



KNBC NEWS

Spring 2013

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President's Message

Tim Sparling

As I write this, it is -20°C and very white outside my window, BUT the days are getting longer and we should be back on our bikes within 6 weeks or so. Our first official rides will be scheduled for April 6th and 7th, but if weather permits, we will ride earlier—keep an eye on weekly Bike Shorts.

Many of us have managed to stay in touch during the winter through the social events organized by Dave Audette (ably assisted by Cynthia Sutton). We had a lot of fun. Many thanks to Dave for all his efforts.

The membership form and waiver for 2013 are now available on our web site. This year, we have gone with a new insurance provider with the result that the membership fee has gone down slightly to \$38. Insuring through OCA was going to require us to raise our membership to at least \$45. Some diligent research by Peter Nabein and Steve Caron led us to a new company which provides better coverage at a more reasonable price. If you have not already done so, please download the forms, sign them both, and send them along (with your cheque) to Susan Monaghan, our KNBC Membership Director, 332 Stowe Court, Kanata, ON, K2K 1Z6. Also, enquiries can be sent to membership@knbc.ca.

Our new insurance will also result in a new **guest rider program**. In essence anyone in the Ottawa area can come for one free guest ride; however they will be required to sign a waiver indicating their understanding that they will not be covered by the Club insurance until they become members of the Club. Those members hosting guests from out of town (over 200 km away) may be permitted more than one ride, but that special dispensation must be coordinated with the Tour Director.

As we prepare for the 2013 season, we are starting to schedule a number of planning and training events:

- The Tour Leader indoor training session will occur on March 12. There is no obligation to lead a ride by attending this session, so if you would

like to learn more about tour leading, please join us;

- The first half tour planning meeting will occur on March 19th;
- A Bicycle Maintenance Clinic, to be held over two consecutive weekday evening as in the previous two years, will be held in late March and possibly again in mid-April or early May;
- The first CAN-BIKE 2 course will be offered on April 22nd, 23rd and 25th; and
- A First Aid Course offered uniquely to members of KNBC will be conducted on May 6th. If you would like to participate and have not already done so, please get in touch with Barrie Kirk.

The Executive is busy planning for a great summer of cycling. We would like to increase the number of overnight tours, so if you have any ideas, please discuss it with one of the Toms. We will be happy to help you organize your tour. In the meantime please stay fit and safe.

For additional information please contact info@knbc.ca. All current members will receive event information in the club's weekly Bike Shorts emails.

Tim.

Safety in KNBC

Jim Cale

Over the past year there have been some questions regarding what constitutes safe cycling procedures on KNBC rides. After some discussion on this subject and stated experiences of some tour leaders, the executive listed the most common safety lapses. As you can see this is quite a list:

- Riding two abreast on busy roads when approaching hills or oncoming traffic;



- Riding three abreast—unsafe at any time;
- Approaching or passing another rider on the right;
- Failing to get all bikes and riders completely off the road on rest stops;
- Not looking for or disregarding cars when departing from a rest stop;
- Blocking or partially blocking intersections;
- Passing another bike when there is insufficient room to do so or to get back into line;
- Failing to signal and/or call out intended actions, road debris and obstacles;
- Lack of knowledge on how to turn left especially on multi-lane roads;
- Riding in the right turn lane when continuing straight through an intersection;
- Failing to ride in a straight, predictable line;
- Shouting “CLEAR” at an intersection—it may not be by the time the next rider gets there;
- Shouting or gesticulating at drivers who behave badly towards cyclists;
- Using lights which are inadequate to be clearly seen from a distance;
- Failure to use the mirror to keep a picture of what is going on/approaching from behind;
- Forgetting to communicate.

The next question then is what to do about it. The executive formed a sub-committee to make recommendations. The major conclusion of the sub-committee is that all riders, especially tour leaders, would benefit from better training on rules of the road and group riding practices and techniques. Our Safety Director has modified the standard CAN-BIKE 2 course to better suit the needs of a touring club such as KNBC and it can be taught in-house at very low cost. It teaches all of the theoretical and practical knowledge required. But this course is perhaps too intense for new riders, so two training courses are recommended:

- a) A short (1/2 day) course for new members emphasizing rules of the road, safety practices and practice riding in groups (to be developed);
- b) CAN-BIKE 2 training for tour leaders and members. It will be mandatory (but free) for all

new tour leaders to take CAN-BIKE 2 training during their first season as leaders. Additionally, ALL experienced tour leaders and other members will be strongly encouraged to take CAN-BIKE 2 training.

To note is that the club’s in-house CAN-BIKE course will still result in a 100% CAN-BIKE 2 certification for successful completion even though it will be modified slightly to target needs specific to KNBC.

Safety on our rides is not just the tour leader’s responsibility, but everyone’s. We encourage all to be aware of unsafe practices and for each rider to do her or his part to ensure that we have a safe and happy riding experience.

Jim

St. John Ambulance First Aid Course

Barrie Kirk

Most if not all of us have found ourselves in a situation where one or more people are injured and need treatment. I have experienced this on bike rides as well as at home where I seem to call 911 two or three times a year. What should you do in these kinds of emergencies?

I have taken the St. John Ambulance course twice in the past and found them to be very useful. I decided to take a refresher course this May which has now morphed into a KNBC private course.

This one-day course on Emergency First Aid with CPR A and Automatic External Defibrillator (EFA/A + AED) will not convert anybody into a doctor or nurse, and not even a trained paramedic. What it does do is give people the basic information to manage an emergency scene, to treat people who have minor injuries, and to look after people who are seriously injured or ill and keep them alive until the professionals arrive.

We often associate bike ride medical emergencies with accidents—and obviously these happen—but



there can also be medical problems due to heat stroke, heart attack, stroke, diabetes, etc., so we need to be ready for a range of incidents.

The EFA/A + AED course includes emergency scene management, shock and fainting, choking, wounds and bleeding, CPR, AED operator certification, heart attack and strokes, and medical conditions such as diabetes, asthma, epilepsy, and anaphylaxis. There are certain core topics the instructor has to include, but for the upcoming private course, we have asked the instructor to put more focus than usual on the types of incidents we might encounter on bike rides.

For those of us who have taken first aid courses in the past, I think refresher courses are important for two reasons. First, at the last course I took, I noticed a difference in the approach to CPR compared to the first course, and the instructor told us that a new (third) protocol was about to take effect. Second, we don't use first aid very often and we get rusty and need a refresher. This is different from CAN-BIKE 2 (which is another excellent course, but I digress). I use the things I learned in CAN-BIKE 2 every time I bike and that keeps it fresh in my mind.

By a happy coincidence, Ute Webb has put together another batch of first aid kits. I always carry one and I encourage you to do so as well. Unfortunately, the occasional accident or illness on our bike rides, at home and elsewhere are a fact of life. With this training and a first aid kit, there will be more people who can help and provide first aid.

As of the end of February, 14 people had registered for KNBC's private 1-day training course at St. John Ambulance on Monday, May 6th. The maximum class size is 18, so there is room for 4 more.

Barrie
barrie.kirk@gmx.com

First Aid Kits

Ute Webb has very kindly put together another batch of first aid kits. These kits have been made to address the type of minor injuries most often encountered by

cyclists and have also been designed to fit in one of the back pockets of a cycling jersey. Also thanks to Ute's hard work, we are able to sell these at the very reasonable price of \$3.00. We would like to encourage all members to carry a first aid kit with them when they ride. Hopefully you will never need it, but it could be very useful in an emergency. The kits will be available at all the upcoming planning meetings as well as our social occasions between now and the start of the season.

Jim

The Great Allegheny Passage and the C&O Canal

Submitted by: Jack Fallis



In September, Norma and I cycled the Great Allegheny Passage (GAP) and the C&O Canal which are now connected and provide a continuous 555 km ride from Pittsburgh, PA to Washington D.C. For those of you who like only paved quiet side roads, this ride might not interest you but if some adventure with your ride appeals to you then check out this ride.



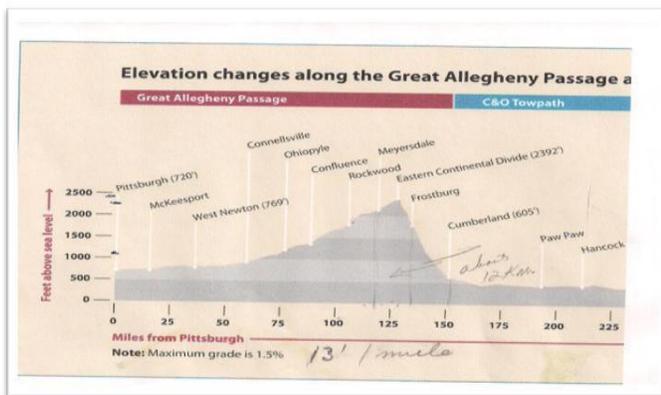
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The GAP runs from Pittsburgh to Cumberland, Maryland and is an abandoned rail line. Because it was a rail line there are no hills but does have a continuous uphill run to the top of **The Great Divide** then runs down to Cumberland. They say the maximum grade is 1% and those I talked to say it is barely noticeable (see the elevation chart). The last section from McKeesport was in the process of being completed when we were there. Some of the riders we met said the best place to start is at Boston, PA.



The surface for this ride varies from packed limestone on the GAP to gravel and some pavement on the C&O. So mountain or hybrids are best.

Most of the bikers we met rode from near Pittsburgh to Washington, but we decided to start in Meyersdale (PA) and ride downhill from Meyersdale to near Pittsburgh and catch a shuttle to the train station for the 6:00am train to Washington.

The bikes must be boxed for the train and boxes are available at the station.

After two days in Washington we started our ride back on the C&O to Little Orleans where we cheated again and took a shuttle to the top of the Great Divide and coasted down to Cumberland. The views from the top of the great divide were absolutely incredible. We then got a shuttle back to our car in Meyersdale.

The highlights of the trip were:

- a) Every day was an adventure with new scenery, new places to stay and new trail conditions. On the C&O you ride beside the old canal which is mostly dried up and at much of the time beside the Potomac River.
- b) We spent two days in Washington which is quite cycle friendly. It is best to stay in Georgetown and cycle in from there.
- c) Every few kilometers there was a plaque commemorating various aspects of the war with the south so if you are a history buff this would be of interest.
- d) Accommodation was in B&B's and the people we met there were great as were those we met on the trail.
- e) We went through many tunnels, some of which were so long they required lights on your bikes.





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This trip required a lot of research but all you need is on line. Start with www.atatrail.org. Also, send for the \$10 book "Trail Book, The Official Guide To The C&O Canal And The GAP" which comes with maps. If you want to take an organized tour try "Senior Cycling" for a tour staying in B&B's or "Adventure Cycling" for a camping ride.

Jack
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From the Editor

Thank you to all contributors.

Ken Vachon
[E-mail KNBC Newsletter Editor](mailto:ken.vachon@knbc.ca)

General

- **First Half Tour Planning Meeting**
Tuesday, March 19th, 7pm-9pm.
- **CN Cycle for CHEO**
Sunday, May 5th
www.encycle.ca
- **May is Bike to Work Month**
www.biketoworkottawa.com
- **Bushtukah's Sporty Women's Empowering Evening of Tips and Advice (S.W.E.E.T.)**
Sunday, April 7th
KNBC information booth will be staffed by four KNBC volunteers.
- **Cycling in the City**
<http://ottawa.ca/en/cycling-city>
- **Ontario Ministry of Transportation Cycling Strategy**
<http://www.ebr.gov.on.ca/ERS-WEB-External/displaynoticecontent.do?noticeId=MTE3OTMx&statusId=MTE2NTA4>
- **MS Bike Tour**
Saturday & Sunday, August 10th & 11th
http://mssoc.convio.net/site/TR?fr_id=2140&pg=entry