drivers are friendly and I never encountered an unpleasant situation during the seven days. The actual route changes from year to year, but stays in the Finger Lakes area, and offers a mix of terrain and type of roads. For me the landscape had a European flavour with fields intermingled with woods, vistas from hills into the valleys and over the lakes and the presence of "old" town and "new" wineries. The area is hilly, mostly undulating but with a few steep sections.

The main organizers are staff members from the YMCA's in Cortland and Auburn who in turn ask local organizations to provide food and other support long the way. With such long experience the organization was flawless. Accommodation was in tents (your own or through a rented service which put up the tents) in State or community parks and athletic fields of high schools or colleges. (You could also book B&B's on your own). The tent areas were always nice flat grass with enough room to select your "space" according to your wishes. Trucks moved your stuff from place to place. A shower truck and portables accompanied

the tour, and I seldom encountered a line up. Food was plenty with lots of fruit. Usually two rest stops were provided and offered enough snacks that I did not need a lunch (which is on your own). A bicycle repair truck offered services at every rest stop and at the over night camps. At least every hour a sag wagon came along and offered pick up services.

The age of participants ranged from 3 to 81 years (with middle and retirement age dominating). Bikes ranged from mountain bikes to fancy all carbon racing machines. Most people had road bikes. The cyclists came from all over the USA: Alaska, California, Texas, Iowa, Missouri, and of course also from NY and neighbouring States. Only a handful of Canadians had joined this year. All were a friendly bunch, and I was never short of conversation at the dinner table.

This year the organizers offered for the first time a short route (270 miles total) and a long route (350 miles total) each day. Most people seemed to have chosen the short routes. As well, we stayed two nights at the same place and an optional cycling day was offered, including a century ride (100 miles). Yours truly completed it along with about 35 others and felt proud until put in place by the fact that the 81 year old had completed the century ride as well. Then I heard that this man had run 100 marathons in his life. Oh well.

The cost this year was US\$475 which I found quite reasonable as I had no other expenses other than drinks and a (sort of liquid) dinner one night.

The <http://www.bontonroulet.com/> website has all the information about this tour. As I said, I recommend the area and the tour highly.

Martin Podehl



Adventures Down Under!

This summer I spent a month in Australia, and while there, was able to cycle in 5 different areas: Cairns, Brisbane and the Sunshine Coast, all in Queensland, Melbourne in Victoria and Adelaide in Southern Australia. Most of the cycling was done at a slow pace, taking in the scenery and stopping to look at views, plants or birds.

The first place we stayed was in Cairns where we rented bikes the first day for \$12 / day including the lock and helmets which seem to be included with all bike rentals. Cairns is a tropical town with a small town feel - many roads have medians with colourful plants and palm trees. Cars park

at 45 degrees to the median leaving the curb side free for cyclists. We felt safe on all the streets and headed straight for the ocean and found the bicycle path that follows the coast for several kilometres. We had a map and were able to find the Botanical Gardens and a tropical forest walk where we found a small crocodile lazing on an island in a lagoon. The bikes enabled us to go much further than we could have on foot and with more flexibility than a bus.

Brisbane is divided by a meandering river which complicates travel by car, so the city has invested heavily in public transit which includes ferries that only take passengers and bikes. We rented bikes for a day and took a large detailed map I had previously downloaded from the internet showing 300 km of bike paths in Brisbane.



Bridge we cycled across in Brisbane



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We headed off along one side of the river to the University where we found a cafe where we could order "flat white" (regular coffee) and then we hopped on the ferry to the next stop on the other side. We cycled this other prettier side of the river, passed the downtown area

then over a rather high bridge with separate bicycle lanes and back into the city on the other side. We passed through (and stopped at) many of the key points of interest - namely South Bank with its museums, art gallery, vendors and gardens. The sky was blue, it was about 22 degrees, and many plants were blooming.

The Sunshine Coast, was also very bicycle friendly. Again, maps downloaded ahead of time were useful, but we also were given maps showing in detail all the pedestrian, cycling and shared paths in and around the town of Noosa. Again we took the bikes on the ferry, and again, enjoyed the plant life, the birds and many views. We locked the bikes and helmets at the beginning of walking paths, outside grocery stores and coffee shops (once right under a eucalyptus tree with a koala in it).

Melbourne was different - we had left the good weather in the north and were in the coolest weather of our holiday and needed gloves and long underwear. Here we did one of our longer rides as we missed the turn into the city and cycled right around the port of Melbourne before reaching the city centre. Once there, we enjoyed the river, this one smaller with many bridges and an esplanade on either side. We cycled past Botanical Gardens, Federation Square, St Paul's Cathedral and the usual art galleries and theatres. Again we did the whole trip on bike paths or bike lanes.

In Adelaide the City Council, in an effort to be green, lends bikes for use in the city at no charge. These bikes were good quality and enabled us to sight see in an efficient and most enjoyable way. There were also detailed bicycle maps for each area of the city which were useful. Writing this makes me remember what a great holiday we had. Cycling in the cities certainly aided in our exploration of them, and the research done ahead of time really helped us utilize the infrastructure better.

Stella Val



View from bicycle path on Sunshine Coast!



Ottawa-Kennebunkport (OK) spring tour trip report

Thursday 31 May 2007 to Monday 4 June 2007

Background:

During the weekend P'tit Train du Nord trip to the Laurentians last September, Eileen mentioned during a group dinner one evening what a great time she had doing a five-day bike trip starting in Ottawa and ending on the Atlantic coast at Kennebunkport, Maine, with a group organized by a guy named Manny. I drank the Kool-Aid. As it turned out, I wasn't the only one. One Wednesday morning this spring, I ran into Sonya at the Gamelin/P3 parking lot in Gatineau Park. She was staring intently at a map. She was there to meet up with Manny, and hopefully a few other cyclists, for a ride up the hills, as part of training for the OK tour, which she had signed up for. Hey! I'd almost forgotten about that. Fortunately, I got a chance to meet Manny that day, and over the next few Wednesdays, I submitted an application as well. I got wait-listed since the tour was nominally full, but I was also a little bit optimistic since I was about 3rd on the list, and the tour was still several weeks away. You never know.

Then one day, Manny told me I was in! Woo hoo! So I sent in a cheque. And put a few thousand more km on my bike.

Thursday 31 May 2007

I departed home at about 5:50am to ride to the start point at Elmvale shopping centre. Caroline would drop by later with my bag. I ran into Sonya there. The scheduled departure time was 7:00am but that's just when Manny and the sag wagon that carries all our bags and other supplies showed up.

Sonya was anxious to get going, since she knew she'd be the slowest rider on the tour, so we started out together before anyone else. She was unfamiliar with the route out of the city at that end of town.

She started talking about the sag wagon at the corner of St. Laurent and Walkley. I rode with her out to where we turned east off Ramsayville road onto Leitrim road, where she was good to go on her own. A few groups had passed us by then.

I hit the gas and caught up to one of the faster groups, and we were moving well all the way to Cornwall. I got dropped just a few km from the city, but I found the restaurant (Mangi's) for lunch no problem where I found the eight or so riders who pulled away from me sitting on the patio, waiting for lunch to be served, around 12:00 noon. It was about 11:30am.

Lunch was very good. We had an Italian restaurant all to ourselves, and four items on the buffet table: Noodles, chicken, vegetarian lasagna, and salmon which was excellent—it melted in your mouth—all for \$12.50. I ate alone, waiting for Sonya, but by 12:30+ she still wasn't there. I took off about 12:45pm, just a few minutes behind a large group.

I caught up on the international bridges over the St. Lawrence river. At one point, on the highest point on the second (southern) bridge, I heard someone about 20 m behind me blow a tire while crossing an expansion joint. These things were tricky to navigate. I was among the first over the bridges, and the first through customs. Manny had obviously called ahead to make sure we'd all get through smoothly. Since it looked like it might be a while for the others, I just took off on my own down route 37.

I followed the prescribed route, still pushing fairly hard, on my own. There are nice wide shoulders on route #37 in New York state, and even the county roads are pretty good and very quiet. The fastest group of about eight riders caught up and passed me about 20 km from Malone, and when I got to the final turn with <5 km to go, the next group of about half a dozen riders caught me, and we got to the motel (a Super 8)



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together at about 2:45pm. I'm in my room and in the shower by about 3pm.

The total distance from Elmvale shopping centre to Malone was 164.1 km., and from home it was 178.5 km.

I rested in my room for a while, and hung out in the hospitality suite that Manny runs in the afternoons. There is plenty of cold beer, sodas, juices, salty snacks, cheese, and fruit.

The group dinner was good. The food was just okay (salad bar + beef, turkey, vegetarian lasagna with green beans and scalloped potatoes) but it was the first time everyone was together, and we each stood to introduce ourselves. From the documents circulated before the tour, we all had a list of everyone on the tour so I already knew that Grant Bird, Bard Bird's son, and his girlfriend Brenda would be there, and also Greg Christie from Greg Christie's bike and ski shop in Old Chelsea and his partner Suzanne. But a last-minute addition that wasn't on the list was Rick Hellard, and he was sitting right at my table! Rick is well known around Ottawa for his coaching work with Zone 3 Sports. There was a group of about four guys from Cincinnati, and another group from the London bike club.

Afterwards, I picked up a pint of chocolate ice cream and polished it off while watching "The Sopranos" on HBO back in my room—one of the few real amenities at a hotel like this.

Friday 1 June 2007

Breakfast was nominally scheduled for 6:30am, but it was really an individual effort at the diner next to the hotel which opened at 6:00am. I had the special, a cheeseburger omelette. Given the hamburger patty covered with melted cheese inside the omelette and the entire pint of chocolate ice cream the night before, it was about at this point that I figured I should pull back on

the groceries or, despite the distances I'd be riding, I might come home heavier than when I left.

I took off fairly quickly after breakfast, since my plan today was to stop in to see my sister-in-law and her family who had come down from Montreal this weekend to camp in Burlington, only a few km off the route. Only problem was, I went the wrong way! I started riding east on route #30 instead of north on #11. I was several km down the road before I figured it out and turned around.

Back at the hotel, I was in time to head off again, in the right direction, with a large group of faster riders. I peeled away off the front after we turned off #11 to head east on #24 to Brainardsville. Shortly after, I passed Sonya, who had got off to another very early start, and unlike me, went the right way. The wind was at my back and it was downhill all the way to Beekmantown/Plattsburgh at the ferry crossing of Lake Champlain, so the pace was very fast. At the ferry, I was in the first group with four others, including Lesley, Sonya's roommate, that I'd joined up with at Ellenburg, and we just missed the boat. There was another around in only about 10-15 minutes, though.

Off the ferry and over the bridge into Vermont, I cut away at the base of Bear Trap road to head into Burlington, to the North Beach campgrounds where Nathalie, Dominique, and their kids were spending the weekend. I picked up some bagels and a bagel sandwich, and the server at the bagel shop refilled my bottles with water and ice, not far from the campsite. It was a warm, humid day. I found the spot where they'd parked their RV, and we spent about half an hour together having lunch. They shared some fresh strawberries with me. It was neat to be able to do this, even though it was adding a bunch of distance (and climbing) to an already long day right in the middle of a hard trip.



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I returned to Bear Trap road and started climbing. It was a steep but short climb on a questionable road surface, the first such occurrence of the trip. I was all alone but I figured out the directions and kept plugging away at the hills on Westford road, all the way to Jeffersonville on #104 where I took the alternate route south on #108 to Smugglers Notch.

What a climb! Up and up. I reloaded my bottles at a convenience store along the way. The views from the top were partly obscured by the thick trees and also by the haze of a warm, humid day, but what I could see was pretty good. There was lots of exposed rock and springs/waterfalls. The winding, narrow road at the top (max. elevation recorded = 661 m) was how I remember it from a visit long ago. Then it was a descent into Stowe, hard on the brakes, and then north to Morrisville for the end of today's route. I pulled in to the hotel at about 6:30pm, which was a little late to take advantage of the outdoor swimming pool at the Sunset Motor Inn at the corner of routes #15 and #100. I did see some people from the tour coming back from a run at about the time I pulled in. Sonya says, there's medication for that.

From Malone, NY, including starting in the wrong direction and the side trip into Burlington, I rode 252.1 km. For the prescribed route starting in Malone plus Smugglers Notch, the distance was 189.0 km.

Dinner at 7:30pm was a group buffet at the restaurant adjacent to the hotel. The food was good; better than the previous day's with quite good prime rib. After dinner, one of the riders, Sonja (not Sonya) presented Manny with a card we all signed (and, later, a gift with the \$5 she collected from everyone) to recognize him for receiving the Bruce Timmermans cycling award from the city last fall.

After dinner, I read for a while and watched

some baseball. The Yankees are in Boston this weekend, so it's a big deal around here.

Saturday 2 June 2007

I was a little bit short of 100% today. Nearly 9 hrs of riding 250+ km, mostly hilly, can do that. And this third day was supposed to be the hardest one of the tour. I thought I might be in a bit of trouble.

This morning's breakfast was in the same banquet room at the restaurant adjacent to our hotel as dinner last night. I filled my plate and settled down at a table with Sonya, Lesley, and a small group of other riders.

I went again with Lesley in a small group of other riders this morning at about 7:30am. It took me a while to find my groove, being a little bit tired from yesterday, on the rolling hills, but I did. After about an hour, I wound up with Lesley and Brenda, Grant's gf. We stuck together the whole day.

We stopped for lunch at a Quizno's in Littleton at about the half way point of today's route. It started to rain, but we didn't get hit hard while we were indoors. Lesley left her arm warmers on her bike and they got soaked, but she pulled another pair out of her back pocket (?!). I heard a lot of stories from them about this segment last year. It was rainy and cold. Most people bailed out at West Danville, but Brenda wasn't one of them. This was also the second day of absolutely beautiful scenery. Crawford Notch, topping out at about 580 m, was amazing. We were the first to arrive at the hotel in North Conway at about 3pm.

I just rode the prescribed route so today's distance was only 172.1 km. There was an alternate route (the Kancamagus highway) and an add-on loop at the end (Bear Notch) that I passed by.

By the end of today, Brenda started to freak me out a little bit, and it wasn't because



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she carried a Shrek Pez dispenser in her back pocket. The more time I spent with her, the more she reminded me of Barb. Grant's dating his mother!

Our hotel in North Conway was the Green Granite Inn and Conference Centre (www.greengranite.com). It's a pretty nice place. There is a large lobby with comfortable sofas and chairs around a huge fireplace, and both outdoor and indoor pools--I tried both. Then I hung out with Manny at his suite where we chatted for a while about how he organizes and runs this tour. After a while, the riders who did the Kancamagus highway alternate route started to roll in, so I walked up the street to the Pearl Izumi factory outlet. It was small and I didn't see a lot that was very interesting there, but of the things I did look at, the prices were amazing: \$10 for a pair of gloves. Too bad I didn't actually need any. I also stopped in to a large, impressive Louis Garneau shop. It wasn't a factory outlet, but they had all kinds of very interesting things in stock, mostly bike clothes.

Then I checked out the Settlers Green (www.settlersgreen.com) outlet village adjacent to the hotel. Manny had arranged for everyone to get extra "VIP club" discounts. There were Nike, Adidas, and Reebok stores, among a few others that were interesting. I didn't buy anything, but it was fun to hunt around a bit and basically do something normal after three straight days of essentially doing nothing but cycling (and eating).

Eventually, Sonya pulled in. I was very impressed. She even had to fix a flat along the way, after pumping up a slow leak a few times. She said she pulled a thorn out of her tire, most likely deposited there during her winter cycling trip to Hawaii. After she rested and cleaned up a bit, we had dinner together at a casual pizza and pasta joint in the Settlers Green outlets. I think she was recovering well, since we talked a lot about the "OBC snobs" on the tour.

I returned to the comfortable hotel lobby and watched game 3 of the Stanley Cup finals (Anaheim Ducks at Ottawa Senators) on the big-screen projection television there. The Senators won the game, 5-3, but the Ducks were still up in the series 2-1.

Sunday 3 June 2007

Breakfast was at the hotel, a group buffet again. It was just okay; not the best we've had but certainly serviceable, and typical of the rest. Every time we've had eggs or omelettes, sausages, bacon, toast and muffins, coffee, tea, juices, fruits, and cereals.

There was a crash the previous afternoon. Just a few km from the hotel, a few riders hit a turning vehicle. No injuries and no serious damage to bicycles, but one guy cracked his helmet. He came to see me at breakfast, having heard that I had two helmets (albeit for fashion purposes), so I loaned him one.

At around 8am, I pulled away with Lesley and a small group. It was a little cool with a light drizzle that eventually changed to a kind of fog. It never rained, but remained overcast all day, so no view of the mountains.

As we crossed the state line into Maine (my first time to this state), the roads changed noticeably. The roads in Vermont and New Hampshire were excellent, and most of the time our tour followed bike routes with generous paved shoulders. But entering Maine was not unlike crossing over from Ontario to Quebec. The quality of the roads deteriorated noticeably.

We stopped for lunch at a convenience store in Hollis Center. There is a food counter there that serves up pretty good sandwiches for cheap. I had a poor boy, a kind of cheese thing, and we enjoyed our food at the picnic tables set up out front.

We kept descending, and the road surfaces changed back and forth a few times



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between crappy and narrow to wide and smooth with shoulders.

We made it to the beach in Kennebunkport about 1:00pm. I took off my shoes and socks and walked in to the Atlantic Ocean up to about my knees and stayed a few minutes in the surf, until my feet started to get cold. I dipped my bike in the ocean, too. Others did as well. Then we went to the hotel and checked in. A tray of water, cookies and brownies, and fruit were waiting in the lobby. The Nonantum is a very pleasant little resort hotel; see www.nonantumresort.com.

The trip from North Conway to the beach at Kennebunkport was 113.9 km, and to the hotel it was 116.9 km.

After cleaning up, I wandered the streets and shops of Kennebunkport. I mostly saw typical touristy gift shops that were generally underwhelming. There were a few fresh seafood shops and a counter selling fried clams, which I didn't try since we had a big seafood banquet planned for a little later. Still, I got a small cone at the Ben & Jerry's shop.

I returned to the hotel and brought my bike out to get packed in the cargo hold of the bus that was taking us back to Ottawa the next morning. After that, I took my book to the lobby of the hotel and planted myself on a large comfortable sofa in front of the fireplace, which was nice and cozy after a drizzly and cool morning on the bike. I even scored a flute of champagne from the wedding reception being held at the hotel this evening.

The banquet was a nice end to this adventure. I sat at a table with a few of the support guys, and they commented on the pleasant vibe in the room. The food was good and plentiful, too—Caesar salad plus a tray of artichokes, peppers, and the like; penne pasta with enormous shrimp, scallops, and chunks of shellfish; and raviolis with alfredo or marinara sauce.

Exactly what we needed. Manny then distributed the special "OK Tour" socks he gets made up as a final gift.

After dinner, many of us wandered into town to a restaurant and bar. The Red Sox and Yankees were on the ESPN Sunday night baseball broadcast, so I sat at the bar and watched for a while.

Monday 4 June 2007

I went for an early-morning stroll down to the ocean, but the light drizzle I left the hotel under, at about 6:30am, was rain as I ran back. After a wonderful breakfast buffet in the main ballroom at the hotel at 7:00am, we were on the bus and ready to head home at 8:00am. When Manny was calling out the roll to make sure everyone was there, everyone spontaneously burst into applause when he called out Sonya's name—that's the kind of respect she earned for her amazing effort.

We had time for three movies and a stop for a visit to the Louis Garneau factory outlet in Newport, VT on the way home. The Louis Garneau factory outlet offered an odd collection of left-overs and seconds at incredible prices. I didn't see anything I particularly wanted, even at give-away prices, but I had a brain storm and picked up a pair of bib shorts for only \$10 that Caroline used to convert one pair of my KNBC club (drawstring) shorts into bibs. They turned out great!

We crossed the border with little hassle, and were back to Elmvale shopping centre on time, where Caroline met me.

Totals:

The minimum prescribed route is about 615 km. For the standard route plus Smugglers Notch, I recorded 639.1 km. There was 3930 m of total ascent (not counting the first day, which I didn't measure because it was substantially flat). I burned 12,305 calories.

Including the extra distances I did (a) from



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home to the Elmvale shopping centre on the first day [Thursday]; (b) taking off in the wrong direction and then making a detour into Burlington on the second day [Friday]; and (c) going from the beach to the hotel on the last day [Sunday], I covered 719.6 km.

General impressions:

I had a great time. This tour is a good challenge with a great goal of cycling to the Atlantic Ocean from home on an excellent route through Vermont and New Hampshire. The organization is excellent, top to bottom. Accommodations, food, and luggage transport were all excellent. Little extras and add-ons like the free evening of shopping in North Conway and the commemorative socks at the end were very nice touches. Even the long bus ride to get home was enjoyable. I had high expectations from what I'd heard leading up to this tour, and they were met or exceeded. At only about \$650, it's also a bargain.

I highly recommend to anyone who is capable of doing this tour to jump at the chance. A good gauge would be that if you can comfortably complete the Rideau Lakes Cycle Tour along either the classic or cruise routes, you are probably good to go. The differences are (a) it's three days of ~170+

km followed by an easy ~115 km down to the ocean, as opposed to only two days of ~180 km; and (b) the second and third days have approximately twice as much climbing as either the classic or cruise RLCT routes. That's a significant difference, and it gets much harder if you do the optional/extra add-ons like Smugglers Notch at the end of the second day, the Kancamagus highway alternate route to North Conway on the third day, and the Bear Notch road loop in the area of North Conway either at the end of the third day or starting off the fourth day. Next time, I will be doing all three of these.

Tom Senuik

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



KNBC MS Team, August 2007