



President's Message

Tim Sparling

As I write this it is 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 5 & 6 April, but if weather permits we will ride earlier – keep an eye on Bike Shorts.

Many of us have managed to stay in touch during the winter through the social events organized by Peter Nabein and Carole Laflamme, which have been a lot of fun.

The membership form for 2014 is now available on our web site. This year we will continue to carry our insurance with All Sport which has offered us the same coverage for the same price as last year.

Membership this year will be \$40 per person. If you have not already done so, please download the forms, sign them both, and send them along (with your cheque) to our Membership Director, Dave Audette. His address is noted on the form.

We will continue with our Guest Rider program which we instituted last year. 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 KNBC club insurance until they become members of the club. Those members hosting guests from out of town (over 200 km) may be permitted more than one ride, but that special dispensation must be coordinated with the Tour Director, Tom Wiley.

As we prepare for the 2014 season, we are starting to schedule a number of planning and training events:

- The Tour leader indoor training session will occur on 11 March. 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 location of the meeting is noted on the calendar and will be repeated in Bike Shorts;
- The first half Spring / Summer tour planning meeting will occur on 18 March;

- A bicycle maintenance clinic will be held in late March or early April. Watch for the exact date and time in Bike Shorts.
- The first CANBIKE II course will be offered at the end of April (details will be in Bike Shorts as soon as we figure out how to get Monna off her skis; and
- The club will host a KNBC Open House at MEC on the evening of 10 April and hope to see many of you there.

After a great deal of discussion the Executive has decided to institute a new definition of our cycling categories. We hope this will help control the speed issue we have faced in the past few years. While we think this will help, the key item is going to be the tour leaders and we are going to work hard to convince each and every one of them, that if they advertise a ride as L2, they must maintain that speed. We are going to ask all tour leaders to appoint a sweep, and part of the sweep's job will be to monitor the speed of the ride and to advise the leader if they are exceeding the limits for that ride. We will also be asking the riders to report rides where the advertised speed has been exceeded. As one of the guilty parties I recognize that I will have to work at this and hope all the other leaders will do the same. I will be repeating this info throughout the Spring, and we will be emphasizing it at our tour leaders training session and our first half planning meeting.

As you can see, your Executive is busy planning for a great summer of cycling, which we hope will appeal to all classes of cyclists. We do rely completely on our volunteer tour leaders and would be happy to welcome anyone in the club into that group. We would also like to increase the number of overnight tours, so if you have an idea for an overnight tour, please discuss it with Tom Wiley or Susan Monaghan. We will be happy to help you organize your tour. In the meantime please stay fit and safe.

Tim



Tour Directors' Report

Your Tour Directors this year are:

- Susan Monaghan (monagsue@sympatico.ca) 613-271-1777
- Tom Wiley (TomWiley@magma.ca) 613-798-7636

Season preparation begins with two meetings on the second and third Tuesdays in March. Both meetings are at Tom's place (573 Courtenay Avenue in the Woodroffe and Richmond Road area).

The meetings are:

- **Tour Leaders' Training:** Tuesday March 11, 7:00 p.m. We would ask all veteran as well as new tour leaders to mark your calendars for this evening. In addition to reviewing the best practices for tour leaders, we will be having an in depth discussion of our new L speed and distance designation as well as the efforts we would like to make to avoid speed creep. Susan will chair this meeting. Please let her know if you will attend.
- **First Half Tour Planning:** Tuesday March 18, 7:00 p.m. At this meeting, we will put together the day trip schedule for April through July. Tom will chair this meeting. Please let him know if you will attend. The first ride will be on Saturday April 5. All members are encouraged to think about leading rides. You can come to the meeting and volunteer to lead rides at that time. Also, before the meeting (whether or not you plan to attend) you can email both Tom and Susan details of rides you would like to lead. Any information affecting the schedule should be sent to both Tom and Susan. Currently Tom is populating the schedule, but that can change at any time. When you volunteer to lead a ride via email, please include the following details:
 - Your name
 - Your phone number
 - Day of the week, date and start time
 - Starting Point
 - Destination

- Distance (if you know it).
- Category (that is: L1, L2, L3, L4 or L5. See table below).
- A description of the tour to appear in the calendar (this is optional. If you don't supply it, Susan or Tom will).

• Reviewed Speed Categories

Many of our members have expressed concern about speed creep. For example, they go on an S2 ride only to discover that the speed is considerably faster than what they had expected, and well beyond their comfort level. To address this problem, we are converting to 5 new speed and distance categories, as summarized in the table below.

The new categories look like this:

Category	Distance (increasing over the season)	Speed (flat surface, no wind)	Stops	Terrain
L1	40 - 65	18 - 21	Frequent	Mainly flat
L2	55 - 80+	22 - 24	Occasional	-Flat -Rolling -Hilly
L3	70 - 100+	24 - 26	Occasional	-Flat -Rolling -Hilly
L4	70 - 100+	27 - 29	Limited	-Flat -Rolling -Hilly
L5	100+	30+	Very Limited	-Flat -Rolling -Hilly

The most significant change is that S2 has been replaced with two categories; these being L2 and L3. L3 is S2 with speed creep (often called S2+) and L2 is S2 free of speed creep. Riders, who have found S2 to be faster than advertised, should be comfortable with L2. S2 riders who don't see speed creep as a problem will now ride L3. L4 is a little faster than the old S3, so S3 riders will have to choose between L3 and L4.

I am looking forward to seeing you on your bike.

Tom



CAN BIKE 2 - Back Again This Season

For those who were unable to take a CAN BIKE 2 course, Canada's premier cycling safety course, in the 2013 season – not to fret – it will be offered again this spring and summer. All KNBC members and especially tour leaders are encouraged to take this training.

The course runs three evenings and is conducted and tested both in the classroom and on the road

Course description:

- The rules of the road (HTA) and how to apply them defensively;
- How to ride defensively cycling in urban and rural conditions, both as a commuter and/or recreational cyclist;
- How traffic works, good decision making, lane positioning, proper cycling equipment, group riding, effective and efficient cycling in heavy traffic, basic maintenance, collision avoidance techniques.

Dates: Mon., Tues., Thurs., the last week of every month starting in April and going to September.

April 28, 29 and 01 May (weather permitting and off my skis)

May 26, 27, 29

June 23 24, 26

July 28, 29, 31

August 25, 26, 28

Time: 6:00 to 10:00

Course Location:

1a McCormick Street (1 block east of Parkdale Market and north of Wellington St.).

Cost: \$50

Registration:

Please e-mail Monna-Leigh McElveny to register at:

monnaleigh@hotmail.com

St. John Ambulance First Aid Course

Last year, KNBC organized a special KNBC-only version of a St. John Ambulance first aid course. Fifteen people attended -- and we all learned a lot, as you will have read in the club's Fall 2013 newsletter. The training and CPR certification are valid for 3 years.

This year, there are no plans for a KNBC-only first-aid course. However, KNBC encourages all riders -- and especially tour leaders -- to learn basic first aid. We have been pleased with the St. John Ambulance course and they offer a public course in 2014 that is similar to what we did in 2013. Also, KNBC is continuing its policy of reimbursing tour leaders 50% of the cost of the course.

The recommended course is "Emergency First Aid with CPR C + AED". This is a 1-day course that is very useful for home and work incidents. The cost is \$105 per person. To learn more about the course, please visit:

<http://www.sja.ca/English/Courses-and-Training/Pages/Course%20Descriptions/Emergency-First-Aid-Courses.aspx>

If you have any questions, please write to me at barrie.kirk@gmx.com -- or contact St. John Ambulance directly.

Barrie Kirk

barrie.kirk@gmx.com



MEC - KNBC Club Night

April 10, from 6:30 to 9:00 pm
Mountain Equipment Co-op (MEC)
366 Richmond Road, Ottawa
2nd floor MEC Community Room

The KNBC open house is open to the general public, new and returning members. The open house will be a good opportunity to:

- Meet the KNBC Executive
- Receive general information about the operation of the club including:
 - Special programs
 - KNBC Can-Bike course
 - Bicycle Maintenance Session
 - Orientation Course
 - Social Events
- Discuss joining the club with club members
- Obtain information on the KNBC Spring/Summer tour schedule
- Purchase a 2014 club membership cycling season.
- View a slide show of recent tours

A KNBC club poster and additional signage will be posted to direct people to the community room.

MEC is providing a 10% discount on all purchases during the event to everyone attending the open house.

Club members are encouraged to attend and to bring their friends along to this club event.

For more information please contact Ken Vachon at ken.vachon@live.com.

Hastings Highlands Hilly Hundred – 8th edition

Saturday 7 September 2013

Tom Seniuk

After Cornflakes, blueberry pancakes, bacon, and fresh fruit at Shamrock Hill B&B, Caroline drove me to the start point at the curling rink in Bancroft. We passed about half a dozen cyclists on the road, also heading over, as the sun started to come up.

Normally registration pick-up for this event is at Trips & Trails on the Friday evening before, but when we showed up there yesterday it was closed with a note on the door that it was now going to be on Saturday morning. I'd never seen that before in four previous Hilly Hundreds, but I didn't think anything of it. So at the curling rink this morning, the first order of business was to sign a waiver. The lady at the waiver desk commented that now that I was there, all the 240-km riders were checked in. How many this year? Only three! I picked up my bib and a copy of the map—exactly the same as last year (sometimes there are changes if there is road work in the area). Also in the registration package was another leather keychain, just like last year, plus something new—a Hilly Hundred tech t-shirt, the same colour and with the same graphic as the t-shirt that Caroline got me in 2010. Nice.

The organizer and spiritual leader of the Hilly Hundred, Clive, wasn't there and neither was his partner Christine. Instead, top volunteer Celine was leading the safety briefing, right after announcing that Clive and Christine couldn't be there on account of an urgent family medical emergency. Turns out Christine had an unexplained issue, but all seemed to be fine now. So that must have been why the shop was closed on Friday night.



Celine went through the usual safety briefing, emphasizing the signs on the route that warn of tricky downhill sections. This becomes important a bit later in the story.

I lined up at the start with Barry from Ottawa on his Cannondale, and 7:30am came and went. Where was contestant #3? I really didn't want to burn off even a few minutes waiting around for an event like this to start since every second counts on something this long and hard, so we took off. Just a few kilometres up the road, though, Larry from Ajax caught up. We stuck together all the way down Hwy 28 to the turn north onto Fort Stewart Rd. Barry seemed to be about as fast as me or a little faster, but Larry was a step behind. But just a step.



We got to chatting, mostly about Lance, but other things, too. Turns out Barry's Cannondale was a gift from his wife last Christmas. This also becomes important a bit later in the story.

The three of us rolled up to the first checkpoint at the corner of Boulter Rd and Hwy 517, and stopped just long enough to get checked off. As was pretty much normal, the fastest group from the 175-km route, which started 15 minutes after

us, caught up at that point. So we latched on to them when we started to roll again.

There was a guy from Ride with Rendall who was obviously the strongest of everyone who'd come together at CP 1. Barry and I kept up with him and the half-dozen or so others he was pulling, leaving Larry a bit behind. Then eventually I got dropped on a modest uphill, not long before the tricky downhill section on Dafoe Rd. Once I saw the signs, I hit the brakes a bit because I knew what was coming, and Barry and the group he was with rolled out of sight ahead of me.

When I got to the bottom of the hill there they all were, standing with their bikes on the side of the road. Barry was climbing out of the ditch, carrying his machine. You didn't need to be Sherlock Holmes to know what happened. Barry overcooked this corner and wound up in the same field that Bruce did, five years ago. However, Barry wasn't so lucky. He was unhurt, but his bike was another story. So his day was done, only about 50 km in. He was pissed.

Larry and I and the rest of the faster century riders made our way to checkpoint 2 at Crooked Slide Park, where we made a point of alerting the volunteers here to Barry's problem and loading up with food & drink since the next checkpoint was a fair bit away at Foymount. This was also about the time that it started drizzling. It had been overcast all morning, but not particularly cool—I removed my Under Armour before starting, even—and the probability and predicted accumulation of rain in the forecast was significantly lower than last night. But still, it was almost certainly going to rain, at least a little bit, for a little while. So here it was. Up the road at about the 70-km point was the turn onto the add-on loop to Foymount. It stopped raining shortly after Larry & I made this turn, leaving the others. The road remained wet for a



while, though, so we had to deal with spray from our tires.

We turned south onto Letterkenny Rd. The construction that was underway on this stretch of the route last year was complete now, of course. The fresh asphalt was nice, until it ended, right at one of the steepest climbs on the route. Oh well.

We cruised through Quadville and then up to Foymount. There was a nice table set up at checkpoint 2A in Foymount, where the volunteer there even spread some hummus on flatbreads for us. But my favourite was the mini Coke cans, like the ones often placed in musette bags for pros when they race in Europe:



The rest of the ride was fairly routine. Once we got back on Hopefield Rd and the century route, we were last on the course as usual. We rolled through Wilno and its 17% downhill grade to a stop sign at Hwy 60 without incident and then over to Barry's Bay for the lunch stop. The fellow who loaned me the duct tape to fix my computer pick-up in the morning was there with his two dogs, staffing the lunch van. There were a few sandwiches along with the usual drinks and snacks. We stopped just long enough to get a decent amount of chow before pushing on.

Just past checkpoint 4 at the Madawaska Kanu Centre, where we found mini chocolate bars and hot soup, there was a new stretch of road including a new bridge where River Rd turned back on to Siberia Rd. Beyond the climb up to the turn onto Centreview Rd was the fast stretch on Hwy 62. At the turn onto Boulter Rd from Hwy 62, one of the volunteers had stopped and waited for us, standing on the side of the road with more snacks in hand, which we grabbed without even slowing down. Cool.

We hit the final overstaffed checkpoint #5 then conquered the final stretch of hilly terrain before turning south onto Hwy 62 for the easy, final roll into Bancroft when it started drizzling again. It stayed with us until the end point back at the curling club. There were still a few stragglers about, including a volunteer with a camera who snapped our photo.

The numbers: Distance = 238.74 km, 9:04:05 moving time (average speed = 26.3 km/h), elevation gain = 2905 m, calories = 4371. Max speed = 75.7 km/h; I forget exactly where but on the second half. Probably the fastest I've ever gone on a single bike. Average temperature = 12.1°C, which wasn't really as bad as it sounds although my feet did get a bit cold for a while during our first encounter with rain.

The post-ride meal back at the curling club was a very welcome and very hearty bowl of chili with Caesar salad. Caroline was there, and so was Larry's wife—also Caroline. So we chowed down and told some road stories before parting ways. Another successful and fun Hilly Hundred went into the books.



KNBC NEWS

Spring 2014

www.knbc.ca

General

- **MEC KNBC Club night**
Thursday, April 10, 6:30pm – 9:00 pm.
www.cncycle.ca
 - **May is Bike to Work Month**
www.biketoworkottawa.com
 - **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=MTc2NTA4>
 - **MS Bike Tour**
Saturday & Sunday, August 9 & 10.
http://mssoc.convio.net/site/TR?fr_id=2140&pg=entry
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From the Editor

Thank you to all contributors.

Ken Vachon

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