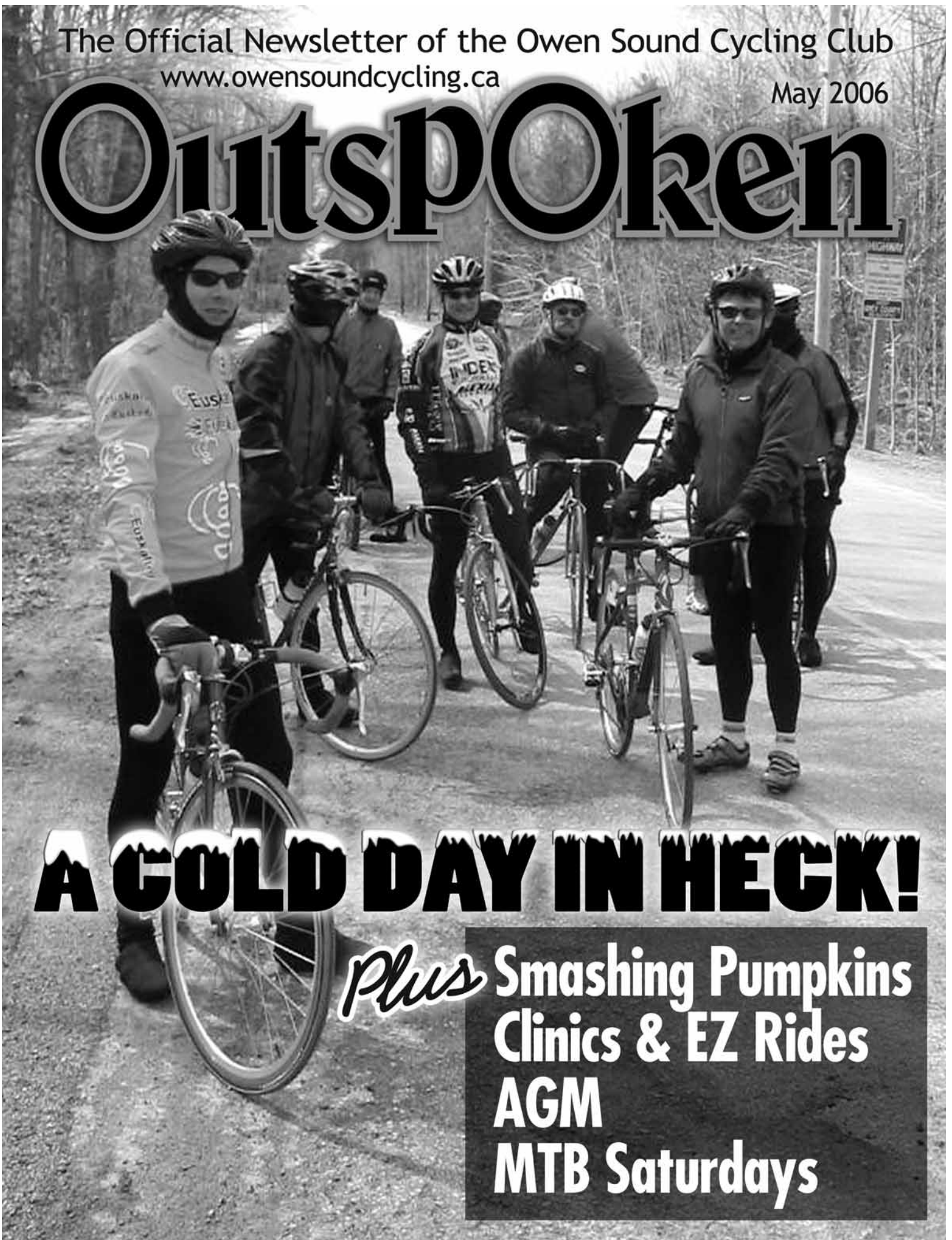


The Official Newsletter of the Owen Sound Cycling Club  
www.owensoundcycling.ca

May 2006

# OutspOken



**A COLD DAY IN HECK!**

*Plus*

**Smashing Pumpkins  
Clinics & EZ Rides  
AGM  
MTB Saturdays**

# What's Going On

Apr. 29, 10:00am - Group Riding Training Session - Keppel-Sarawak School, 24th St. W. & 8th Ave. W.

May 1, 6:00pm - Rec. Ride - O.S. Farmer's Market

May 3, 6:30pm - 19K Individual TT - Annan

May 6, 10:00am - Adopt a Road/Spring Clean Up - County Road #170 meet at Shallow Lake United Church Parking Lot.

May 6, 10:00am - Group Riding/Interclub Warmup - Keppel-Sarawak School, 24th St. W. & 8th Ave. W.

May 8, 6:00pm - Rec. Ride - Williamsford Arena

May 10, 6:30pm - 15K Individual TT - Shallow Lake

May 15, 6:00pm - Rec. Ride - O.S. Farmer's Market

May 17, 6:30pm - 20.8K Individual TT - Kemble

May 18, 10:00am - Collingwood Road Ride - Heritage Place parking lot

May 20, 10:00am - MTB TT/Race - Sawmill Ski Trails, Hepworth

May 8, 6:00pm - Rec. Ride - Williamsford Arena

May 24, 6:30pm - 15K Team TT Shallow Lake

May 25, 6:00pm - EZ Ride - Leith Bridge

May 27, 10:00am - Group Riding/Interclub Warmup - Keppel-Sarawak School, 24th St. W. & 8th Ave. W.

May 29, 6:00pm - Rec. Ride - O.S. Farmer's Market

May 31, 6:30pm - 19K Individual TT - Annan



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# Our Fearless Leader

By Greg Nicol

Last week I was approached by a local undercover agent working for a police service from another municipality in southern Ontario. They approached me as I was wandering aimlessly downtown Owen Sound. They asked me if I was a member of a bike gang and I said no. They obviously did not believe me and they immediately took me into custody and I was questioned for several hours in regards to my involvement with a local gang of bikers. They asked time and time again who was in this bike gang that they claimed that I was a part of but with my trusty lawyer colleague Scotty the Horse guiding my answers their questioning did not go in the direction that they wanted. They had been monitoring the web in the Owen Sound area and knew that I was involved with a local group of bikers and it finally occurred to me that they thought that I was a Bandito so I leaned into Scotty the Horse and said, "Have you got your OCA and OSCC cards with you?" Luckily he did! We informed them that yes we are a part of a very large group of cyclists that can be seen wearing our colours all over the Owen Sound area but do not worry, our organization is not into organized crime and we do not have a tow truck rider in the group. The officers were not pleased that their lead had taken them on such a cold path. Upon our release from the interrogation, Scott and I met up with Derek later that afternoon for a rainy ride to Keady proudly showing our colours.

## Communications

By Trevor Stokes

This is taken word for word from the first newsletter of 2005, but I think it bears repeating: for the benefit of members old and new.

I've been encouraged to promote the Owen Sound Cycling Club's Yahoo Group one more time. These groups are used by soccer leagues, scout groups, families and clubs to ease communications. I set up a group for my extended family to exchange pictures and memories and an 80 year old uncle was one of the first to join - so it really isn't difficult. It would make life much easier for me!

Currently I have to email to over 100 different email addresses. Sympatico requires that I break this into two or more sets, because they consider anything over 50 to be spam.

Some of you let your mail boxes fill up and others change provider and don't let me know. Sometimes there are errors that block the whole transmission and I have to temporarily remove someone from the list. Some of you want the newsletter but don't want the TT results. When a member wants to announce something they often ask me to forward a note to the whole club. Every Wednesday afternoon some one emails me asking where this week's time trial is.

All of these problems are solved by a Yahoo Group. Any one in the club can send an email to [OwenSoundCycling@yahoo.com](mailto:OwenSoundCycling@yahoo.com) to reach every active member. No one other than a registered member can send email to the group. If you change providers, you update Yahoo with the new address. If you don't want individual emails you can opt for a daily digest or no email at all. You can always go to the web site to view archived mail. Because I maintain an events calendar, you automatically receive an email reminder of the time and location of all club events two days in advance.

I'll be re-sending invitations by email using the email address you entered on your registration form. If you aren't familiar with Yahoo and don't have a Yahoo ID, don't press the "Join this Group" button. All you have to do is press REPLY and SEND.

## Tour de Grand

By Don Pavey

Do you want to ride a "Century" in and around the scenic rural areas of Cambridge?

The 9th annual Cambridge Tour de Grand is being held on Sunday, June 11, 2006. This year in support of the Cambridge YMCA 150th anniversary we are featuring the Y 150, a 150 km. ride with an optional 10 km. loop to make up the traditional Century.

More information, including an application and waiver form is available at our website: [www.cambridgetourdegrand.com](http://www.cambridgetourdegrand.com). Since bike clubs are like families, four members of your club submitting applications and waivers at the same time can take advantage of our "family" entry fee of \$30.00.

Looking forward to your club members joining us for a wonderful day of cycling.

Don Pavey  
Chair, 2006 Cambridge Tour de Grand  
[pavey@paveylaw.com](mailto:pavey@paveylaw.com)  
519-621-7260 Ext. 227  
519-621-1304 (fax)  
19 Cambridge Street  
Cambridge ON N1R 7G8

**NOTE:** Emese and I have been riding in the Tour de Grand for several years. It's always very well organized and all proceeds go to Cambridge Bikeway Network to promote cycling in Cambridge. This year we're taking a few other OSCC members with us and making a weekend of it.

I also have a few registration forms, and some are available at Bikeface in Durham. *Trevor*

## Adopt a Road/Spring Clean Up

I have set a date for the cleanup of our adopted road: County Road 170 between Shallow Lake and Copper Kettle.

Saturday May 6 at 10:00 a.m.

We'll meet at the United Church parking lot on Cruickshank Street in Shallow Lake. If you haven't already done so, please sign a waiver. They must be on file with Grey County before the day of the cleanup. With eight volunteers we can be finished in a couple of hours. *Trevor*

## MTB Time Trials

By Didier Perin

Prior to the AGM, I indicated that the MTB schedule that I put together was tentative and that my commitment towards these events would be based on the feedback during the AGM. It was my perception that although the Wednesday night TT did not gather as much interest as I would have hoped, the weekend events did. Therefore I am going to concentrate on weekend events only. At this time, I am not planning to coordinate any Wed TTs. This is not to say that someone else couldn't take that on if they so wish.

# The Assistant

By Tom Hakala

What a confidence! During our Annual General Meeting Greg brought up the fact that we should all be aware of the rules and regs. regarding rides and races and that we are all covered by the OCA insurance policy. Then no sooner do we get out on the chilly ride after the meeting and one of our new members runs into Trevor and lands on his pumpkin (cracking his helmet but luckily not his head)! The good part is that nobody was injured (except for a bit of pride) and we are not being sued. The other good part is that it gave us an early season lesson in what can happen if we are not careful.

There was a chain of events that took place that led to the "incident" (as the company I work for like to call these things). First of all the newbie in question (who I will call Ernest so as not to embarrass him even further) over prepared for the cold ride with umpteen layers of Body Armor, polar fleece, quilted vests, jackets and ski mittens. I not only know Ernest but invited him to join the club, but that afternoon I busied myself primping and preparing for my ride and more-or-less ignored my friend.

The ride started and the group quickly set into a pace that seemed comfortable (at least for experienced riders). Unfortunately, poor Ernie had created a few problems with his attire and he was having trouble keeping up. For one thing his helmet was a mountain bike type with the big visor in front and a "safety strap" around the back of his neck. This type of helmet doesn't work that well on a road bike with drop bars as the line of sight is blocked by the big stupid visor. On top of that the vest he was wearing had a high collar that pushed the "safety strap" up every time he tried to look ahead. This gave him a clear view of his front wheel... and not much more.

In the meantime, my co-editor saw that Ernest was falling back and decided to stop and wait for him. This was a nice thought except that Trevor stopped on the pavement and proceeded to fiddle with something on his bike while he waited. He didn't wait long when BANG! Ernest was literally on top of poor Trev then continued his swandive onto the shoulder.

Meanwhile the main pack stopped at Copper Kettle to wait for the stragglers and as they arrived they told of poor Ernie's dilemma. When I heard the tale I felt a twinge of guilt and headed back to assist. I didn't ride long when I saw them coming over the crest of the hill. Soooo, I did a "Uee" in the road and stopped to wait... on the road. Luckily Ernest saw me at the last minute and deaked to the right but proceeded to sideswipe a pick-up that was inconveniently parked on the side of the road. By this time he was shaking like Diefenbaker and was ready to go back. I rode with him and we reviewed what happened and why.



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He felt terrible for running into Trevor and was having a hard time reconciling the fact that he could not really see but continued to ride. I know how he felt because I've done the same thing at times... that is, not wanting to "wimp out" and quit, especially on a first ride with a new club. But it was not all his own undoing. I could have checked his gear and given him advice before the ride and maybe hung back and rode with him. When Trevor and I stopped we should have gotten off the road and looked back while waiting.

As a group we made assumptions that everyone was on the same page, which was not the case. Ernest wasn't the only new member that day. We had eight new members sign up at registration, which is great, but we can't assume that they all come with the same preparation as members that have been riding for years.


So what can be done to make our rides safer and more comfortable to everyone? First of all we will be re-running our "Guidelines" in this issue so everyone knows their job (this was actually suggested by someone at the AGM). Then, Emil van Dijk and Mike Hoggins are holding a series of clinics on group riding on Saturday, April 29 as well as May 6 & 27 (see their article in this issue). Also, I am going to lead rides for less experienced riders in hopes of bringing them up to speed. A few years ago I did a series of EZ Rides and so we will try them again starting on Thursday May 25th at 6:00 p.m. Meet at the Leith Bridge. We will do an approximately 15 km. ride on country roads with light traffic. If there is enough interest, we will do more EZ Rides depending on the attending members wishes and my schedule.

p.s. The writing contest mentioned in the last issue uninspired the entire club to not write a single story, so it has been cancelled. Please contribute to the newsletter! *Tom*

## The Annual General Meeting

By Milo Leatherbutt


*Note: Both Trevor and Tom were too busy to cover the AGM so we hired Hans Leatherbutt's nephew, Milo, as a cub reporter to fill in. We hope Milo proves to possess some of his famous uncle's linguistic abilities.*



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I wrote down everything that seemed important but when I got home my stupid dog ate my notes. I guess I shouldn't have used my Big Mac wrapper to write notes on. Luckily Mr. Nicol sent my uncle his notes so I thought I would just crib them. Here goes...

Thanks to the volunteers – Thanks to John Brown – long time OSCC treasurer, Scott Thomson, Didier Perin, John Huelshof and Tim Koker for running TTs. I apologize for missing these individuals at the meeting.

The OSCC is hosting two interclubs – May 7 at Dundalk and August 13 in Epping – Volunteers needed for registration and finish line.

The OSCC is hosting a provincial club TT August 30th at Epping. Other members from clubs that are not from the OSCC may be attending and check out the OCA schedule for other host clubs. Trail and road clean up dates coming please watch for the dates and show your support for the clean ups. The Grey County waivers for the Road Clean Up are not dated. You can sign one now if you think you might be helping on one of this year's two clean-ups Spring Fling to be April 23rd. See website for details.

Points system to continue and points party to be at the annual BBQ.

If you are interested in organizing a ride please send Greg and Trevor an email with route, date and time so it gets proper insurance and posted on the schedule.

Host requested for club BBQ. If you would like to host let Greg Nicol know.

The road TTs and mountain bike TTs schedules will go as they are laid out and the schedule will be reviewed at the end of May to see if we will continue. (I guess Mr. Nicol better read Mr. Perin's little story in this issue as he has changed the MTB TTs to be on Saturdays only)

The Sesquicentennial Committee @ owensound150.com is looking for events to help celebrate the City of Owen Sound's 150th birthday. If anyone is interested in setting up or organizing an event of some sort please let the OSCC executive know.

If you would like to help out with the Niish Nobby (sorry Laura if the name is not correct) for their bike event please let Laura Robinson know.

Again – This club is for the members by the members if you have a comment or concern please let the membership know.

## Road Ride to Collingwood

By John Brown

We will have a road ride to Blue Mountain starting at Heritage Place parking lot on Thursday, May 18, 10:00 a.m. This will replace the annual Spring Ride back from Tobermory. Expect the distance will be 75 - 80 Km with some hills compared to 115 Km flat from Tobermory.

The route will be Derry Line to Bognor, Grey Rd 29 up to Walters Falls and Grey Rd 40 into the Beaver Valley. We will then head up Grey Rd 2 towards Ravenna turning left past Loree to Banks and then down Scenic Caves Road to Blue Mountain.

We plan to have lunch at Blue Mtn Village and then there will be vehicles to provide transportation back to Owen Sound for the return trip. Contact John Brown at 372-2502 or email at jab-rae@sympatico.ca if you plan to ride.

# Learn How to Ride in a Group

By Emil van Dijk

Many of us joined the cycling club in order to experience the thrill of riding in a group. Some people, unfortunately, find the concept of group riding intimidating and, as a result, never get to ride effortlessly fast.

In order to share the secret nuances of the pacyline, the club is holding a Group Riding Instructional Session on Saturday, April 29th at 10 a.m., meeting in the back parking lot of Keppel-Sarawak School, located at the corner of 24th St. W. and 8th Ave. W. in Owen Sound. Should it rain at that time, the session will be postponed to the next day, Sunday April 30th, at 10AM.

This class will appeal to those who are new to cycling, riders who have never ridden in a group, cyclists who are afraid to ride in a group, or those who are considering taking part in road racing. See you there.

## ...Wait there's more!

Get ready for the first Interclub races with a couple of warmup rides. These will also serve as a review of the Group Riding Instructional Session, so if you need some more drafting practice or couldn't make the first session, please come out and join us. Meet at Keppel-Sarawak School, at the corner of 24th St. West and 8th Ave. West in Owen Sound, at 10 a.m., on Saturday May 6th and Saturday May 27th. *Emil*

## Keppel Scramble & Backroad Ramble

Circle Sunday June 4th on your calendar for the Keppel Scramble & Backroad Ramble. Your choice of a 60km or 30km loop. Download the map from the website, get your riding partner(s) lined up and be at Kelso Beach in Owen Sound at 9AM. This ride features roads, dirt roads, trackroads and rail trail, so a mountain bike or hybrid is the best choice of transportation. Post ride refreshments. *Emil*

## Reminder....

By Rebecca Hilts

Hey you wonderful bunch of bikers, we love it when you join the

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cycling club and also love it when you do so, well in advance. And happy feelings abound when you join the club during a quiet time. i.e. on a Tuesday night when no cycling activities are happening, or through the mail where nobody's schedule is interrupted. In other words, if you show up to an event like a time trial and expect to join ten minutes before your warm-up, think about the impact that has on those like Pam and me, who have other things to attend to like our own warm-ups or getting names and numbers organized. Thanks for thinking of us. Rebecca Hilts

## Time Trial Results

ShallowLake 10K Road Time Trial, April 19

Timer: Pam Hearn-Erb

Assistant: Mary Thomson

Riders: 34

Conditions: Sunny and 15°C; moderate NE Breeze

Name	mm:ss.d	Km / H
1 Joe Chappell	14:24.0	41.67
2 Scott Vining	15:05.0	39.78
3 Scott Thomson	15:11.0	39.52
4 Jason Rody	15:19.0	39.17
5 Greg Nicol	15:45.0	38.10
6 Matthias Purdon	16:08.0	37.19
7 Jeff Wardell	16:26.0	36.51
8 Didier Perin	16:28.0	36.44
9 Emil VanDijk	16:44.0	35.86
10 John Brown	17:01.0	35.26
11 Mack Thomson	17:21.0	34.58
12 Tim Murawsky	17:21.0	34.58
13 Joe Lehman	17:22.0	34.55
14 Trevor Stokes	17:23.0	34.52
15 Lynne Vaughan-MacDonald	17:35.0	34.12
16 Stu Manwell	17:40.0	33.96
17 Justin Zottl	17:54.0	33.52
18 Reg MacDonald	17:56.0	33.46
19 John Huelshof	18:01.0	33.30
20 Don Wilkinson	18:16.0	32.85
21 Dylan Musselman (MTB)	18:16.0	32.85
22 Scott Burgess	18:19.0	32.76
23 Kate Manwell	18:31.0	32.40
24 Susan Frook	18:36.0	32.26
25 Chris Laforest	18:52.0	31.80
26 Dave Ward	19:00.0	31.58
27 Andy Poste	20:04.0	29.90
28 Lisa Murawsky	20:19.0	29.53
29 Jane Thomson	20:26.0	29.36
30 Amy Nicol	20:51.0	28.78
31 Stephen Laforest	21:06.0	28.44
32 Danielle Burgess	21:12.0	28.30
33 Jeffrey Thomson	22:41.0	26.45
34 Mike Pearson (MTB)	22:49.0	26.30



# Guidelines and other important stuff

The following are the guidelines the club established a few seasons ago to satisfy the OCA and our insurance company that we were serious about running a safe organization. Please read over these guidelines so you understand where you stand.

## Participant Guidelines

The Owen Sound Cycling Club and event leaders will try to make every event safe and enjoyable. Participants must do their part by following these guidelines.

### Before a ride or event

1. Carefully inspect your bike to make sure it is ready to ride. Pay particular attention to brakes and tires. Please make sure you have tubes, tire levers and other basic tools to repair flats or other breakdowns.
2. Bring water and food sufficient to get through a ride/event.
3. Wear a helmet.
4. Dress appropriately for the weather and make allowances for changing weather conditions.
5. Leave enough time to arrive at the event location and get ready before it starts.

### During the ride/event

1. Follow the event leaders direction.
2. Honestly assess your skills and abilities and ride with them.
3. Inform the ride leader if you are having trouble keeping up or are dropping out. If you are having a mechanical problem, let the leader know when and if you are going to rejoin the event.
4. Make sure you know the planned route and what to do if you become separated from the group.
5. When instructions and information is passed verbally or through signals, acknowledge that you understand the message and pass it to the next person. Make sure they understand the message. On road rides, use standard hand signals.

### After the ride

1. Let the event leader know about any problems you had. Suggest ways to improve future events.
2. Eat and drink as required to promote recovery.
3. Thank the leader and anyone else who helped put on the event.

## Ride Leader Guidelines

1. Plan your route carefully, including alternate routes in the event of obstructions, bad weather or tired riders. If available and if required, distribute maps. Brief riders on planned route, location of rest stops and action to be taken if separated from group.
2. Ensure names of riders are recorded for OSCC points.
3. Instruct riders to check their bikes for mechanical and safety problems.
4. Make sure you have an OSCC First Aid Kit (pick up at Jolleys), spare tube, pump and water. Check what spares and emergency

items other riders have brought. Each rider **MUST** wear a helmet.

5. Check the weather forecast. **NOTE:** Ride must be postponed/cancelled in the event of lightning or other weather extremes. Have a bad weather plan prepared.

6. Determine if any riders have current First Aid/CPR training.

7. Ensure all riders are OSCC members, OCA members or members of an affiliated club.

### During the ride

1. Check that no-one has been dropped at each rest stop. Have a plan to accommodate slower riders. If required, appoint a "sweep" rider to ensure that riders are not dropped.
2. Record any accidents, injuries using the form in the OSCC First Aid Kit. Ensure injured/exhausted riders have a safe means to return home.
3. Ask yourself and other riders the most important question: Did you have fun?

## Training/Recreational Rides

Mondays, alternating between Owen Sound (Farmer's Market) and Williamsford

Place: Fifth Season - opposite Owen Sound Farmers' Market.

Dates: May 1, May 15, May 29, June 12, June 26, etc...

Time: 1800.

Place: Williamsford Arena.

Dates: May 8, May 22, June 5, June 19, etc...

Time: 1800.

Plan: One and a half to two hour training ride at a moderate, steady pace. Depending on the abilities of those who show up, we'll split into groups.

Club members may organize group rides (road, back-road, trails) through the season. Remember, rides must be approved in advance and our insurer and the OCA prohibits non-members participating in any club event. *Trevor*



# Book Reviews

By Doug Miller

Cycling Past 50 by Joe Friel

Published by Human Kinetics

Joel Friel has been an endurance athlete trainer since 1980..a top trainer of both cyclists and triathletes and duathletes.

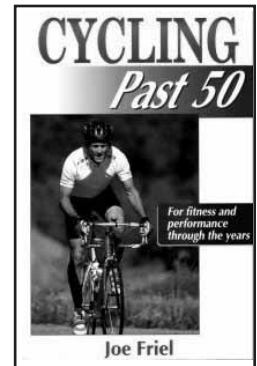
When I first saw the title...just prior to my own 50th year, I thought 'great god, can I really ride faster than 50'.....oh! okay! 50 years eh! Do I need a book devoted to my age group?

While I've trained hard for not much more than local provincial and club races, I discovered that Friel covers all the details of training for almost any level I choose to tackle.

He covers in considerable details

- key training principles
- advanced workouts for endurance, climbing and sprinting
- training advice for 100 mile events and multi-day tours
- strategies for getting into race form
- tips and exercises for preventing injuries
- advice for body fueling and
- ideas on how to get mentally psyched to ride.

This book is definitely more of a training manual than a narrative cycling read....great information for any age I would think. Its become a must reference book in my cycling library.



## Now to De-slump Your Posture

*Ten exercises to straighten out your crooked body and end back pain.*

Excerpts from *Bike For Life* submitted by Doug Miller

IF you've got a bad back and you don't have a major weight problem, chances are that poor posture is the cause. "The slumping and hunching that first becomes noticeable in your 30s causes poor athletic performance, restricts your breathing and digestion, and is the basis of most injuries and joint diseases like arthritis," says Patrick Mummy, president of Symmetry, a unique pain relief clinic based in San Diego. "And cycling makes it worse; it reinforces a bad habit." Fortunately, like misaligned wheels on a car, bad posture is fixable. Symmetry, a leader in the relatively new field of postural therapy, prescribes custom stretching and strengthening exercises that are designed to get your posture back to where it was when you and your back were bomb-proof: age five.

"Chest out and proud. Butt high and back. Shoulders square. Body balanced front-to-back, side-to-side. This is perfect, symmetrical posture—and it starts to degrade the day you go to kindergarten and begin sitting at a desk all day," says Mummy.

Crouched forward to write and type, sitting hunches the shoulders forward. It angles the pelvis up, changing its natural 10" forward tilt to something closer to zero, or level. The result: hip flexors shorten, the back is pulled into flexion, and the lower back muscles are overworked and strained. Eventually, most sedentary adults develop what Mummy calls the "Suck'n Tuck": butt drawn in, belly pushed up, shoulders stooped forward, diaphragm collapsed, and lower back flattened—a backache-ridden, constricted position that squeezes lungs and intestines.

Over the years, good posture is further corrupted by leg-length discrepancies, accumulated injuries, right- or left-hand dominance, and repetitive motion activities like hitting a tennis ball (which can cause a side-to-side torso tilt that puts one shoulder higher than the other). "Then add sports activities that train you to be imbalanced; says Mummy. "A common one is overemphasis on chest presses over pulls in the weight room. Another big one is cycling."

"Over time, your body mimics the activity;" he says. "Whereas basketball or soccer uses your body functionally ~n its natural state, with your pelvis as the center of gravity, cycling removes the pelvis from the equation. Leaning forward to the handlebars, your back is now the center of gravity, the tie-in between the upper and lower body. Cycling trains you to take the shape of a C; so off the bike, your back struggles to keep you upright"

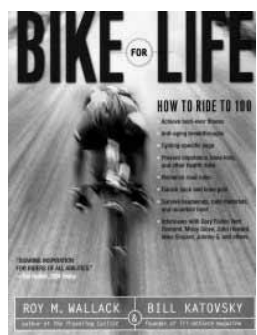
According to Symmetry, undoing the damage isn't as simple as going to a chiropractor for an "adjustment" that temporarily pushes a vertebrae this way or that; for cyclists, it requires a complete overhaul of your body's misaligned and out-of-balance muscles and daily exercises before, during, and after you ride.

The process at Symmetry {undergone by Roy Wallack} begins with two full-length photographs of your body—straight-ahead and profile. After noting your points of deviation from the ideal form of a five-year-old (shoulders and hips should not be tilted, and head, shoulder, hips, knees, and ankles should be in a vertical line), Mummy prescribes a series of stretching and strengthening exercises that will restore the balance. The exercises are not easy and don't involve lifting weights (Mummy is against pumping iron until you've straightened your posture; to do otherwise is akin to "building a Ferrari on a bent chassis," he says.) Some people see immediate improvement; others take months. Asked to provide exercises for this book, Mummy initially hesitated; he designs exercise regimens specific to individuals. But eventually he did agree that a series of general exercises, described below, can help anyone at risk for a bad back, including all cyclists.

"Hypothetically, do them before, during, and after you ride" he says, "But especially before. You brush your teeth at the beginning of the day. You need to start any activity in a balanced body position:"

Symmetry Posture Fixers

While Symmetry designs custom posture-rehab programs, Mummy believes a generic anti-suck 'n tuck strategy would go a long way toward eliminating a biker's back. The strategy will stretch the hip flexors to restore the correct pelvic tilt, reposition the shoulders back, and equalize the hips to restore bilateral symmetry. At one to two minutes each, the 12 exercises below should take ten to fifteen minutes. Perform them at home or in the gym in the order given and as often as possible, especially before any weight or aerobic exercise.



Purpose: Relaxes and evens spine and spiny erector muscles to prepare for exercise. How to: Lie on back, calves flat on seat of a chair, with thighs bent, legs 90°, arms out to side, palms up. Sink into floor and breathe through diaphragm. Tighten abs for one sec-ond at end of exhalation.

## 2. Crossover (piriformis stretch)

Purpose: Removes pelvis elevations, untwists the hips (evens right-left bias), and indi-rectly repositions shoulders.

Mow to: Lie on back with arms out at 90° angles, knees bent, and left foot on the floor. Cross right ankle to left knee and rotate right foot and left knee to floor as one unit until right foot is flat on floor. Look in opposite direction and press right knee slightly away, feeling stretch on outside of right hip. Hold one minute. Repeat in opposite direction.

## 3 \_ Cats and Dogs

Purpose: Ofd yoga pose restores natural tilt to pelvis by aligning it with the spine.

How to: Starting in bent-knee push-up position, pull chin to chest while pushing low back to ceiling, then look up to ceiling and allow back to sway and shoulder blades to pull back and together. Keep a constant, smooth motion, not allowing your body to move forward or backward. Repeat 10 times.

## 4. Extended Floor Position

Purpose: Dramatically tilts the pelvis forward and pulls the shoulders back by putting the spine in "traction:"

How to: From Cats and Dogs position, walk hands forward 4-6 inches and place elbows where your hands were, positioning hips in front of knees. Let back sway, shoul-der blades collapse together, and head drop. Hold this position one to two minutes.

## 5. Arm Circles

Purpose: Strengthen shoulder girdle and reposition shoulder blade back.

How to: While kneeling on floor, raise arms straight from side as you squeeze shoul-der blades together\_ With palms facing down, rotate arms in 6-inch circles; then switch to palms facing up.

## 6. Shoulder Rotations

Purpose: Stretches and repositions shoulders.

How to: Sit in a chair with knees bent at 90° angle and hips rolled forward to create an arch in the lower back. Place knuckles on your temples, pivot arms inward until elbows touch, then raise arms up if you can.

## 7. Overhead Extension

Purpose: Reposition shoulders.

How to: Standing with fingers interlaced, push palms up and away from body toward the sky until straight. Pinch shoulder blades together, look straight up, feel arch in lower back, and hold.

## 8. Sitting Torso Twist

Purpose: Transverse stretching of the back.

How to: Sit on floor with legs straight, put hands behind back. Bend left foot on out-side of right knee. Place right elbow on left knee. Sit up as tall as possible by arching low back. Pull left shoulder back and twist torso, looking back over left shoulder.

## 9. Triangle Position

Purpose: Lengthen and unkink torso.

How to: Standing against a wall, with the right foot perpendicular to it, rotate the left foot so that it is perpendicular to the right and 3 inches away from the wall. Take a large step sideways out with the left, keeping it 3 inches from the wall. Holding arms horizontal at sides, tighten quads, and keep both glutes and shoulders on the wall as you rotate and lower the upper body from the waist toward the left foot. Slide down until right glute starts to come off the wail, hold position and stretch right arm directly vertical\_ 10.

## Wall Sit

Purpose: This is the glue that holds all the previous exercises together, lowering your center of gravity back to your pelvis and changing your posture from a bow to a straight

line. It lowers center of gravity by strengthening pelvic muscles and quads that have become so weak that they can no longer hold your

spine and legs together as one

unit, How to: With lower back

pressed firmly against a wall, slowly

walk your feet away and slide

down until the knees are bent at a

90° angle. Keep weight on heels.

Increase the length of time you

hold the stretch to 60 seconds.

Repeat five times and do two or

three sets.

While stopped mid-ride at a 7-

Eleven ...

In the middle of the ride, while

everyone else is sitting on the curb

guzzling a Big Gulp, spend four

minutes fixing your posture. Do

three of the exercises described

above: Sitting Torso Twist (1

minute); Triangle Position (1

minute); and Wall Sit (1 to 2 min-

utes). This loosens your transverse

(twisting) plane, your frontal

(side-to-side) plane, and reempha-

sizes the sagittal (straight-ahead)

plane in a positive way.

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# Drafting and Pace Lines

The first ride of the season brought about another bit of controversy. How do we handle drafting and riding in a pace line? Some members feel we should follow the rules of the road, which are as follows: A bicycle is a vehicle under the Ontario Highway Traffic Act (HTA). This means that, as a bicyclist, you have the same rights and responsibilities to obey all traffic laws as other road users. The following are key sections of the HTA concerning cyclists.

HTA 147 - Slow moving traffic - any vehicle moving slower than the normal traffic speed should drive in the right-hand lane, or as close as practicable to the right edge of the road except when preparing to turn left or when passing another vehicle. For cyclists, you must ride far enough out from the curb to maintain a straight line, clear of sewer grates, debris, potholes, and parked car doors. You may occupy any part of a lane when you safety warrants it. Never compromise your safety for the convenience of a motorist behind you.

So, I suppose if we drop off to the left, we are neither “as close as possible to the right edge” nor are we “passing another vehicle”. We are being passed.

Other members think it is better to drop off on the left or change the pattern depending on wind and road conditions. Trevor found a great article from the The Cycling Team of the University of Florida website: <http://grove.ufl.edu/~cycling/teamflorida/safety.html>

Here is a portion of that article that deals with drafting and pacelines. It was compiled by James Thompson for the team.

## Pace Line Responsibilities

The front riders are responsible for calling hazards, determining direction of rotation (with help from second-file riders if necessary) or pull-off in response to wind conditions, and for calling directions to turn, or to notify when stopping and slowing down. If you are too tired to do this, go to the back.

The second file of riders can set the pace (“Slow down a little up there”), determine direction of rotation (“I’m on your right a little, the wind is from the left”), and request the front riders “pull off” if they are maintaining poor pacing, erratic behavior, or practicing poor hazard notification.

Rear riders (the “caboose”) are responsible for notifying the pack if they are getting “dropped” or if they need to turn off and go home. It is irresponsible to leave a ride without notifying other riders. Sometimes faster riders will leave the caboose to go up front and ask the pace line to slow down if the line is getting broken up. Be careful when so doing, for you may be three deep on the road.

## Other Pace Line Considerations

Some riders (very few) like to “pull off” toward the grass, no matter the wind direction, because it is safer than pulling into the street. This is nothing to argue about—the more cautious method should always win if there is a dispute. When in doubt about wind direction, or in stale wind, always pull off toward the grass or side of the road.

When going over bridges or narrow roads, call out “single file.” Each traffic-side rider should fall back behind the rider next to her if the group is in a double pace line. Resume double file riding when it is safe to do so, as indicated by the front file only.

Don’t look back when you pull off unless you fear a rider is overlapping your wheel. Looking backward shifts the line of your riding and is an advanced skill. Remember, your body and bike will slightly turn into the direction your head is turning.

Establish a system of rotation or pacelining (“I’ll take long pulls, you just come through and pull off”) before the pace line begins. If you need to adjust the system during the ride, let other riders know before you pull off, and repeat your suggestions/directions as you fall back to the caboose.

If you are going to the caboose and staying there, let other riders know to pull in the line in front of you as they come off of the front. If you’re tired or need to get water or food, this is a good place to be.

Keep a safe distance. Generally, the faster the pace line, the closer you can get, because the variations in speed are less and momentum makes straight riding easier. Six inches is a close ride. One foot is safe. At most moderate speeds, you can still achieve a draft two, three, even four feet from a rider in front of you, depending on your needs. Take it slowly, and ride only as close as you feel comfortable. But in large group rides, always ride consistent with the person next to you in a double pace line.

Keep your head up and your eyes well ahead of you. Looking down at the road or a wheel in front of you significantly reduces the amount of visual information your brain can process. Get accustomed to judging the distance of the rider in front of you by their torso, not their bicycle. This will allow you to keep an eye out for speed and directional shifts in the front of the paceline before they make their way back to you.

When reaching for a water bottle or something in your jersey, keep your head erect and vision forward. Learn to grab things without looking down at them. Otherwise, wait until you get to the caboose.

# The Tom Thomson Trail & Bayview Escarpment

By Shane Jolley

One of the greatest challenges in building a new trail from scratch is establishing a viable route. This involves negotiating with various landowners, which in the case of the Tom Thomson Trail includes the City of Owen Sound, the Municipality of Meaford, the Ministry of Natural Resources, the Grey Sauble Conservation Authority and a variety of private land owners. A particularly important piece of the route involves Bayview Escarpment Provincial Nature Reserve which is under the management of the Ontario Ministry of Natural Resources.

This parcel of land links the trail as it exits the former Sydenham Township to the backroads that will form the final run into Meaford. It is a quite and scenic parcel of land that will form one of the most interesting and enjoyable parts of the TTT when finished. Unfortunately we do not have clearance to pass through this portion of land at this point due to the MNR classification as a Provincial Nature Reserve. We are however optimistic that the classification may be changed in the near future as this parcel of land is to come up for review in 2007. That's where you may be able to help us. Here's the scoop.

Provincial Nature Reserves are "established to represent and protect the distinctive natural habitats and landforms of the province. These areas are protected for educational and research purposes". This means that use of the park is strictly limited to pedestrian access to avoid any degradation or contamination from "outside". Bayview is indeed a unique and beautiful part of the Niagara Escarpment. The problem is that ATVs and 4x4s have been tearing up the main access trail through the park for at least 25 years creating a huge mess of mudholes and continually widening the trail. Obviously the Nature Reserve mandate has not been fulfilled largely due to the relatively remote access for MNR personnel. All attempts over the years to block access to motorized vehicles has been easily circumvented by uncaring perpetrators.

When the review of the property comes up in 2007 we will be proposing a different approach to solving the problem. We have recommended and will continue to ask for the reclassification of the Bayview property to a "Natural Environment" park which will protect the landscapes and special features of the natural region, while providing opportunities for low impact, non-motorized activities such as cycling, hiking, and horseback riding. This will allow us to move forward in asking the MNR to allow the TTT to pass through the park which will bring a host of spin-off benefits. First the huge mess that currently exists would be rehabilitated and narrowed and a durable trail built to handle cycling and horse traffic. This would protect the natural environment in the park in a much more effective way than is currently happening. Experience has taught us that when the big mud holes no longer exist to play in, the 4x4s and ATVs soon go elsewhere. Also the human presence on the trail would discourage "illegal" activities and become somewhat self-policing. This phenomenon has been proven to happen on the Georgian Trail and others like it.

To sum up we think that the purpose of the Bayview property will be better served through rehabilitation and defined low-impact activity than by the uncontrolled destructive activity that is current taking place. We are asking you to support us in this request by voicing your views through planned public meetings or a letter at the appropriate time. Watch for public meeting information as we get nearer to the 2007 target, and thank you for your support.

*Editors: Trevor Stokes & Tom Hakala • Thanks to this months contributors: Greg Nicol, Emil van Dijk, Pam Hearn-Erb, Didier Peron, Rebecca Hilts, Doug Miller, Shane Jolley*

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Thanks, Bill Van Wyck



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