



Fall 2010

President's Message

Dear KNBC Members,

Together with 5 other KNBC members, I was proud to take part in the Share the Road Ride for Greg Ride in Ottawa on August 29th. Several of the Kanata 5 were cycling as well as about 200 other cyclists. Greg was an OPP officer who was hit by a truck while cycling on a rural road in 2006 - he died of his injuries. His widow, Eleanor McMahon, the CEO and founder of Share the Road Coalition, cycled in the ride in Greg's memory. Before the ride she spoke briefly about her vision "to make Ontario the most cycling friendly place in the world." This quote was taken from www.sharetheroad.ca.

We have offered an impressive list of rides this year. Well done, KNBC tour leaders! Thanks to Odette, Jim, Jack, Peter and others for leading so many day rides on Wednesdays. Also, we have had several speeds each week on the Wednesday night Mystery Rides, usually going in different directions but meeting up afterwards at Marshy's, together with non-riders who drop by! Then there was the week long trip to Quebec City, the 4 day trip on Le P'tit Train du Nord and several two day weekend tours. Weekend day trips offer a great choice of distances, destinations and speeds. Ten years ago there was rarely a ride over 100 km but now this distance accounts for about a third of the rides. Well done to all our members who have made so many of these rides enjoyable with your enthusiasm and camaraderie!

I urge you all to keep cycling through the fall to enjoy the cooler weather and autumn colours. After Oct. 24th, we'll continue to offer additional rides so long as there is no snow, so keep reading Bike Shorts.

Cycle safely,
Stella Val

A Message from the Newlyweds

Patricia McGovern and Guy Talevi were married on September 4, 2010. They would like to extend thanks to KNBC for their best wishes, which arrived in a beautiful card that arrived just a few days before the wedding. Very thoughtful and very touching! Below is a photograph taken on their honeymoon (a cycling trip in the Lake Champlain area of Vermont). The just married signs on the back of the bicycles attracted a fair bit of attention. Although people were cycling friendly enough not to honk while they were riding, they received many honks and waves and shouts of "congratulations" out the windows of cars and trucks when stopped at corners. Many thanks KNBC'ers for your thoughts. They were much appreciated!

Patricia McGovern & Guy Talevi





Riding to Turn the Tide



19 riders and 4 support people took part in a three day bike ride on Sept. 8-10 to raise funds for the Grandmothers to Grandmothers campaign. Launched by the Stephen Lewis Foundation, the campaign raises awareness and mobilizes support in Canada for African grandmothers. The riders raised an impressive \$25,000 with another \$3,000 to be added. Despite the less than perfect weather, the riders had a great time & covered 270 kilometers from Kanata to Perth to Metcalfe and back to Kanata.

Below from left to right, Grassroot Grannies Lina Woods, Nancy Hough & Christine Walton



Courtesy of Jessica Cunha, Kanata Courier Standard & Christine Walton.

KNBC New York State Tour

Friday 30 July 2010 to Monday 2 August 2010

I hadn't been on one of Barrie's NY state weekend tours before, until now. I'm glad I went!

Friday 30 July 2010

Since I missed the Rideau Lakes Cycle Tour this year while I was on the spring OK Tour, this was my chance to make up for that. Starting off at about 8:20am, I cycled the RLCT challenge route from my place in the west end to the Best Western Fireside Inn in Kingston. It was a great day on the bike. I covered 215 km in 7:10 for an average speed of 30 km/h, arriving about 4:20pm, including 50 minutes of stop time. I pulled in to the Munchin' Junction in Lanark for my usual lunch on this route, which is the largest \$5 serving of poutine in the valley. After meeting Caroline at the Fireside Inn—she arrived just a few minutes before I did—and checking in, we went straight to the pleasant little outdoor pool here. We've stayed here before a few times while banditing the RLCT and it was as nice as always. At 7pm, we met up with Mesfin & Margaret and Barb Bird & Fair Rapsey, who also came down to Kingston the day before the start of the tour, for a pleasant little kick-off dinner at a restaurant next to the Fireside Inn and Peachtree Inn, where Mesfin & Margaret were staying.

Saturday 31 July 2010

After checking out of the Fireside Inn, Caroline drove with the tandem in the car and I cycled to the start point, École élémentaire publique Madeleine-de-Roybon near Fort Henry. Once there, we met the group while we unloaded and assembled the tandem, loaded it with our panniers, and



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disassembled and loaded my road bike into the car. And then we were off! We made it on the 9:30am ferry from Kingston to Wolfe Island. There looked to be about at least as many other cyclists also on this ferry as the size of our group (19 riders; 18 bikes), which was nice to see. On the water, we got a good look at downtown Kingston on the waterfront.



While on the ferry, there was plenty of time to start snapping photos. Here's a good one of Sue and Caroline.



Most of the group popped in to an excellent little bakery at Marysville to pick up breakfast—or perhaps a second breakfast—to carry across Wolfe Island to have while we waited for the second ferry of the day to take us to Cape Vincent, NY, on the U.S. side of the St. Lawrence River. I chose a big ol' cinnamon bun and it was good. On the 11 km trip across the island, we got a much closer look at the windmills we'd seen from the ferry.



Here's an action photo of Bonnie and Fair I took from the stoker position of the tandem as we crossed Wolfe Island.



The second ferry was much smaller than the first, being very similar to the ferries on the Ottawa River at Quyon and Lefaivre, and a much shorter trip than the Kingston-Wolfe Island ferry. We all passed routinely though U.S. Customs once we hit land again, and finally, at almost noon, we were off for real on our route for the day to Sackets Harbor and Watertown.

We got the tandem rolling well with a faster group. The waterside loop along N. Shore Rd and S. Shore Rd (County Road 59) was worth the extra distance it added to the day's route. Our faster group stopped at an



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ice cream stand in Dexter and was just wrapping up when we saw the rest of the gang roll by. After that, we rode as planned to the cute little town of Sackets Harbor where there was some kind of War Of 1812 event going on—I wonder why they would celebrate a war they lost?—but we didn't stop, although the folks in the slower group did, for ice cream. The rest of us completed the day's route straight away, arriving at the Travelodge in Watertown between about 4pm and 4:30pm, covering 100 km for the day by bike, plus whatever we did over water on the ferries. The route and the roads were excellent for cycling. The group dinner this night was at Pete's, a casual family Italian restaurant with plenty of Italian dishes on the menu, just across the street from the Travelodge. The food was good and the conversation over dinner with Barrie and Rowena about Shakespeare, spirituality, Einstein, and the 11-dimension universe was quite interesting.

Sunday 1 August 2010

I walked several blocks up the street from the Travelodge with Barrie and Karen Black for a substantial breakfast at a Denny's. Gotta fuel up to push the tandem along. We started off heading east this morning, into a bit of wind and also up some substantial hills, for the first 25 km. It took over an hour of hard riding. After turning north at West Carthage, we sped up. The highlight of the route today was passing through the enormous Fort Drum army base. Along one of the fences were many signs and messages put up to welcome troops home.

We stopped for lunch in Philadelphia. No, not the big one in Pennsylvania. This Philadelphia was a small town just north of Fort Drum. It was a hot day, but the cafe was so severely air-conditioned, many of us pulled out our jackets and hoodies. How could I not have the cheese steak sandwich here? It was pretty good, but the service wasn't. The two waitresses were overwhelmed by the time the entire group arrived.

Back on the road, it was a fairly easy spin to today's destination, Alexandria Bay, after 90 km total riding. After the difficult start, by the time we arrived at Alex Bay, our average speed was about the same as Saturday's.

I had not been to Alex Bay before, and it was definitely an experience. Although very touristy, with many souvenir shops, bars, and cafes, it was also a beautiful setting right on the St. Lawrence River with the centre of town jutting out a bit into the river, with Boldt Castle nearby. I liked this busy little town.



There were no shortage of expensive toys in town, whether on the water or on the streets.





The group dinner tonight was at Admiral's Inn, just up the street from our motel, The Ship. Once again, the food was good and the company was fun. Phil and Kerry win the prize for dessert:



Afterwards, some of us wandered the street and window-shopped.

Monday 2 August 2010

The previous evening, it was decided to leave as early as possible this morning because even though it would be a short day on the bike, it would include the same two ferry rides to get back to Kingston that we did on Saturday, followed by the drive home from Kingston. Nearly everyone loaded up with the hearty buffet at Riley's, and then we were off, cycling west into the expected headwind. Those of us who arrived at Cape Vincent earlier than most found a coffee shop, small grocery store, and a patio to enjoy some drinks and snacks before the ferry back to Wolfe Island. After that, it was a repeat of the first morning, in reverse: Ferry to Wolfe Island, clear Canada Customs at what must be the smallest post in the country, cross the

island while gawking at the windmills some more, then the final ferry to Kingston and back to the school. Today's distance was 60 km, bringing the weekend total to 250 km, or for me, 465 km.

Tom Seniuk

A Return to Riding After a Year

Not a race report by any means, but a report that may interest some of your readers.

My first bike ride in one year. My name is Mark White, a fellow TriRudy member and one of the Kanata 5. Humbly, I thought I would share a report on a ride I took July 19th, on the anniversary of an event that affected many of my friends and the community.

I postponed this ride because the forecast called for thunderstorms. However, I could still see blue sky at 2pm, so I decided to get my ride in after all. I was full of adrenaline and excitement, but still thinking straight and went over my checklist. I'm reading *The Checklist Manifesto* and a simple checklist has really helped with my poor memory.

Tire pressure, check. Helmet, check. Bell, check. Clip in and out of pedals, check. Perform shoulder check and maintaining a straight line, check. And 30 mins circling the parking lot proved that you really don't forget how to ride a bike. That was a wonderful surprise. I remember working with my physiotherapist 10 months ago and trying to get my balance and equilibrium back. I'm proud to say I only fell face-first onto the gym floor, once! After that, I learned to fall better. And then to not fall down at all.

With relative confidence, I headed down Carling Ave towards Kanata. Keeping to the right hand side, the traffic was fairly light and courteous to a cyclist sharing the road.



I past a fellow cyclists who was not wearing a helmet and I wanted to stop him and show him the scar that runs from the top of my head to my forehead. Thankfully, just a scar because I was wearing a helmet. Without one, death would have been a certainty.

Past Moodie Drive, Carling has a wide, well paved shoulder which is a delight to ride along. Approaching Rifle road, I had to cross over a right turning lane. A shoulder check, showed an SUV with it's turning signal on about 500m back, the SUV approached and yielded to allow me to continue along Carling Ave, past Rifle Rd. Wow! That was a great driver.

Approaching the railway bridge, I was not so fortunate. After the lights, there is a road sign that states *Do not pass cyclists*, because the roadway narrows under a railway bridge. Two cars apparently decided it was worth the chance of seriously injuring a cyclist to squeeze into the space between myself and oncoming traffic, than slowing down and taking 45 sec longer to drive home. I admit, I was a little offended that someone thought a persons life was worth risking to save themselves '45 sec.'

Proceeding farther along Carling, without any more excitement, I turned onto March Rd and into the designated bike lane. So many thoughts struck me at once. Wow, there is so much space here, this road is huge. Will a memory surface as I get closer to the actual spot? Will I keep looking over my shoulder? How lucky/unlucky do I think I am? How long, if ever, before I get to do this again with the 5 of my friends?

Memories? Yes, many wonderful ones of the 6 of us on previous rides and runs, training for summer events. A flood of those memories was a welcome treat. The fact that I remembered nothing of that day one year ago and never will, is a blessing.

The only 'out-of-place' anomaly while riding down that stretch of road, was a tingling/ vibration sensation between my shoulder

blades and down my spine. I attribute that to wanting to look over my shoulder but knowing that someone was watching my back for me.

Turning right onto Terry Fox and heading back home. This time along the pathway that runs parallel to Carling Ave and comes out at Moodie Rd. It started to rain and I felt safer riding along the pathway. My first bike ride since a year ago and many, many more to come. The next one on Saturday. Of course, it will be preceded by a short swim and followed by a run. ;)

Mark White
Submitted by John Reilly

S2 Challenge Rides - Update

S2 Challenge rides are not really a separate category within the club, but can be defined as being of 100+ km and/or hilly, but ridden within the parameters of S2 speed (usually at the upper end). After testing this concept with two or three rides last year, it was decided that we should continue with them this year. Many of our rides have typically only been done previously by S3 or S4 riders. We just start earlier, take more breaks, finish a bit later and most importantly, have a good time doing it. All of these rides are quite interesting and have significantly widened the scope of cycling experience for this particular group.

This year we have to date (Sept 6th) done nine such rides with at least two more to go - Arnprior to Portage du Fort and the KNBC Imperial Century. We have had a low turnout of four and a high of 15 with an average turnout of nine cyclists per ride. Granted some of these have been S3 riders and an occasional S4, but the majority have been those who normally ride at S2 level.

The S2 Challenge rides have proven to fill a necessary niche within the club for those



stronger S2 riders who for whatever reasons don't want to or can't quite move up to the S3 category. We plan on having even more of these next season.

Jim Cale

Energy Tips for Cyclists

I have discovered the value of energy gels. I use Hammer gel espresso flavour. It has caffeine in it. It gives you almost an instant burst of energy. It is far more effective than gatorade which has different sugars. Hammer gel also tastes like melted caramel and chocolate. For a long ride I have two gel packs and it really helps as it is easy to digest.

Energy Balls

When the weather gets colder, I use this recipe I learned from my bodybuilding friends. These little snacks give a real burst of energy, and are nutritious. Plus, it is the right kind of fat so it does not make you fat.

1/2 cup sunflower seed butter (bulk barn)
1/2 cup almond butter
1/2 cup flax seeds (ground)
1/2 cup or so of goji berries
1/4 cup or less of maple syrup
1/2 cup unsweetened coconut (macaroon ground)

Mix this all up, make little balls and enjoy. It is really delicious as well.

Karine Langley

Breaking Wind on a Bicycle

Now that I have your attention and for those whose minds have already gone in the wrong direction, what I am really talking about is drafting or pulling into a head wind. All cyclists who travel in groups should learn this skill. To start, there is probably more correct terminology for this,

but I think that you will understand mine.

When riding into a head wind, particularly for any length of time, breaking the wind for those behind is hard work and is very wearing when only one or two people take the front for prolonged periods. So it is important for riders to know how to form a draft line and when and how to change round so that each rider gets a short turn at the front and no one gets worn out. To do this, the group must ride very close together - front wheel very close to the rear wheel of the bike in front (about 1 to 2 feet). Then at pre-designated times or distances (say, 5 min or 1 or 2 km), the rider in front is relieved by another rider.

There are two ways of doing this - one is that the rider from the rear rides up to the front. This is usually not the most satisfactory in my opinion, but seems to be the most common method. In this method, the rear rider has to put on a burst of speed to get to the front and can easily overshoot, meaning that he/she has to slow down significantly or the others have to speed up to catch up - not a safe situation in a tightly packed group. The preferred method, again in my opinion, is for the lead rider, at the end of the designated period and when it is safe to do so, signals, pulls out to the left and drops to the back of the pack. This way there are no sudden speed changes and the whole evolution goes much more smoothly.

Now, theoretically this should be an easy thing to do. In practice it is not. Generally speaking KNBC riders are not used to riding in a pack with bikes very close together. Serious concentration is required. The lead rider should endeavour to maintain a constant speed, but each rider behind has to be alert to minor or larger changes in speed of the lead rider resulting from a hill, strong gust or whatever and slow or speed up slightly as required. This is no time to be enjoying the scenery. You should stay directly behind the bike in front of you - you never know when that rider may have to suddenly veer out for any reason. If you



do find yourself gaining on the bike in front, then veer out to the left just until you get your speed coordinated again with the rider in front. Also tell him/her that you are on their left. NEVER, NEVER, NEVER veer to the right of the bike in front. This is a dangerous position for all concerned.

The line can have as many bikes as the leader wishes. But, the more bikes drafting in a line the more the effects of minor changes in speed will be accentuated as they drift down the line. For KNBC I would recommend groupings of three to four bikes. Group leaders should maintain a separation of several bike lengths.

Whether or not to use a draft line should be determined at the start of the ride by the tour leader in consultation with the riders. If they choose to do so, they should agree on the criterion for changing the windbreaker. The windbreaker is responsible to initiate the change at the designated criterion. Don't be a hero and try to hang in there longer! The second rider in line should be checking and if the leader does not initiate the change, the second should remind him/her that it is time to do so. For S2, the windbreaker should try to maintain a speed of 20 to 22 kph on the flat, unless the wind is very strong in which case a lower speed needs to be settled on. Finally, everyone should take his/her turn as windbreaker except those people on the ride who may not be comfortable participating. It ain't a fun way to ride but no one gets exhausted, you average a better speed and it should not be necessary to do this for an entire outing - only when the wind is strong and against you.

Jim Cale

Training Tips

A great way to quickly improve your fitness and endurance is to do interval training.

Interval training is fast and does not take a lot of time but you get huge benefits. These ideas are taken from Cyclo Club, a web site and club devoted to cycling and fitness.

Cyclo club suggests using a heart rate monitor. I resisted this but it is a great way to know how hard you are working and to reduce gears accordingly. If you see your heart rate climbing up there, reduce your gears. Keep a record of where you went and your heart rate so you know how you have improved.

Interval training: for the first 10 minutes of a ride, ride slowly. For the next five minutes ride as fast as you possibly can...choose a flat area. For the next 10 ease back and repeat. An interval ride should be only about 40 minutes long at the most.

Hill training can be done in much the same way. At the bottom of a hill, put on a fairly heavy gear and attack the hill going as fast as you can, gearing down as you rise to keep your cadence. This only works for fairly short steep hills.

Off season training: one of the best books I have seen is *Weight Training for Cyclists* by Ken Doyle and Eric Schmitz. They target areas that cyclists need to work on such as hip flexors and neck and shoulder muscles. They also place emphasis on stretches and 'explosive' or plyometric exercise. The explosive exercises are the ones that give you sprint power.

Karine Langley

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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